DESIGN PUBLIC HEARING

SEPTEMBER 17, 2025

FOR THE PROPOSED

Bridge Rehabilitation, B-16-107 CANTERBURY STREET OVER AMTRAK RAILROAD

Major Projects

IN THE CITY OF BOSTON, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, P.E.
CHIEF ENGINEER

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION
NOTICE OF A PUBLIC HEARING

Project Description: Boston – Bridge Rehabilitation, B-16-107, Canterbury Street over Amtrak Railroad
Project File No. 608197

A Design Public Hearing will be held to present the design for the proposed project in Boston, MA.

WHERE: Brooke Charter School Gymnasium
190 Cummins Highway
Boston, MA 02131

WHEN: Wednesday, September 17, 2025 at 6:30 PM

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

PROPOSAL: The proposed project consists of replacing the superstructure and roadway deck, as well as making sidewalk repairs to the bridge carrying Canterbury Street over Amtrak's Northeast Corridor. The project will allow this crossing of the railroad to continue to provide safe, multimodal access to homes and businesses in the neighborhoods of Hyde Park and Roslindale. Rehabilitating this structure will require full and/or partial closures of the bridge during construction and a detour of traffic. A discussion of construction period traffic conditions will be provided at the hearing.

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 presented in the hearing.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie E. Lavallee, P.E., Chief Engineer, via e-mail to massdotmajorprojects@dot.state.ma.us or via US Mail to Suite 7550, 10 Park Plaza, Boston, MA 02116, Attention: Major Projects, Project File No. 608197. Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days (14 calendar days) after the hearing is hosted on the MassDOT website listed below.

This hearing is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (e.g interpreters in American Sign Language and languages other than English, live captioning, videos, assistive listening devices and alternate material formats), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), TTD/TTY at (857) 266-0603, fax (857) 368-0602 or by email (MassDOT.CivilRights@dot.state.ma.us). Requests should be made as soon as possible and prior to the hearing, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten business days before the hearing.

In case of inclement weather, a cancellation announcement will be posted on the internet at https://www.mass.gov/orgs/highway-division/events.

JONATHAN GULLIVER
HIGHWAY ADMINISTRATOR

CARRIE E. LAVALLEE, PE
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,

Carrie E. Lavallee, P.E.
Chief Engineer

WHAT IS A PUBLIC HEARING?

WHY A PUBLIC HEARING?

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

WHY NOT A VOTE ON HIGHWAY PLANS?

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

WHAT DOES A PUBLIC HEARING ACCOMPLISH?

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

RIGHT OF WAY CONCERNS

The State is responsible for securing the Right of Way for this project. 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.

Figure 1: Locus Map

Figure 2: Existing Conditions On The Bridge Including Temporary Barrier

Figure 3: Severely Deteriorated Prestressed Concrete Butted Box Beams Showing Significant Loss of Concrete and Broken Prestressing Cables

Figure 4: Large Trucks Ignore the Posted Four Ton Weight Limit – Image Obtained July, 2025

