

4 Affected Environment, Environmental Consequences, and Mitigation

4.8 Property Acquisition, Displacement, and Relocation

4.8.1 Introduction

This section evaluates the potential effects of the No Build and Build Alternatives on existing residential and commercial properties in the Study Area, including a discussion of the potential temporary construction-related effects and permanent parcel acquisitions, displacements, relocation, and access associated with the Build Alternative. This section also describes avoidance and minimization strategies that the Massachusetts Department of Transportation (MassDOT) has taken to eliminate or reduce the need for acquisition displacements, as well as mitigation measures that will be taken to offset effects related to property acquisitions. Additionally, this section addresses the preliminary tasks that would occur for the Build Alternative as part of relocation planning.

This section discusses the following types of property effects:

- **Acquisitions:** Property acquisitions can be either partial or full and involve the eminent domain taking of fee-simple land ownership rights of all or a portion of a property.
 - Partial acquisitions occur when MassDOT permanently acquires a portion of a larger property. This is typically done to alter the state highway layout line to accommodate activities such as roadway widening, adjustments to a road's geometry or alignment, or the installation of sidewalks, shared-use paths, and stormwater management systems. Partial acquisitions may require relocation of personal property items such as business signs.
 - Full acquisitions occur when MassDOT permanently acquires an entire property, dissolving its private ownership and potentially requiring relocation of residents or businesses.
- **Easements:** Easements provide MassDOT the right to use a portion of a property. An easement is usually documented in a property deed and allows permanent access to a property for a designated purpose. Easements provide a right of use not a right of possession. Easements can be either permanent or temporary:
 - Permanent easements are used for ongoing use of and access to a property for installation and maintenance of transportation infrastructure, such as slopes, guardrails, and drainage structures.
 - Temporary easements are used when a portion of a property is required for construction activities or access.

Displacements result from full or partial acquisitions and the conversion of the existing land use to a transportation use. Displacements are measured by the number of households or businesses that require relocation. For example, the acquisition of an apartment building on a single property containing 10 dwelling units would result in multiple residential displacements.

Section 4.5, Socioeconomics, discusses the potential socioeconomic effects of the Cape Cod Bridges Program (Program) and resulting displacements. **Section 4.19, Utilities and Services**, discusses the potential effects of the Program on utility connections and/or septic tanks. The determination of impacts to the U.S. Army Corps of Engineers' (USACE) Federal Navigation Project will be coordinated with USACE as part of the Section 408 Permit review process for permission to alter or use a federal public works project (33 United States Code 408) and potentially as an outgrant/lease. **Section 4.17, Public Parks, Recreational Facilities, and Open Space**, and **Chapter 5, Final Section 4(f) Evaluation**, address the effects of the Program on USACE park and recreation uses within the Study Area, including the USACE-operated and -leased facilities and the Bourne Recreation Authority-operated facilities. **Section 4.3, Pedestrian and Bicycle Facilities**, addresses the effects of the Program on existing public pedestrian and bicycle facilities, including the Canal Service Roads.

4.8.1.1 Regulatory Context

Federally funded projects involving property acquisition and relocation must adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (42 United States Code 61; 49 Code of Federal Regulations 24), as amended. The Uniform Act sets minimum standards for federally funded projects that involve property acquisition or displacement of individuals from their homes or businesses. Its purpose is to ensure fair treatment for affected people and guarantee that property owners receive a fair market price. Additionally, the Uniform Act requires the provision of relocation assistance to those who are displaced and need to relocate. This includes referrals to suitable replacement housing, help with relocation payments, and other support to minimize the impact of the move.

In the Commonwealth of Massachusetts, acquisition of real property must also adhere to Massachusetts General Law, Chapter 79A and its implementing regulations at 760 CMR 27.00 (Relocation Assistance), which requires the provision of advisory services and relocation assistance for displaced individuals.

MassDOT will conduct the acquisition and relocation process in accordance with these applicable state and federal laws and will make relocation resources available without discrimination to all displaced residents and businesses.

4.8.1.2 Methodology and Study Area

Based on the anticipated area and duration (permanent versus temporary) of impact, MassDOT determined the type of property effect. Properties that could be fully or partially acquired or could be subject to an easement were identified using the Project Limits for each bridge and interchange approach. The Project Limits (i.e., the outer limit of the work boundary) also represents the Study Area for this evaluation ([Figure 4.8-1](#) and [Figure 4.8-2](#)). MassDOT developed the Study Area—which encompasses the area within which construction, demolition, materials storage, grading, landscaping, and related activities would occur—using computer aided design and drafting (CADD) drawings of the anticipated work. In most cases, the Study Area also incorporates a 15-foot buffer to provide a conservative approach in identifying potential property impacts and right-of-way needs. MassDOT used data obtained [via field survey to graphically depict parcel-level property boundaries and to identify potentially affected parcels within the Study Area. This information was supplemented with data from the MassGIS \(Bureau of Geographic Information\) standardized assessors' parcel mapping dataset, which incorporates information from the Town of Bourne Assessor's database, including details regarding property use.](#)¹ MassDOT reviewed each parcel within the Study Area and determined the type of property effect based on the area and duration (temporary versus permanent) of the impact to the parcel.

4.8.2 Affected Environment

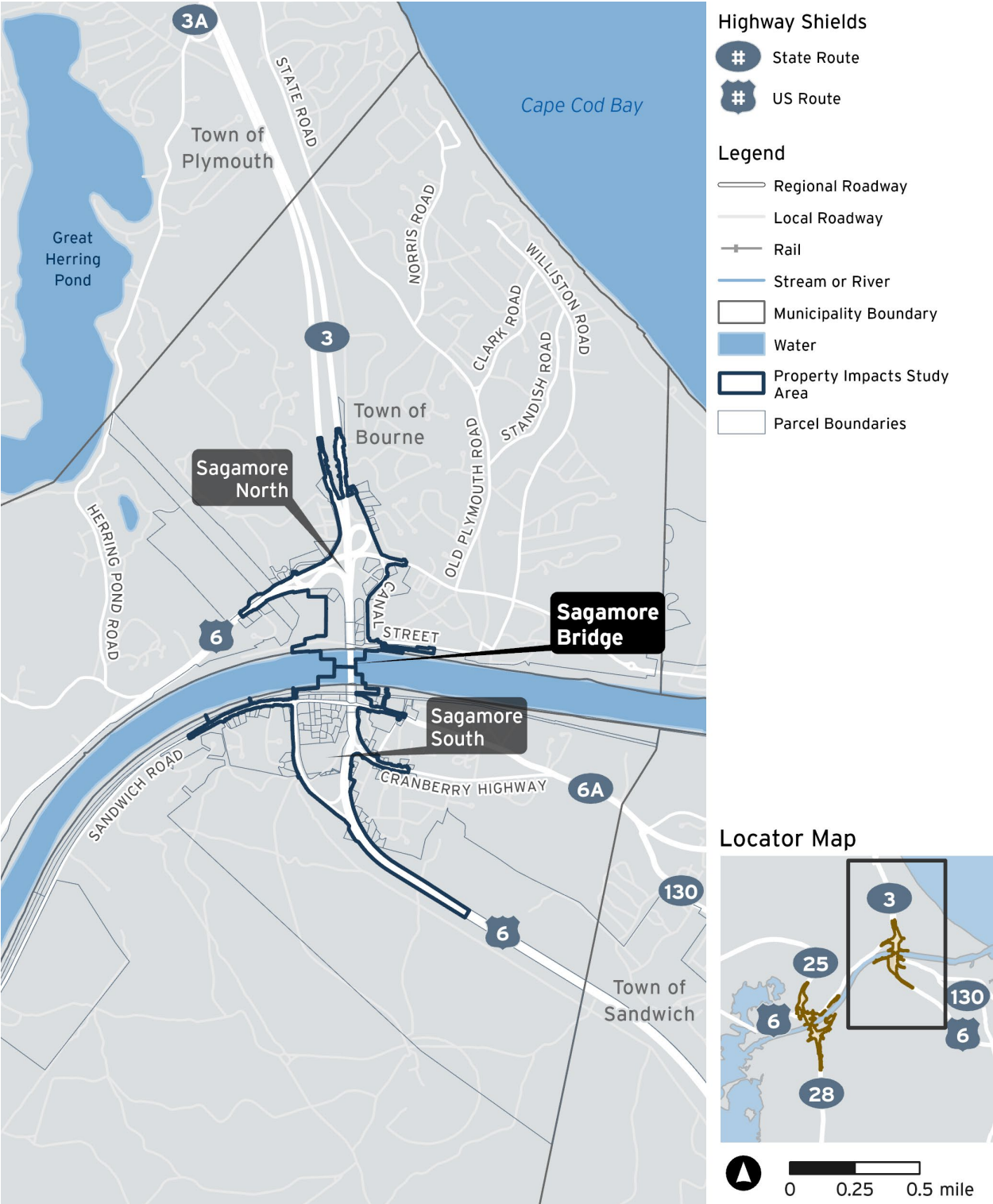
This section provides a summary of the [179](#) total properties that would potentially be affected by acquisitions or easements in order to construct and maintain the Build Alternative.² These properties are located on both sides of Cape Cod Canal within the town of Bourne, MA. [Table 4.8-1](#) identifies the number of properties that would be affected and the current property use, which was derived from the Massachusetts Department of Revenue's Land Use Codes provided in the Town of Bourne's assessor data.³ Note that further design refinement and assessment of future functional capacity could alter the full extent of the acquisitions identified in this [Final](#) Environmental Impact Statement.

