



Canterbury Street Bridge Rehabilitation

Design Public Hearing

Boston | September 17, 2025 | 6:30 PM

Project File No. 608197



Notice of MassDOT / MBTA Policy Diversity and Civil Rights

All MassDOT / MBTA activities, including public meetings, are free of discrimination. The MassDOT / MBTA complies with all federal and state civil rights requirements, preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit:

www.mass.gov/nondiscrimination-in-transportation-program / www.mbta.com/titlevi to reach the Office of Diversity and Civil Rights.

All questions and comments are welcome and appreciated.

Please refrain from any disrespectful comments.

How to Participate

- Listen and view the 30-minute presentation
- Ask questions to project team during question-and-answer period
- Submit a comment
 - At the comment box at the sign-in table
 - By postal mail: comment sheets are self-addressed
 - By email: massdotmajorprojects@dot.state.ma.us
 - *Comments must be submitted in 10 days to be included in the transcript*
- Representatives of the media can direct media inquiries to Jacquelyn.Goddard@dot.state.ma.us

Agenda

1. Welcome & Overview
2. Why was this project initiated?
3. Q & A Break
4. How has our design progressed?
5. What is our preferred alternative?
6. What is our construction approach?
7. Right of Way
8. How will we keep you informed?
9. Questions & Discussion



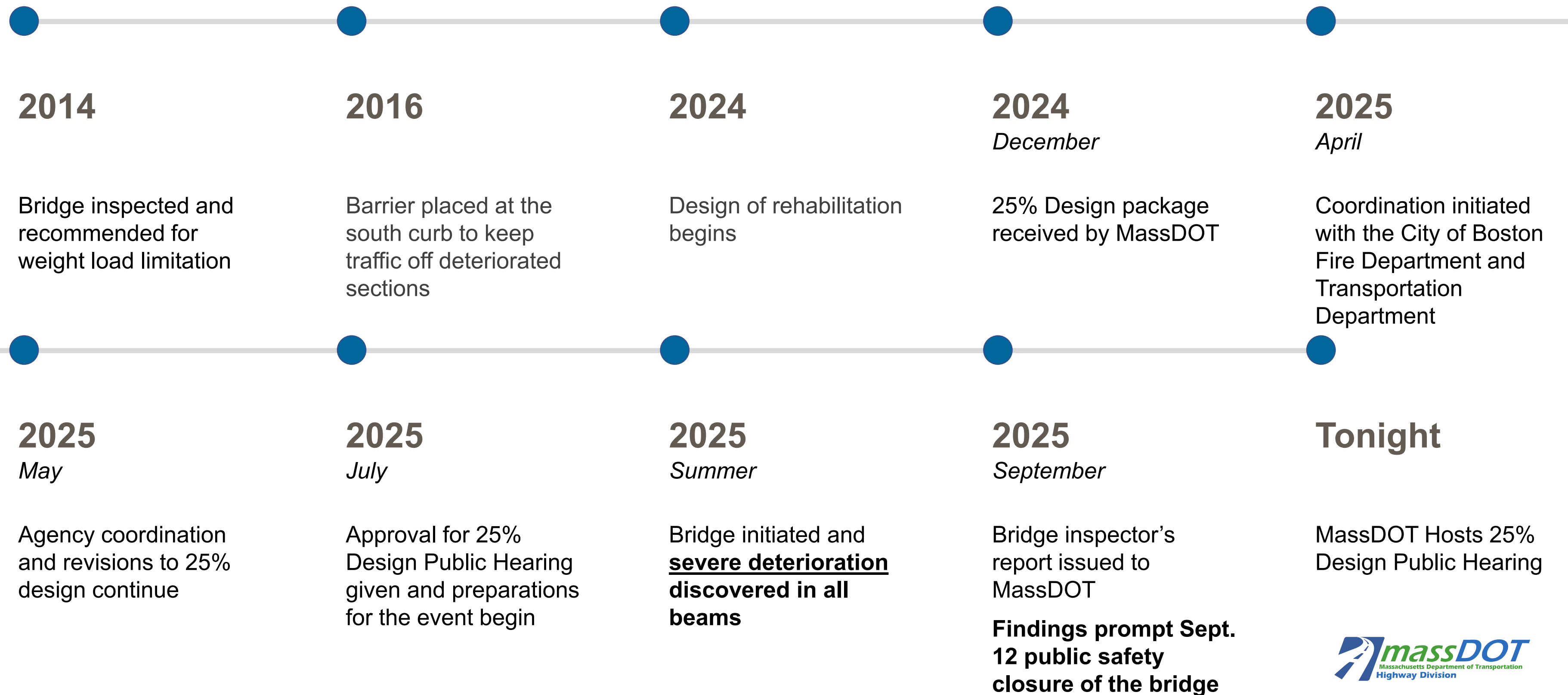
Welcome and Meeting Overview:

