



DESIGN PUBLIC HEARING

Tuesday, November 13, 2018

AT

**CONDON SCHOOL
200 D STREET
BOSTON, MA 02127**

6:30 PM

FOR THE PROPOSED

**CYPHER STREET ROADWAY IMPROVEMENTS
PROJECT NO. 608807
PROJECT MANAGEMENT**

IN THE CITY OF BOSTON, MASSACHUSETTS

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

**JONATHAN L. GULLIVER
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. 608807

A Design Public Hearing will be held by MassDOT to discuss the proposed improvements to Richards Street, New Cypher Street, E Street and Fargo Street in the Seaport District of Boston, MA.

WHERE: Condon School
 200 D Street
 Boston, MA 02127

WHEN: Tuesday, November 13, 2018 @ 6:30 PM

PURPOSE: The purpose of this meeting is to provide the public with the opportunity to become fully acquainted with the proposed improvements to the streets listed above. All views and comments made at the meeting will be reviewed and considered to the maximum extent possible.

PROPOSAL: The project will include improvements for truck access to Massport's Conley Terminal, and expand/improve multi-modal transportation connections through the corridor. The proposed work includes new sidewalks and pavement, street lighting, traffic signal systems, improved drainage, accessible pedestrian ramps and crosswalks, separated bike lanes, pavement markings, signing, and landscaping in accordance with current state and federal standards.

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 meeting 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 A. Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 608807. Such submissions will also be accepted at the 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/>

JONATHAN GULLIVER
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.

TO SAFEGUARD THE PROPERTY OWNER

If your property, or a portion of it, must be taken by the State for a highway 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 procedure to be followed in acquiring and paying for the property. An appraiser may ask questions needed to arrive at a fair price for your property.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to insure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the taking. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Review Board may all contribute in arriving at a fair price. The State also pays a proportionate part of the real estate tax for the current year, and interest from the date the property is acquired.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

No. If, after the figure established as a fair 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 two years to appeal to the courts. PENDING a court decision, he or she can be paid a "pro tanto" (or "for the time being") amount 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.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the fair 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.