¹ [MassGIS \(Bureau of Geographic Information\). 2024. Property Tax Parcels. October. https://www.mass.gov/info-details/massgis-data-property-tax-parcels](#)

² [This excludes property owned or managed by U.S. Army Corps of Engineers \(USACE\). Properties owned or managed by USACE are addressed in Section 4.17, Public Parks, Recreational Facilities, and Open Space and Chapter 5, Final Section 4\(f\) Evaluation.](#)

³ Department of Revenue/Division of Local Services – Bureau of Local Assessment. 2019. [Property Type Classification Codes: Non-arm's Length Codes and Sales Report Spreadsheet Specifications](#). Revised April. [https://www.mass.gov/doc/property-type-classification-codes-non-arms-length-codes-and-sales-report-spreadsheet/download](#)

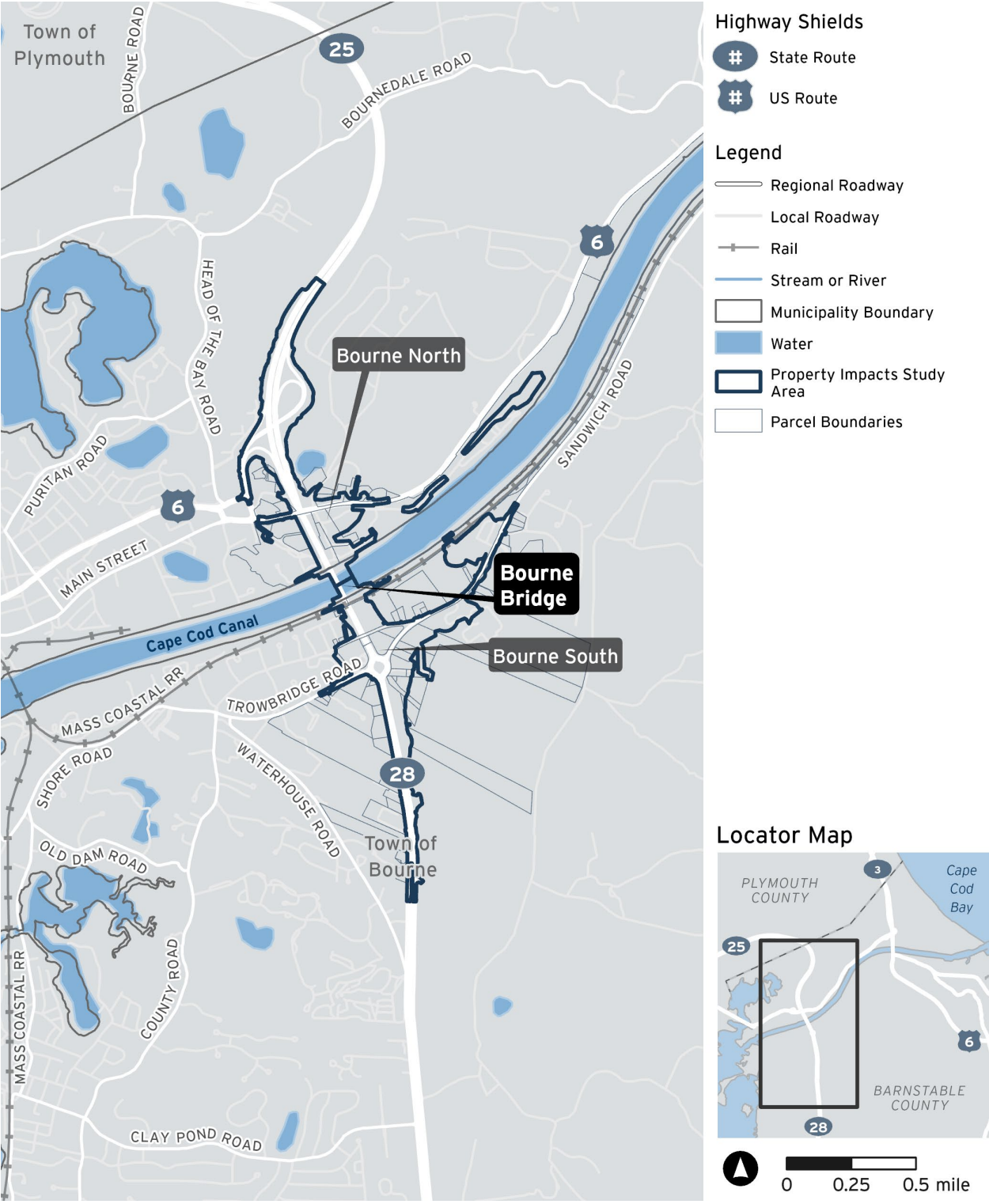
Figure 4.8-1. Property Impacts Study Area (Sagamore Bridge)



Source: Massachusetts Department of Transportation, [2026](#)

Note: Figure shows only parcel boundaries for the town of Bourne.

Figure 4.8-2. Property Impacts Study Area (Bourne Bridge)



Source: Massachusetts Department of Transportation, [2025](#)
Note: Figure shows only parcel boundaries for the town of Bourne.

Table 4.8-1. Potentially Affected Parcels

Type	Number of Properties	Proposed Acquisition (Acres)	Property Use		
			Number	Residential, Commercial, or Vacant Land	Occupied/Vacant
Potential Full Acquisitions	30	29.16	14	Residential	Occupied
			8	Land Accessory to Commercial Parcel	Vacant
			2	Land in Residential Zone	Vacant
			2	Land - Municipal	Vacant
			3	Land - State	Vacant
			1	Retail	Occupied
Potential Partial Acquisitions	59	97.10	32	Residential	Occupied
			9	Retail	Occupied
			5	Land – State	Vacant
			1	Land in Residential Zone	Vacant
			4	Land Accessory to Commercial Parcel	Vacant
			1	State-Owned Building (State Police)	Occupied
			1	Land – Municipal	Vacant
			2	Recreational	Occupied
			1	Public Service (Post Office)	Occupied
			2	Education	Occupied
			1	Retail (Tanks Holding Fuel/Oil Products for Retail Distribution)	Occupied

Type	Number of Properties	Proposed Acquisition (Acres)	Property Use		
			Number	Residential, Commercial, or Vacant Land	Occupied/ Vacant
Potential Easement ^[*]	143	Easement areas under development ^[**]	71	Residential	Presumed Occupied
			9	Land in Residential Zone	Vacant
			6	Land – State Owned	Vacant
			16	Retail	Occupied
			6	Automotive Retail	Occupied
			4	Land – Municipal Owned (Conservation)	Vacant
			2	Restaurants	Occupied
			3	Recreation	Occupied
			5	Land Accessory to Commercial Parcel	Vacant
			1	Parking Lots	Occupied
			3	Land – State Owned	Occupied
			1	Car Wash	Occupied
			2	Education	Occupied
			1	Public Service – Post Office	Occupied
			1	Roadway – Private	Vacant
			3	Gasoline Service Stations	Occupied
			1	Hospital	Occupied
			1	Fraternal Organization	Occupied
			1	Retail – Car Wash	Occupied
			1	Residential Accessory Structure	Occupied
			1	Municipal Property – Education	Occupied
			1	Nursing Home	Occupied
			2	Office Building	Occupied
			1	Land Accessory to Industrial Parcel	Vacant

Note: Table excludes property owned [or managed by USACE](#). [Properties owned or managed by USACE are addressed in Section 4.17, Public Parks, Recreational Facilities, and Open Space and Chapter 5, Final Section 4\(f\) Evaluation.](#)

[*] [Of the parcels potentially affected by partial acquisitions, 53 would also be potentially affected by easements. Therefore, the total number of properties potentially affected by easements identified in this table also includes these 53 properties potentially affected by partial acquisitions.](#)

[**] The area (square feet) and nature (temporary versus permanent) of the required potential easements would be [confirmed](#) as design progresses.

4.8.3 No Build Alternative

The No Build Alternative would have no long-term or temporary effects on the properties within the Study Area. The bridges would be maintained in their current alignments. Existing easements would be used to access and maintain the current structures, and no additional property would be required for staging or construction of the new structures or interchange approaches.

