



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, listen to your comments and answer any questions you may have. At the conclusion of the hearing MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

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

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.

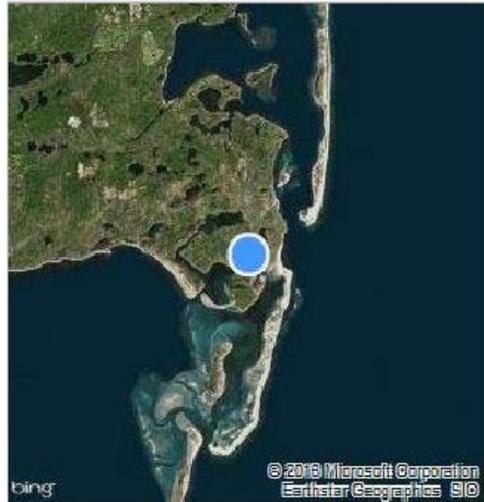
PROJECT LOCUS MAP

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.

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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