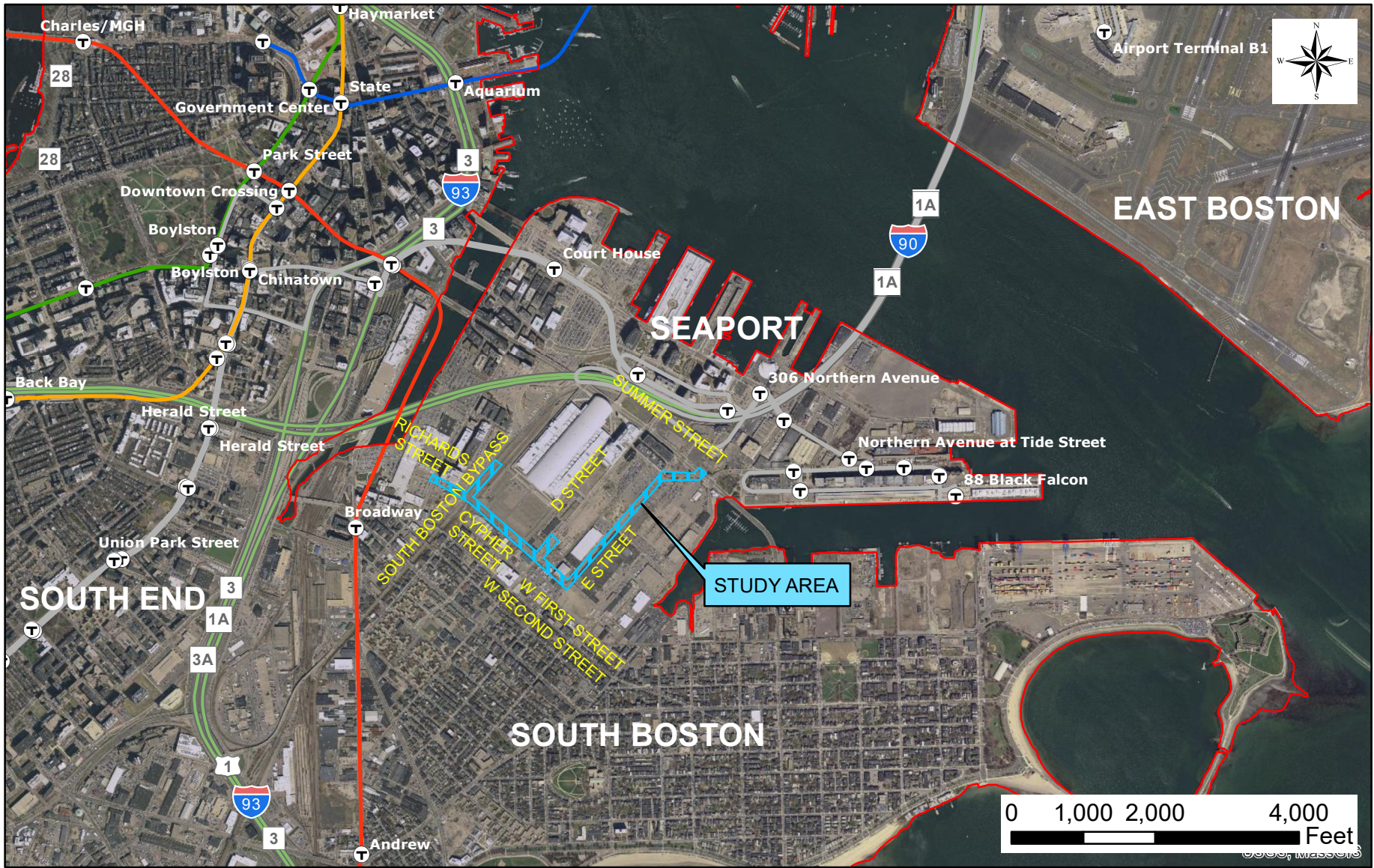


Figure 1: Locus Map
 Cypher Street Reconstruction
 Boston, MA

Data Source: MassGIS
 Nitsch Project #9720.17



PROJECT DESCRIPTION

PROJECT LOCATION AND PURPOSE

The project is located in the Seaport District of South Boston, Massachusetts, and includes Cypher Street from A Street to E Street (with a proposed Cypher Street Extension roadway connecting D Street to E Street), E Street from Cypher Street Extension to Fargo Street, Fargo Street from E Street to Summer Street, and Summer Street from Fargo Street to Pappas Way and Drydock Avenue.

The Seaport District of Boston contains a relatively high quantity of heavy vehicle traffic on its roadways due to the following generators:

- *Boston Convention and Exhibition Center (BCEC)*, located within the block bound by Summer Street, D Street, Cypher Street, and South Boston Bypass Road;
- *The Black Falcon Cruise Terminal*, located along Drydock Avenue at the northeast side of the study area; and
- *Conley Terminal*, located on the east side of Summer Street, just to the east of the study area.

Under existing conditions, most of the heavy vehicle traffic accesses the Seaport District by traveling to/from Interstate 90 and Interstate 93 along Summer Street, Northern Avenue, Massport Haul Road, Harbor Street, South Boston Bypass Road, Cypher Street, and D Street. In recent years, D Street has become increasingly residential and is widely used as a primary bicycle and pedestrian route. The purpose of this project is to construct an alternative heavy vehicle route that avoids using D Street and Summer Street west of Fargo Street and to expand and improve multi-modal transportation connections through the corridor. The key to creating this route is to extend Cypher Street from D Street to E Street, while improving existing roadways along the proposed route. Among the proposed improvements is the widening of South Boston Bypass Road's southbound approach to Cypher Street to provide an exclusive left-turn lane for better accommodation of heavy vehicles turning onto Cypher Street on this new route. The proposed design is the result of an effort between Nitsch Engineering and the project stakeholders, including the Massachusetts Department of Transportation (MassDOT), the Massachusetts Port Authority (Massport), the City of Boston, the Massachusetts Convention Center Authority (MCCA), and the Massachusetts Bay Transportation Authority (MBTA). The design is intended to satisfy the needs of these stakeholders while improving safe operations of vehicles, bicycles, and pedestrians within the project area.