4.8.4 Build Alternative

As indicated in **Chapter 3, Proposed Action and Alternatives**, for the Build Alternative, the new structures would be situated adjacent to and inboard of the footprint of the existing structures. The Program would also reconfigure the highway interchange approach networks north and south of Cape Cod Canal to align with the new highway bridges.

The new alignment and the areas needed for construction staging and the demolition of the existing bridges and interchange improvements would result in unavoidable property impacts. The following sections provide information on the parcels that would be affected by acquisitions or easements and identify potential displacements.

4.8.4.1 Potential Property Acquisitions

Implementation of the Build Alternative would require the potential full acquisition of 30 parcels and potential partial acquisition of an additional 59 parcels, affecting a total of 89 parcels. Construction of the Sagamore Bridge will result in the potential full acquisition of 20 parcels and potential partial acquisition of 41 parcels. Construction of Bourne Bridge will result in the potential full acquisition of 10 parcels and potential partial acquisition of 18 parcels. **Table 4.8-2** lists properties identified for potential full acquisition, and **Table 4.8-3** lists properties identified for potential partial acquisition. The tables include the map and parcel information, address, current land use, and the parcel size for each affected property. **Figure 4.8-3** and **Figure 4.8-4** (Sagamore North and Sagamore South) and **Figure 4.8-5** and **Figure 4.8-6** (Bourne North and Bourne South) show the potential full and partial acquisitions.

Potential full acquisitions are identified where entire parcels would be needed to implement the Build Alternative or where the Build Alternative would affect a parcel's current or future use. Full acquisitions of occupied residential or commercial properties would result in potential displacement and would require potential relocation of the existing use.

Potential partial acquisitions are identified where portions or strips of property would be needed to implement the Build Alternative. Most of the potential partial acquisitions needed would generally involve less than 15% of the total parcel area. Properties affected by partial acquisitions are expected to be able to continue their existing uses on the remaining portions of the property, except for one potential partial acquisition that would result in the displacement of one multitenant (2 units) commercial use.

Table 4.8-2. Potential Full Property Acquisitions

#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Land Use	Parcel Size (square feet)
1	SN	11.0_033.00	34 Canal Street	Residential Occupied	33,890
2	SN	11.0_025.00	1025 Scenic Highway	Municipal Vacant	39,200
3	SS	11.4_038.00	4 Cecilia Terrace	Residential Occupied	23,261
4	SS	11.4_044.00	7 Cecilia Terrace	Residential Occupied	20,038
5	SS	11.4_049.02	8 Cecilia Terrace	Residential Occupied	17,654
6	SS	11.4_045.00	11 Cecilia Terrace	Residential Occupied	10,019
7	SS	11.4_046.00	15 Cecilia Terrace	Residential Occupied	10,019
8	SS	11.4_047.00	16 Cecilia Terrace	Vacant Land (in a residential zone)	33,780
9	SS	11.4_039.00	15 Eleanor Avenue	Residential Occupied	29,055
10	SS	11.4_040.00	17 Eleanor Avenue	Residential Occupied	14,941
11	SS	11.4_054.00	0 Garfield Avenue	Vacant Land (accessory to commercial parcel)	653
12	SS	17.2_002.00	0 Garfield Avenue	Vacant Land (in a residential zone)	2,265
13	SS	17.2_003.00	4 Garfield Avenue	Residential Occupied	12,415
14	SS	11.4_049.00	3 Johns Lane	Residential Occupied	57,830
15	SS	11.4_049.03	4 Johns Lane	Residential Occupied	27,816
16	SS	11.4_049.01	5 Johns Lane	Residential Occupied	29,160
17	SS	11.4_041.00	24 Johns Lane	Residential Occupied	12,023
18	SS	11.4_055.00	0 Route 6	State Property Vacant	69,696
19	SS	11.4_005.00	815 Sandwich Road	Vacant Land (accessory to commercial parcel)	48,526
20	SS	11.4_006.00	825 Sandwich Road	Vacant Land (accessory to commercial parcel)	26,397
21	BN	20.0_014.00	2 Nightingale Pond Road	Residential Occupied	40,249
22	BS	24.0_009.00	170 Sandwich Road	Vacant Land (accessory to commercial parcel)	72,745
23	BS	24.0_013.00	4 Bourne Rotary	Vacant Land (accessory to commercial parcel)	106,603

#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Land Use	Parcel Size (square feet)
24	BS	24.0_042.00	0 Sandwich Road	Vacant Land (accessory to commercial parcel)	63,778
25	BS	24.0_043.00	0 Sandwich Road	Vacant Land (accessory to commercial parcel)	64,000
26	BS	24.0_017.00	0 Bourne Rotary	State Property Vacant	108,062
27	BS	24.0_044.00	0 Bourne Rotary	Vacant Land (accessory to commercial parcel)	50,730
28	BS	24.0_007.00	2 Bourne Rotary	Retail Occupied	152,896
29	BS	24.0_015.00	5 Bourne Rotary	State Property Vacant	85,687
30	BS	24.0_014.00	0 Route 28	Municipal Vacant	6,839

* Program Quadrants: SN = Sagamore North; SS = Sagamore South; BN = Bourne North; BS = Bourne South

Table 4.8-3. Potential Partial Property Acquisitions

#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Land Use	Parcel Size (square feet)
<u>1</u>	<u>SN</u>	<u>06.0_026.00</u>	<u>0 Meetinghouse Lane</u>	<u>State Property Vacant</u>	<u>32,454</u>
<u>2</u>	<u>SN</u>	<u>11.0_172.00</u>	<u>0 Meetinghouse Lane</u>	<u>Vacant Land</u>	<u>303,694</u>
<u>3</u>	<u>SN</u>	<u>06.0_053.00</u>	<u>15 Meetinghouse Lane</u>	<u>Retail Occupied</u>	<u>65,527</u>
<u>4</u>	<u>SN</u>	<u>11.0_022.03</u>	<u>2 Brigantine Passage Drive</u>	<u>Residential Occupied</u>	<u>51,878</u>
<u>5</u>	<u>SN</u>	<u>06.0_054.00</u>	<u>24 Meetinghouse Lane</u>	<u>Retail Occupied</u>	<u>36,335</u>
<u>6</u>	<u>SN</u>	<u>06.0_044.00</u>	<u>38 Homestead Road</u>	<u>Residential Occupied</u>	<u>20,297</u>
<u>7</u>	<u>SN</u>	<u>06.0_043.00</u>	<u>44 State Road</u>	<u>Residential Occupied</u>	<u>19,779</u>
<u>8</u>	<u>SS</u>	<u>11.4_083.00</u>	<u>5 Adams Street</u>	<u>Residential Occupied</u>	<u>12,125</u>
<u>9</u>	<u>SS</u>	<u>11.4_067.00</u>	<u>5 Cranberry Highway</u>	<u>Retail Occupied</u>	<u>183,170</u>
<u>10</u>	<u>SS</u>	<u>11.4_111.00</u>	<u>91 Cranberry Highway</u>	<u>Residential Occupied</u>	<u>24,219</u>
<u>11</u>	<u>SS</u>	<u>11.4_028.00</u>	<u>2 Eleanor Avenue</u>	<u>Residential Occupied</u>	<u>16,422</u>
<u>12</u>	<u>SS</u>	<u>11.4_31.00</u>	<u>10 Eleanor Avenue</u>	<u>Residential Occupied</u>	<u>19,800</u>
<u>13</u>	<u>SS</u>	<u>11.4_32.00</u>	<u>14 Eleanor Avenue</u>	<u>Residential Occupied</u>	<u>15,600</u>
<u>14</u>	<u>SS</u>	<u>11.4_34.00</u>	<u>23 Eleanor Avenue</u>	<u>Residential Occupied</u>	<u>18,868</u>
<u>15</u>	<u>SS</u>	<u>11.4_33.00</u>	<u>25 Eleanor Avenue</u>	<u>Residential Occupied</u>	<u>27,337</u>
<u>16</u>	<u>SS</u>	<u>11.4_035.01</u>	<u>26 Eleanor Avenue</u>	<u>Residential Occupied</u>	<u>88,862</u>
<u>17</u>	<u>SS</u>	<u>11.4_052.00</u>	<u>1 Factory Outlet Road</u>	<u>Retail Occupied</u>	<u>534,774</u>
<u>18</u>	<u>SS</u>	<u>11.4_023.00</u>	<u>6 Louis Avenue</u>	<u>Residential Occupied</u>	<u>52,708</u>
<u>19</u>	<u>SS</u>	<u>17.0_003.00</u>	<u>0 Route 6</u>	<u>State Property Vacant</u>	<u>28,519,168</u>
<u>20</u>	<u>SS</u>	<u>11.4_011.00</u>	<u>0 Sandwich Road</u>	<u>Municipal Property Vacant</u>	<u>8,407</u>
<u>21</u>	<u>SS</u>	<u>23.0_003.00</u>	<u>0 Sandwich Road</u>	<u>State Property Vacant</u>	<u>322,304</u>
<u>22</u>	<u>SS</u>	<u>11.0_139.00</u>	<u>0 Sandwich Road</u>	<u>State Property Vacant</u>	<u>5,817</u>
<u>23</u>	<u>SS</u>	<u>11.0_044.00</u>	<u>724 Sandwich Road</u>	<u>Residential Occupied</u>	<u>30,004</u>
<u>24</u>	<u>SS</u>	<u>11.0_41.01</u>	<u>740 Sandwich Road</u>	<u>Residential Occupied</u>	<u>20,993</u>
<u>25</u>	<u>SS</u>	<u>11.0_041.00</u>	<u>744 Sandwich Road</u>	<u>Residential Occupied</u>	<u>14,353</u>
<u>26</u>	<u>SS</u>	<u>11.0_040.00</u>	<u>754 Sandwich Road</u>	<u>Residential Occupied</u>	<u>48,654</u>
<u>27</u>	<u>SS</u>	<u>11.4_014.00</u>	<u>774 Sandwich Road</u>	<u>Residential Occupied</u>	<u>41,982</u>

