

Bourne Public Meeting








Cape Cod Bridges Program

March 22, 2023

Project File No. 608020



Zoom Webinar Controls for Meeting

-  • Listen in American Sign Language, Spanish, Portuguese
-  • Ask a question and share comments
-  • Drop down menu to check microphone and speakers
-  • Raise your hand - *9 for users dialing in and Alt + Y to raise your hand
-  • If you are unable to access the internet or are having technical problems, please call into the meeting at +1-305-224-1968, Webinar ID: 814 8896 9387
-  • Closed captioning automatically generated by Kelli Murphy
-  • Use the View button in the upper right-hand corner to adjust the meeting view settings to your preference

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Public Meeting Notes and Procedures

Notification of Recording

This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or transcript. All parts of this meeting are considered public record.

- By continuing attendance with this virtual public meeting, you consent to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, and keep your microphone muted, or you may choose to excuse yourself from the meeting.
- **Other Important Notes**
- Your microphone and webcam are automatically disabled upon entering this meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey! Your feedback is important.

Notice of MassDOT's policy on diversity and civil rights:

- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

Thank you for joining our meeting. We appreciate your participation!

Panelists

MassDOT

- Bryan Cordeiro, Project Manager
- Gareth Saunders, Office of Legislative Affairs Highway Liaison
- Janathan Moore, Producer/Facilitator
- Joe Yoo, Producer/Facilitator
- Roy Kirwa, Producer/Facilitator

FHWA

- Cassandra Ostrander, Program Development Team Leader
- Joi Singh, Division Administrator

USACE

- Craig Martin, Navigation Section New England District
- Scott Acone, Programs and Project Management Division

Design Team

- Dave Anderson, Project Manager
- Mark Kolonoski, Deputy Project Manager and Environmental Lead
- Joe Cahill, Lead Civil Designer
- John Smith, Lead Bridge Designer

Agenda

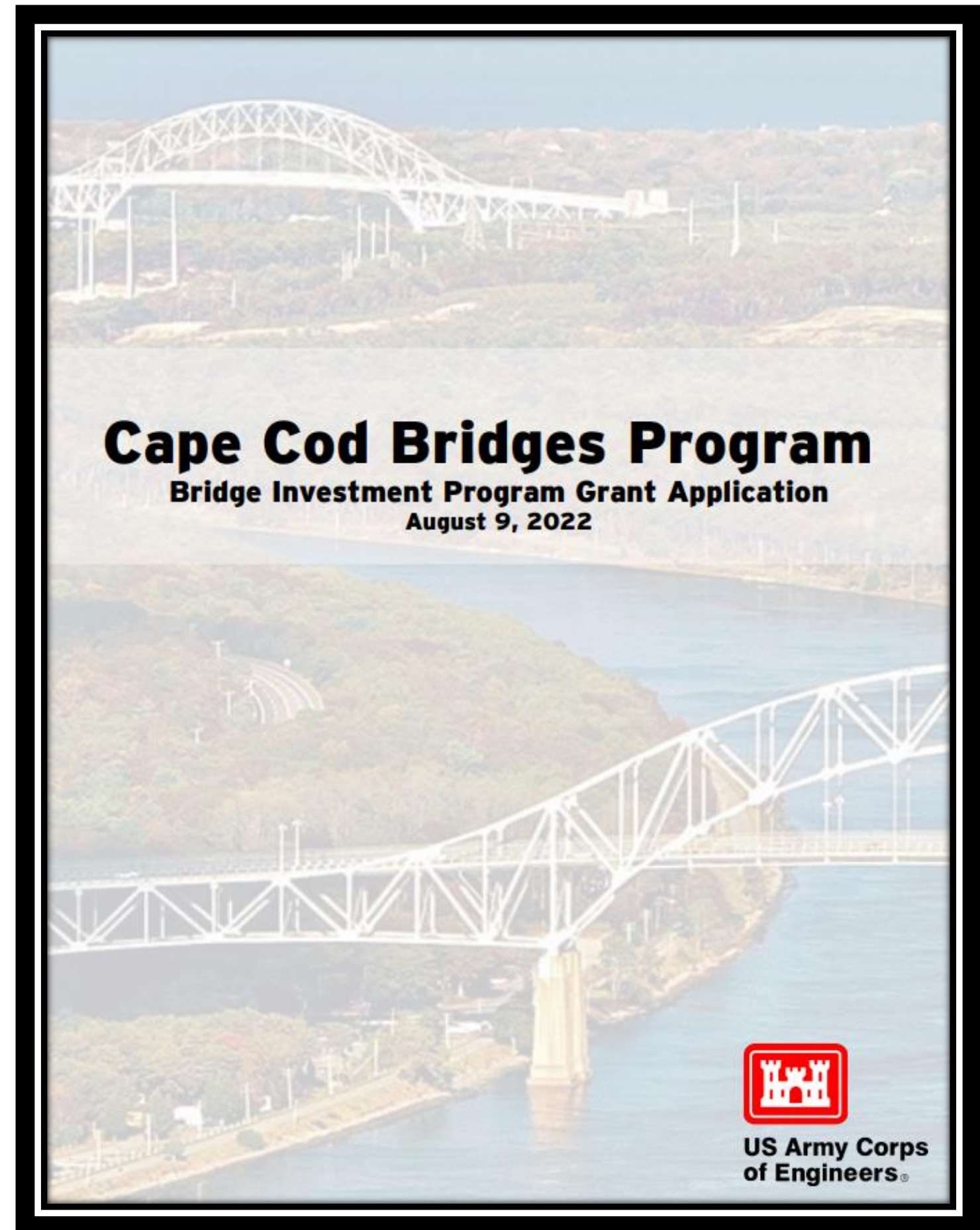
- 01** Update on Grant Opportunities
- 02** Round 4 Public Meeting Update
- 03** Bourne Roadway Connection Alternatives
- 04** Next Steps



Update on Grant Opportunities

Update on Funding Grants

- The USACE, in partnership with MassDOT, submitted grant applications associated with the INFRA, Mega and Bridge Investment Program (BIP) provided by the Infrastructure Investment and Jobs Act (IIJA)
- USACE has been informed funding will not be awarded under the 2022 INFRA, Mega and BIP Large Bridge Program
- USDOT briefed USACE and MassDOT on their evaluation of the Bridge Investment Program (Large Bridge) application
- USACE and MassDOT intend to pursue IIJA funding for the FY 2023 round of NOFOs





Round 4 Public Meeting Update

Round 4 Public Meeting Recap

January 24, 2023: **677 Attendees**

January 26, 2023: **314 Attendees**

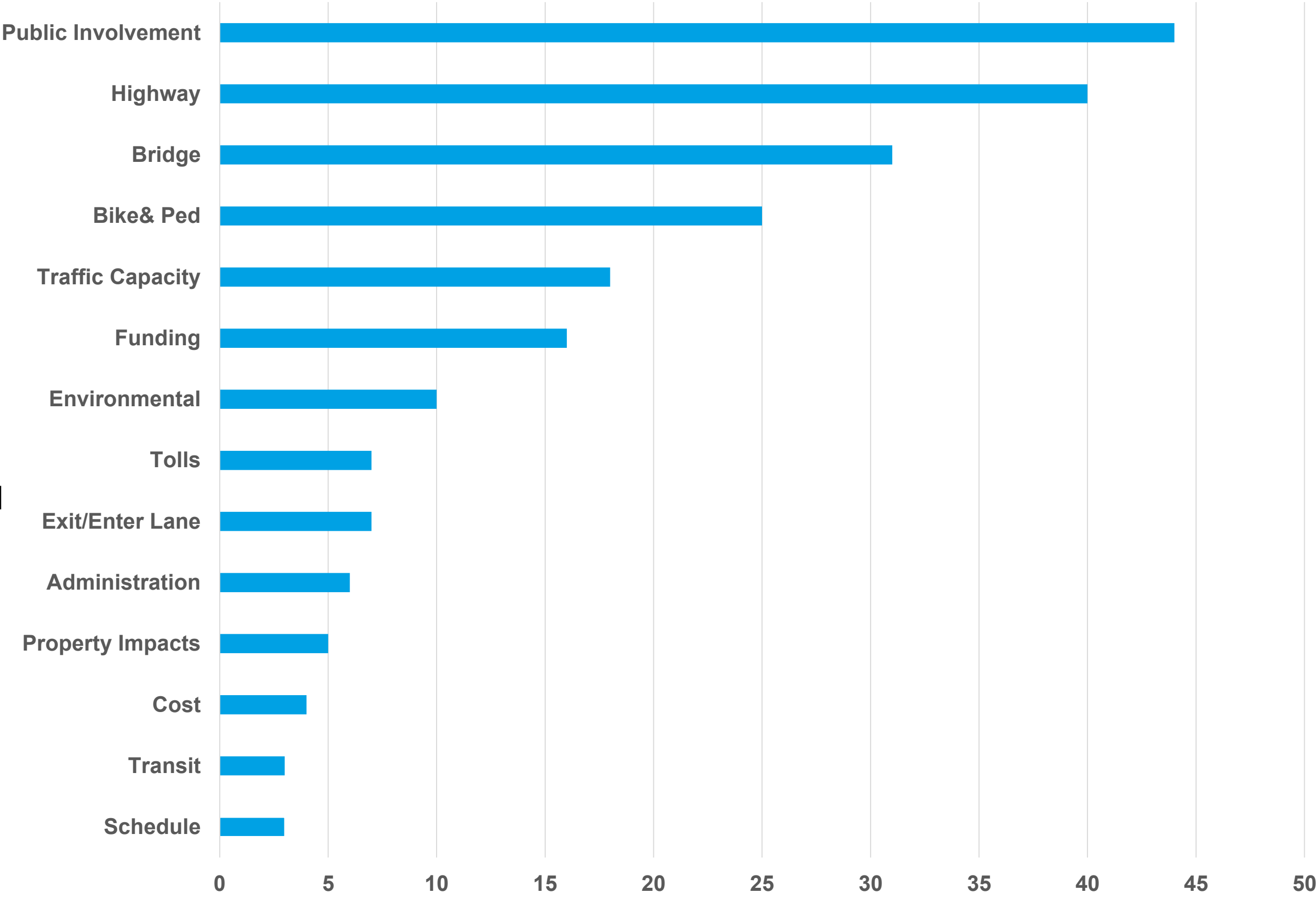
Design Topics Presented

- Lane Configuration
- Roadway Grades
- Roadway Locations

219 Public Comments Received

More than half the comments received focused on the following topics:

