



VIRTUAL DESIGN PUBLIC HEARING WEBINAR

MAY 19, 2021

FOR THE PROPOSED

SUMNER CENTENNIAL PROJECT

PROJECT FILE NO. 606476

HIGHWAY DIVISION

IN THE CITY of BOSTON, 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 WEBINAR
Project File No. 606476

A Live Virtual Design Public Hearing will be held to present the design for the proposed Sumner Centennial Project in Boston, MA.

WHEN: Wednesday, May 19, 2021, 6:00 PM. - 8:00 PM

**WHERE: <https://virtualmeeting.link/sumner-DPH>
 Passcode: 321308 Webinar ID: 880 0481 6749 Dial in option: 888 788 0099**

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

PROPOSAL: The proposed project consists of a full-scale rehabilitation of the Sumner Tunnel in the City of Boston, Suffolk County, Massachusetts. The rehabilitation plan for the Sumner Tunnel entails replacement of the existing ceiling system with installation of fire proofing, repairs to tunnel arch lining, rehabilitation of the concrete roadway slab, placement of a new bituminous concrete wearing surface, full replacement of sidewall panels with a new fireproof system, rehabilitation of the boat section in East Boston, refurbishing the tunnel portal architectural features, and replacement of the tunnel life safety systems including the lighting system. Once the project is completed, the Sumner Tunnel will meet modern fire and life safety codes with fireproofing, fire standpipe, fire alarm and camera surveillance upgrades.

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 webinar. Right-of-way plans can be made available to affected property owners upon request.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Patricia A. Leavenworth, P.E., Chief Engineer, via e-mail to MassDOTProjectManagement@dot.state.ma.us or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: Project Management, Project File No. 606476. 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 is posted to 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 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 business days before the hearing.

This Virtual Design Public Hearing or a cancellation announcement will be posted on the internet at www.mass.gov/massdot-highway-design-public-hearings.

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.

RIGHT OF WAY CONCERNS

The Commonwealth of Massachusetts is responsible for securing the right of way for this project. If your property, or a portion of it, must be acquired by the Commonwealth 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. REASON FOR PROJECT

The completion of this project will serve local needs. The proposed enhancement will also be in the interest of others in the greater community, and provide for the public good.

2. WHO CONTACTS ME?

Representatives of the Commonwealth have already contacted or will contact you. They will explain the procedures used in acquiring any necessary rights in land.

3. WHAT ABOUT DONATIONS? WHAT IS A RIGHT OF ENTRY?

Town officials will often seek donations, of parcels, where permanent rights are required. This procedure will minimize the acquisition cost for your community.

