



**DESIGN PUBLIC HEARING**

**SEPTEMBER 21, 2011**

**AT**

**WORCESTER TECHNICAL HIGH SCHOOL**  
Conference Center

**WORCESTER, MASSACHUSETTS**

**7:00 PM**

**FOR THE PROPOSED**

**BRIDGE REPLACEMENT OF THE KENNETH F. BURNS MEMORIAL BRIDGE**  
**ROUTE 9 OVER LAKE QUINSIGAMOND**  
Project No. 604729

**Accelerated Bridge Program**

**BETWEEN THE TOWN OF SHREWSBURY AND THE CITY OF WORCESTER,**  
**MASSACHUSETTS**

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

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

**THOMAS F. BRODERICK, P.E.**  
**ACTING CHIEF ENGINEER**

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

**NOTICE OF A PUBLIC HEARING**  
**Project File No. 604729**

A Design Public Hearing will be held by MassDOT to discuss the proposed Kenneth F. Burns Memorial Bridge Replacement Project in **Worcester and Shrewsbury, MA**

WHERE: Worcester Technical High School – Conference Center  
One Skyline Drive  
Worcester, MA 01605

WHEN: **Wednesday, September 21, 2011 @ 7 PM**

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed bridge replacement alternative of Bridge No. S-14-001=W-44-018, Route 9 over Lake Quinsigamond. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of the replacement of the Kenneth F. Burns Memorial Bridge, Route 9 over Lake Quinsigamond. The proposed bridge structure will have three travel lanes in each direction, left and right turning lanes at each approach, dedicated bicycle lanes and sidewalks in each direction.

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

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Acting Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: **Michael O'Dowd, Project File No. 604729**. 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](mailto:dot.feedback.highway@state.ma.us)

The community has declared that this facility is accessible to all in compliance with the ADA / Title II. However, persons in need of ADA / Title II accommodations should contact John Lozada by phone at (617) 973-7171 or email to [MASSDOT.CivilRights@dot.state.ma.us](mailto:MASSDOT.CivilRights@dot.state.ma.us). Requests must be made at least 10 days prior to the date of the public hearing.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANK DEPAOLA, P.E.  
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.  
ACTING CHIEF ENGINEER

**Boston, Massachusetts**



Deval L. Patrick, Governor  
Timothy P. Murray, Lt. 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 all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Frank DePaola  
Administrator, Highway Division

## **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.

## **TO SAFEGUARD THE PROPERTY OWNER**

If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

### **1. WHO CONTACTS ME?**

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

### **2. WHAT IS A FAIR PRICE FOR MY PROPERTY?**

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

### **3. MUST I ACCEPT THE DEPARTMENT'S OFFER?**

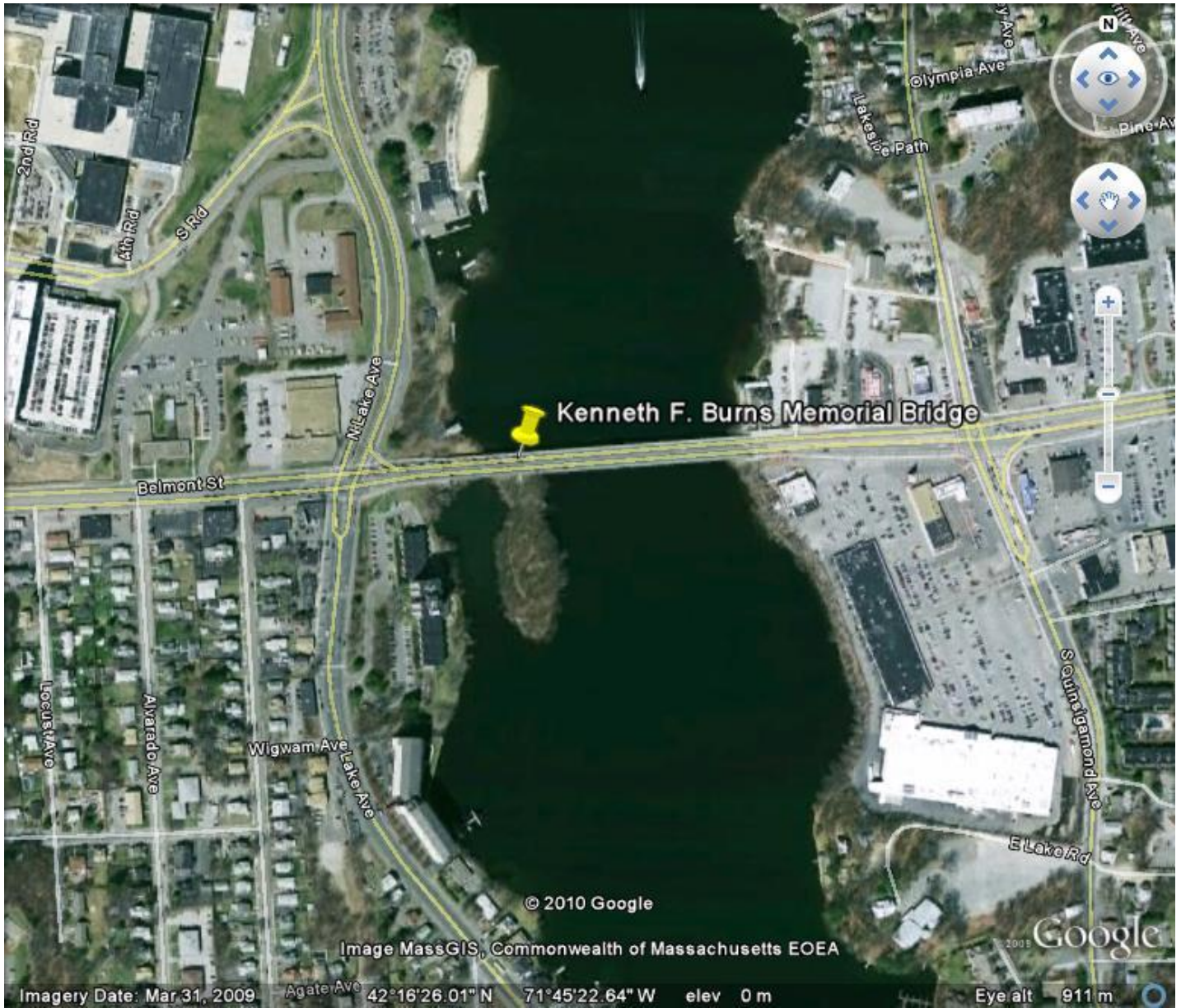
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