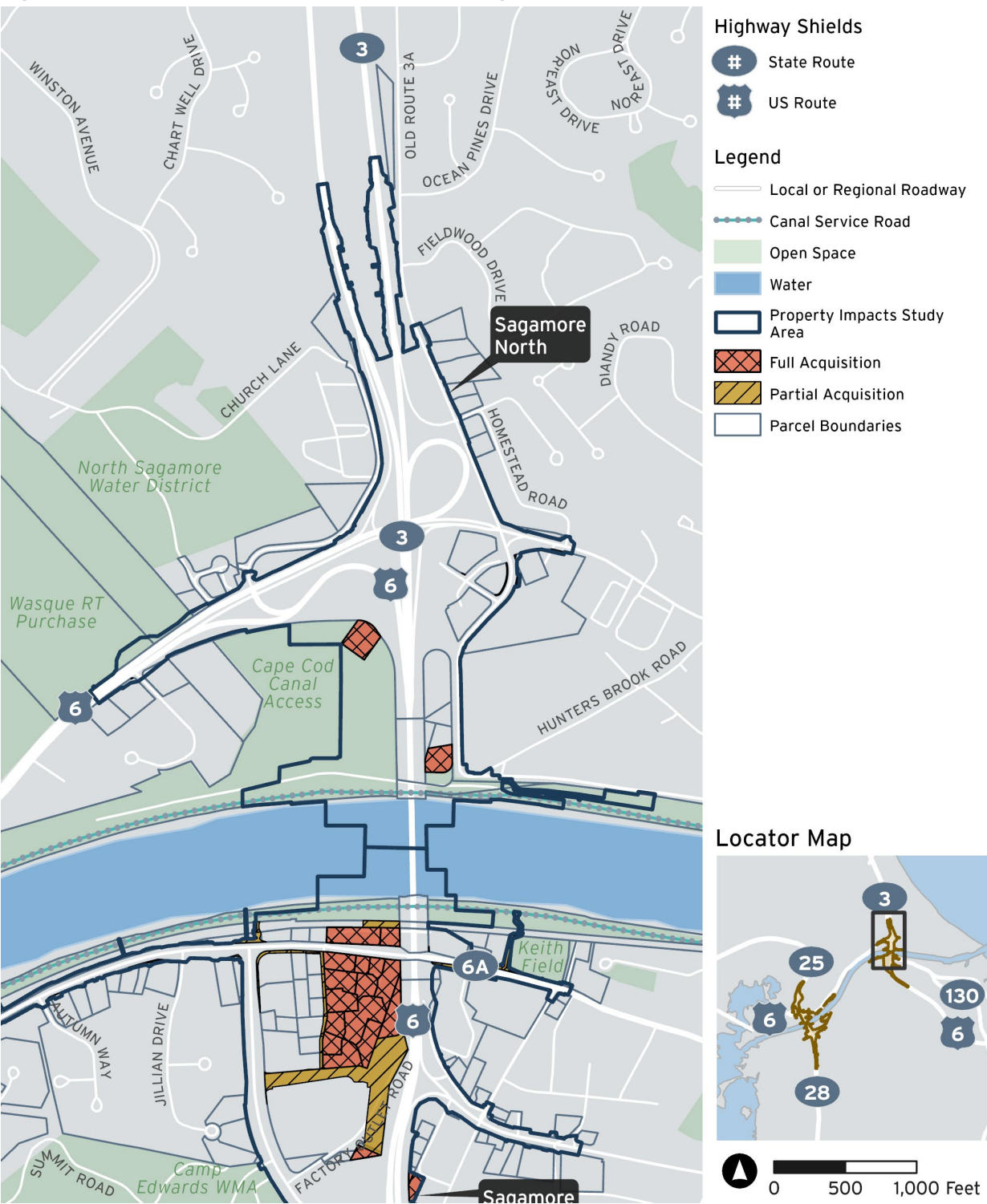
#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Land Use	Parcel Size (square feet)
28	SS	11.4_015.00	776 Sandwich Road	Residential Occupied	18,818
29	SS	11.4_001.00	783 Sandwich Road	Residential Occupied	21,301
30	SS	11.4_022.00	788 Sandwich Road	Residential Occupied	55,761
31	SS	11.4_002.00	791 Sandwich Road	Residential Occupied	16,948
32	SS	11.4_027.01	794 Sandwich Road	Residential Occupied	20,604
33	SS	11.4_007.00	845 Sandwich Road	Retail Occupied	63,350
34	SS	11.4_008.00	847 Sandwich Road	Retail Occupied	18,477
35	SS	11.4_009.00	851 Sandwich Road	Retail Occupied	29,841
36	SS	11.4_058.00	860 Sandwich Road	Residential Occupied	175,547
37	SS	11.4_010.00	861 Sandwich Road	Recreation Occupied	121,295
38	SS	11.4_079.00	880 Sandwich Road	Residential Occupied	6,665
39	SS	11.4_012.00	883 Sandwich Road	Public Service Occupied (post office)	27,138
40	SS	12.3_019.00	885 Sandwich Road	Education Occupied	53,794
41	SS	12.3_069.00	2 Vermont Street	Residential Occupied	11,426
42	BN	20.3_067.00	2 Bourne Bridge Approach	Retail Occupied	131,987
43	BN	20.0_032.00	25 Nightingale Pond Road	Residential Occupied	149,471
44	BN	20.0_088.00	72 Nightingale Pond Road	Vacant Land (in a residential zone)	92,524
45	BN	20.4_002.00	343 Scenic Highway	Retail Occupied (tanks holding fuel/oil products for retail distribution)	84,022
46	BN	20.0_013.00	370 Scenic Highway	Recreation Occupied	246,550
47	BN	20.0_015.00	385 Scenic Highway	Residential Occupied	84,942
48	BN	20.0_024.00	391 Scenic Highway	Residential Occupied	69,402
49	BN	20.0_026.00	411 Scenic Highway	Residential Occupied	90,990
50	BS	24.0_016.00	0 Bourne Rotary	State Property Vacant	239,580
51	BS	24.0_013.01	0 Bourne Rotary	Vacant Land accessory to commercial parcel	213,820

#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Land Use	Parcel Size (square feet)
52	BS	25.0_002.00	0 Bourne Rotary	Vacant Land (accessory to commercial parcel)	1,176,120
53	BS	24.0_006.00	1 Bourne Rotary	State Property Occupied (State Police Building)	254,826
54	BS	25.0_009.00	0 Sandwich Road	Vacant Land	119,155
55	BS	21.0_012.00	0 Sandwich Road	Multi-family Residential Occupied	1,343,548
56	BS	25.0_001.00	220 Sandwich Road	Education Occupied	3,297,492
57	BS	M_276637_833422	230 Sandwich Road	Residential Occupied	58,237
58	BS	24.4_009.00	1 Sandy Lane	Residential Occupied	16,030
59	BS	24.4_025.00	108 Trowbridge Road	Retail Occupied	170,352

Note: Table excludes property owned [or managed by USACE](#). [Properties owned or managed by USACE are addressed in Section 4.17, Public Parks, Recreational Facilities, and Open Space and Chapter 5, **Final** Section 4\(f\) Evaluation.](#)

* Program Quadrants: [SN = Sagamore North](#), SS = Sagamore South; BN = Bourne North; BS = Bourne South