PROPOSED IMPROVEMENTS

The proposed design includes the following improvements.

Resurfacing of Richards Street

Richards Street from A Street to South Boston Bypass Road is proposed to have micromilling and overlay of the pavement. Existing sidewalks on both sides of the roadway would remain from A Street to Medallion Avenue, and new 7-foot concrete sidewalks would be installed on both sides of the roadway from Medallion Avenue to South Boston Bypass Road. An 8-foot bi-directional bicycle facility is proposed at sidewalk level on the south side of the roadway between the curb and the sidewalk from A Street to Medallion Avenue and 10-foot wide between Medallion Avenue and South Boston Bypass Road. Travel lanes are proposed to be 11 feet wide with 2-foot outside shoulders. A right-of-way acquisition would be necessary on the south side of Cypher Street between Medallion Avenue and South Boston Bypass Road for the bicycle facility and sidewalk.

Reconstruction of Cypher Street

The existing segment of Cypher Street from South Boston Bypass Road to D Street is proposed to have full-depth pavement reconstruction. Seven-foot concrete sidewalks are proposed for both sides of the roadway. A 10-foot bi-directional bicycle facility is proposed at sidewalk level on the south side of the roadway between the curb and the sidewalk. Travel lanes would be 11 feet wide with 2-foot shoulders.

The Cypher Street westbound approach to South Boston Bypass Road is proposed to be widened to add an exclusive left-turn lane. A right-of-way acquisition would be necessary on the north side of Cypher Street for approximately 300 feet of that approach to accommodate the additional lane.

Cypher Street is proposed to be realigned from D Street to the west for approximately 400 feet so that it intersects D Street approximately 40 feet to the south of the existing intersection in order to align with the proposed extension of Cypher Street to the east of D Street. Right-of-way acquisition would be necessary on the south side of Cypher Street for approximately 375 feet to accommodate the realigned roadway.

Extension of Cypher Street from D Street to E Street

Cypher Street is proposed to be extended for approximately 500 feet to the east to connect between D Street and E Street. Eight-foot concrete sidewalks are proposed for both sides of the roadway. Proposed travel lanes are 12-feet wide with 5-foot shoulders. The new intersection of Cypher Street and E Street would be unsignalized, with Cypher Street's eastbound approach under "STOP" control and E Street's northbound and southbound approaches operating freely with no control. Right-of-way acquisition would be necessary to construct the new roadway, 50 feet wide for most of the length of the proposed roadway.

Resurfacing of E Street

E Street from the proposed Cypher Street extension to Fargo Street is proposed to have micromilling and overlay of the pavement. Existing sidewalks on both sides of the roadway would remain. Proposed travel lane widths vary from 13.5 feet to over 20 feet with no striped shoulder and an 8-foot parallel-parking lane in areas along the west curb, recreating existing conditions.

Reconstruction of Fargo Street

Fargo Street is proposed to have full-depth pavement reconstruction. Eight-foot concrete sidewalks are proposed for both sides of the roadway. Proposed travel lanes are 14-feet wide with 5-foot shoulders.