### **4. WHAT WILL HAPPEN TO MY HOUSE?**

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

### **5. WHAT HAPPENS IF I MUST RELOCATE?**

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.



**Figure 1:**

**Site Locus Plan  
Bridge No. S-14-001=W-44-018  
Shrewsbury/Worcester, Massachusetts**

## **Project Location**

MassDOT proposes to replace the current Kenneth F. Burns Memorial Bridge that carries Route 9 over Lake Quinsigamond between Worcester and Shrewsbury, Massachusetts.

## **Purpose**

The purpose of the project is to replace the structurally deficient and functionally obsolete bridge. The project involves replacement of the existing structure with a new bridge that will meet current design standards of increased capacity for traffic with improved bicycle and pedestrian accommodations in the same location.

## **Existing Conditions**

The current Kenneth F. Burns Memorial Bridge, the fifth in a series of bridges at this location over Lake Quinsigamond, constructed in 1916, is a reinforced concrete deck arch-type bridge consisting of six arch spans. The Bridge links Worcester and Shrewsbury via State Route 9, which carries more than 53,000 vehicles per day. This portion of Lake Quinsigamond is navigable to recreational vessels including power and sail boats and crew shells. Significant crew activity, including major regattas take place adjacent to this location on the lake.

Inspection and evaluation of the existing structural integrity of the bridge has been performed and has determined that the existing bridge is structurally deficient. In several areas the existing deteriorated condition has required emergency repair and support of structural members. Material testing of the concrete bridge has been performed as well in order to evaluate the potential of re-using the bridge. The results of this material testing indicate that the existing concrete is in poor condition and would require continuous maintenance and repair if re-used. The current bridge has been repaired and rehabilitated several times throughout the past ninety-four years. While emergency repairs have rendered the Kenneth F. Burns Bridge safe for use, MassDOT has determined that the structure has deteriorated beyond the point of repair and must be replaced.

## **Scope of Work**

MassDOT has selected a consultant team led by TranSystems to provide a bridge type study and sketch plans that will lead to a twenty-five percent design-build procurement package for the Kenneth F. Burns Memorial Bridge Replacement Project. The existing bridge will be replaced with a new widened five span steel deck arch structure.

The proposed lane configuration on Route 9 will provide three travel lanes in both directions with exclusive left and right-turn lanes on the westbound approach into Worcester. This will accommodate projected increases in traffic volumes, improve safety at the intersection of Route 9 and Lake Avenue and remove the need for eastbound motorists to make a U-turn on Lake Avenue North to access destinations on Lake Avenue South. The eastbound approach into Shrewsbury will match the current configuration. Bicycle lanes on the bridge and sidewalks will be provided in both directions. Work will also be undertaken on Lake Avenue to the north and

south of Route 9 to improve bicycle and pedestrian accommodations. The design seeks to create a new bridge that will accommodate all users while minimizing impacts to the intersections or the homes and business on either side of the bridge adjacent to the state highway layout line in Worcester and Shrewsbury. The proposed roadway profile will be raised in order to provide improved vertical under-clearance for recreational users of the lake.

### **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 will include preparation of the required documentation in accordance with the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA). As part of this review process, a comprehensive public participation program is being implemented. This outreach program will keep the public updated on the project's status, seek public input, support the regulatory process, and offer coordinated meetings for elected and municipal officials.