- MassDOT
 - Paige Parker, P.E. Project Manager
 - Rob Antico, Supervising Project Manager
 - Lisa Szamreta, Right-of-Way
 - Matthew Jasmin, District 6 Project Development Representative

- Consultant Team
 - Rich Lenox, Project Management/Bridge Engineering, WSP
 - Paul Gwiazda, Bridge Engineering, WSP
 - Erik Maki, Traffic, WSP
 - Evan Ross, Highway Design, WSP
 - Nathaniel Cabral-Curtis, Communications and Public Involvement, WSP

- Stenography
 - Taisha Dottin, Advanced Court Reporting

How did we get here



Design Public Hearing - Advertisement

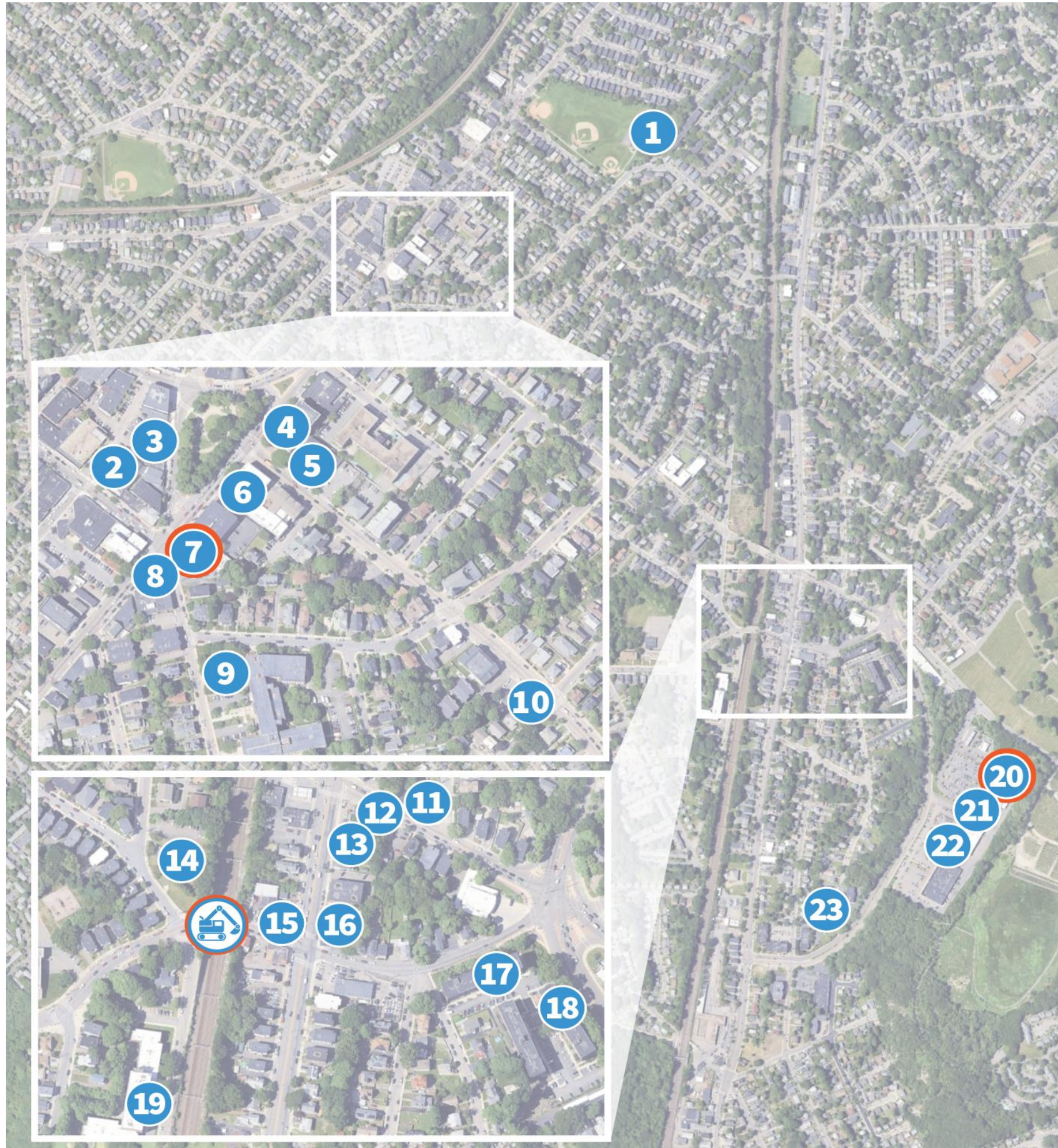
Mass Media

- *BostonHaitian.com* – from 8/21/25
- *Dorchester Reporter* - 8/21/25, 8/28/25, 9/4/25 & 9/11/25
- *El Mundo* – 8/21/25, 8/28/25, 9/4/25 & 9/11/25
- *Hyde Park/Roslindale-West Roxbury Bulletins* – 8/21/25, 8/28/25, 9/4/25 & 9/11/25
- Boston City TV – from 8/21/25
- BNN – from 8/21/25

MassDOT Social Media

- Facebook
- X

Design Public Hearing – Flyer Drops and Staffed Tables



1. Boston Center for Youth and Families Flaherty Swimming Pool
2. Village Market
3. LaChapelle Barbershop
4. Boston Center for Youth and Families –Roslindale Square
5. United States Post Office
6. Roslindale Village Main Streets
7. Roslindale Square Brand of the Boston Public Library
8. Roslindale Barbershop
9. Rogerson Communities - Roslindale House
10. Image Dry Cleaners
11. Cummins Market
12. Danny's Barbershop
13. DigiTech Electronic Solutions
14. Weld Park Apartments
15. Mandarin House
16. La Taqueria
17. Canterbury Place
18. Cummins Towers
19. Boston Housing Authority Roslyn Apartments
20. Stop & Shop American Legion Highway
21. Crunch Fitness Roslindale
22. Discount Liquors
23. Stony Brook Village Apartments



Canterbury Street Bridge (Project Area)