- Public Involvement
- Bridge Design
- Highway Design



Public Involvement Plan

MassDOT is coordinating the Public Involvement Plan (PIP) with FHWA and USACE

The PIP is now available for viewing on the Program website

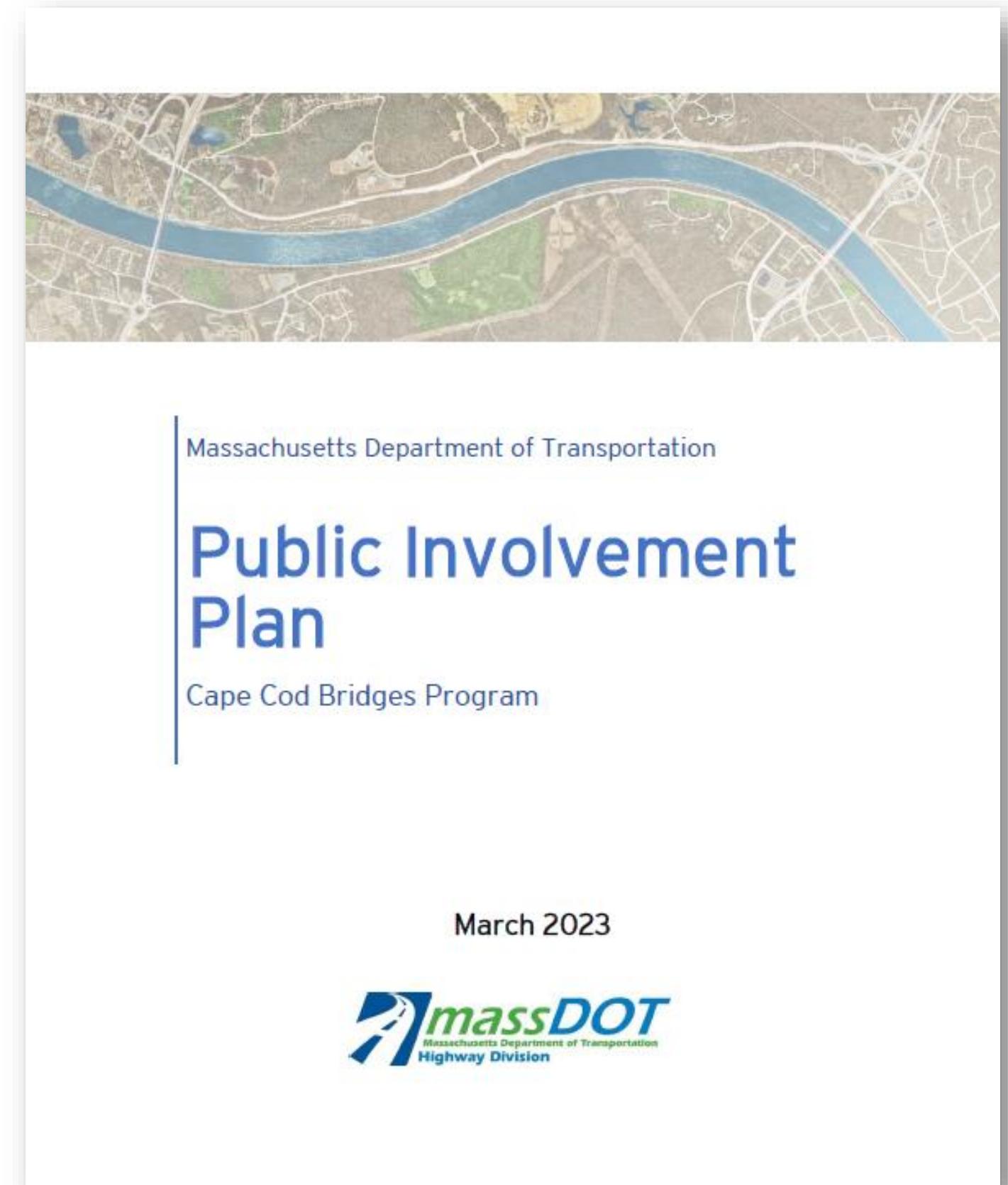
<https://www.mass.gov/doc/cape-cod-bridges-program-public-involvement-plan/download>

MassDOT is in the process of appointing members to the Advisory Group

- Membership will represent local interests
- Meeting quarterly beginning in Spring 2023

Prior the Round 5 Public Meetings, MassDOT will meet with the following stakeholders/groups:

- Elected Officials
- Town of Bourne Representatives
- Chambers of Commerce
- Cape Cod Commission
- Cape Cod Regional Transit Authority
- Bourne Recreation Authority



Frequently Asked Questions from Public Feedback

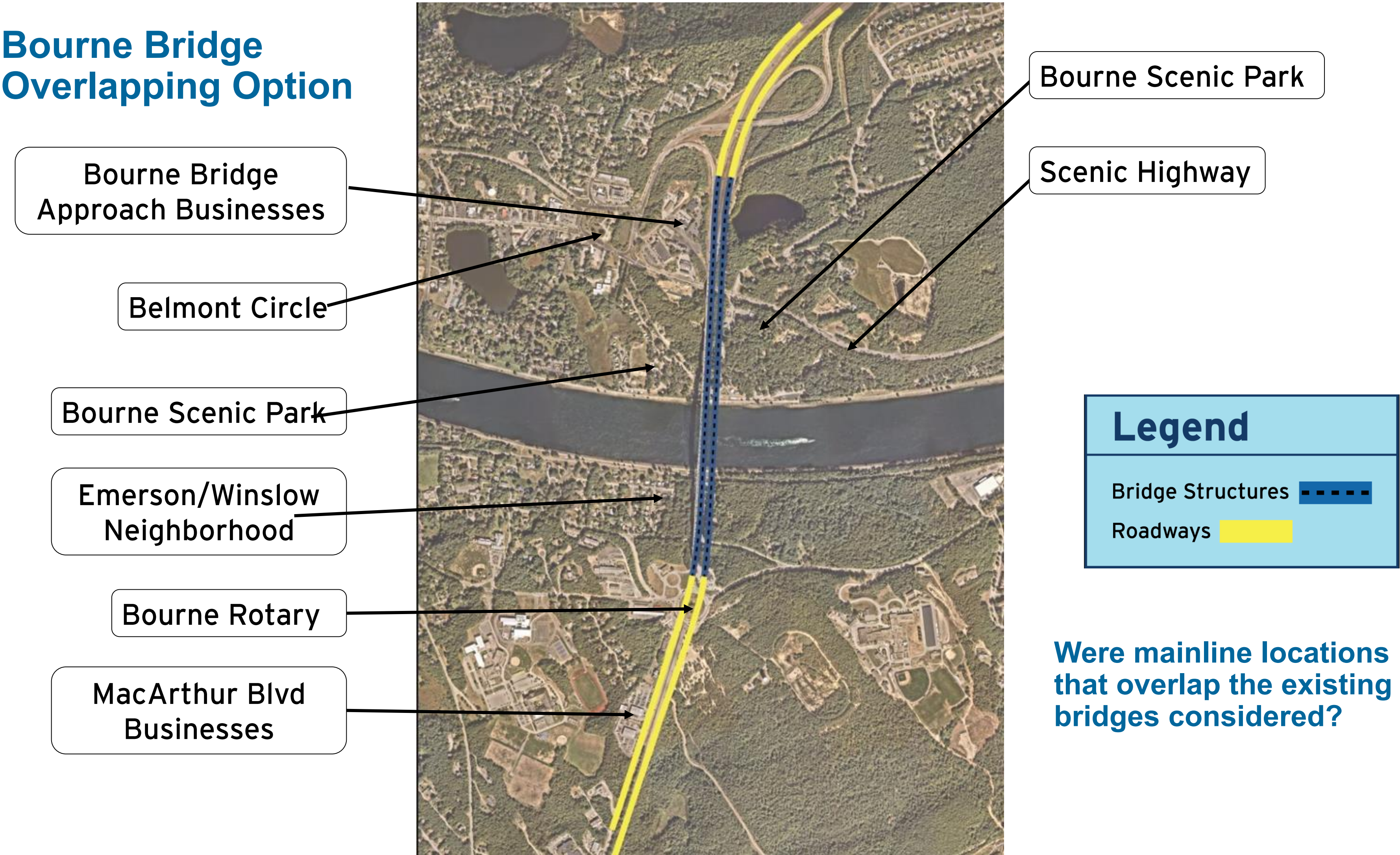
Were alternatives considered that overlapped the existing bridge locations?

Yes. Overlapping options were evaluated. The overlapping options resulted in greater property impacts and greater constructability challenges compared to the Inboard options described during the Round 4 public meetings.



MAINLINE ROADWAY LOCATIONS SCREENING CRITERIA

Bourne Bridge
Overlapping Option



Were mainline locations
that overlap the existing
bridges considered?

Roadway Location – Bourne Bridge

Property

- The Overlapping option impacts are similar on the east side of the mainline compared to the Inboard
- The Overlapping option impacts are greater on the west side of the mainline compared to the Inboard

Constructability

- The Overlapping option has a longer construction duration (approximately 1 year) compared to Inboard
- Construction at the existing Bourne Rotary would be extremely challenging and complex with more stages than the Inboard option

Sagamore Bridge Overlapping Option

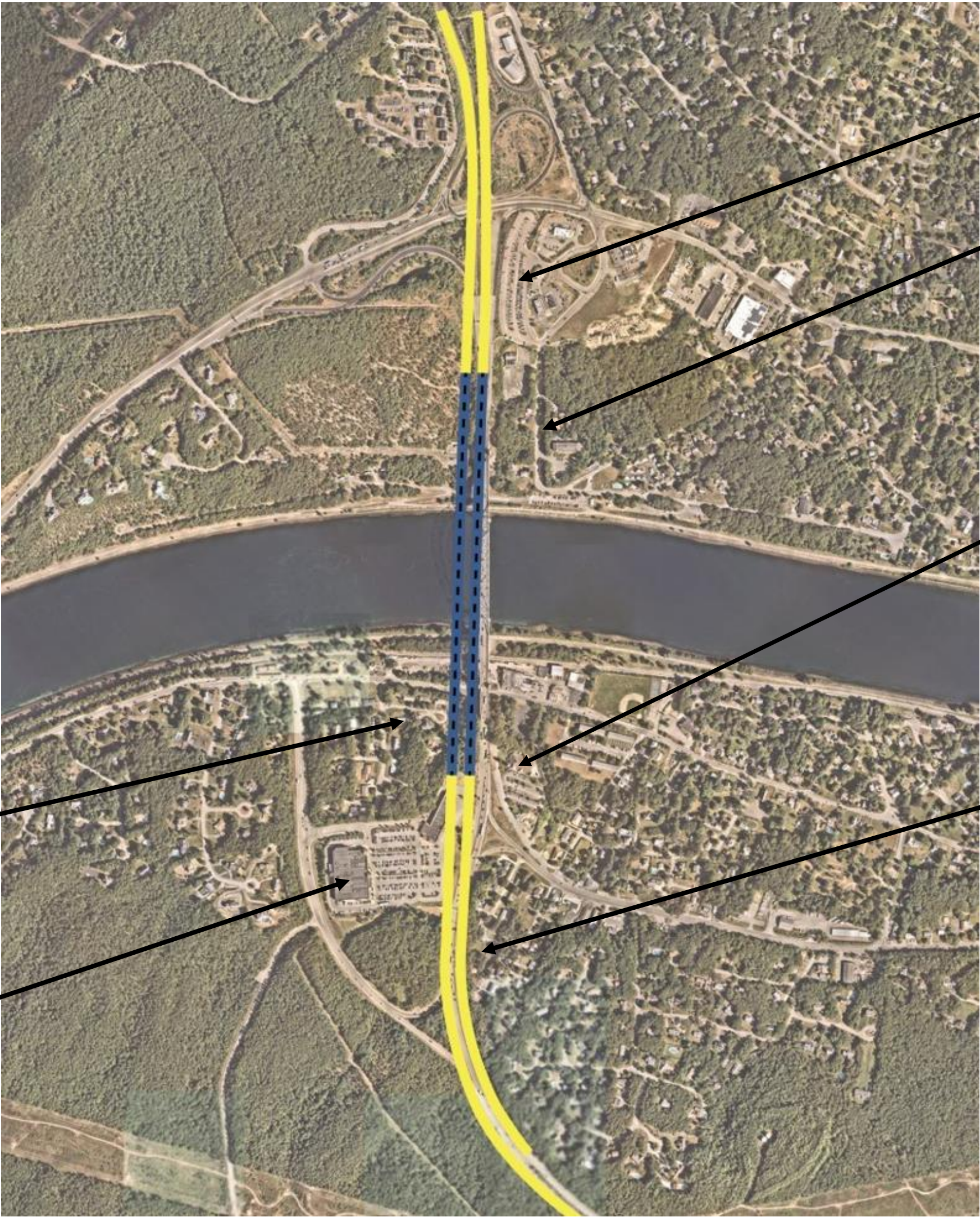
Legend

Bridge Structures

Roadways

Eleanor Ave/Cecilia
Terrace Neighborhood

Market Basket



Park and Ride

Canal St
Neighborhood

Christmas Tree
Shops

Marconi/Adams St
Neighborhood

Were mainline locations
that overlap the existing
bridges considered?