### **Schedule**

The design and construction of the bridge will be managed and overseen by MassDOT. The design-build procurement package is scheduled to be complete during the fall of 2011. The early stages of design-build procurement have begun and construction is anticipated to be completed by 2015 (including final design). The project contractor will be required to maintain two lanes of traffic in each direction and pedestrian traffic over the bridge at all times during construction.

For more information, please visit the project website at [www.mass.gov/massdot/kenburnsbridge](http://www.mass.gov/massdot/kenburnsbridge). Or if you have questions or concerns, please contact Stephanie Boundy, Public Outreach Coordinator for the Accelerated Bridge Program at (617) 973-8049.



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**Figure 2: Rendering of the Proposed Steel Deck Arch**

**Note:** Beginning in the late summer of 2011, MassDOT has been working closely with local officials, DCR, and members of the local historical commissions to further develop the proposed bridge's appearance. This rendering has been developed for and informed by that process.

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# BURNS 9 BRIDGE

## REPLACEMENT PROJECT



### OVERVIEW

**The Kenneth F. Burns Bridge:** The Kenneth F. Burns Bridge is a concrete deck arch span bridge comprised of a total of six arches and a viaduct. The bridge carries Route 9, also referred to as Belmont Street or Turnpike Road, over Lake Quinsigamond, between the City of Worcester and the Town of Shrewsbury.

**Role:** Route 9, and the Burns Bridge, both play a major role in the local and regional transportation network. Route 9 over the Burns Bridge processes approximately 53,000 vehicles per day.

**Project History:** Originally constructed in 1916, the Burns Bridge was the fifth crossing of Lake Quinsigamond to be built. The current bridge has been repaired and rehabilitated several times throughout its lifespan. MassDOT bridge inspection in 2008 showed that the current bridge had deteriorated beyond repair and needed to be replaced. As a result of being classified as structurally deficient, the bridge was placed on the Accelerated Bridge Program as a candidate for replacement.

**Project Goal:** To remove a structurally deficient bridge from the State's structurally deficient list by providing a new cost-effective and aesthetically pleasing bridge that can accommodate projected traffic volumes, pedestrians and bicyclists in a safe and efficient manner while enhancing the use of the Lake.

**Project Cost:** Approximately \$145 Million with the Federal Highway Administration funding approximately 80% and MassDOT funding the remaining 20% of the cost.

**Project Timeline:** The project is currently nearing the completion of the 25% phase with a Public Hearing scheduled for September 21, 2011. MassDOT Highway Division has commenced the design/build procurement process by advertising letters of interest (LOI) for qualified design/build teams. MassDOT anticipates issuing Request for Proposals (RFP) package to selected design/build teams in the Fall 2011 with construction anticipated to start in Spring 2012.

**An Accelerated Bridge:** Replacement of the Kenneth F. Burns Bridge is being conducted through the Patrick-Murray Administration's historic **Accelerated Bridge Program** (ABP). The ABP commits \$3 Billion over the next eight years to reduce the number of structurally deficient bridges in the Commonwealth and to prevent other bridges from falling into this classification. Replacement of the Kenneth Burns Bridge is one of the most significant projects in this program.

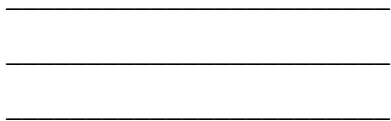
To speed construction of a replacement for the Burns Bridge, the new span will be built using a design/build procurement method. Unlike in traditional projects where design firms complete the entire design and the project is advertised and awarded to the low bidder, the design/build entity is chosen based on a best-value basis using a design/build procurement process. The design/build entity will be responsible for progressing a set of 25% plans to final design and constructing the project.

**Keeping Traffic Flowing:** Due to the Regional importance of the Route 9 corridor, MassDOT has committed to maintaining the current lanes of traffic at all times during construction with the exception of intermittent lane closures during off-peak hours. In addition, MassDOT realizes the potential for impacts to adjacent business during construction and as a result will require that the contractor maintain access to adjacent businesses at all times during construction.

**Public Involvement:** The bridge plays a major role in the day-to-day lives of local residents, businesses, users of the Lake and area commuters. MassDOT is committed to providing the opportunity for public to provide input and comment on this important project. To date MassDOT has held over seven meetings with the public, local officials and other stakeholders. Coordination with local officials is ongoing and a 25% design hearing has been scheduled for September of 2011. MassDOT has also created a unique project website, [www.mass.gov/massdot/kenburnsbridge](http://www.mass.gov/massdot/kenburnsbridge) to help users learn about the project, read about the progress of work, and submit comments to the project team. Should you wish to be placed on future informational mailing lists, please feel free to contact **Stephanie Boundy** by telephone **(617) 973-8049** or by e-mail at [stephanie.boundy@state.ma.us](mailto:stephanie.boundy@state.ma.us).



Please Fold and Tape



Please Place  
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Thomas F. Broderick, P.E.  
Acting Chief Engineer  
MassDOT, Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Public Hearing  
Kenneth F. Burns Bridge Replacement Project  
Shrewsbury/Worcester, MA  
Project File No. 604729  
Accelerated Bridge Program