Denotes location with staffed tables

Staffed Tables:

- Roslindale BPL Branch Library
- Stop & Shop American Legion Highway

Flyer Drops at 23 locations to the east and west of the bridge



**Why was this
project
initiated?**

The Canterbury Street Bridge: Closed to Traffic on 9/12/25



For immediate release:
September 11th, 2025

Advisory: Boston

Closure of Canterbury Street Bridge

The bridge will be closed until further notice

BOSTON– The Massachusetts Department of Transportation (MassDOT) is announcing that the Canterbury Street Bridge will be closing to vehicular traffic on Friday, September 12, at 9:00 p.m. Findings from a recent bridge inspection required the closure of the bridge. The bridge will be closed until further notice. Pedestrian access will be maintained.

Traffic should follow the detour signage in place. The primary detour route will utilize **Hyde Park Avenue, Cummins Highway, Rowe Street, Brown Avenue, and Seymour Street**. The eastbound detour will follow **Seymour Street to Brown Avenue to Cummins Highway**. The westbound detour will follow **Hyde Park Avenue to Cummins Highway to Rowe Street to Seymour Street**.

Drivers traveling through the affected areas should expect delays, reduce speed, and use caution.

For more information on traffic conditions, travelers are encouraged to:

- Download the Mass511 mobile app or visit www.mass511.com to view live cameras, travel times, real-time traffic conditions, and project information before setting out on the road. Users can subscribe to receive text and email alerts for traffic conditions.
- Dial 511 and select a route to hear real-time conditions.
- Follow [@MassDOT](https://twitter.com/MassDOT) on X, (formerly known as Twitter), to receive regular updates on road and traffic conditions.

