



PUBLIC INFORMATION MEETING

TUESDAY MARCH 29, 2011

AT

SHREWSBURY TOWN HALL
Board of Selectmen's Conference Room

SHREWSBURY, MASSACHUSETTS

6:30 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 CITY OF WORCESTER,
MASSACHUSETTS**

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

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

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

COMMONWEALTH OF MASSACHUSETTS

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

NOTICE OF PUBLIC INFORMATION MEETING

Shrewsbury-Worcester: Route 9 over Lake Quinsigamond – Proposed Kenneth F. Burns Memorial Bridge Replacement

Project File No. 604729

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

WHERE: Shrewsbury Town Hall – Selectmen’s Conference Room
100 Maple Avenue
Shrewsbury, MA 01545

WHEN: Tuesday, March 29, 2011 @ 6:30 PM

PURPOSE: The purpose of this meeting is to present the latest proposed design and architectural treatments for the Kenneth F. Burns Replacement project and to provide the public with continued opportunity to express their concerns and or comments on the project. Following the presentation, MassDOT staff will lead a discussion to answer questions and gather public comment on the design presented at the meeting. All views and comments received at the meeting will be carefully reviewed and considered to the maximum extent possible.

PROPOSAL: The project involves the replacement of the Kenneth F. Burns Memorial Bridge, Route 9 over Lake Quinsigamond. The proposed structure will have three travel lanes in each direction, left and right turning lanes at each approach, bicycle accommodating shoulders and sidewalks in each direction. The proposed work will be in accordance with the National Environmental Policy Act (NEPA) and the Massachusetts Environmental Policy Act (MEPA) and its associated regulations (301 CMR 11.00).

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. A representative from MassDOT’s Right-of-Way Division will be available to answer questions regarding land acquisitions relative to this project.

Presentation boards and plans will be on display one-half hour before the information meeting begins, with a Project Manager in attendance to answer questions regarding this project. A project handout will also 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 Information Meeting 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 meeting. Mailed statements and exhibits intended for inclusion in the public information meeting transcript must be postmarked within ten (10) business days of this Public Information Meeting. Project inquiries may be emailed to 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 Angela Rudikoff by phone at (617) 973-7005 or email to angela.rudikoff@state.ma.us. Requests must be made at least 10 days prior to the date of the public hearing.

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

FRANCIS A. DEPAOLA, P.E.
ACTING HIGHWAY ADMINISTRATOR

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

Boston, Massachusetts



DEVAL L. PATRICK
GOVERNOR
TIMOTHY P. MURRAY
LT. GOVERNOR
JEFFREY B. MULLAN
SECRETARY & CEO



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 information meeting to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the meeting, 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 your community.

Sincerely,

Francis A. DePaola, P.E.
Acting Highway Division Administrator

www.mass.gov/massdot

TEN PARK PLAZA • BOSTON, MA 02116-3969 • PHONE: 617.973.7000 • FAX: 617.973.8031 • TDD: 617.973.7306

WHAT IS A PUBLIC INFORMATION MEETING?

WHY A PUBLIC INFORMATION MEETING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the 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 meetings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC INFORMATION MEETING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

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.