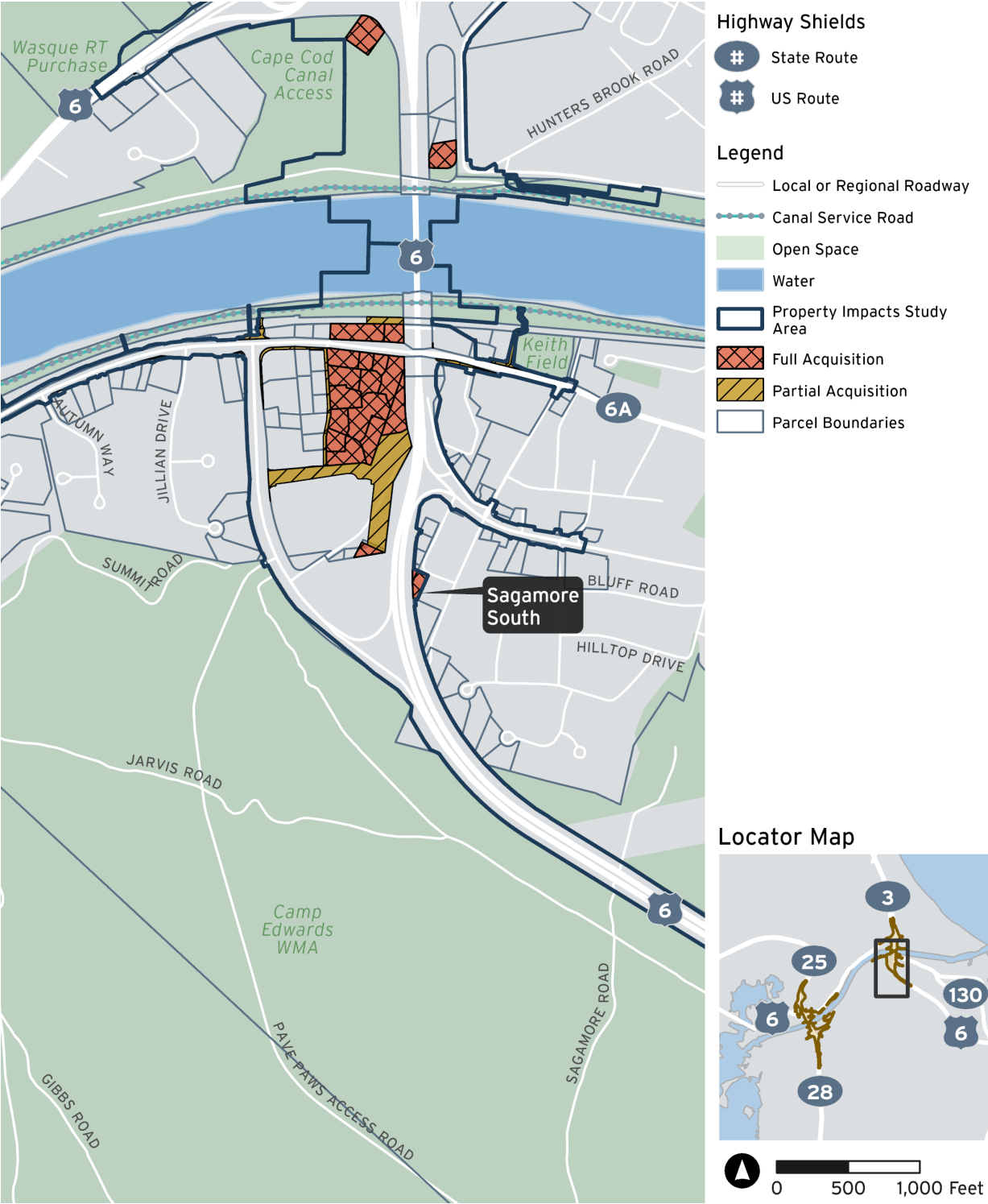
Figure 4.8-3. Potential Property Acquisitions (Sagamore North Quadrant)



Source: Massachusetts Department of Transportation, 2026

Note: The limits of partial acquisitions are approximate. Not all partial acquisitions are visible at this scale. Refer to [Table 4.8-2](#) and [Table 4.8-3](#) for the properties identified for full or partial acquisition to-date.

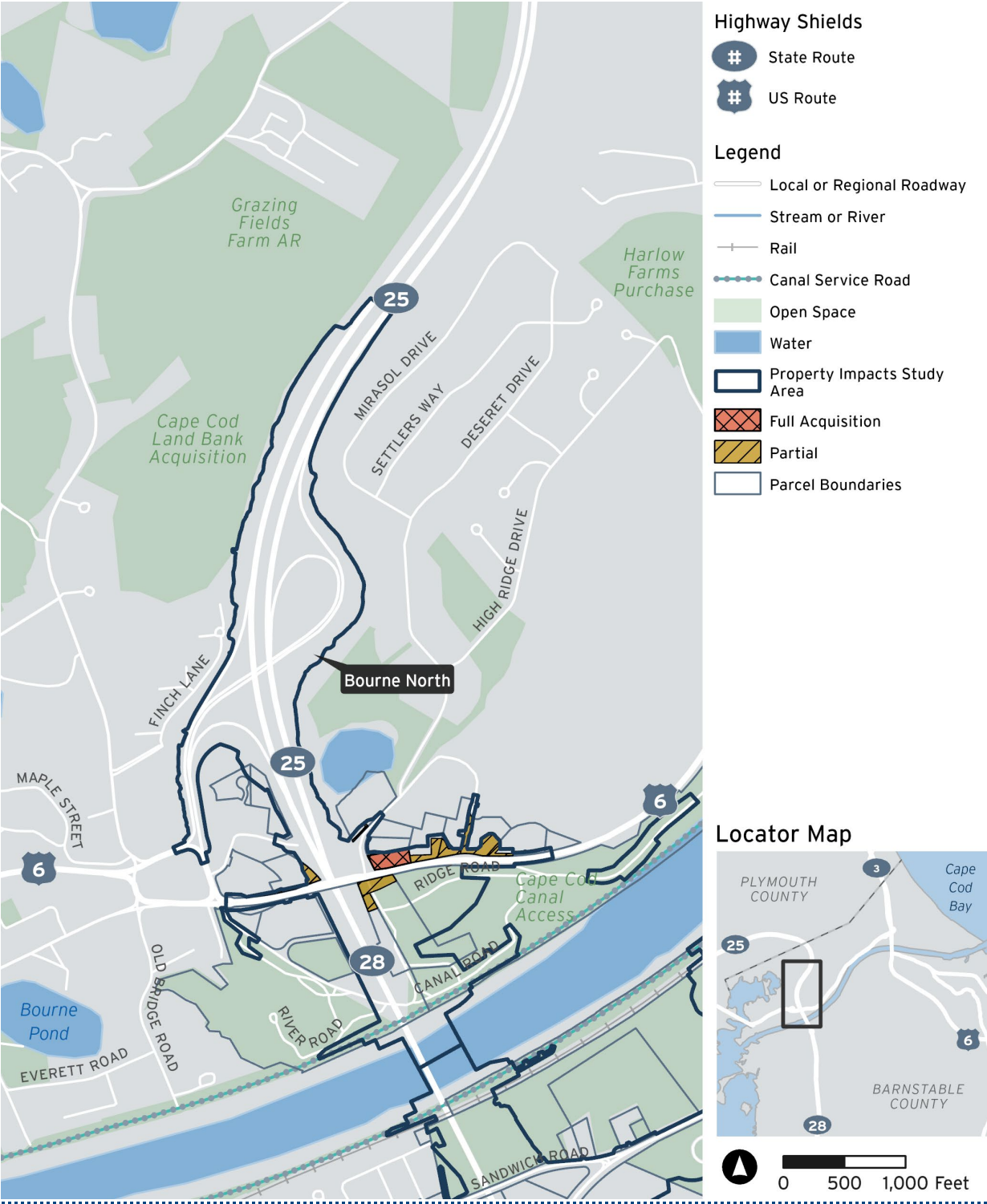
Figure 4.8-4. Potential Property Acquisitions (Sagamore South Quadrant)



Source: Massachusetts Department of Transportation, [2026](#)

Note: The limits of partial acquisitions are approximate. Not all partial acquisitions are visible at this scale. Refer to [Table 4.8-2](#) and [Table 4.8-3](#) for the properties identified for full or partial acquisition to-date.