John Goggin
MassDOT Communications

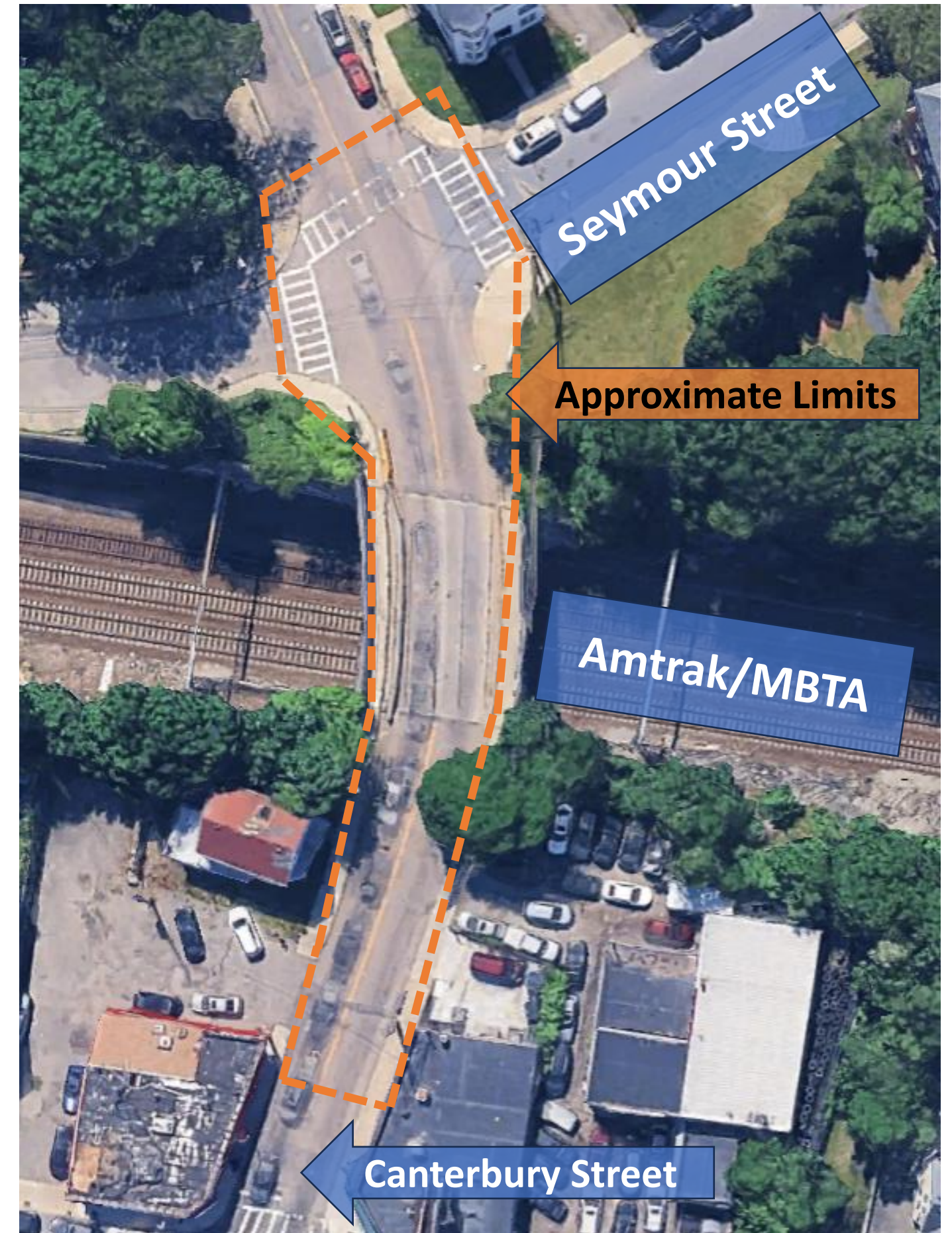
The Canterbury Street Bridge: Existing Conditions

- 1 simple span, approximately 66 feet long
- Supported by prestressed concrete butted box beams
- Includes:
 - One, 12-foot travel lane in each direction
 - One, 6-foot sidewalk in each direction
 - Two, 5-foot shoulders (south shoulder closed due to barrier protecting deteriorated area)
 - Gas, street lighting, and water lines on the bridge
 - Telephone, communication, and home electric lines on poles above it
- Carried an average of 12,460 vehicles in 24 hours in 2024



The Project Limits of Work

- The bridge itself
- Canterbury Street
 - 186 feet to the west – “just past Seymour Street”
 - 115 feet to the east – “just before Hyde Park Avenue”