Roadway Location – Sagamore Bridge

Property

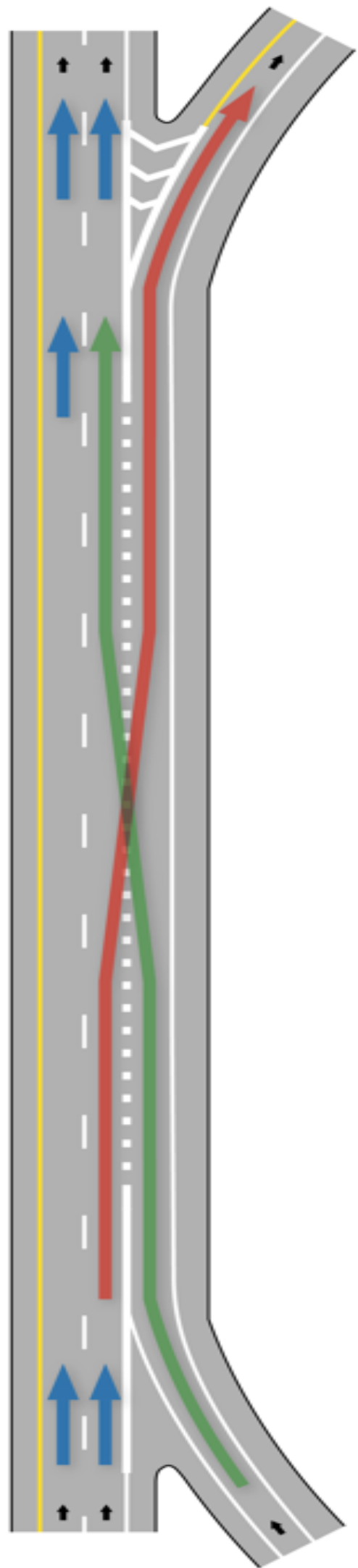
- The property impacts directly related to the mainline location are similar for both the Overlapping option and the Inboard.
- The Overlapping option has greater property impacts both On-Cape and Off-Cape when the ramp connections are considered.

Constructability

- The Overlapping option requires On-Ramp traffic from Cranberry Highway to Route 6 WB to be closed for an extended period of time.
- The Overlapping option requires Off-Ramp traffic from Route 6 WB to Meetinghouse Lane to be closed for an extended period of time.

Multimodal Accommodations

- Bicycle and pedestrian accommodations along State Road may not be possible with the Partial Inboard



Frequently Asked Questions from Public Feedback

Why are the Entrance / Exit Lanes necessary?

- The Entrance/Exit lanes are necessary due to the short distance between adjacent ramps
- The Entrance/Exit lanes provide space for vehicles entering the mainline roadway to safely weave into the through travel lane
- The Entrance/Exit lanes also provide space for vehicles exiting the mainline roadway to safely weave onto the exit ramp
- These lanes would only exist between the nearest on ramp on one side of the canal and the nearest off ramp on the other side of the canal

Legend

- Through Traffic
- On Traffic
- Off Traffic

Frequently Asked Questions from Public Feedback

Will the Entrance
/ Exit lanes
increase
capacity?

- The roadways connecting to the bridges on the north and south sides of the canal are not proposed to have an increased number of travel lanes
- Therefore, the capacity of the roadways on the north and south sides of the canal will not be increased
- Safety and traffic operation improvements are specifically isolated to the bridges and the interchanges immediately north and south of the bridges
- These improvements may result in travel time savings crossing the bridges, however the regional roadway network will be largely unchanged



Roadway Connection Alternatives



ROADWAY OPTIONS SCREENING CRITERIA

Roadway Connection Alternatives

- A wide range of alternatives were explored
- All the alternatives to be presented today were determined to be:
 - Consistent with the Purpose and Need of the project
 - Reasonable and feasible
- A more detailed alternatives analysis will be included in the Environmental Notification Form which will be made available for public review and comment
- Alternatives are based on the Inboard alignment

Roadway Connection Alternatives

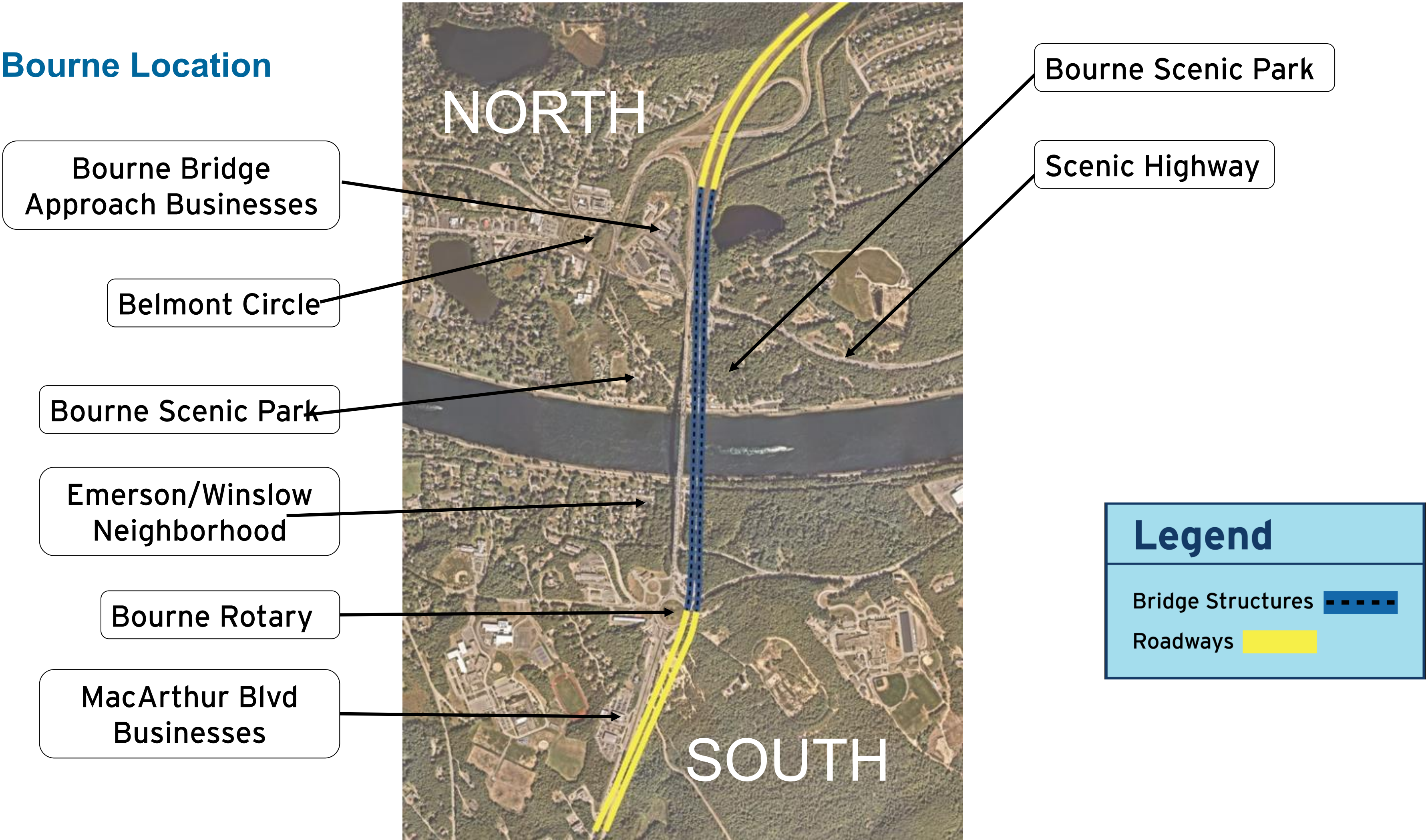
Alternatives to be presented today are conceptual

- Exact locations will be refined as design advances
- Conceptual sketches do not yet depict the area necessary to construct the alternatives
- Shared Use Path (SUP) locations are shown schematically to show the intent to connect to the Canal services roads and the local roadways
- Analysis of future traffic operations is ongoing
- These topics will be discussed at future public meetings as conceptual design advances