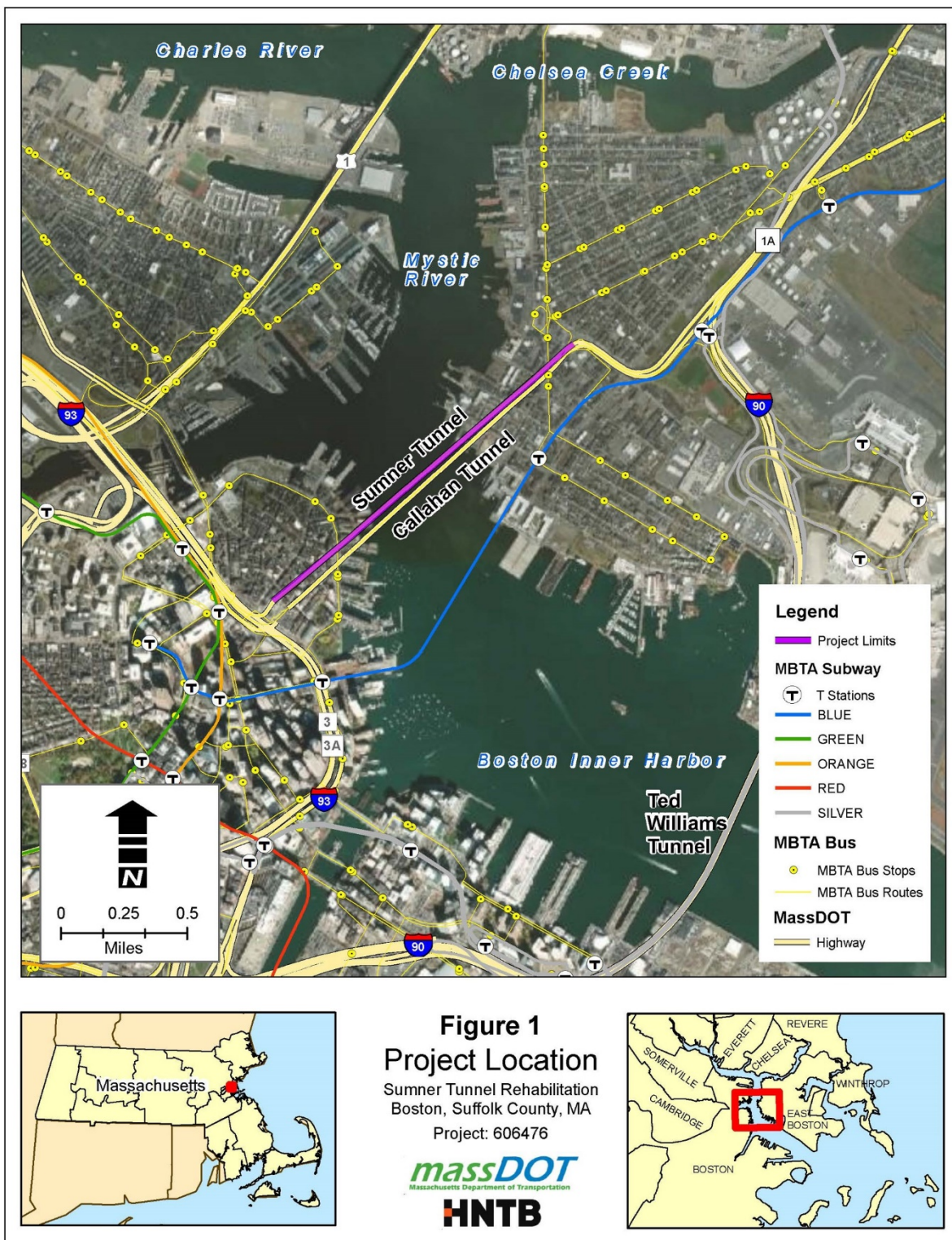
A Right of Entry is a document that is signed by the owner. It allows the Contractor to perform certain types of work on the owner's land. The work is usually minor in nature and frequently consists of loaming/seeding behind sidewalks, new driveway apron work, grading/sloping, and wetland protection, etc. The rights granted are temporary in nature.

4. WHAT IS A FAIR PRICE FOR THE ACQUIRED PARCELS?

In the event that donations are not considered, or completed, every effort will be made to ensure that an equitable value is awarded. The Commonwealth and/or outside appraisers will complete an appraisal. Consideration is given to the type of rights needed, whether in fee, permanent or temporary easements. The appraisal will be the basis for arriving at a fair price (for damages that result).

5. MUST I ACCEPT THE COMMONWEALTH'S OFFER?

No, if the owner feels that the offer is not fair the owner may petition the courts. This action does not stop or delay the acquisition. The action must occur within 3 years. The owner(s) may be paid pro tanto (for the time being). The pro tanto payment will not prejudice the court's final decision.



Project Location:

The Project limits extend from the Sumner Tunnel entrance in East Boston to just outside the exit portal in Downtown Boston for a length of approximately 6,000 linear feet (slightly longer than a mile) as shown on the Locus Map.

The Sumner Tunnel serves thousands of regional and local commuters daily and is a critical component of the Metropolitan Highway System (MHS), carrying southbound traffic along Route 1A under Boston Harbor to two exits in Boston. One exit emerges near the Haymarket Subway Station to serve Downtown Boston and the other exit routes traffic to I-93 North and Storrow Drive. The Callahan Tunnel, which runs parallel to the Sumner Tunnel, carries Route 1A traffic under the Boston Harbor in the opposite direction from Boston's North End to Logan International Airport and Route 1A in East Boston.

