



DESIGN PUBLIC HEARING

AUGUST 15, 2018

AT

BOURNE FIRE DEPARTMENT HEADQUARTERS

SAGAMORE BEACH, MASSACHUSETTS

7:00 PM

FOR THE PROPOSED

**Traffic and Multimodal Improvements at Belmont Circle at Routes 6/25/28 in Bourne, MA
Project No. 606900**

Roadway Project Management

IN THE TOWN OF BOURNE, MASSACHUSETTS

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

**JONATHAN 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. 606900

A Design Public Hearing will be held by MassDOT to discuss the proposed Traffic and Multimodal Improvements at Belmont Circle at Routes 6/25/28 project in Bourne, MA.

WHERE: Bourne Fire Department Headquarters
51 Meetinghouse Lane
Sagamore Beach, MA 02562

WHEN: Wednesday, August 15th, 2018 at 7:00pm

PURPOSE: The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed Traffic and Multimodal Improvements at Belmont Circle at Routes 6/25/28 project. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

PROPOSAL: This project is intended as an interim improvement to address safety and congestion issues at Belmont Circle. Proposed improvements include upgraded pavement markings and signs, as well as improved pedestrian and bicycle accommodation through the installation of sidewalks and shared use paths in accordance with applicable design guides.

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 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. 606900. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to dot.feedback.highway@state.ma.us

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

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

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 acquired by the State for highway purposes 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 impacts and your rights as protected under Massachusetts General Laws Chapter 79.

2. WHAT IS A FAIR PRICE FOR MY PROPERTY?

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

3. MUST I ACCEPT THE DEPARTMENT'S OFFER?

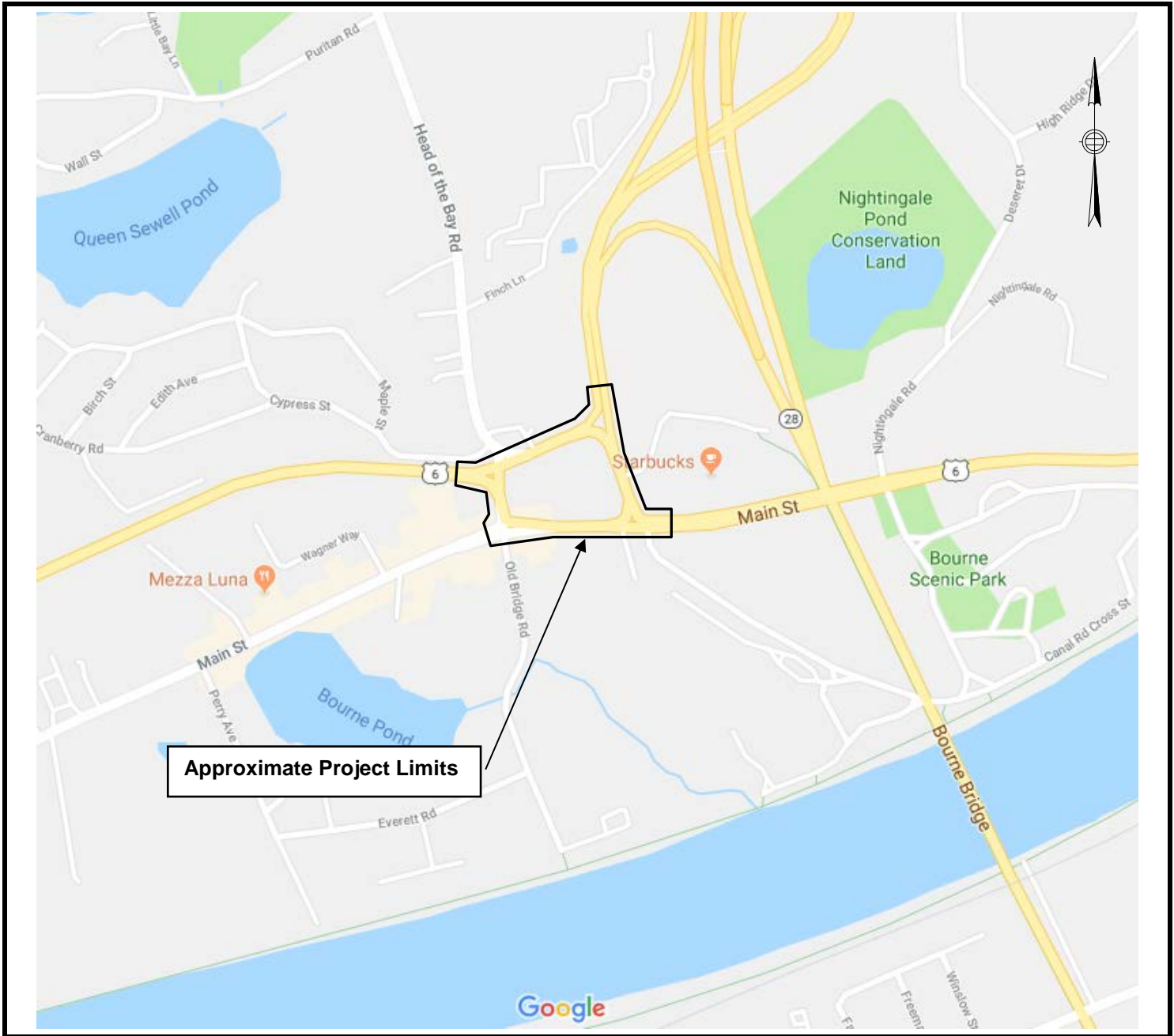
No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") 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. Otherwise, the structure will be slated for demolition.

