



DESIGN PUBLIC HEARING

TUESDAY MAY 16, 2017

AT

**MASS BY CREDIT UNION
147 WEST 4TH STREET**

SOUTH BOSTON, MA 02127

6:30 PM

FOR THE PROPOSED

**BOSTON – MULTI USE TRAIL CONSTRUCTION (SOUTH BAY HARBOR),
FROM ALBANY STREET AT UNION PARK STREET TO DORCHESTER AVENUE,
INCLUDES TRAVELER STREET AND WEST 4TH STREET**

PROJECT FILE NUMBER 604761

PROJECT MANAGEMENT SECTION

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

**THOMAS J. TINLIN
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. 604761

A Design Public Hearing will be held by MassDOT to discuss the proposed re-routing of the South Bay Harbor Trail from Albany Street at Frontage Road to Fort Point Channel.

**WHERE: Mass Bay Credit Union
 147 West 4th Street
 South Boston, MA 02127**

WHEN: Tuesday May 16, 2017 @ 6:30 P.M

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

PROPOSAL: The goal of this project is to provide a trail system including a cycle track, a pedestrian path, and a shared use path from Albany Street at Frontage Road to Fort Point Channel. The proposed improvements include:

- Improve accessibility with expanded ramps at roadway intersections and other necessary locations.
- Construct a separated bicycle path parallel to the existing sidewalk along Frontage Street NB
- Re-strip the West 4th Street Bridge to include a buffered bicycle lane in the westbound direction and a designated bicycle lane in the eastbound direction.
- Re-strip the Broadway Bridge to include a buffered bicycle lane in the eastbound direction.
- Re-strip Dorchester Avenue between the Broadway Bridge and the Fort Point Channel to include buffered bicycle lanes in each direction and between the West 4th Street Bridge and the Broadway Bridge to include buffered bicycle lanes in the southbound direction.
- Reconstruct Foundry Street between Dorchester Avenue and Greenbaum Street to narrow the travel lane and include a cycle-track at-grade with the sidewalk.
- Improve landscape features.
- Add safety features, including lighting, as needed.
- Add trail equipment to accentuate usage (benches, bike racks, etc.)
- Mark trails with the use of appropriate travel signage, striping, and markings.

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: Roadway Project Management, Project File No. 604761. 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 business days before the meeting.

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

THOMAS J. TINLIN
HIGHWAY ADMINISTRATOR

PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER



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,
Patricia A Leavenworth, P. E.
Chief Engineer

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.

PROJECT DESCRIPTION

PROJECT LOCATION

The project commences at the intersection of Albany Street and Frontage Road. Albany Street is functionally classified as an Urban Minor Arterial under City of Boston jurisdiction. Frontage Road is functionally classified as an Urban Principal Arterial under MassDOT jurisdiction. At the intersection, Albany Street traffic can use a right-turn slip lane to travel on Frontage Road southbound or continue under Interstate 93 to travel on Frontage Road northbound. Frontage Road southbound traffic has the option of continuing southbound or making a slight-right to continue onto Albany Street. The project extends from this intersection under Interstate 93 parallel to Frontage Road northbound to the West 4th Street Bridge and Broadway Bridge. At West 4th Street, classified as an Urban Principal Arterial under MassDOT jurisdiction, the SBHT route will continue across the intersection to a 10' shared-use path that connects that intersection with Broadway Bridge. At the Broadway Bridge, classified as an Urban Principal Arterial under City of Boston jurisdiction, the route continues over the bridge via a 5' buffered bicycle lane. At the east end of the bridge, the project will loop onto Foundry Street, classified as a Local Road under City of Boston jurisdiction, to connect to Dorchester Avenue. At the end of the Broadway Bridge, bicycles can access the bicycle lane along Dorchester Avenue to the West 4th Street Bridge to travel westbound to connect back to the SBHT on the west side of the MBTA Commuter Rail tracks. The total length of the project is approximately 0.85 miles.

PROJECT PURPOSE

The purpose of the South Bay Harbor Trail Project is to provide a trail system including a cycle track, a pedestrian path, and a shared use path that will have the ability to connect the residents and visitors of our urban neighborhoods such as Dorchester to the Seaport District of South Boston.

PROPOSED IMPROVEMENTS

The goal of this project is to provide a trail system including a cycle track, a pedestrian path, and a shared use path from Albany Street at Frontage Road to Fort Point Channel. The proposed improvements include:

- Improve accessibility with expanded ramps at roadway intersections and other necessary locations.
- Construct a separated bicycle path parallel to the existing sidewalk along Frontage Street NB
- Re-strip the West 4th Street Bridge to include a buffered bicycle lane in the westbound direction and a designated bicycle lane in the eastbound direction.
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- Reconstruct Foundry Street between Dorchester Avenue and Greenbaum Street to narrow the travel lane and include a cycle-track at-grade with the sidewalk.
- Improve landscape features.
- Add safety features, including lighting, as needed.
- Add trail equipment to accentuate usage (benches, bike racks, etc.)
- Mark trails with the use of appropriate travel signage, striping, and markings.