The Canterbury Street Bridge: A Deteriorated Structure



25,000 Volt Amtrak Catenary (train power) Wires

Superstructure: (composed of pre-stressed concrete butted box-beams. The tops of these beams are paved; vehicles travel across this surface) poor condition

Abutments (hold the beams at either end of the bridge) satisfactory condition

Wing walls (retain the earth next to the abutments) good condition

Posted Limits Ignored by Trucks: Speeding up Deterioration



Severe Deterioration of Critical Members



The Bottom Line

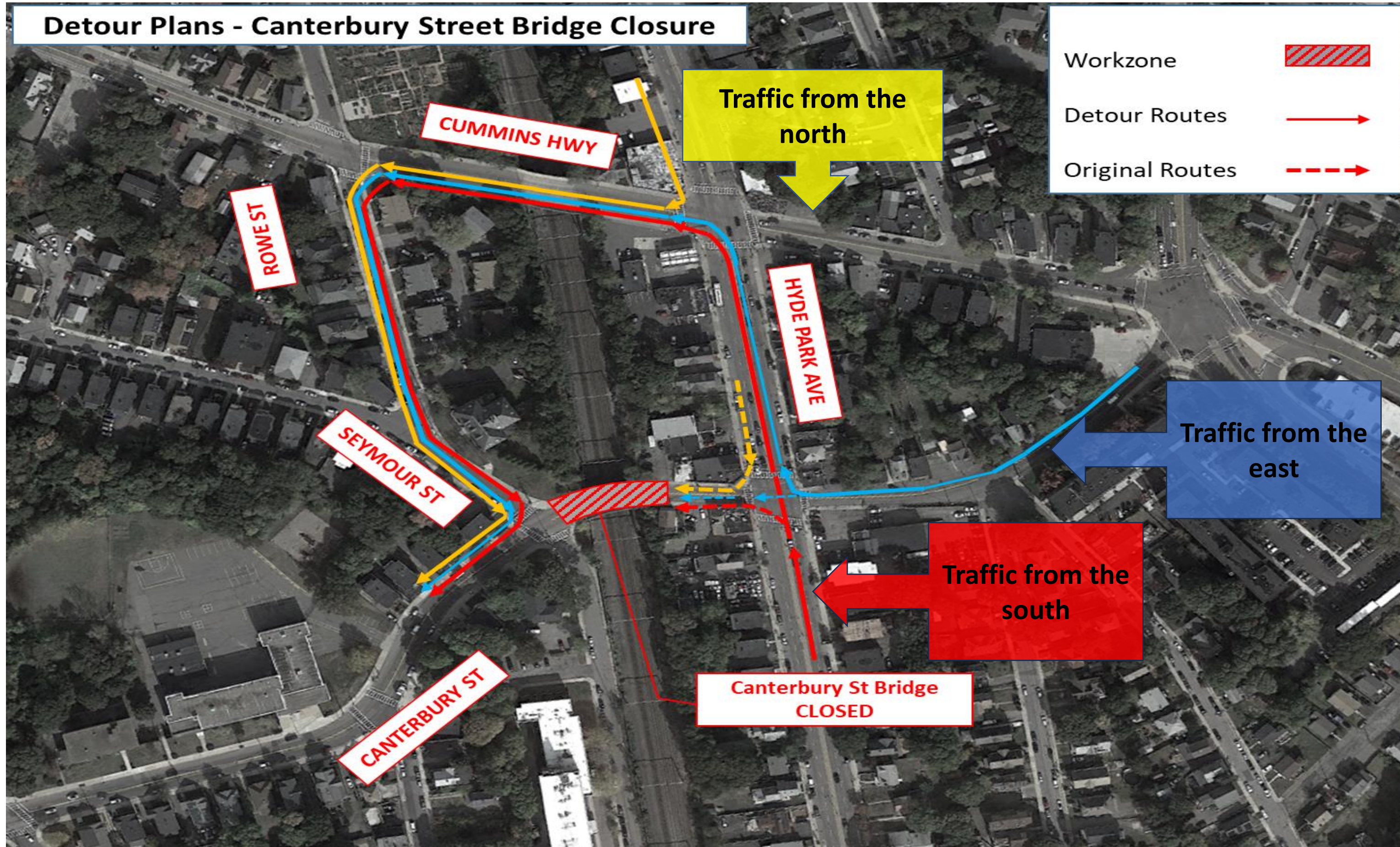
- Conditions are worse than expected when we began preparing for tonight's hearing
- Ongoing heavy vehicle use against weight limit has rapidly worsened the bridge's condition
- To ensure public safety:
 - The bridge was closed on September 12th after the PM rush hour
 - All traffic detoured to Cummins Highway
 - A pedestrian connection will be maintained
 - Design will be accelerated to lessen community impacts