Bourne Roadway Connection Alternatives

Bourne Location

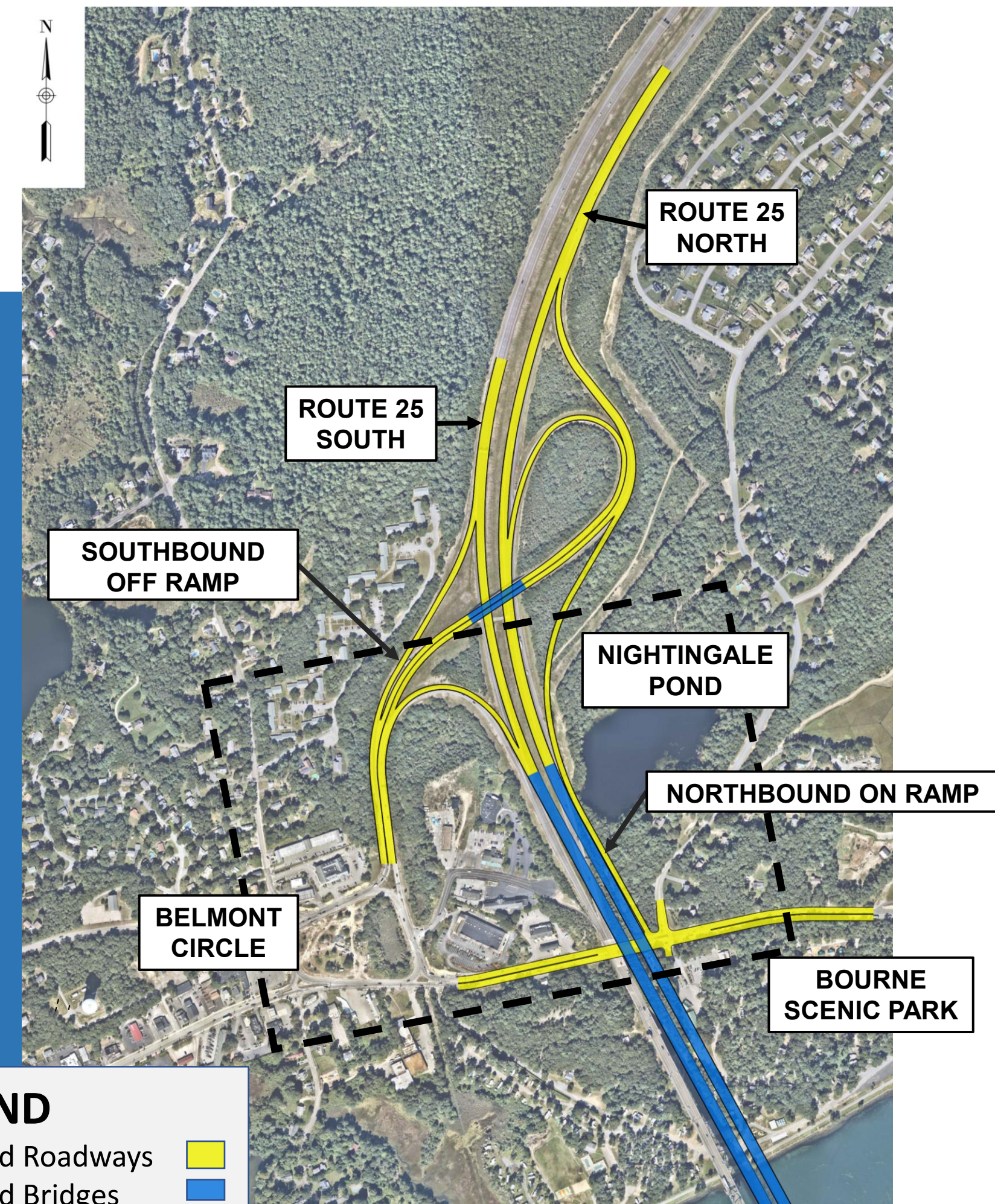


Roadway Connection Alternatives

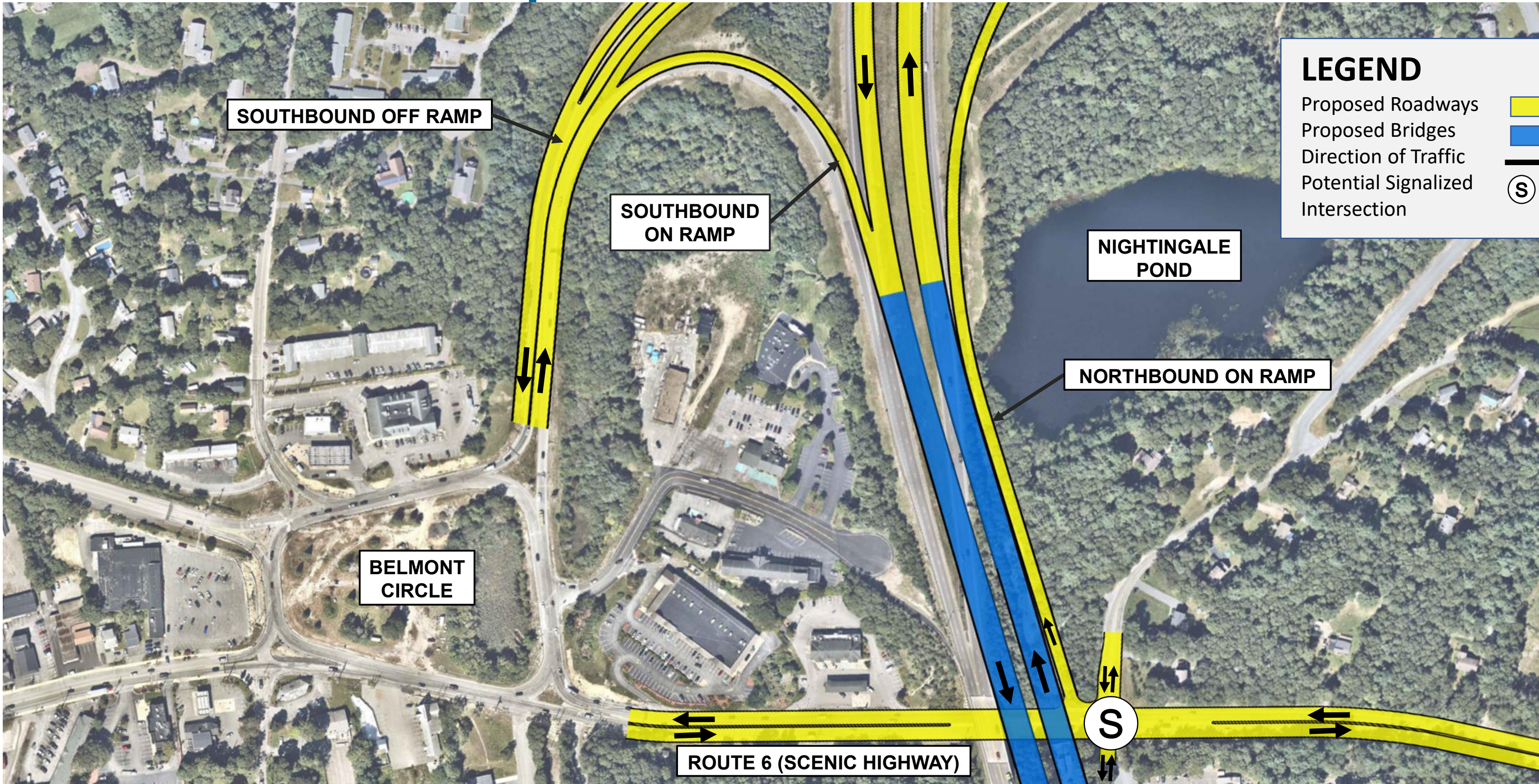
Northbound On-Ramp

Design Considerations

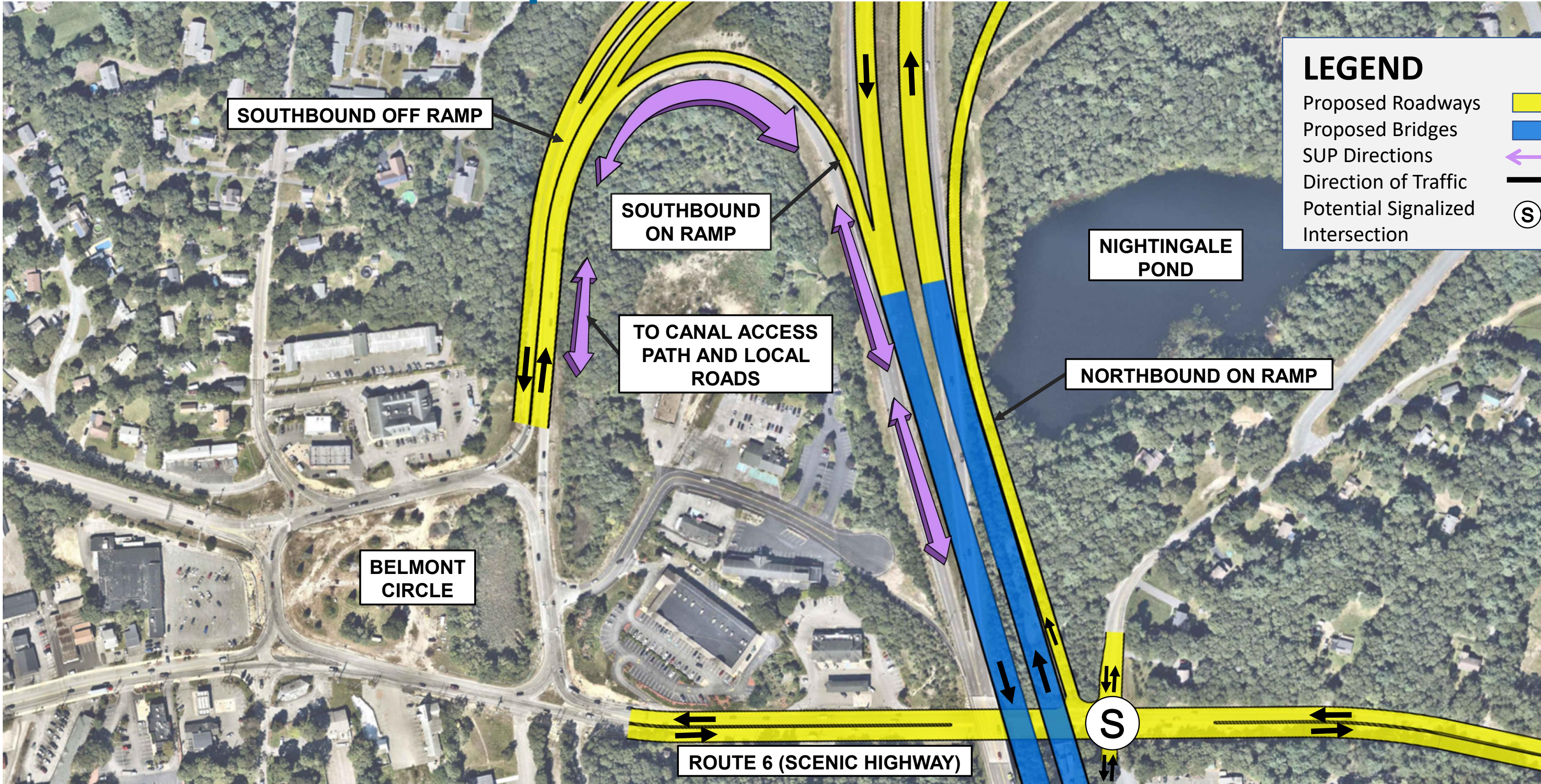
- Improves connectivity by adding an additional northbound ramp
- All other connections are similar to existing conditions
- Anticipated to improve operations and safety at Belmont Circle
- Minimizes Right-of-Way impacts