Figure 5: Proposed Bridge Cross-Section

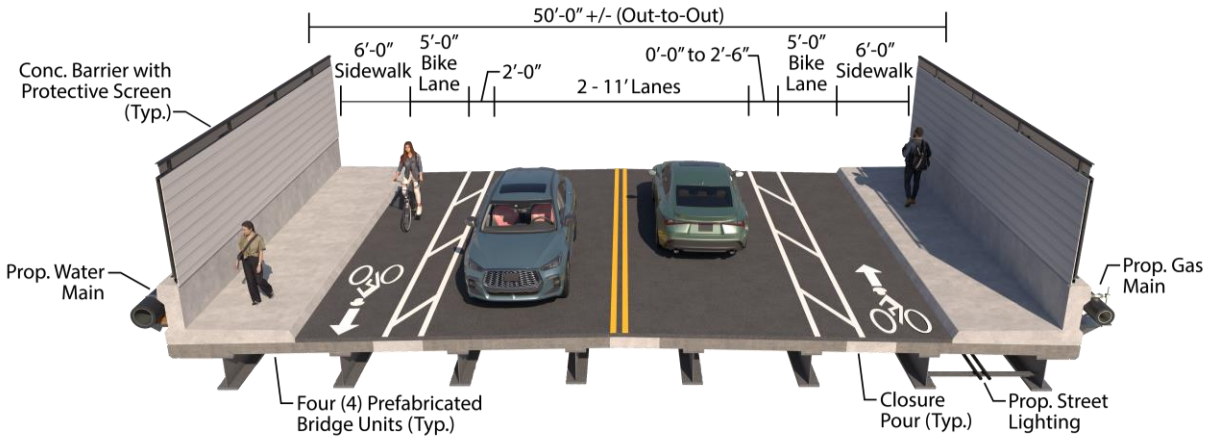


Figure 6: Proposed Westbound Detour

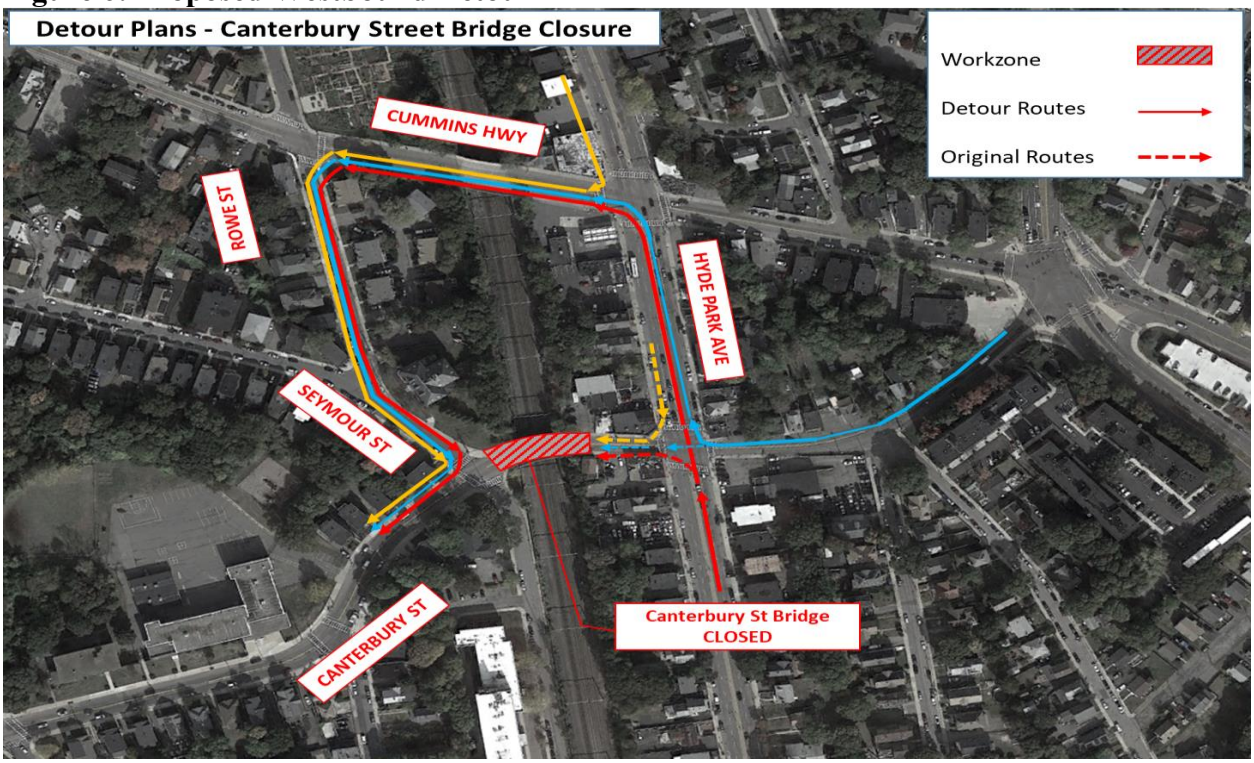
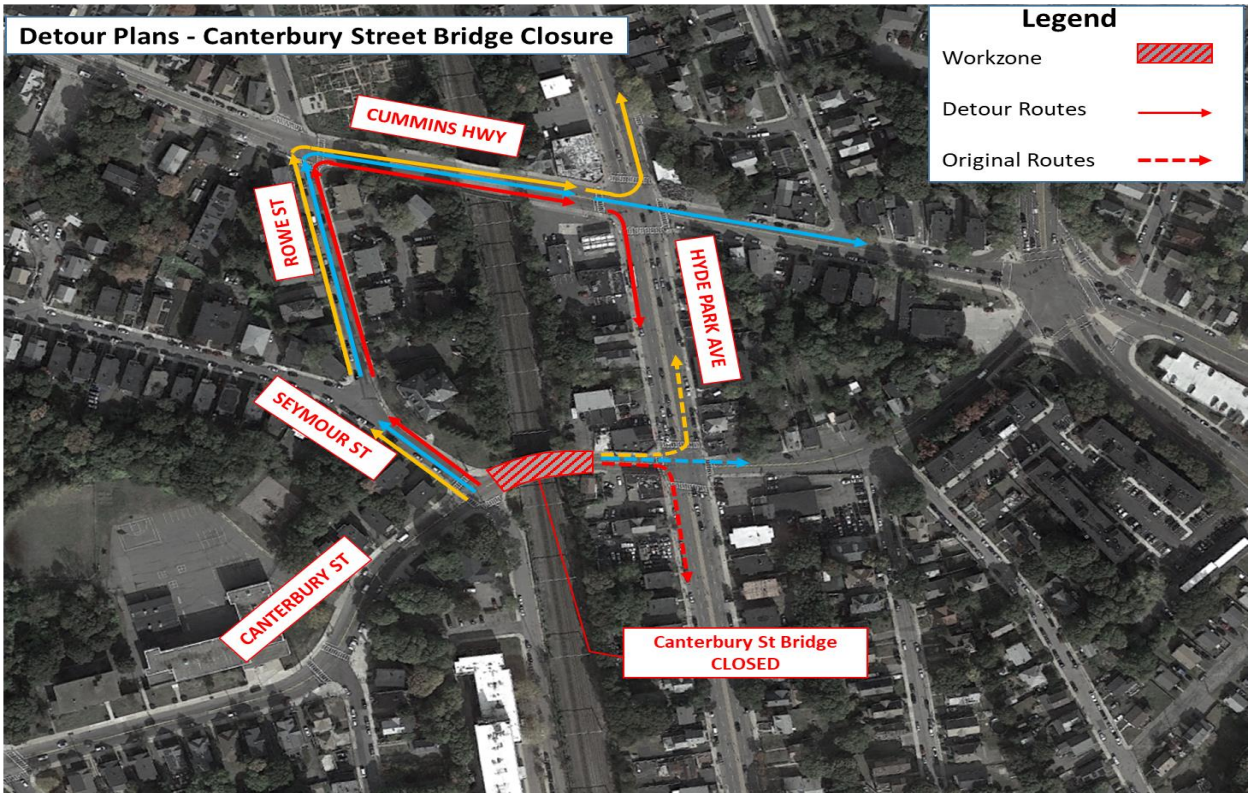