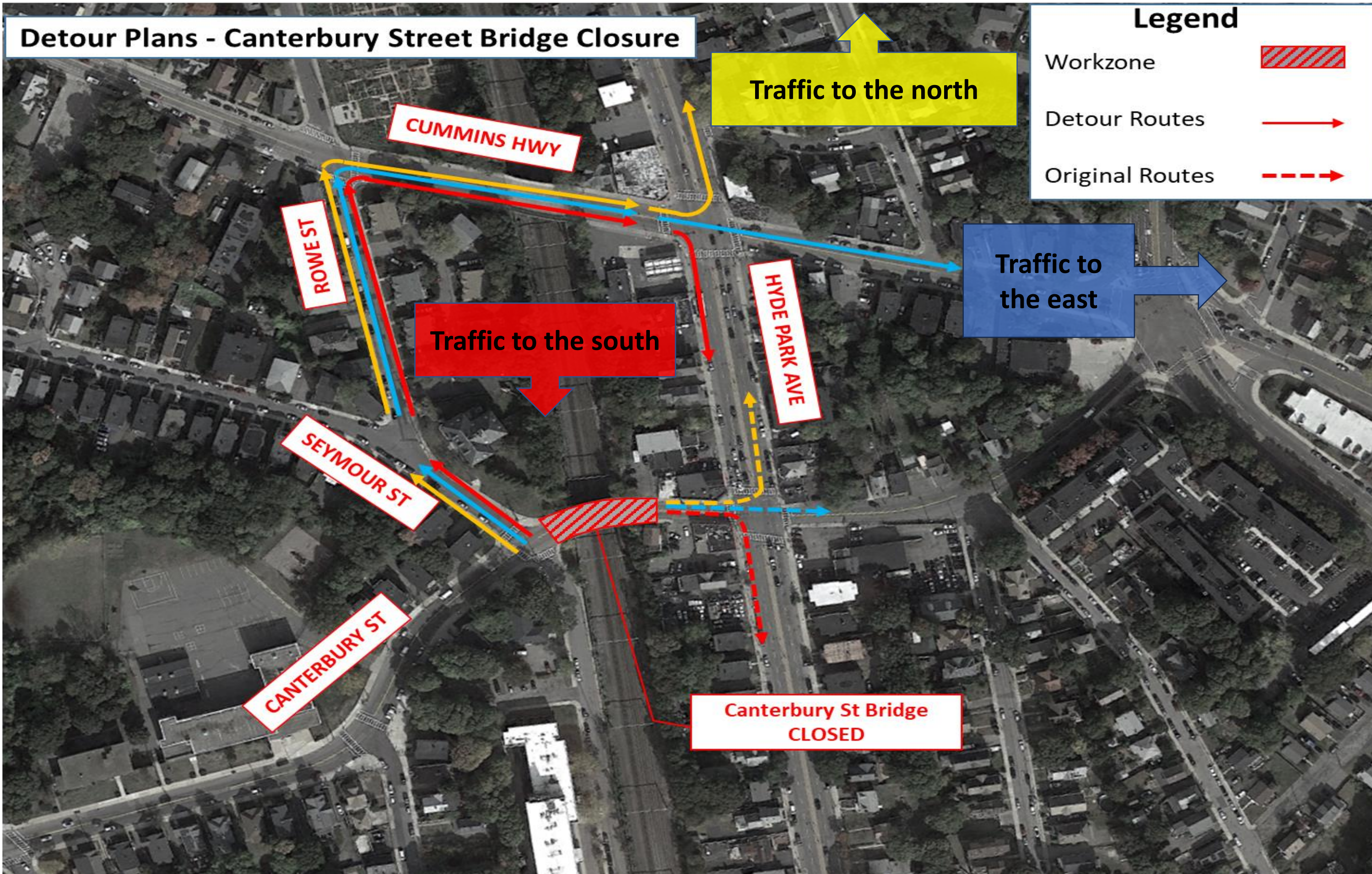
The Traffic Challenge

- Two possibilities before September 5th:
 - Full closure:
 - All traffic detoured
 - ~12 months of traffic impacts
 - Utility coordination and work performed prior to traffic impacts
 - Staged construction:
 - ~22 months of westbound traffic detoured
 - 1-way eastbound operation over the bridge
 - 8-10 weekends of eastbound traffic detoured over 22 months
 - Utility coordination and work performed prior to traffic impacts
- The condition of the bridge has made the decision for us