Purpose:

The purpose of the proposed project is to address the structural and functional system deficiencies of the Sumner Tunnel using accelerated construction strategies to minimize the overall duration of impacts to the travelling public and surrounding communities. The proposed project will upgrade the tunnel's structural elements and functional systems consistent with current fire codes and design standards, thereby extending the useful life of this critical transportation asset and providing a safer and more reliable route for all roadway users.

Existing Conditions:

The Sumner Tunnel was built in the early 1930s and has undergone several upgrades and rehabilitation projects over the years – with the last major one completed in 1994. Any deterioration or operating system deficiencies that pose immediate hazards have been addressed through localized repair, maintenance, and replacement operations.

Currently, the Sumner Tunnel is not in a state of good repair as tunnel inspections have identified several underlying structural and safety issues including deteriorating ceiling slabs, concrete deterioration on the arch above the suspended ceiling, corrosion of the exhaust duct ceiling framing and anchorage, corroding wall panel supports, broken light fixtures and deteriorating roadway surface conditions. In addition to the deteriorating structural conditions of the Sumner Tunnel, the electrical, mechanical, and fire protection systems exhibit signs of aging.

Proposed Project:

The proposed project will remove and replace the tunnel ceiling and repair the overhead arch, reconstruct the deck and replace the roadway surface, repair the tunnel walls and install painted fireproof panels, install new LED lights, upgrade CCTV and fire alarm systems, and install new utility conduits and cables. The new tunnel will have a smoother, more durable roadway surface; updated technology to improve cell phone, GPS, and radio service inside the tunnel; new lighting and security systems; and reduced emergency and scheduled tunnel closures for maintenance.

Right of Way:

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 webinar. Right-of-way plans can be made available to affected property owners upon request.

Maintenance of Traffic During Construction:

The estimated construction plan will require periodic full weekend closures for preparation and advance work in 2021 through Spring 2023. A 16-week full closure of the tunnel is required in Summer 2023 to allow for parallel construction of the tunnel ceiling and upgrades to the safety systems. Final construction activities in Fall/Winter 2023 will also require full weekend closures. Working with the City of Boston, residents living near the tunnel, roadway users, and other stakeholders, the project team is currently designing a plan for construction and travel detours that minimizes and mitigates temporary construction impacts.

Project Schedule:

The plans that MassDOT can make available to interested parties are at the 25% preliminary design stage. Comments from the public hearing will be incorporated into the final design plans to the maximum extent possible. It is anticipated that the final design plans will be completed, and the project advertised for construction bids in June 2021 with construction beginning in 2022.

Project Cost:

The estimated construction cost for this project is approximately \$144 million. Funding for the construction will be by the Commonwealth of Massachusetts and the Federal Highway Administration.