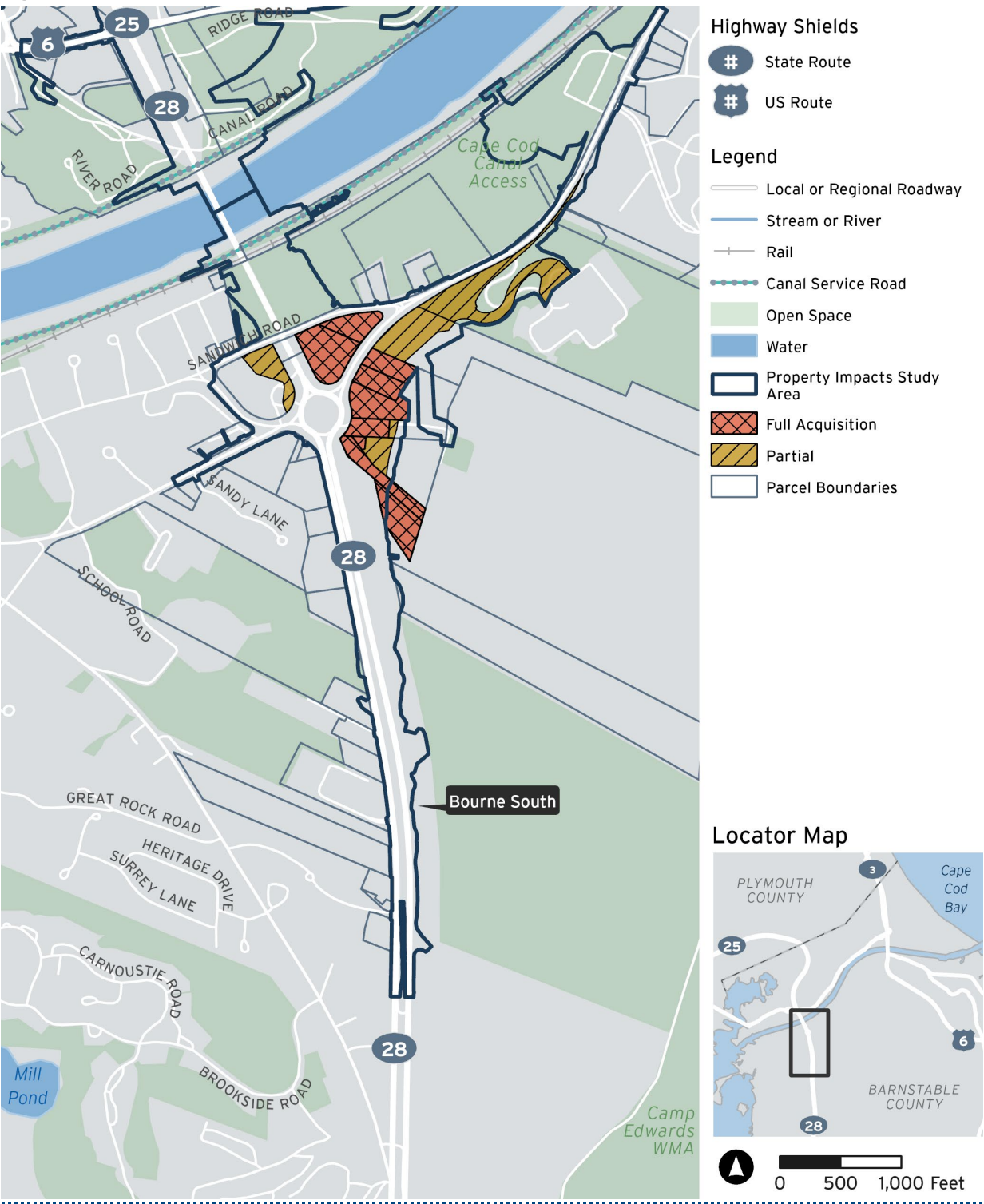
Figure 4.8-5. Potential Property Acquisitions (Bourne North Quadrant)



Source: Massachusetts Department of Transportation, [2025](#)

Note: The limits of partial acquisitions are approximate. Not all partial acquisitions are visible at this scale. Refer to [Table 4.8-2](#) and [Table 4.8-3](#) for the properties identified for full or partial acquisition to-date.

Figure 4.8-6. Potential Property Acquisitions (Bourne South Quadrant)



Source: Massachusetts Department of Transportation, [2025](#)

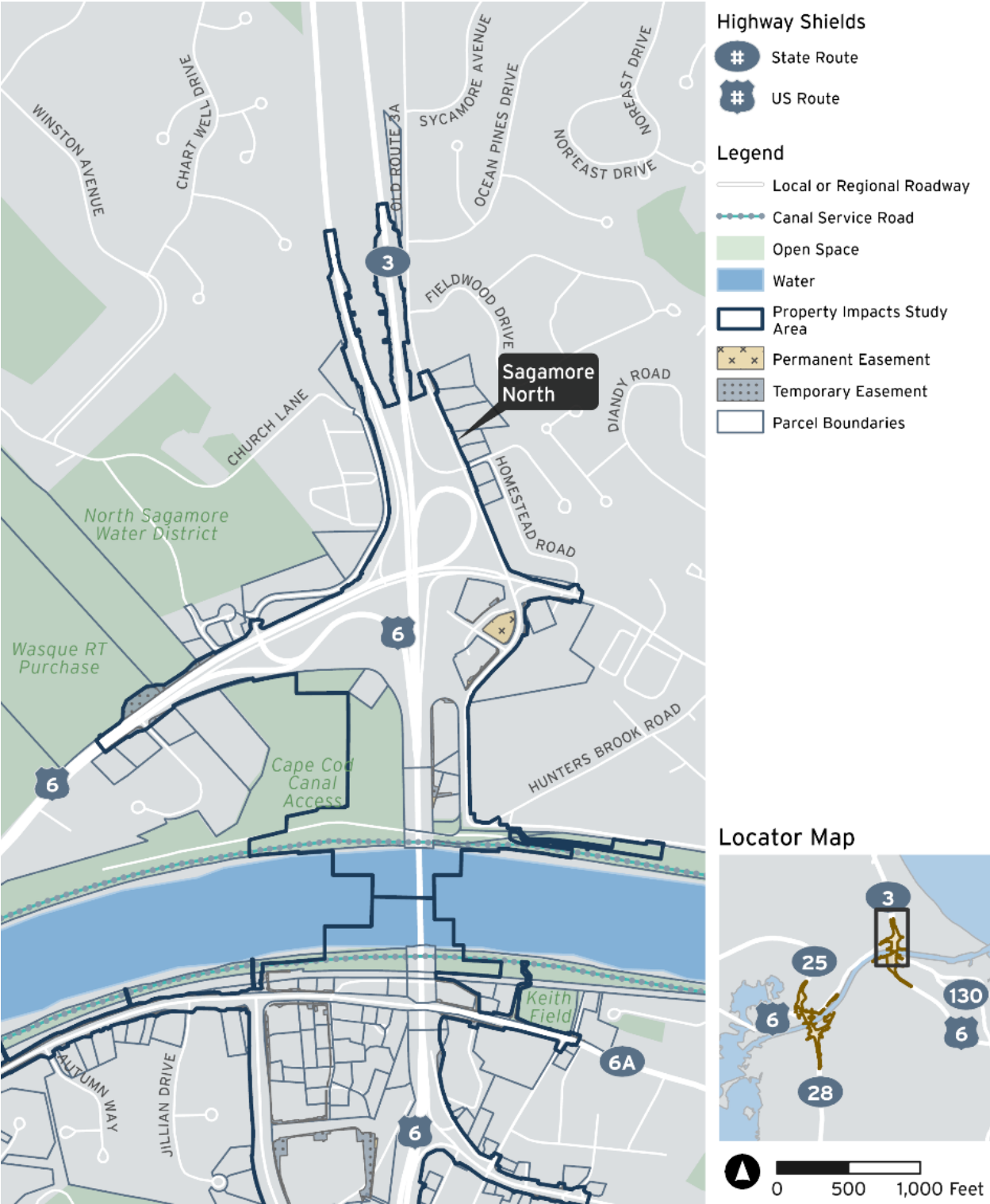
Note: The limits of partial acquisitions are approximate. Not all partial acquisitions are visible at this scale. Refer to [Table 4.8-2](#) and [Table 4.8-3](#) for the properties identified for full or partial acquisition to-date.

4.8.4.2 Potential Easements

Based on design to-date, the Build Alternative would necessitate potential easements on 143 properties. Of this total, 53 properties would also be affected by potential partial acquisitions, while 90 properties would be affected solely by potential easements. The area (square feet) and nature (temporary versus permanent) of the required potential easements would be confirmed as design progresses. Temporary easements are anticipated during construction for construction access, grading to match new roadway and back of sidewalks, temporary pedestrian pathways, roadway detours, and temporary utility relocations. Potential permanent easements are anticipated for future maintenance and access of stormwater infrastructure, utilities and the bridge structures, highway interchange approaches, shared-use paths, slopes, guardrails, walls, highway lighting, and signage.

Figure 4.8-7 and **Figure 4.8-8** (Sagamore Bridge) and **Figure 4.8-9** and **Figure 4.8-10** (Bourne Bridge) identify properties that would be affected by easements. MassDOT is continuing to evaluate the requirements for easements, including whether they will be temporary or permanent; this initial assessment of properties that would be affected by easements will be further refined as engineering plans are finalized.