5. WHAT HAPPENS IF I MUST RELOCATE?

In addition to the 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





10 Park Plaza
Boston, MA 02116



101 Arch Street
Suite 301
Boston, MA 02110

LOCATION MAP

Traffic and Multimodal Improvements at Belmont Circle at Routes 6/25/28 Bourne, MA.

PROJECT DESCRIPTION

Project Location

The project is located just north of the Bourne Bridge and west of State Routes 25/28 in Bourne, Massachusetts. Belmont Circle is situated in a primarily commercial area with several roadway approaches transitioning into residential areas. Because of its proximity to the Bourne Bridge, one of the two access points onto Cape Cod, the area experiences high traffic volumes, particularly during the summer months. Belmont Circle also provides access to recreational use of the Cape Cod Canal and other scenic areas.

Purpose

This project is intended as an interim improvement to address safety and congestion issues at Belmont Circle. Proposed improvements include upgraded pavement markings and signs, as well as improved pedestrian and bicycle accommodation through the installation of sidewalks and shared use paths in accordance with applicable design guides.

Existing Conditions

Belmont Circle is an elongated rotary with three lanes within the rotary. The rightmost lane is generally an auxiliary lane for entering and exiting vehicles and the left two lanes operate as circulating lanes around the rotary. Lane widths within the rotary are approximately 12 feet. Offsets to granite edging are typically 1 to 2 feet in width. The interior of the rotary is characterized by open space on the western portion of the rotary. On the eastern side, there are wooded areas and a large wetland. The storm water from the rotary outlets into the wetland.

On the western side of the rotary, U.S. Route 6/Route 28 (Buzzards Bay Bypass) and Main Street comprise two legs of the rotary. Main Street provides one lane in each direction with parking along each side. There is also a sidewalk along each direction of the road. Buzzards Bay Bypass has two lanes in the westbound direction and one lane in the eastbound direction that approaches the rotary. Narrow shoulders that are 1 to 2 feet wide separate the Bypass lanes from an asphalt berm. Just west of the rotary, a traffic signal accommodates a pedestrian crosswalk across Buzzards Bay Bypass. Old Bridge Road intersects with Main Street at an unsignalized intersection in the southwest quadrant of the rotary. Head of the Bay Road intersects with Belmont Circle at an unsignalized intersection in the northwest quadrant.

On the eastern side of the rotary, U.S. Route 6 (Scenic Highway) and the ramps to and from Routes 25/28 comprise the other two legs of the rotary. Scenic Highway provides two lanes in each direction separated by a 6-foot wide concrete median. There are 1-foot wide offsets to granite edging along each direction of Scenic Highway. The Routes 25/28 Ramps are each 20-foot wide single lane ramps. One-foot wide offsets to granite edging are provided along each edge of the ramps. The two ramps are separated by a median measuring 10 feet in width. Bourne Bridge Approach roadway intersects with the segment of Belmont Circle between the Scenic Highway leg and the Routes 25/28 Ramps leg.