Northbound On Ramp



Northbound On Ramp

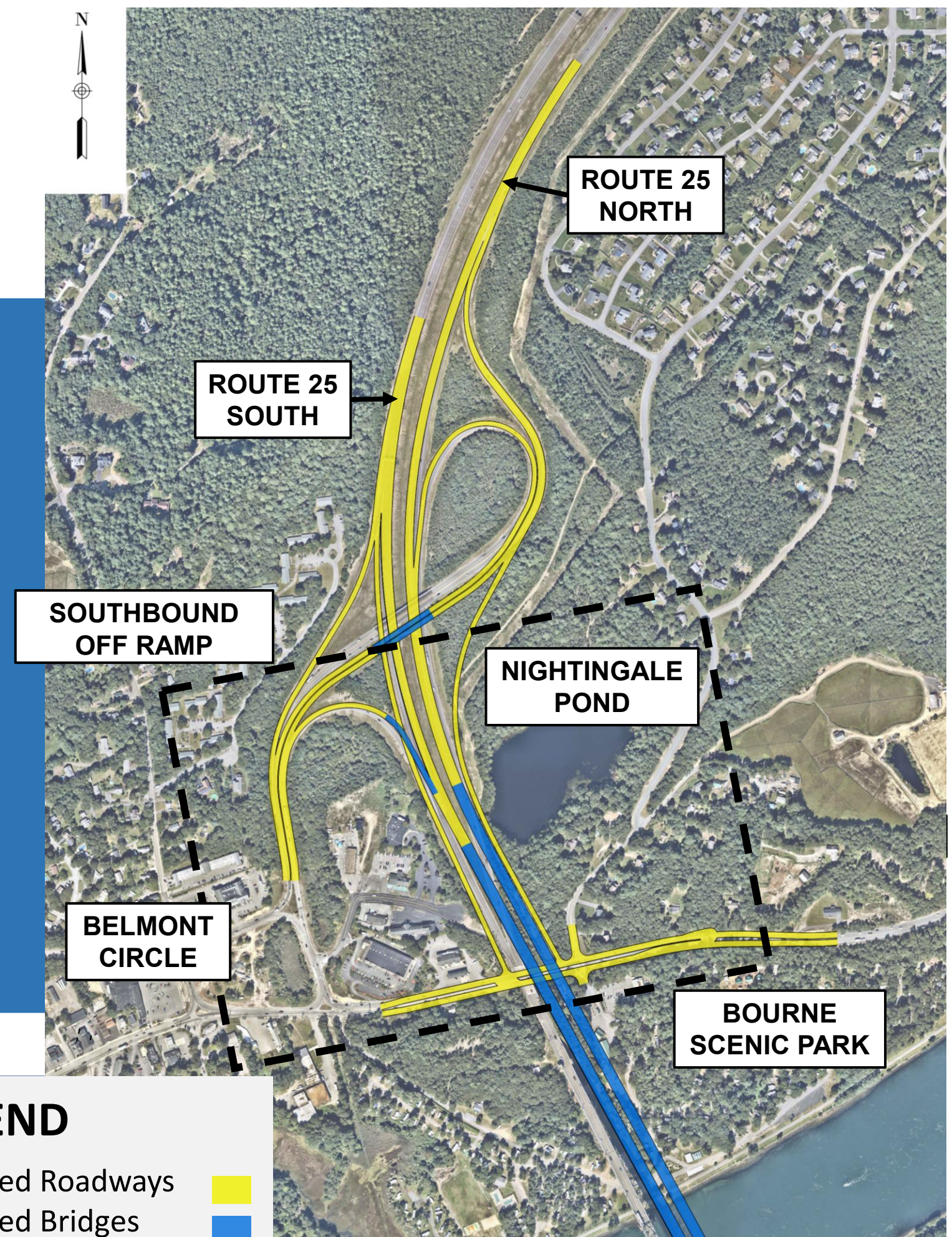


Roadway Connection Alternatives

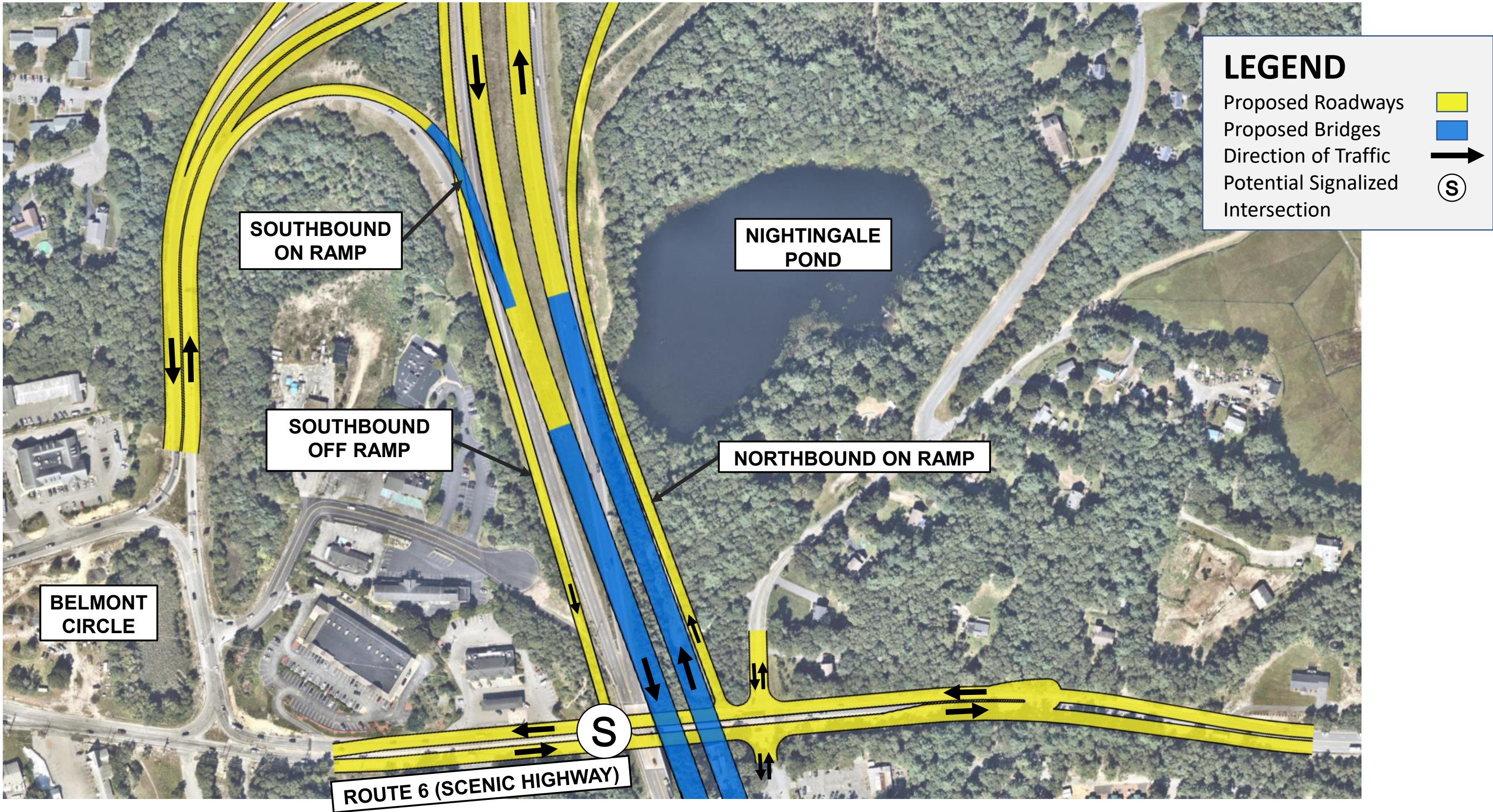
Single Exit Partial Interchange

Design Considerations

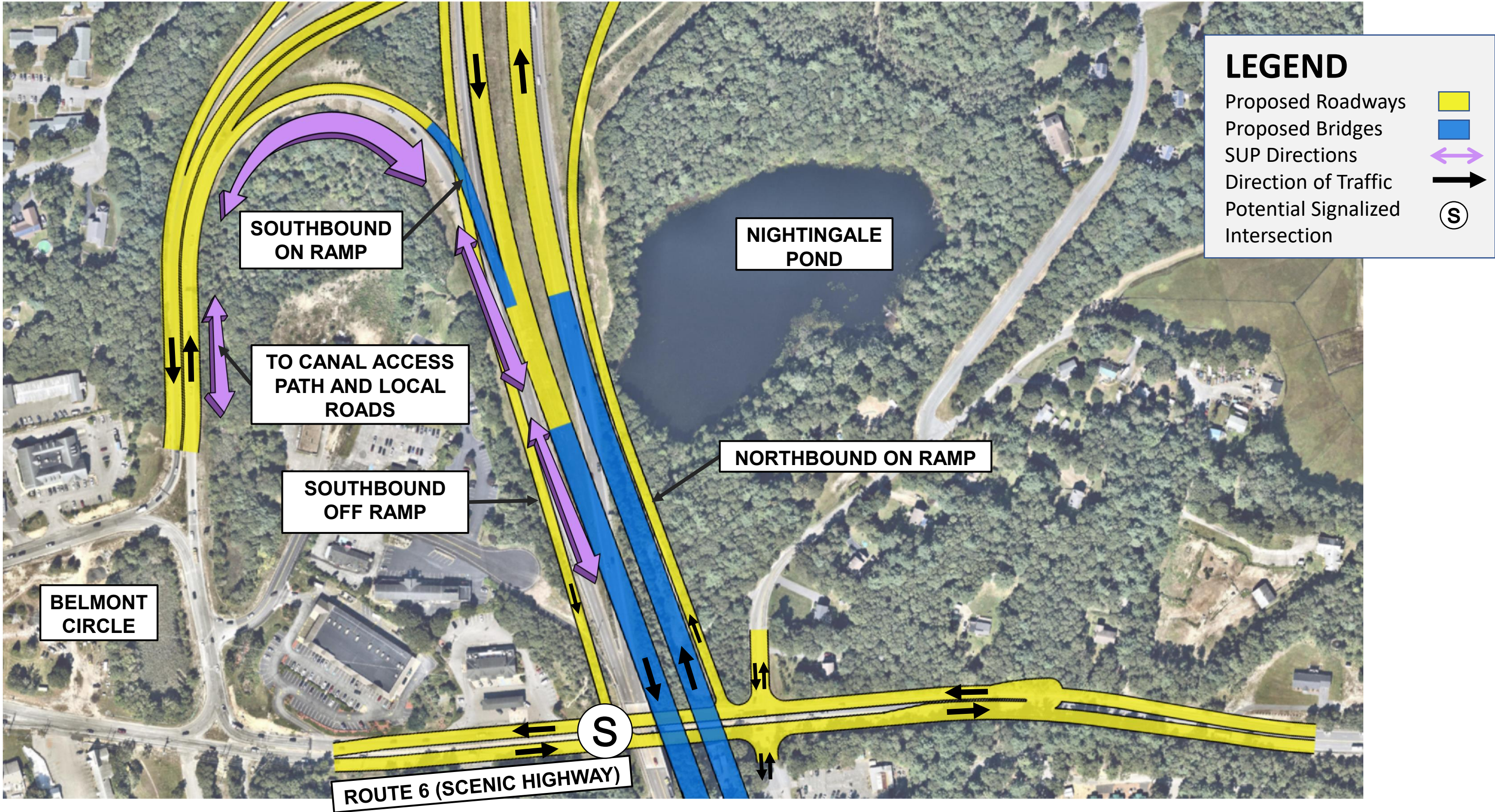
- Introduces new Southbound Off-Ramp and Northbound On-Ramp with direct connections between Route 25 to Scenic Highway
- Anticipated to improve operations and safety at Belmont Circle
- Minimizes Right-of-Way impacts