Proposed Typical Section

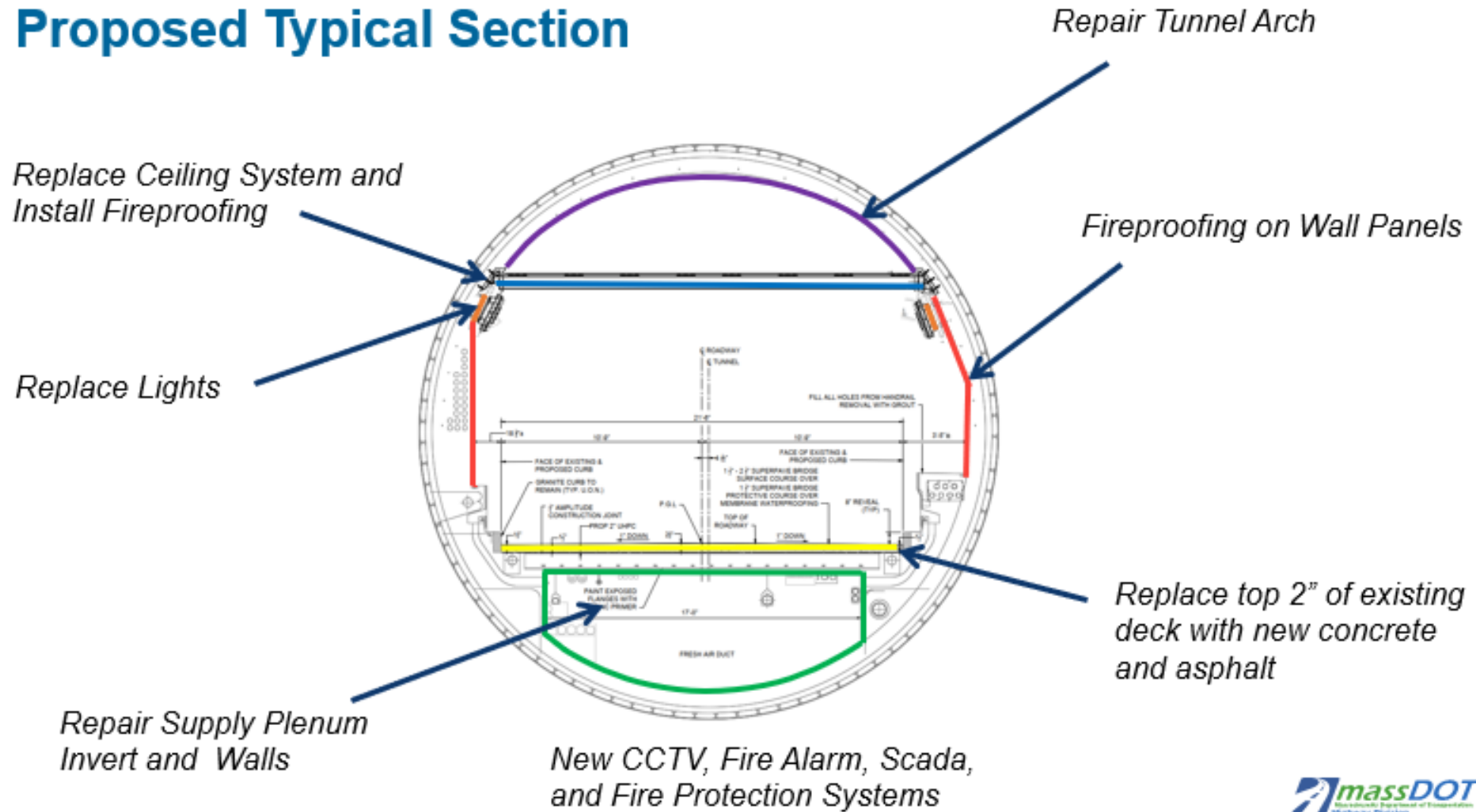


Figure 1: Proposed typical tunnel cross section

FREQUENTLY ASKED QUESTIONS

Q: What will be done to minimize vehicles and trucks using local roads and side streets during tunnel closures and detours?

A: Detour routes will be signed and, in some cases, there will be traffic details out directing vehicles. Detour plans will be shared with GPS companies to keep vehicles on the routes and help direct drivers who are unfamiliar with the area.

Q: Why is the Sumner Centennial project happening now and who is paying for it?

A: The scheduling of this project has to do with balancing funding and impacts. The project has a large price tag, and it could only be initiated once funding was secured. MassDOT also did not want this project to overlap with other major regional projects, such as the Tobin Bridge/Chelsea Curves Rehabilitation and upgrades to the Blue Line. The project will be jointly funded by MassDOT Highway Division and the Federal Highway Administration at 20% and 80% respectively. The total estimated project cost is \$144 million.

Q: While the tunnel is closed, what will be done about emergency services?

A: The project will coordinate all closures with Boston Fire and Police. Emergency services will use the Ted Williams Tunnel which takes the same amount of time to get through. If an emergency occurs inside the tunnel, EMS vehicles will be able to get inside.

Q: Will East Boston drivers get a discount on the Tobin Bridge?

A: East Boston drivers already receive a discount on the Tobin Bridge, although not as great a discount as Chelsea residents. Discounts for East Boston residents present for the Williams Tunnel will remain in place.

Q: What mitigation can residents expect in terms of noise, vibration and pests?

A: MassDOT will require the team to submit a mitigation plan that addresses noise, dust, vibrations, and pest control. Vibration monitoring will include a pre and post assessment of certain buildings within the area. Residents will be able to call a project hotline to contact the project team during construction.

Address: _____

Please Fold and Tape



Please Place
Appropriate
Postage Here

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

RE: Virtual Public Hearing
SUMNER CENTENNIAL PROJECT
BOSTON, MA
Project File No. 606476
Highway Division