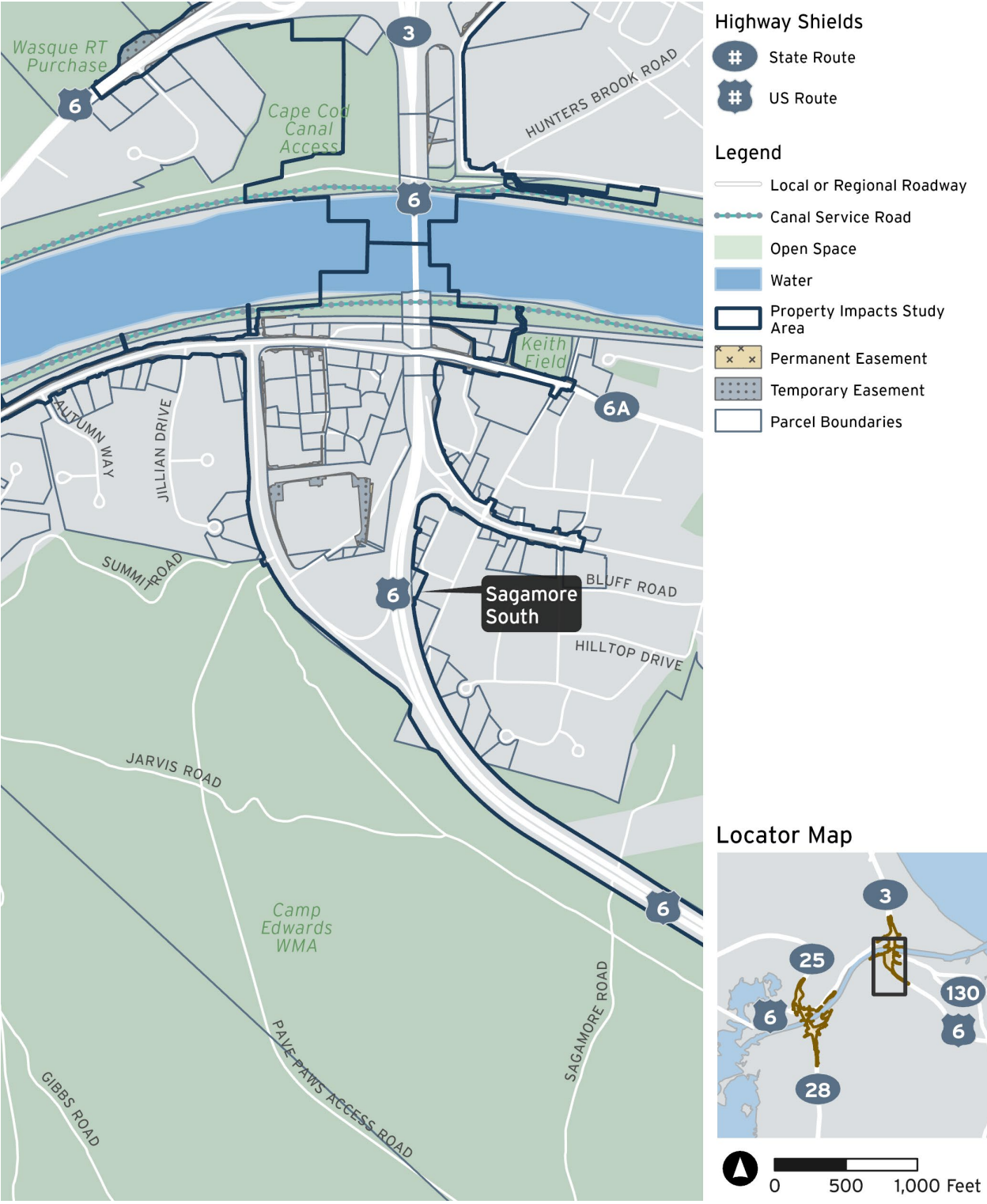
Figure 4.8-7. Properties Potentially Affected by Easements (Sagamore North Quadrant)



Source: Massachusetts Department of Transportation, [2026](#)

Note: [The limits of easements are approximate. Not all easements are visible at this scale.](#)

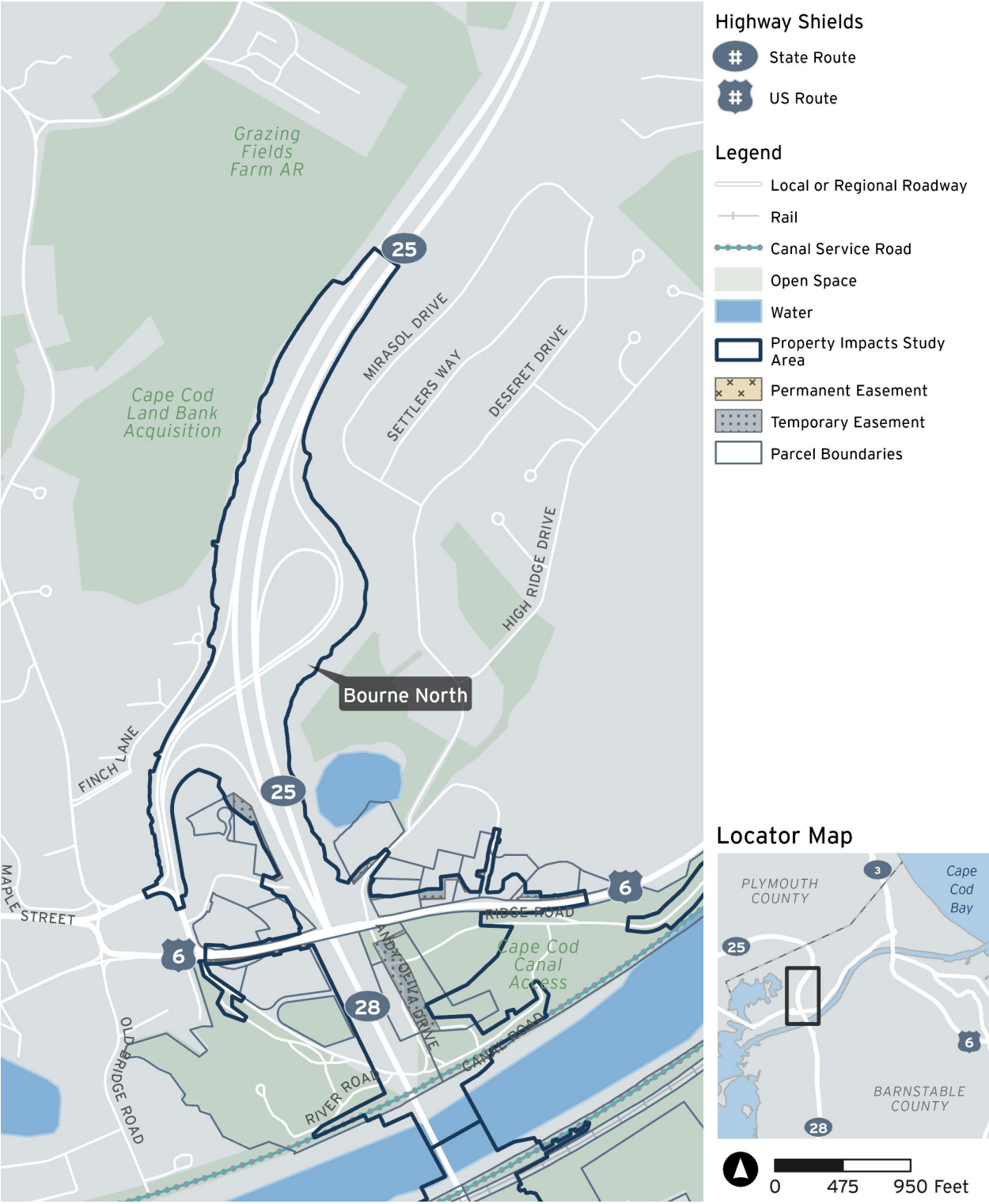
Figure 4.8-8. Properties Potentially Affected by Easements (Sagamore South Quadrant)



Source: Massachusetts Department of Transportation, 2026

Note: [The limits of easements are approximate. Not all easements are visible at this scale.](#)

Figure 4.8-9. Properties Potentially Affected by Easements (Bourne North Quadrant)



Source: Massachusetts Department of Transportation, 2025

Note: The limits of easements are approximate. Not all easements are visible at this scale.

Figure 4.8-10. Properties Potentially Affected by Easements (Bourne South Quadrant)



Source: Massachusetts Department of Transportation, 2025

Note: The limits of easements are approximate. Not all easements are visible at this scale.

4.8.4.3 Potential Displacements

For the Sagamore Bridge project, of the 20 properties identified for potential full acquisition and the 41 properties identified for potential partial acquisition, 24 displacements would occur. This includes six business relocations, 16 residential relocations (10 owners and six tenants), and two personal property relocations. Interviews conducted with property owners, residents, and tenants to determine the status of the occupants commenced in May 2025. The increase in the number of displacements, compared to that reported in the Draft Environmental Impact Statement, is due to properties with multiple uses, which were identified from property owner interviews.

For the Bourne Bridge project, of the 10 properties identified for potential full acquisition and the 18 properties identified for potential partial acquisition, two displacements would occur – one residential relocation and one commercial relocation. Based on information from the Town of Bourne assessors' office, this residential property is a single-family home, which would result in the displacement of one household, at a minimum. The number of businesses that would be displaced was determined based on a desktop review of publicly available information. The final number of both residential and commercial displacements required for the Bourne Bridge project would be determined based on information gathered from future interviews with occupants.