Single Exit Partial Interchange



Single Exit Partial Interchange

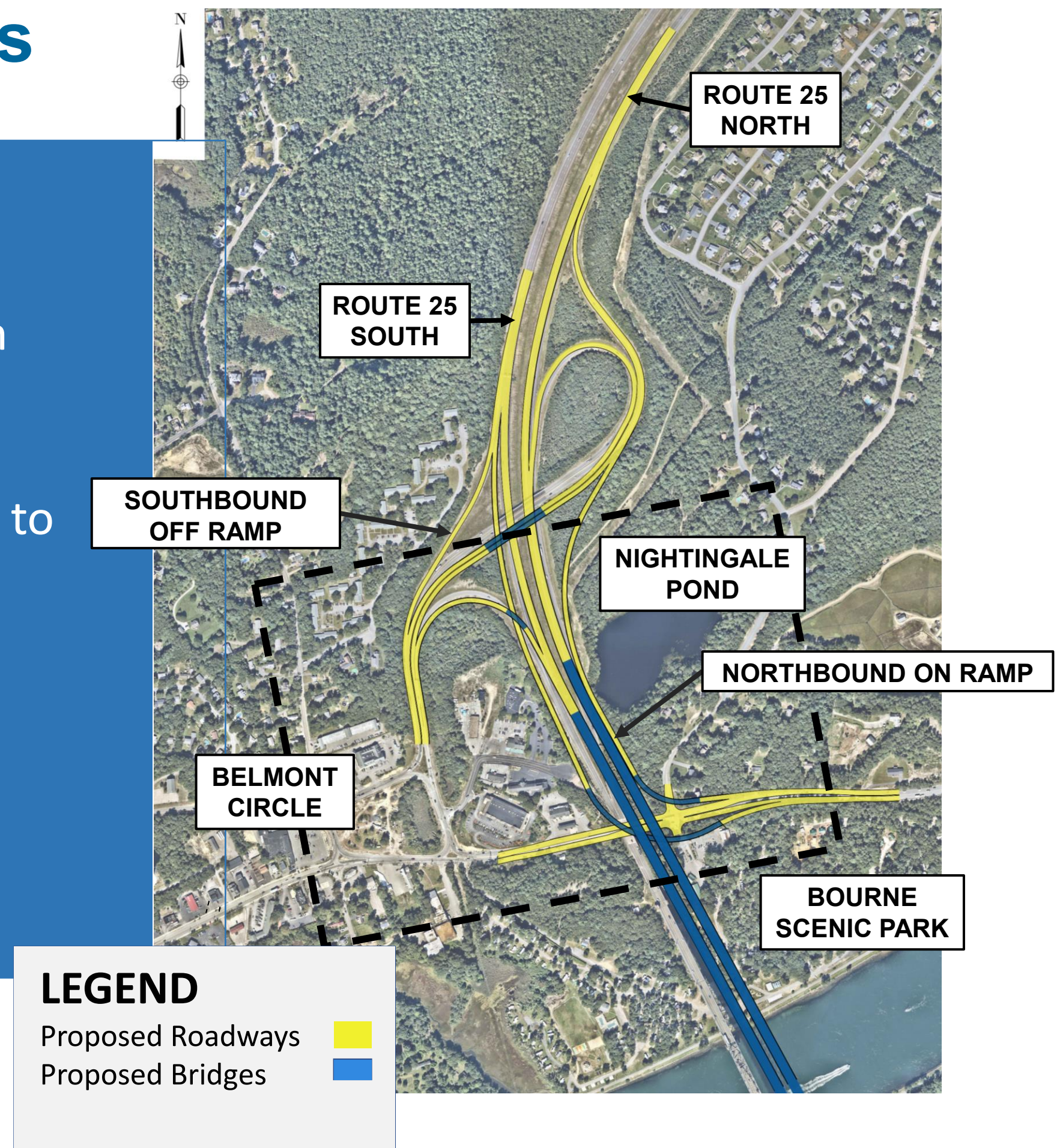


Roadway Connection Alternatives

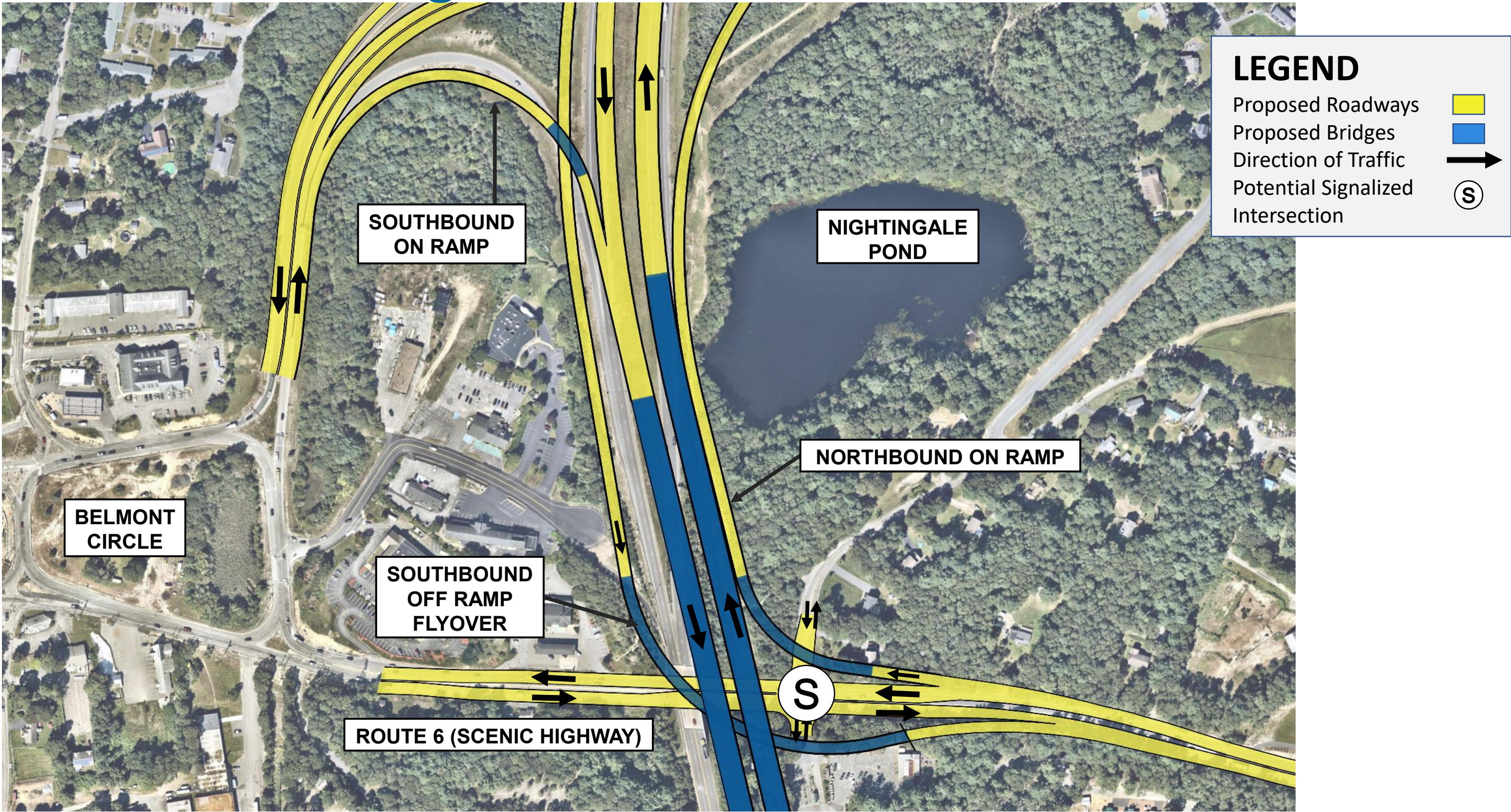
Directional Interchange

Design Considerations

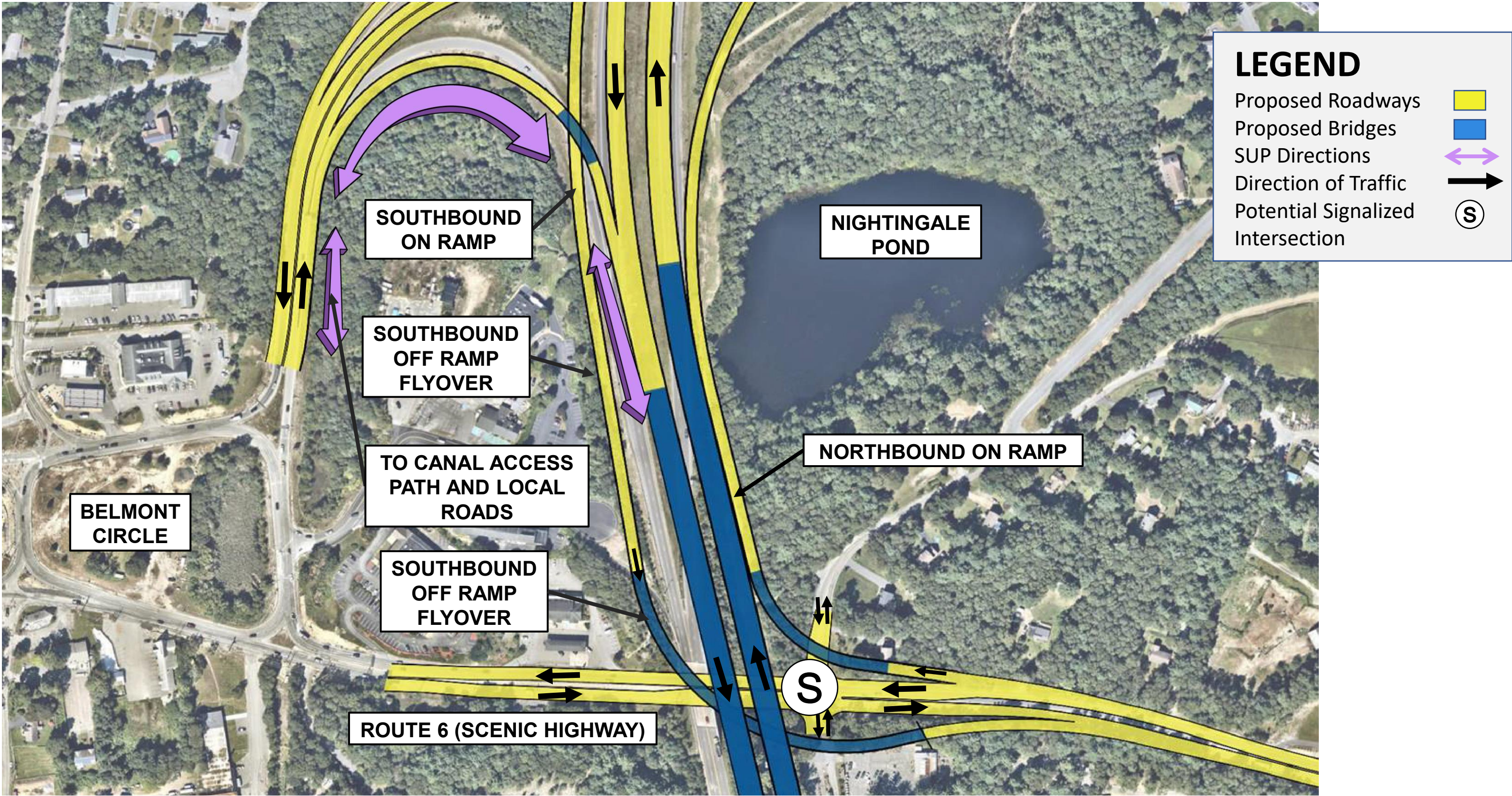
- Introduces directional Southbound Off-Ramp from Route 25 to Eastbound Scenic Highway
- Introduces directional Westbound Scenic Highway to Northbound Route 25 On-Ramp
- Anticipated to improve operations and safety at Belmont Circle
- Likely more Right of Way impacts than other alternatives.