Figure 7: Proposed Eastbound Construction Period Detour



Project Location:

The project is located in the Boston neighborhood of Roslindale just west (towards Roslindale Square and West Roxbury) of Hyde Park Avenue and south (towards Readville) of the busy Cummins Highway which provides a local connector between Roslindale Square and Mattapan Square. Today's structure is a single span, concrete prestressed butted box beam bridge providing a single lane of traffic in each direction and a sidewalk on both sides of the street over the electrified mainline of Amtrak's Northeast Corridor. This rail line also carries MBTA commuter rail trains for several of that system's south side branches.

Though a small structure, the Canterbury Street Bridge is a vital local connector providing access, to the Metropolitan Hill neighborhood of Roslindale, the Sacred Heart STEM School, the Weld Park Apartments and the Roslyn Apartments – both senior housing facilities. It also plays a role in emergency response since Boston Fire Department's District 12 station is just to the east on the opposite side of Hyde Park Avenue at the intersection with Cummins Avenue. Gas, water, and electrical power cables for street lighting are all currently carried on the structure.

Project Purpose:

The existing Canterbury Street Bridge opened to traffic in 1985. Its superstructure is in poor condition with advanced deterioration throughout the beams that compose it. Today's bridge does not include independent bicycle facilities, and a portion of the roadway width is closed to traffic by temporary barrier to keep traffic away from the structure's most damaged portion. Having evaluated the structure, MassDOT has concluded that while the bridge's superstructure cannot be repaired to an extent that would make the impacts to the community and traveling public worthwhile, the existing abutments and wing walls, the visible portions of the bridge's foundations, can be repaired and reused to greatly speed up the rehabilitation process. The

rehabilitation will allow MassDOT to remove weight limits on the structure and make safety improvements for all modes of travel including dedicated bicycle facilities which are not currently present on the bridge. The project limits of work extend along Canterbury Street approximately 115 feet towards Hyde Park Avenue and 186 feet west to just past the intersection with Seymour Street. Within these limits, all sidewalks and pedestrian ramps will be reconstructed and brought up to current accessibility standards to the fullest extent possible within the constraints imposed by the underlying terrain, improving conditions in particular for those with mobility challenges such as seniors, users of mobility aids, and young children.

The proposed new bridge would be constructed of four prefabricated bridge units (PBU's) containing a total of eight steel plate girders. The PBU's would be built off-site and then set in place using a crane. The four independent units are joined into a single deck using concrete, known as closure pours. Once a single deck is in place, a roadway and sidewalks are constructed on it. PBU's are not the cheapest option to rehabilitate the Canterbury Street Bridge, however, they represent the fastest way for MassDOT to reopen the structure which was closed to vehicle traffic on an emergency basis on September 12th, 2025.

The existing bridge's horizontal and vertical alignments will be maintained in the proposed condition to minimize impacts on abutters and make use of the current structure's repaired abutments. When rehabilitated, the bridge would consist of:

- A 6-foot sidewalk on both sides of the structure.
- A 5-foot bicycle lane in both directions.
- Two, 11-foot travel lanes, one in each direction.