In total, the Program would result in 26 potential displacements, including:

- Seventeen residential displacements
- Seven commercial displacements
- Two personal property displacements

Table 4.8-4 identifies the potential residential displacements.

Table 4.8-4. Potential Residential Displacements

#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Number of Displacements
1	SN	11.0_033.00	34 Canal Street	1 residential
2	SS	11.4_038.00	4 Cecilia Terrace	1 residential
3	SS	11.4_044.00	7 Cecilia Terrace	3 residential
4	SS	11.4_049.02	8 Cecilia Terrace	1 residential
5	SS	11.4_045.00	11 Cecilia Terrace	2 residential
6	SS	11.4_046.00	15 Cecilia Terrace	1 residential
7	SS	11.4_039.00	15 Eleanor Avenue	1 residential
8	SS	11.4_040.00	17 Eleanor Avenue	1 residential
9	SS	17.2_003.00	4 Garfield Avenue	1 residential
10	SS	11.4_049.00	3 Johns Lane	1 residential

#	Program Quadrant*	Bourne Assessor's Map_Parcel ID	Address	Number of Displacements
11	SS	11.4_049.03	4 Johns Lane	1 residential
12	SS	11.4_049.01	5 Johns Lane	1 residential
13	SS	11.4_041.00	24 Johns Lane	1 residential
14	BN	20.0_014.00	2 Nightingale Pond Road	1 residential

* Program Quadrants: SN = Sagamore North; SS = Sagamore South; BN = Bourne North

Table 4.8-5 identifies the commercial properties that would be affected and would result in potential commercial displacements. The table also identifies the number of associated potential displacements. [The commercial displacement associated with the occupied residence results from the displacement of a business operated from the home.](#)

Table 4.8-5. Potential Commercial Displacements

#	Program Quadrant ^[*]	Bourne Assessor's Map_Parcel ID	Address	Use	Number of Displacements
1	SS	11.4_052.00	1 Factory Outlet Way	Retail (multitenant)	2 commercial
2	SS	11.4_005.00	815 Sandwich Road	Vacant Land (accessory to commercial parcel)	2 commercial
3	SS	11.4_006.00	825 Sandwich Road	Vacant Land (accessory to commercial parcel)	1 commercial
4	SS	11.4_044.00	7 Cecilia Terrace	Residential Occupied	1 commercial
5	BS	24.0_007.00	2 Bourne Rotary	Retail	1 commercial

[*] Program Quadrants: SS = Sagamore South; BS = Bourne South

4.8.5 Mitigation

Federal and state regulations govern most aspects of mitigation for property acquisition and the displacement of residents and businesses. These regulations require that property be purchased at fair market value and that all displaced residents be provided with decent, safe, and sanitary replacement housing. [The Uniform Act defines decent, safe, and sanitary housing under 49 24.2\(a\)\(8\), setting minimum standards including structural soundness, adequate space, functioning utilities, and compliance with applicable housing codes.](#) The Uniform Act establishes the standards and procedures for providing replacement housing, tailored to the needs of individual households. In the Commonwealth of Massachusetts, acquisition of real property must also adhere to the Massachusetts General Law, Chapter 79A and its implementing regulations at 760 CMR 27.00 (Relocation Assistance), which requires the provision of advisory services and relocation assistance for displaced individuals. Relocation assistance typically includes replacement housing for both owners and renters, moving costs, and help in finding new housing. For businesses, relocation assistance covers items such as but not limited to moving costs, site search expenses, and business re-establishment expenses. Relocation

assistance would be made available to all relocatees without discrimination with sufficient lead-time prior to the need for replacement housing. As part of the relocation process, MassDOT would prepare one or more Program-specific Relocation Plans that would include a detailed analysis of available replacement properties and means for providing replacement housing for residential occupants displaced by the Program and moving assistance for businesses that would be displaced. If sufficient comparable replacement housing is not available, MassDOT will provide last resort housing to residents displaced by the Program.

MassDOT has prepared a preliminary Relocation Plan for 15 total properties (12 residential and 3 commercial) that would require full acquisition to construct the new Sagamore Bridge structure and the mainline approaches. The preliminary Relocation Plan identifies comparable residential replacement properties, including price ranges and rental rates, and estimates the availability of replacement business sites. The Federal Highway Administration accepted the preliminary Relocation Plan on November 1, 2024. [MassDOT completed interviews with the residents of these properties from May through August 2025. The following information was gathered during these interviews and incorporated into the final Relocation Plan for these 15 properties:](#)

- [Individual household characteristics](#)
- [Residential relocation needs and preferences](#)
- [Size of business to be displaced](#)
- [Approximate number of employees who would be affected](#)
- [Specific business replacement requirements and preferences](#)

[The acquisition of these 15 properties would result in 24 relocations: six business, 16 residential, and two personal properties. Of these, one property is a combined residence and business. Other preliminary acquisition activities that have occurred since the Draft Environmental Impact Statement was submitted to support this process include completion of the title exams for the 15 affected properties in the relocation plan, initiation of the appraisal process, and commencement of sending offer letters for properties with approved appraisals. Because estimated damages at each property exceed \\$300,000, at least two appraisals are required for each property, and both must be reviewed and approved by the Real Estate Appraisal Review Board. This review ensures accuracy and fairness in appraisals, provides independent oversight to confirm compliance with state and federal standards, and validates that the compensation offered reflects fair market value. It is anticipated that all offer letters for the 15 affected properties \(24 relocations\) in this relocation plan will be sent in Spring 2026. Following receipt of an offer letter, the property owner can negotiate under federal law for a just compensation amount that is different than the amount being offered. Property owners can also share unknown information as well as expert opinions of value for consideration.](#)

[MassDOT has prepared a second preliminary Relocation Plan for five total properties that would require full or partial acquisition to construct the new Sagamore Bridge structure and mainline approaches. The Federal Highway Administration accepted the second preliminary Relocation Plan on July 28, 2025.](#)

Other preliminary acquisition activities that have occurred to date include initiation of the title exams for the five affected properties in the second preliminary relocation plan and preparation of preliminary property maps. MassDOT started scheduling interviews with the residents of these affected properties in October 2025. The information gathered during the interview process will be incorporated into the final Relocation Plan.

According to available data from the Cape Cod Commission, the number of homes for sale in the town of Bourne in [2025](#) peaked during June at [45](#) homes.⁴ MassDOT has identified the following strategies to facilitate the relocation process in a limited real estate market:

- Early Acquisition(s) – MassDOT anticipates submitting multiple early acquisition requests to the Federal Highway Administration for review and approval. This will allow the interview and appraisal process to commence before completing the National Environmental Policy Act process⁵ and help ensure that MassDOT identifies the replacement properties in a timely manner. It will also enable MassDOT to identify early on any housing preferences (such as accessibility features or proximity to medical care) or special relocation advisory services that may be necessary.
- Relocation Plans – MassDOT will develop relocation plans that serve as a planning tool to anticipate and address challenges associated with relocation in advance, ensuring adequate housing and minimizing disruption for all properties to be acquired. MassDOT will also identify required advisory services, financial support, and clear steps for securing replacement housing or business locations to reduce hardship on displaced property owners or tenants.
- Phased Relocations – Given current market availability, it is unlikely that all occupants of affected residential properties can be relocated at once. Given this, MassDOT will conduct residential relocations in multiple phases to manage the relocation process more effectively and ensure that suitable housing is secured for all displaced residents.
- Tailored Mitigation Solutions – MassDOT will continue to assess property impacts associated with easements or partial acquisitions on a parcel-by-parcel basis and will work in coordination with property owners to develop specific mitigation strategies.

MassDOT has implemented tailored mitigation solutions to avoid, minimize, and mitigate property impacts where feasible, as described in the following examples:

- To mitigate safety concerns with driveway access on U.S. Route 6, MassDOT reconfigured several residential property driveways where access is provided from U.S. Route 6 in the Bourne North quadrant. The proposed design now allows for property access via Nightingale Extension and safe access to U.S. Route 6 from the roundabout at U.S. Route 6 and Nightingale Pond Road.
- Due to the grade changes required at Lower Sandwich Road, driveway access to 181 Sandwich Road was redesigned to be compliant with MassDOT’s maximum profile grades. MassDOT

⁴ Cape Cod Commission. [2025](#). DataCapeCod: [Real Estate Trends for Single-Family Homes](#). <https://datacapecod.org/pf/real-estate-trends/>

⁵ Completion of the National Environmental Policy Act process means the Federal Highway Administration issues its Record of Decision.

lengthened the driveway to meet the required grades and avoid impacts to adjacent state-protected Article 97 land.

- Due to the northern edge of the Sandwich Road shared-use-path encroaching upon Article 97 land abutting Sandwich Road, MassDOT shifted Sandwich Road further southeast to avoid this impact.