



DESIGN PUBLIC HEARING

MARCH 25, 2015

AT

BOSTON CENTRAL LIBRARY

BOSTON, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

**BRIDGE REHABILITATION, MASSACHUSETTS AVENUE (ROUTE 2A) OVER
COMMONWEALTH AVENUE**

Project No. 600867

Bridge No. B-16-237

Bridge Project Management

IN THE CITY OF BOSTON, MASSACHUSETTS

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

**THOMAS TINLIN
ACTING HIGHWAY ADMINISTRATOR**

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

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING
Project File No. 600867

A Design Public Hearing will be held by MassDOT to discuss the proposed BRIDGE REHABILITATION, B-16-237, MASSACHUSETTS AVENUE (ROUTE 2A) OVER COMMONWEALTH AVENUE project in **Boston, MA.**

WHERE: Boston Central Library, Commonwealth Salon
700 Boylston Street, Copley Square
Boston, MA 02116

WHEN: Wednesday, March 25, 2015, 6:30PM-8:00PM

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Massachusetts Avenue over Commonwealth Avenue Bridge Rehabilitation project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: The proposed project consists of replacement of the bridge carrying Massachusetts Avenue Over Commonwealth Avenue in the Back Bay, Boston. The work is planned to be performed using accelerated bridge construction techniques during a long weekend in the summer of 2016. Leading up to the bridge replacement weekend, utilities will be relocated off the bridge in 2015 and early 2016. The existing walls along Commonwealth Avenue will be repaired and reconstructed. The completed project maintains existing bike lanes on Massachusetts Avenue and Commonwealth Avenue.

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

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

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: **Bridge Project Management**, Project File No. **600867**. 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



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Frank DePaola, Acting 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 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 value your opinion. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,
F. C. DePaola (signature on original)
Administrator, Highway Division

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

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

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

RIGHT OF WAY ISSUES

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

1. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the municipality have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

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

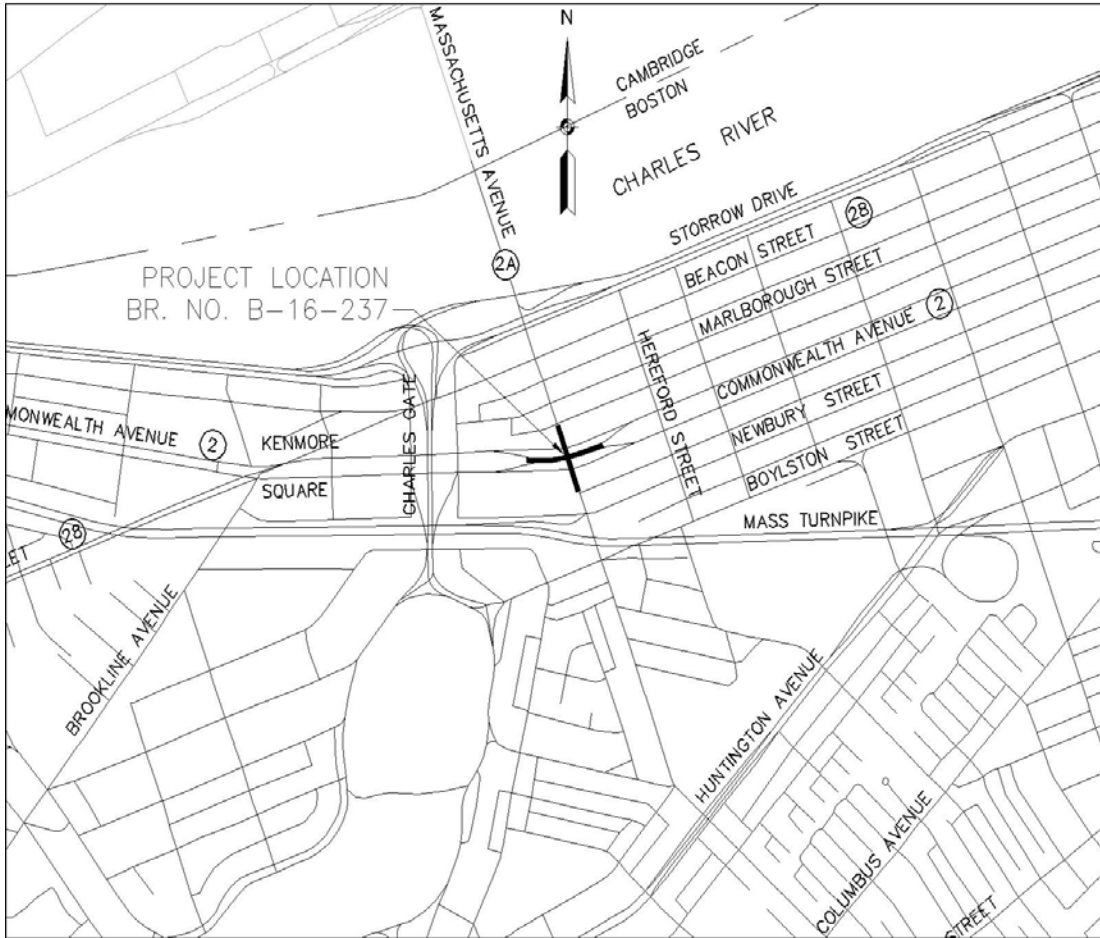
4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. Municipal and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE MUNICIPALITY OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.