These conditions would generally be maintained with minor variability due to roadway curvature and available right-of-way within the limits of work to the east and west of the bridge itself.

Existing Conditions

The existing bridge is composed of prestressed concrete butted box beams resting on the abutments at either side of Amtrak's railroad right-of-way. The bridge does not have a conventional bridge deck, rather the tops of the concrete beams are paved, and vehicles ride on this surface. The lack of a conventional deck in the original design has led to more rapid deterioration of the concrete beams than is typically seen for similar bridges. Since 2016, temporary barrier has been placed along the bridge's south side to prevent traffic from traveling over the structure's most damaged section and it has been posted to carry a weight limit of four tons.

A routine inspection conducted at the end of July 2025 determined that all of the Canterbury Street Bridge's beams are severely deteriorated with significant loss of concrete, exposed, corroded prestressing strands, and broken prestressing strands all of which contribute to a significant loss of structural strength. The same inspection determined that heavy trucks, including fully loaded semi-trucks, routinely ignore the weight limit and pass over the bridge as shown in **Figure Four** of this handout. The regular passage of these heavy vehicles which have not been supposed to have used the bridge since 2016 has substantially sped up the structure's deterioration. Given these conditions, MassDOT has opted to close the bridge to vehicular traffic to ensure public safety.

Maintenance of Traffic During Rehabilitation

The Canterbury Street Bridge is now closed to vehicular traffic and will remain so until the superstructure can be fully replaced. A pedestrian connection will be maintained on the existing bridge until the superstructure is removed. Prior to the removal of the superstructure, a temporary pedestrian bridge will be established to the south of the existing bridge.

The effort to rehabilitate the structure is complicated by the presence of Amtrak's catenary (train power) wires which carry 25,000 volts of electricity. The railroad will only turn off the electricity in their catenary wires during an overnight work window. While this window is three hours long, safety procedures associated with safely turning off and then restarting this level of power mean that during any given shut down window, roughly 1.5 hours of productive work will be accomplished. Only specialized Amtrak personnel can handle the equipment involved and they respond to the needs of railroad operations, meaning that potentially productive nights of work can be lost if these key personnel are needed elsewhere on the rail network. While not all of the work to rehabilitate the Canterbury Street Bridge will be impacted by Amtrak's presence, much of it will.

MassDOT has established a vehicular detour route for the Canterbury Street Bridge which uses Seymour Street, Rowe Street, Brown Avenue and the Cummins Highway. This detour is shown in **Figures 6 and 7** of this handout. Westbound traffic that would normally use Canterbury Street is directed to the intersection of Hyde Park Avenue and Cummins Highway and then to the intersection of Cummins Highway and Rowe Street. These vehicles then turn left onto Rowe Street, traveling to Seymour Street before returning to Canterbury Street to continue west. Eastbound traffic turns left on Seymour Street, turns right onto Rowe Street, follows it to the Cummins Highway, turning right to rejoining its intended route at the intersection with Hyde Park Avenue.

The detour route is currently being monitored, evaluated, and coordinated with the City of Boston. Adjustments will be made as needed to on-street parking, detour signage, signal timing, and turning lanes.

Anticipated Project Milestones

MassDOT recognizes the impact the emergency closure of the Canterbury Street Bridge has on the surrounding community and is taking steps to accelerate the pace of design to allow construction to begin sooner. Efforts to undertake advance coordination with Amtrak, the MBTA and the utilities on and surrounding the bridge will also be made.

Response to 25% design comments: Fall/Winter 2025
75% design milestone – Winter 2025
100% design milestone: End of 2025
Advertisement of Project to potential contractors: Late Spring 2026
Start of Construction: Winter 2026
Substantial Completion (traffic impacts end): Spring 2028

Project Cost

The project's total anticipated cost is approximately $8.8 Million. Funding for construction will be by the Commonwealth of Massachusetts.

THE COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

Boston, MA
Canterbury Street Bridge Rehabilitation Project
Project File No. 608197

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to massdotmajorprojects@dot.state.ma.us or you may mail this sheet with any additional comments to:

Carrie E. Lavallee, P.E., Chief Engineer
MassDOT – Highway Division
10 Park Plaza, Boston, MA 02116-3973
Attn: Major Projects

Statements and exhibits intended for inclusion in the public hearing transcript must be emailed or postmarked no later than ten (10) business days after the hearing.

PLEASE TYPE OR PRINT LEGIBLY.

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Carrie E. Lavallee, P.E.
Chief Engineer
MassDOT – Highway Division
10 Park Plaza
Boston, MA 02116-3973

RE: Design Public Hearing
Bridge Rehabilitation, B-16-107, Canterbury Street
over Amtrak Railroad
Boston, MA
Project File No. 608197
Attn: Major Projects