Directional Interchange



Directional Interchange

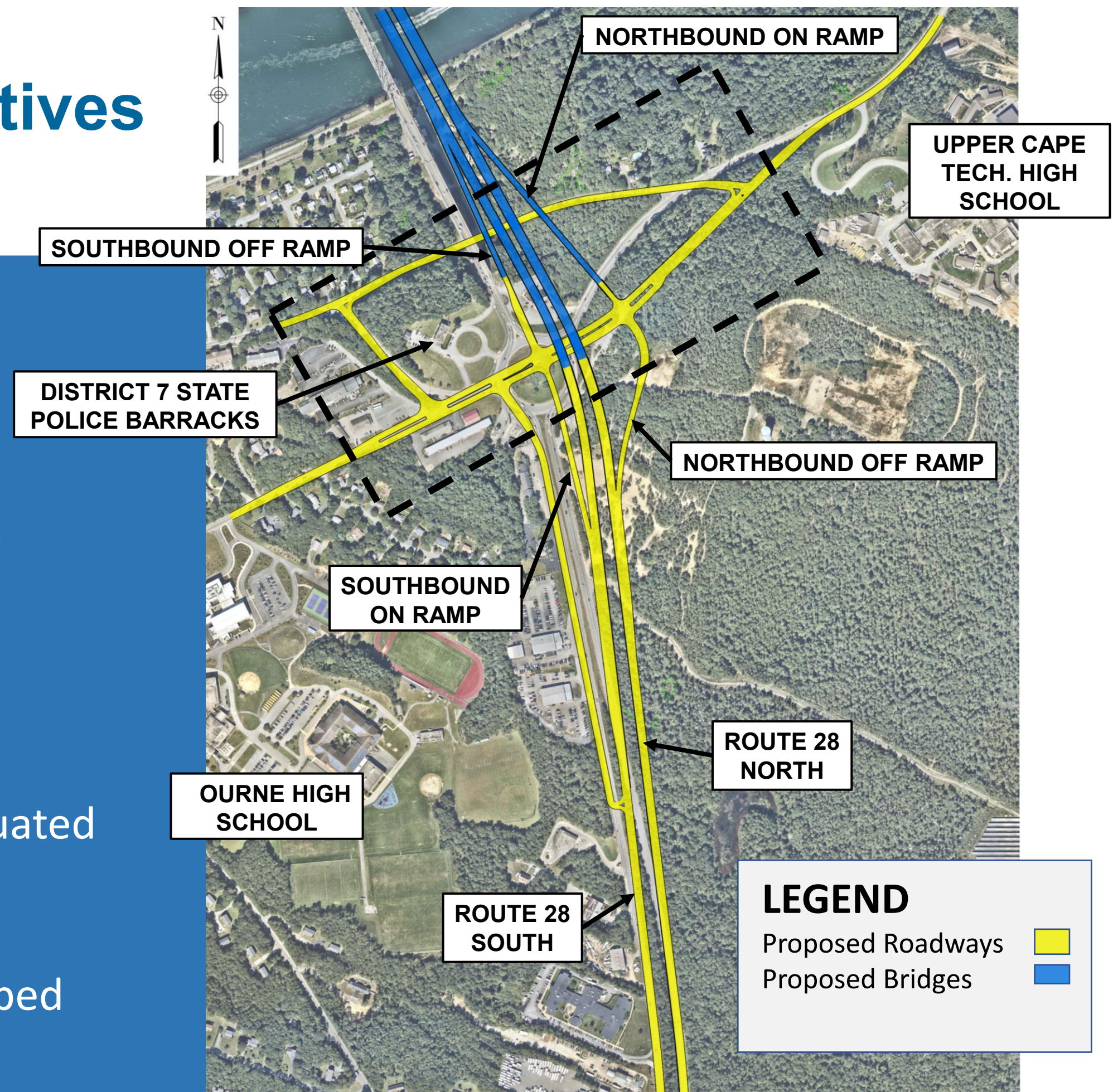


Roadway Connection Alternatives

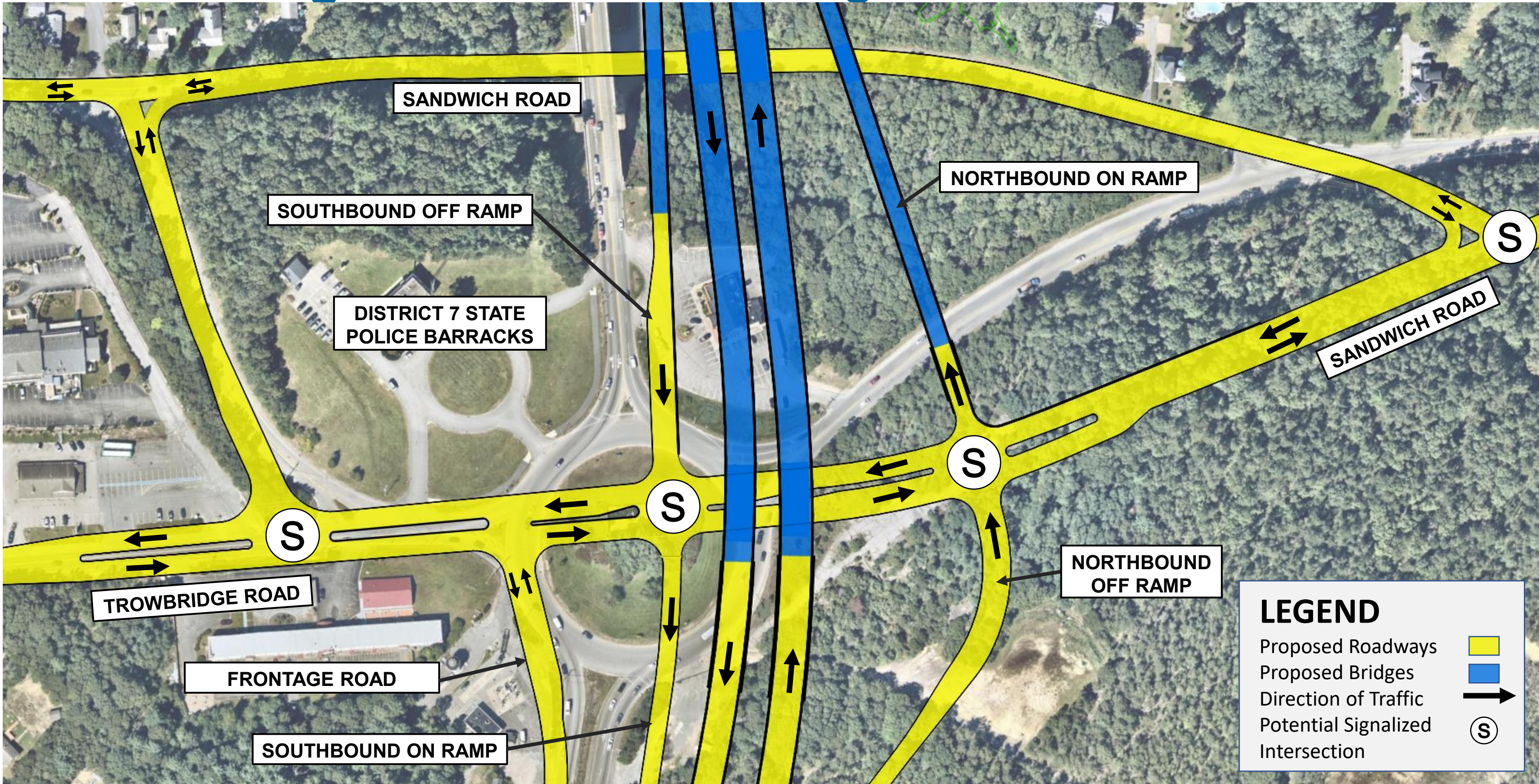
Diamond Interchange

Design Considerations

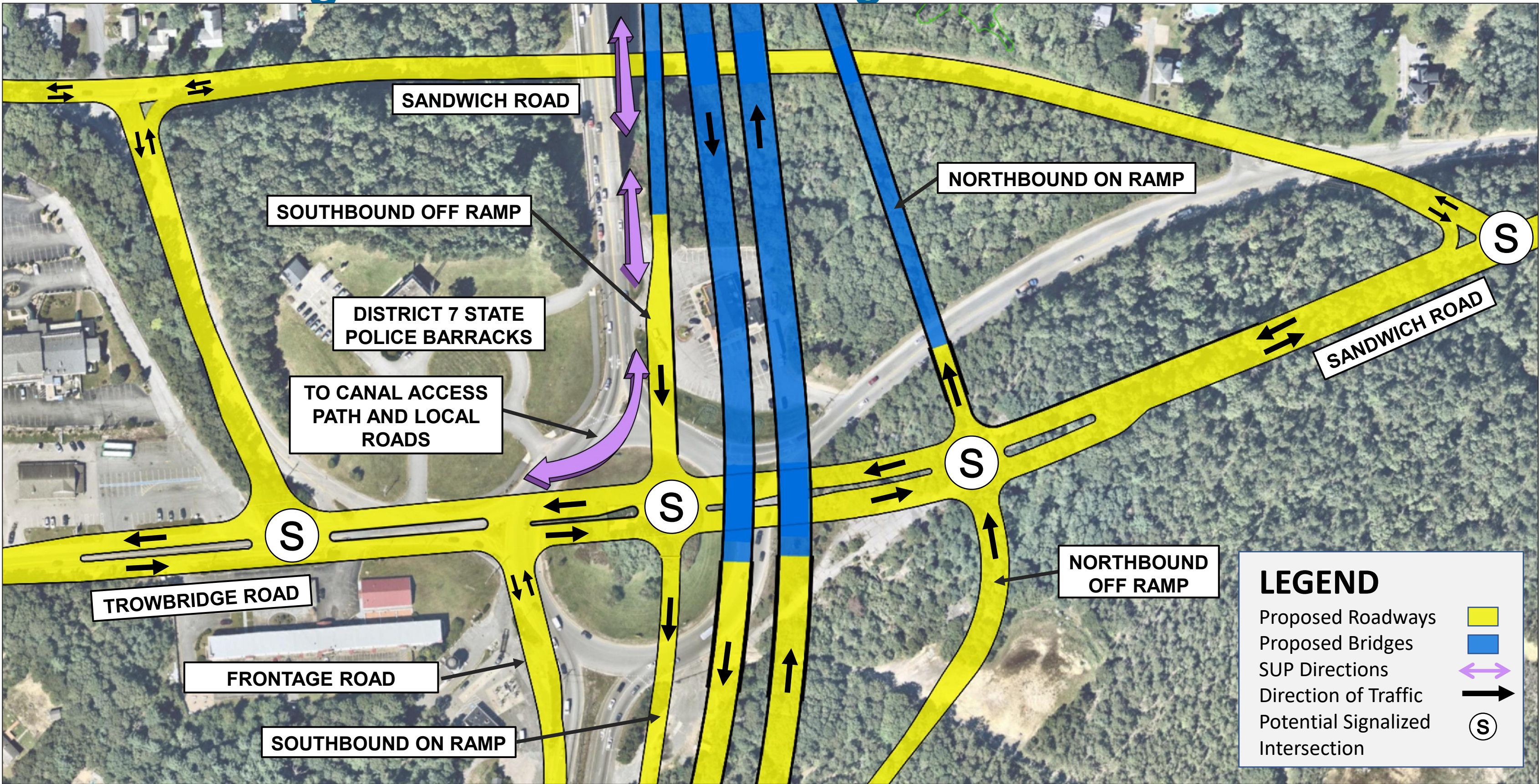
- Most common interchange type
- Route 25/28 span over relocated Trowbridge Road
- Bourne Rotary is eliminated
- Upper Cape Tech drive entrance will be evaluated as design development progresses
- Property impacts concentrated on undeveloped land east of Route 25/28