South Boston Bypass Road Improvements

The full-depth pavement reconstruction on Cypher Street is proposed to extend approximately 50 feet to both the north and south on South Boston Bypass Road. To the north beyond the limit of full-depth pavement reconstruction, South Boston Bypass Road is proposed to have micromilling and overlay of the pavement for approximately 400 feet, with box widening approximately 10 feet in width on the west side for the addition of a second southbound approach lane to provide an exclusive left-turn lane. To the south, restriping is proposed for an additional 140 feet beyond the limit of full-depth pavement reconstruction in order to meet existing conditions. All proposed lanes to the north and south on South Boston Bypass Road would be 12 feet wide or greater. Shoulders on the segment to the south of Cypher Street would be 4.3-4.6 feet to match to existing. Shoulders to the north of Cypher Street would be 8-feet wide on the east side and 8-feet wide on the west side. Guardrail is proposed along the west curb north of Cypher Street, recreating existing conditions. The restriction of bicycles, pedestrians, and horses would remain on both segments, as would the restriction of non-commercial vehicles to the south. Accordingly, no sidewalks are proposed on South Boston Bypass Road. Complete reconstruction of the traffic signal system is proposed at this intersection, to include a protected left-turn phase for the southbound approach.

D Street Improvements

D Street is proposed to have full-depth pavement reconstruction through the realigned intersection with Cypher Street. The reconstruction extends approximately 80 feet north of the new Cypher Street curb line, with new pavement markings extending an additional 135 feet. Improvements include modifications to the existing southbound bicycle lane with a proposed six-foot concrete island to separate southbound right-turning bicycles from southbound left-turning and through-moving bicycles to direct the right-turning bicycles into the bi-directional bicycle facility to the west on the far side of the intersection. Reconstruction is proposed to extend to the south on D Street approximately 25 feet beyond the new Cypher Street curb line with new pavement markings extending an additional 55 feet. The work to the south is proposed only to tie the improvements at the intersection to existing conditions to the south, including replacement sharrow markings in both the northbound and southbound lanes. The traffic signal at this intersection is proposed to be rebuilt, and it would operate under new signal phasing instead of the existing flashing mode.

Summer Street at Fargo Street and Drydock Avenue and Pappas Way

The intersection of Summer Street at Fargo Street is proposed to be signalized in anticipation of additional Summer Street westbound heavy vehicle left-turns to use the proposed Cypher Street extension for alternative vehicle access to South Boston Bypass Road. This proposed traffic signal would work in conjunction with the existing traffic signal at the intersection of Summer Street and Drydock Avenue/Pappas Way, which is proposed to be retained with upgraded pedestrian signal equipment and pedestrian ramps.

Richards Street at A Street

Traffic signal modifications are proposed at the intersection of Richards Street and A Street, including bicycle signal heads and a protected bicycle phase for westbound bicycles on the proposed bicycle facility.

TRAFFIC MANAGEMENT

During typical construction operations, all roadways in the project area will remain open to during construction. Occasional short traffic disruptions and lane/shoulder closures may occur, but every effort will be made to minimize inconvenience to the travelling public. Pedestrian and vehicular access to abutting properties will be maintained throughout construction.

RIGHT OF WAY IMPACTS

Proposed takings and permanent easements will be required as part of this project for placing traffic equipment and to accommodate the proposed roadway alignment of Cypher Street and additional turn lanes. Temporary construction easements will also be required. MassDOT will be responsible for securing all necessary easements.

PROJECT COST

The current estimate of the total construction cost of this project is approximately \$10.6 million.

PROJECT STATUS

The design plans are at the 25% design stage. Comments made at this hearing will be reviewed and may be incorporated into the final plans prior to award of the construction contract.

PROJECT SCHEDULE

The 25% Design Documents were submitted in August 2018. The 75% plans are scheduled for submission in the winter of 2018-2019 and 100% plans scheduled for the summer of 2019. The project is scheduled to be advertised in the fall/winter of 2019 with construction to begin in the spring of 2020.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

NON-FEDERAL AID PROJECT

BOSTON, MA
CYPHER STREET ROADWAY IMPROVEMENTS
Project File No. 608807

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: Roadway 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: _____

Please Fold and Tape



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
CYPHER STREET ROADWAY IMPROVEMENTS
Boston, Massachusetts
Project File No. 608807
Roadway Project Management