Pedestrian and bicycle access through and around Belmont Circle is limited. Main Street has a sidewalk in each direction. The sidewalk along the southern side of Main Street continues along the southern side of Belmont Circle. A crosswalk in the southeastern quadrant of the rotary connects to a sidewalk along the eastern leg of the rotary that then turns to follow the Bourne Bridge Approach roadway. No sidewalk is present near the Routes 25/28 Ramps or along the northern leg of Belmont Circle. A crosswalk across Buzzards Bay Bypass connects a sidewalk from Head of the Bay Road to another sidewalk that extends in front of the Ocean State Job Lot property and ties into the sidewalk on the northern side of Main Street. The sidewalks that are present around Belmont Circle are generally narrow and do not meet current guidelines.

A number of businesses have direct access to the rotary. These include CVS Pharmacy, Mobil Gas Station, Way-Ho Chinese Food, Bourne Bridge Liquors, and the Massachusetts Maritime Academy. A number of other businesses are situated adjacent to or near the rotary, and have access via one of the approach roadways.

The Belmont Circle Rotary saw 87 crashes over a three-year period between 2012 and 2014. Fourteen of the collisions involved injuries, and one resulted in a pedestrian fatality. Approximately 25% of crashes are categorized as “fixed object” collisions, and typically occurred when vehicles entering the rotary were unable to maneuver through the rotary geometry. Another 20% of crashes were sideswipes, generally occurring in the short weave sections around the rotary.

Scope of Work

The work within the rotary consists of milling and overlaying the roadway surface and restriping to better define travel paths for vehicles within and approaching the rotary. New traffic signs will be provided throughout Belmont Circle for improved wayfinding. A 10-foot wide shared used path, separated from the roadway by a 5-foot wide grass strip, will be constructed around the outside of Belmont Circle to provide complete pedestrian and bicycle access around the rotary. Rapid Rectangular Flashing Beacons (RRFBs) will be used at the crosswalks across Main Street, Scenic Highway, and the Routes 25/28 Ramps. The existing traffic signal across the Buzzards Bay Bypass will be replaced with a High Intensity Activated Crosswalk (HAWK). To accommodate the shared use path and limit grading impacts to adjacent properties, retaining walls will be constructed at Bourne Bridge Liquors and at Ocean State Job Lot.

In addition to the improvements listed above, existing raised islands will be reconstructed with minor geometric modifications to better channelize traffic entering and exiting the rotary. In the northeastern quadrant of Belmont Circle, the pavement will be fully reconstructed to improve the roadway cross slope. New street lighting will be installed around the inside of Belmont Circle.

Right-of-Way Impacts

Narrow strip layout alterations will be necessary to accommodate the shared use path and retaining walls. Additional permanent easements for utilities and temporary easements for grading will be required.

Maintenance of Traffic during Construction

No roadway work affecting vehicular traffic will be performed between Memorial Day and Labor Day. When lane closures are necessary, they will occur overnight or during off-peak hours. It is anticipated that construction will be accomplished in two primary stages.

The first stage involves reconfiguration of the median islands at each roadway approach and reconstruction of the small section of full depth pavement in the northeastern quadrant of the rotary. This stage will also include installation of proposed highway lighting within the interior of Belmont Circle. The second stage will construct the retaining walls near Ocean State Job Lot and the Bourne Bridge Liquors store. The shared use paths will be constructed after retaining wall construction has been completed. Roadway resurfacing and restriping will be completed after all work within and crossing the roadway is complete.

Project Status

The design is currently 25% complete. Comments from this evening will be reviewed and addressed in the final design. Project is scheduled to be advertised for construction in November of 2019.

Project Costs

At this time, the estimated cost of construction is approximately \$3.7 million. Funding for the construction of this project will be by the Commonwealth of Massachusetts.

Address: _____

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

RE: Public Hearing
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