Bourne Bridge - Diamond Interchange



Bourne Bridge – Diamond Interchange

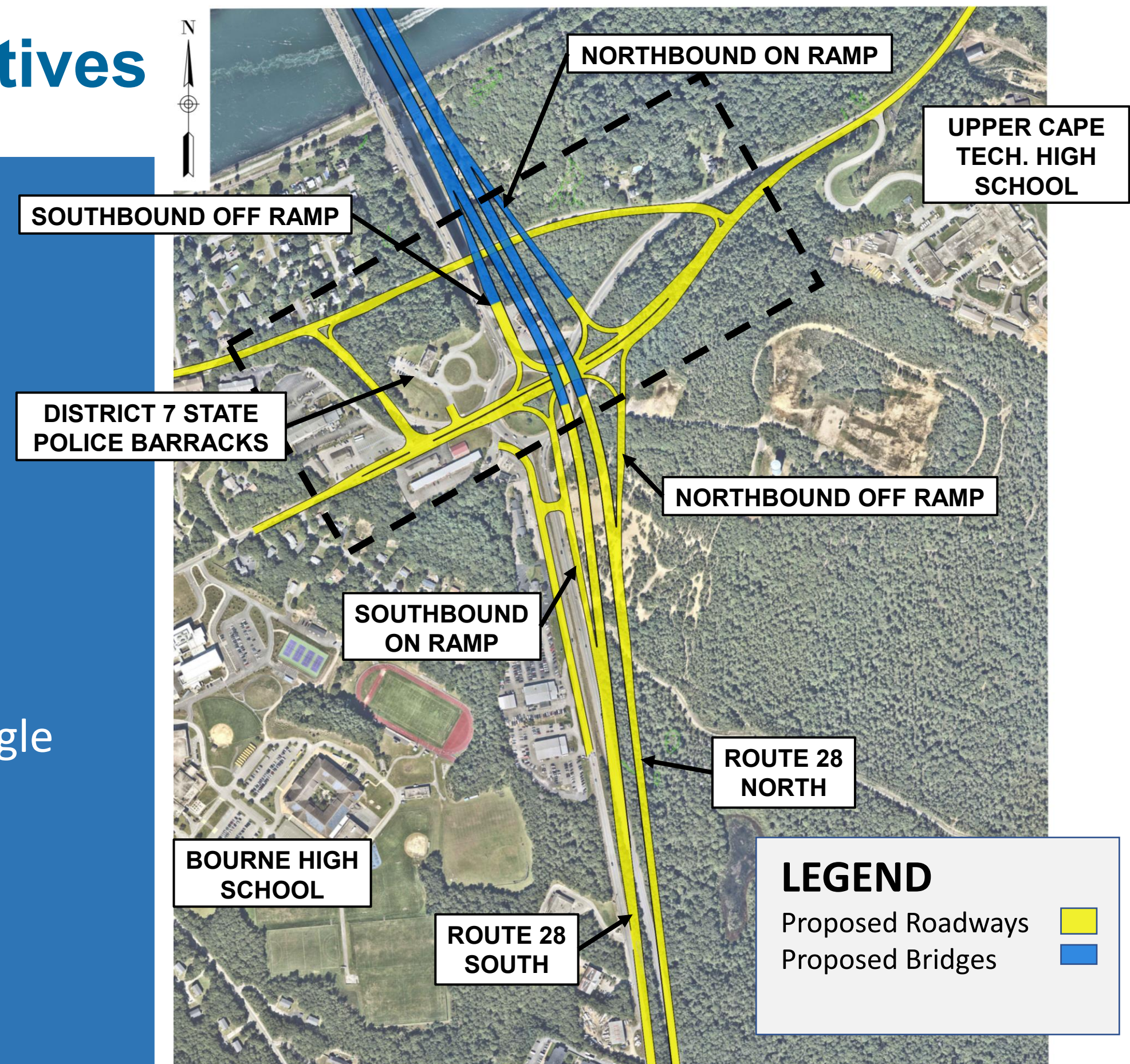


Roadway Connection Alternatives

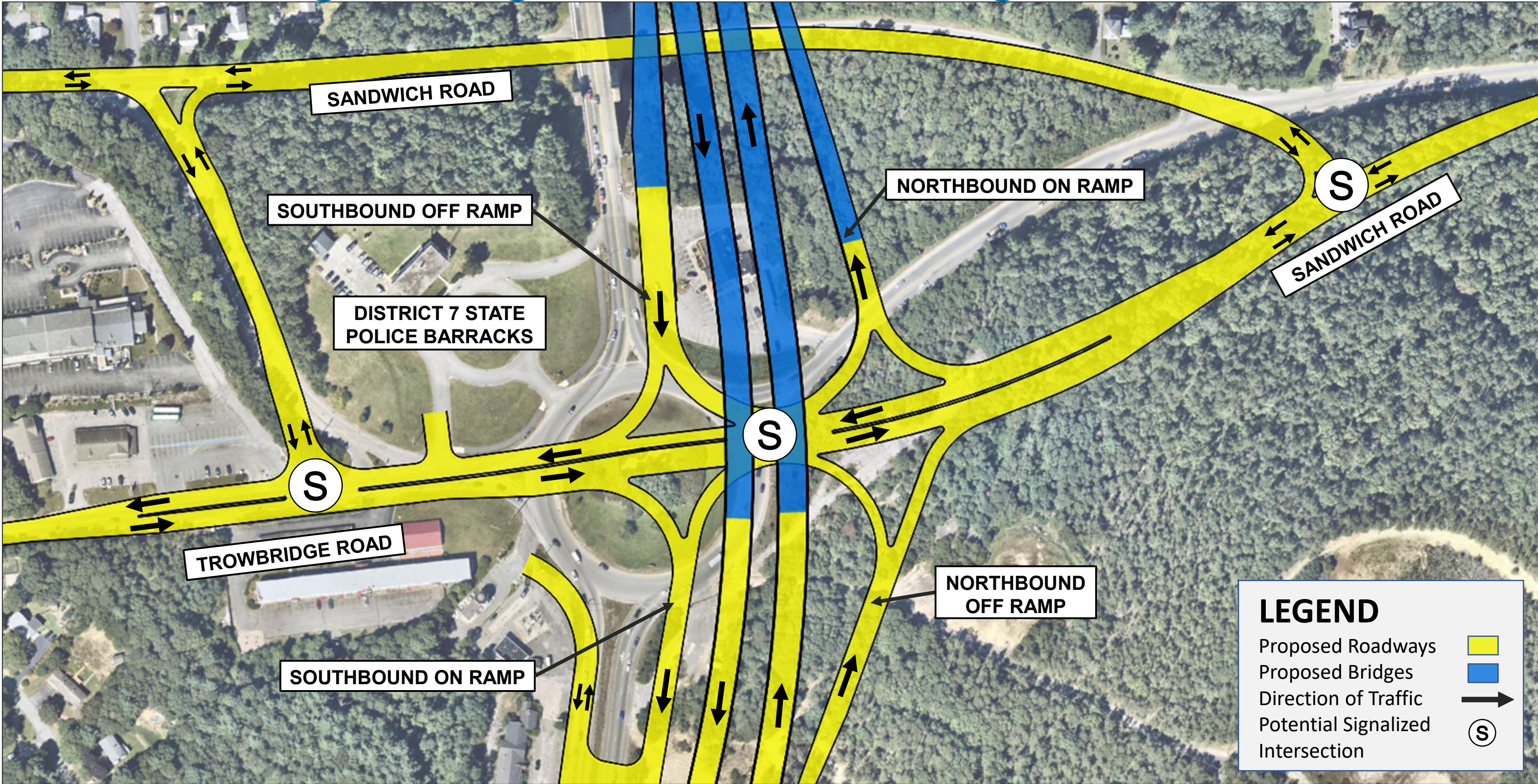
Single-Point Interchange

Design Considerations

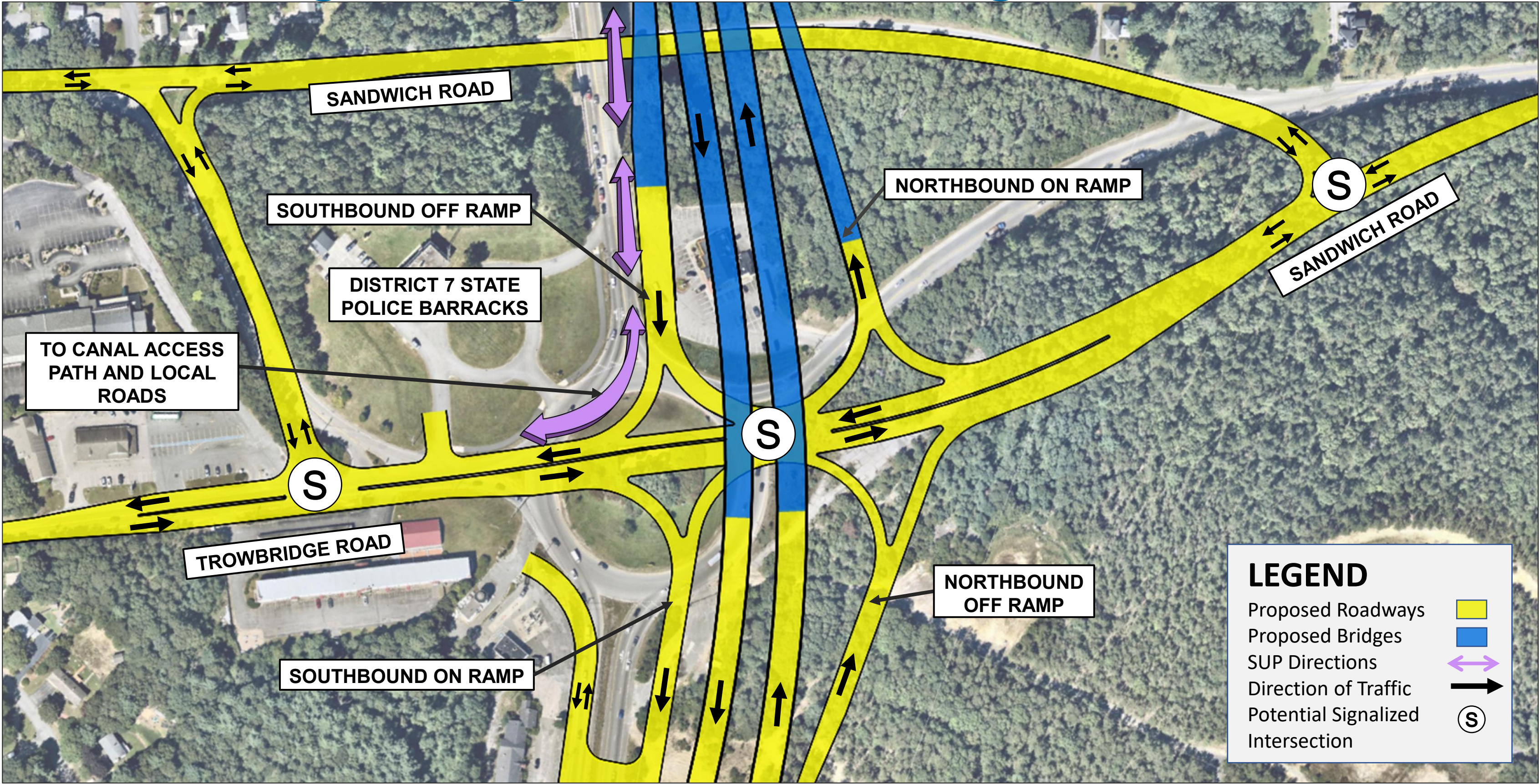
- Route 25/28 span over relocated Trowbridge Road
- Eliminates Bourne Rotary
- Local connections are done via slip ramps
- Ramps intersect Trowbridge at a central (“Single Point”) intersection
- Upper Cape Tech drive entrance will be evaluated as design development progresses
- Property impacts concentrated on undeveloped land east of Route 25/28

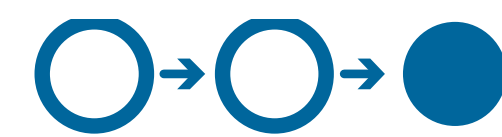


Bourne Bridge - Single-Point Interchange



Bourne Bridge - Single-Point Interchange





Next Steps

Next Steps

- The alternatives presented today will be included the Environmental Notification Form (Massachusetts Environmental Policy Act) (MEPA) to be filed in the spring.
- All comments will be reviewed by the MEPA Office and considered when issuing the scope of the Draft Environmental Impact Report (DEIR)
- Additional design development
- Measures of Effectiveness

Example Measures:

- Safety Analysis
- Property Impacts
- Environmental Impacts

Traffic Operations

- Schedule
- Cost

Next Steps

- Continued Public Involvement
 - Open House / MEPA Public Meeting
 - Advisory Group
- USACE and MassDOT will continue to pursue all possible avenues for funding



**How will we
keep you
informed?**

Public Outreach

Newspaper

- Cape Cod Chronicle
- The Barnstable Patriot
- El Planeta
- Provincetown Independent
- Vocero Hispano
- The Bourne Enterprise



CAPE COD TIMES

The Barnstable Patriot

The Provincetown
INDEPENDENT



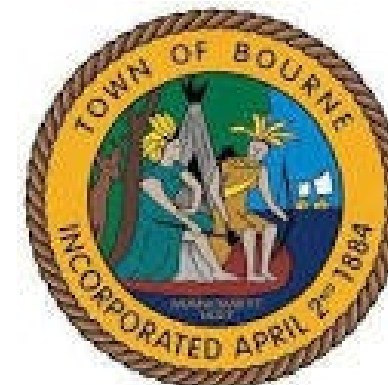
MassDOT Social Media

- Facebook
- Twitter



Thanks to the following for sending notice of this meeting:

- Town of Bourne Commission on Disability
- Town of Bourne Council on Aging
- Cape Organization for rights of the disabled
- Registry of Motor Vehicles



Communications

For General Information, Visit the Project Website:

www.mass.gov/cape-bridges

To Leave a Comment Online, Visit:

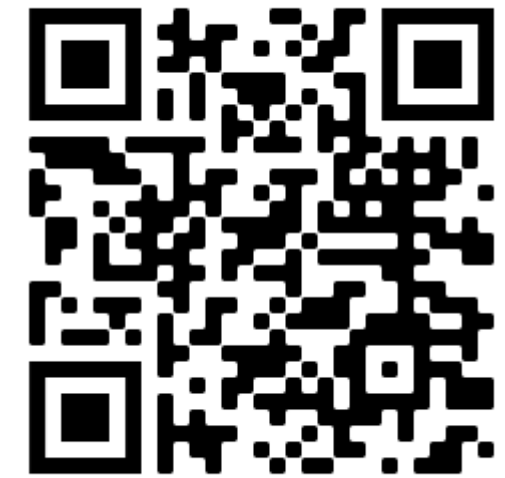
pima.massdotpi.com/public/comment/project-comment-dynamic?project_id=13868

To Submit a Comment by Mail, Write to:

Carrie Lavalley, P.E., Chief Engineer
Suite 7410, 10 Park Plaza, Boston, MA 02116,
Attention: Project Management, Project File No. 608020

or Email:

MassDOTMajorProjects@dot.state.ma.us





Questions and Discussion

Questions and Answers



- “Raise your hand” to be unmuted for verbal questions (Alt + Y if using a phone)



- Submit your questions and comments using the Q&A button



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn



- Please take a few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting

All questions and comments are subject to disclosure for public records. Please use these functions for project related business only.



Thank You

Cape Cod Bridges Program

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