TRAFFIC MANAGEMENT

The existing roadway widths are expected to be sufficient to allow for a staged roadway reconstruction without the need for vehicular detours. Although no formal detours will be needed, it is anticipated that many motorists will likely find alternate routes. Portions of the work will occur outside of the roadway surface, however, single lane closures may be required at the edge of the roadway during work hours for construction vehicles. It is anticipated that the majority of construction will occur during off-peak periods between the hours of 7:00 AM and 4:00 PM. Night work may be required for re-striping operations and crosswalk applications when impacts to traffic can be minimized.

Throughout the reconstruction, adequate and safe access will be maintained for all police vehicles, fire vehicles, and ambulances. It is also expected that police details will be required to maintain safe and efficient traffic operations within the work zones and at the major intersections along the corridor. A minimum of one 11-foot travel lane will be maintained as much as is practicable for all travel lanes.

RIGHT OF WAY IMPACTS

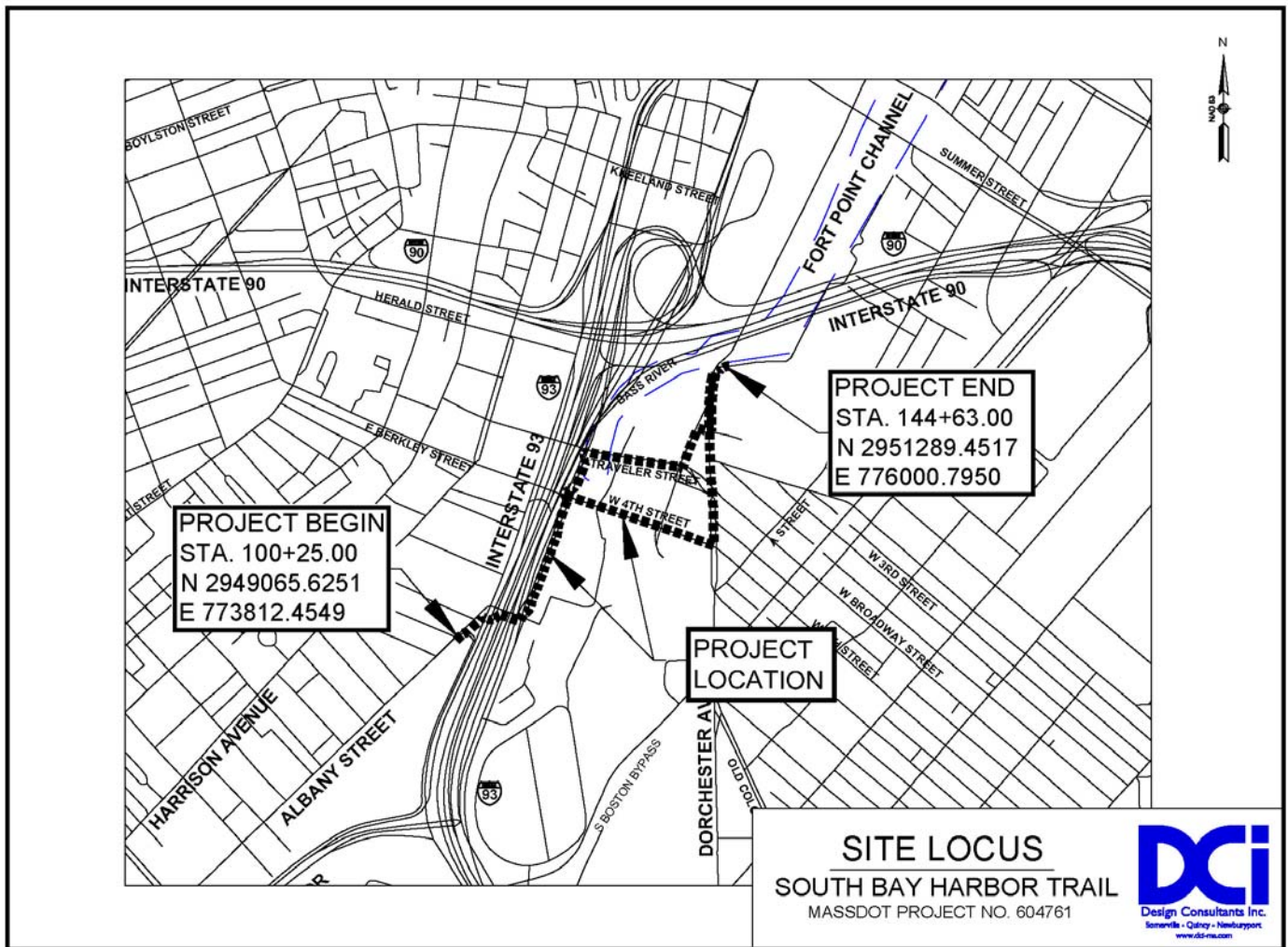
Temporary construction and permanent sidewalk easements associated with the project construction will be required. The City will be responsible for securing all necessary easements.

PROJECT COST

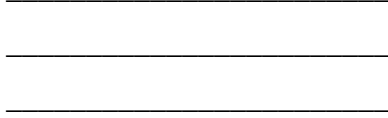
The current estimate of the total construction cost of this project is approximately \$2.3 million.

PROJECT SCHEDULE

The design is expected to be complete by the end of summer 2017 and ready for advertisement. A construction Notice to Proceed is anticipated for the early 2018.



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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
South Bay Harbor Trail
South Boston, MA
Project File No. 604761
Roadway Project Management