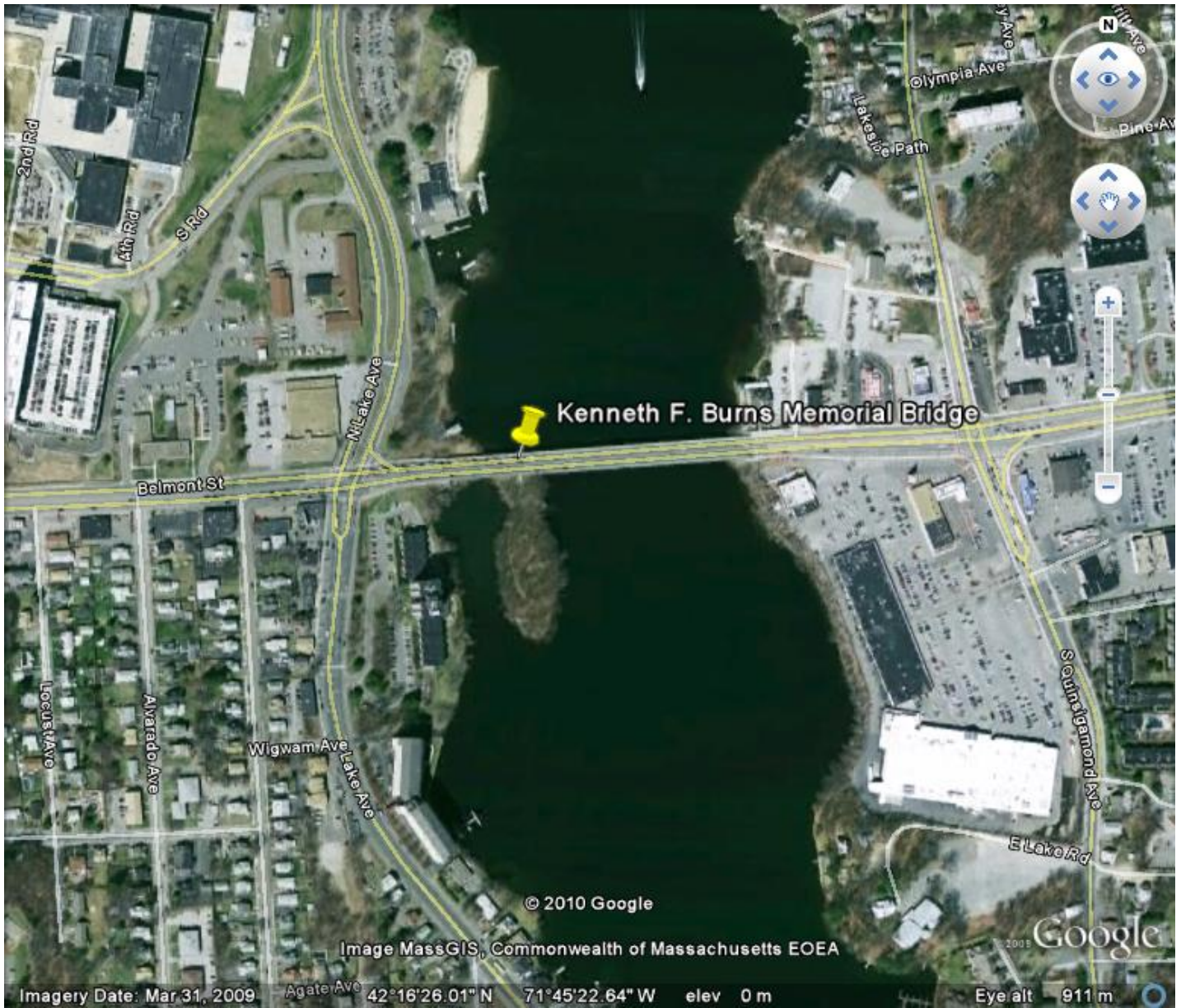


Figure 1:

**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 five arch spans. The Bridge links Worcester and Shrewsbury via State Route 9, which carries more than 47,000 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 in poor condition. 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 steel deck arch structure.

The proposed lane configuration 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 accommodating shoulders and sidewalks will be provided in both directions. 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.

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 twenty-five percent design-build procurement package is scheduled to be complete during the summer of 2011. Design-Build procurement will begin shortly thereafter 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 during peak hours and pedestrian traffic over the bridge during construction.

For more information, please visit the project website at 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.



Figure 2: Rendering of the Proposed Steel Deck Arch

Note: this rendering was shared with the community at the MEPA scoping session for this project on September 8, 2010. Renderings with greater detail particularly with regard to aesthetic treatments have been prepared and will be shared with the community on March 29, 2011.



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 Massachusetts Route 9, known in the project area 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. According to traffic counts obtained in July, 2008, a total of 47,700 cars travel over the Burns Bridge each weekday.

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. Analysis undertaken by MassDOT Highway Division in 2008 showed that the current bridge has deteriorated beyond repair and must be replaced. MassDOT will work with the community build a replacement bridge that meets their needs.

Project Goal: To select a bridge type that will provide for a speedy, cost-effective, and aesthetically pleasing replacement for the Burns Bridge so that Route 9 can continue to carry local and regional traffic safely and effectively.

Project Cost: Approximately \$137 Million. 80% of the funding will be provided by the Federal Highway Administration with the remaining 20% coming from MassDOT Division of Highways.

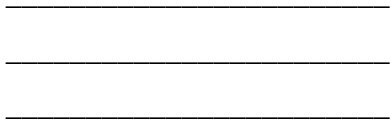
Project Timeline: The project is currently in the pre-25% design phase. Construction is expected to begin in 2012.

An Accelerated Bridge: The Accelerated Bridge Program commits \$3 Billion over the next eight years to repair or replace structurally deficient bridges in Massachusetts. The Burns Bridge will be replaced under this program using a "design/build" approach that will minimize disruption associated with project and help to contain costs.

Keeping Traffic Flowing: Given the major role played by Route 9, MassDOT Highway Division will ensure that traffic continues to flow during construction. At this time, the project's design team is analyzing different ways to accomplish this goal ranging from lane shifts on the existing structure to creation of a full temporary bridge. Some disruption to traffic flow is inevitable during this necessary replacement however the Highway Division will work to keep it to a minimum throughout construction.

Public Involvement: The bridge plays a major role in the day-to-day lives of local residents and area commuters. A number of properties closely about the Burns Bridge. Lake Quinsigamond is heavily used by recreational and sport boaters. MassDOT Highway Division is committed to the meaningful involvement of all stakeholders. Later this year, the Highway Division will launch a website that will allow users to sign up for email alerts regarding 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](mailto:Stephanie.Boundy@state.ma.us) by telephone (617) 973-8049 or by e-mail at stephanie.boundy@state.ma.us.

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Please Place
Appropriate
Postage Here

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

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