LOCUS MAP



DETAIL OF PROPOSED IMPROVEMENTS

The Massachusetts Department of Transportation (MassDOT) is planning a project to replace the bridge carrying Massachusetts Avenue Over Commonwealth Avenue in Back Bay, Boston. The existing bridge structure is currently structural deficient.

The replacement bridge is a steel and concrete superstructure that will span the entire crossing without a center support (current center supports are temporary and were installed to shore the existing damaged structure). Surface detailing of concrete parapets and pilasters will be similar to the existing bridge.

The project will employ a novel construction method to reduce impacts to vehicles, bicycles, pedestrians, and the neighborhood at large. Instead of a 3 plus year construction period impacting Massachusetts Avenue, which would be needed for conventional construction, along with work zones and ongoing travel lane restrictions, the full bridge superstructure will be replaced during a long weekend. During this weekend, currently projected for summer 2016, the existing superstructure will be demolished, and prefabricated sections of bridges will be assembled and installed. The approach is similar to the construction method used for I-93 in Medford during the “Fast 14” rapid bridge replacement during the summer of 2011. After precast bridge units are assembled, concrete joints are poured, and the bridge is opened to traffic at the end of the long weekend.

The project also features utility relocation which will commence as early as spring of 2015. Utilities (telecom, gas and electric) will be routed off the bridge ahead of construction to facilitate rapid demolition and rebuilding. Substantial concrete repair work is included in the Commonwealth Avenue underpass. This work features repair and strengthening of bridge abutment walls, wing walls, and repair of the top of the concrete roadway slab below the pavement. This work will be gradually staged before bridge closure weekend, except for the slab work, which will probably be constructed after bridge closure weekend. The repair work will be performed in a way to minimize impacts to the Commonwealth Avenue underpass.

The project also includes the replacement of all of the existing traffic signal equipment with new equipment at the two intersections of Massachusetts Avenue and Commonwealth Avenue surface roads (eastbound & westbound), including new traffic signal mast arms, traffic signal posts, traffic signal housings, traffic signal controller and cabinet, vehicle and bicycle loop detection and Accessible Pedestrian push buttons. The layout of the proposed traffic signal housings incorporates current design practices, including proposed mast arms for all intersection approaches, vehicle signal housings over each travel lane and the use of signal backplates. The proposed signal housings are also proposed to contain energy saving L.E.D lenses. Traffic signal timing changes will also be implemented at the intersection, including improvements to traffic signal clearance intervals. Other traffic improvements include the installation of new roadway pavement markings and new traffic signs.

The existing street lights at the two intersections of Massachusetts Avenue and Commonwealth Avenue surface roads (eastbound & westbound) are proposed to be replaced with City of Boston Standard Single Pendant Light Posts Fixtures. New lighting will be designed along the outside

edge of the bridge, placing a post-top Acorn luminaire atop each of the eight (8) posts along the proposed bridge parapets and approach railings. Wall Mounted Luminaires are proposed within the Commonwealth Avenue Bypass Underpass Structure.

The sidewalks on Massachusetts Avenue between the signalized intersections will be replaced. At the two signalized intersections, accessible ramps will be provided for three crossings. The existing sidewalks in the vicinity of the proposed wheelchair ramps will also be replaced. Proposed sidewalks and accessible ramps will conform to ADA/MAAB requirements.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FEDERAL AID PROJECT

Boston, MA
**BRIDGE REHABILITATION, MASSACHUSETTS AVENUE (ROUTE 2A) OVER
COMMONWEALTH AVENUE**
Project File No. 600867

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

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

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

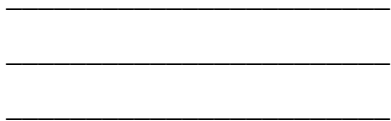
PLEASE TYPE OR PRINT LEGIBLY.

Name: _____ Title: _____

Organization: _____

Address: _____

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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
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