Proposed Westbound Detour – Towards Roslindale Square

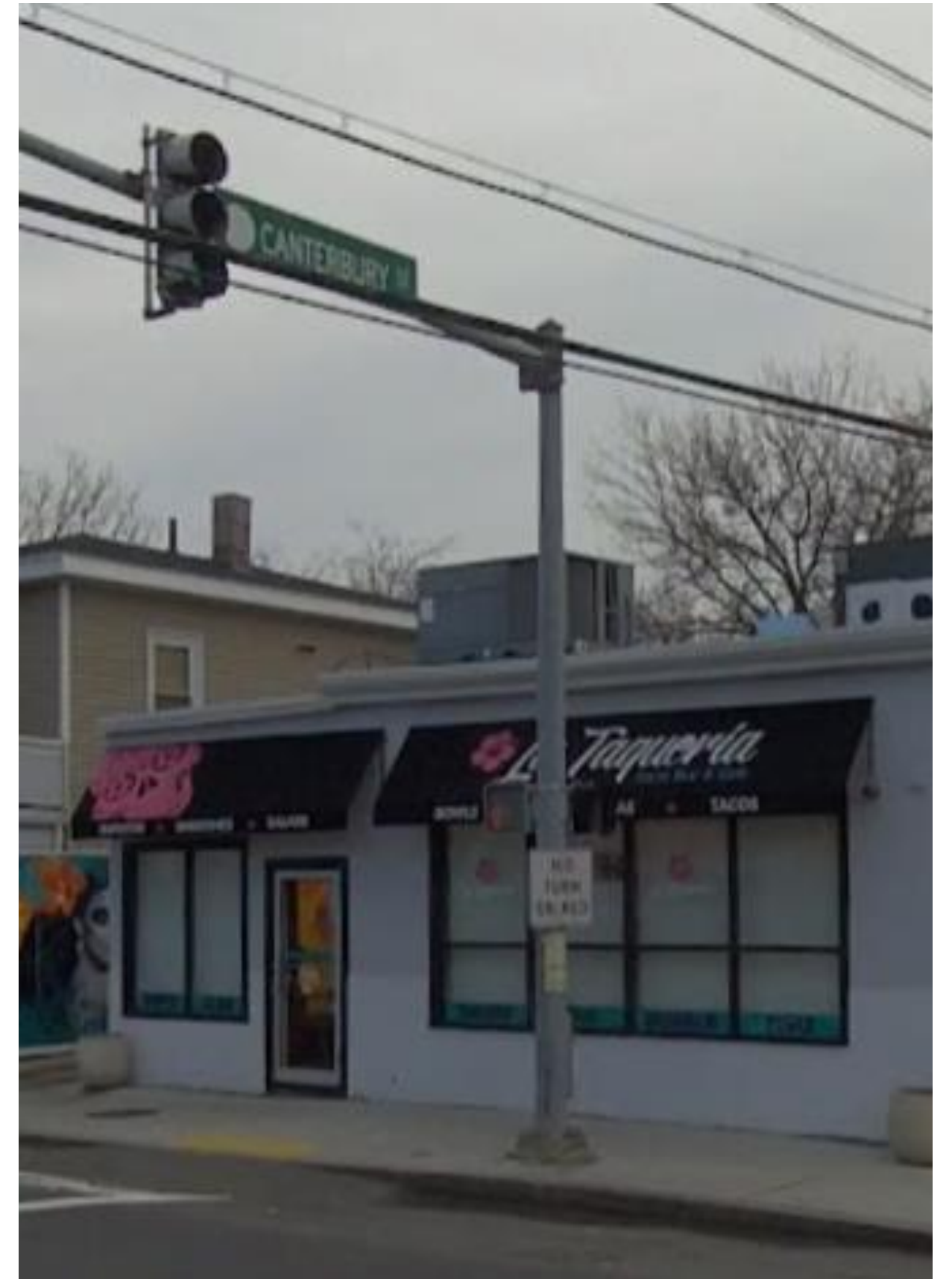


Proposed Eastbound Detour – Towards Mattapan



Proposed Detour Traffic Modifications

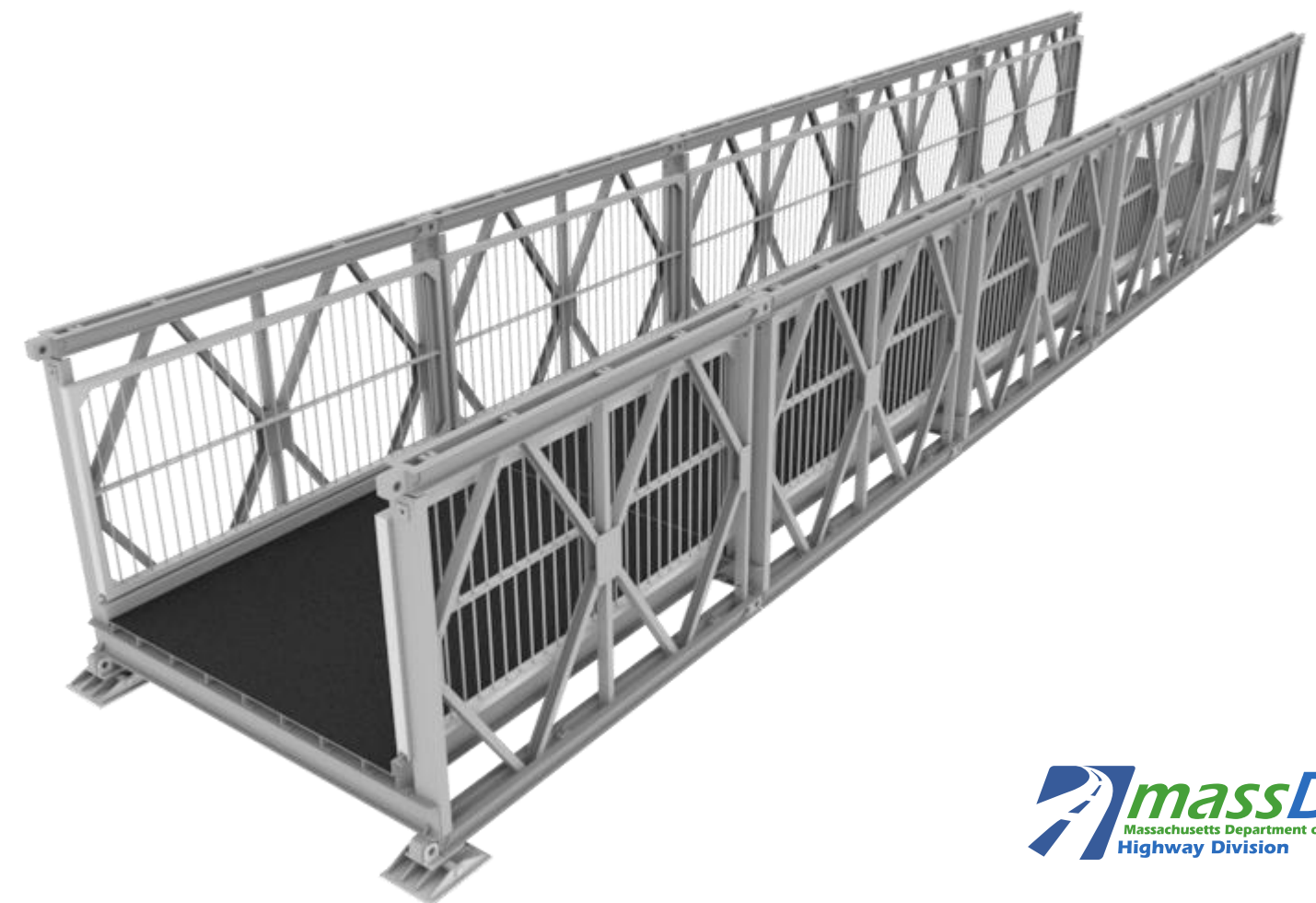
- Currently being evaluated and coordinated with City of Boston
- On-street parking being evaluated
- The following elements are being monitored and evaluated; adjustments will be made as needed:
 - Detour signage
 - Signal timing
 - Turning lanes

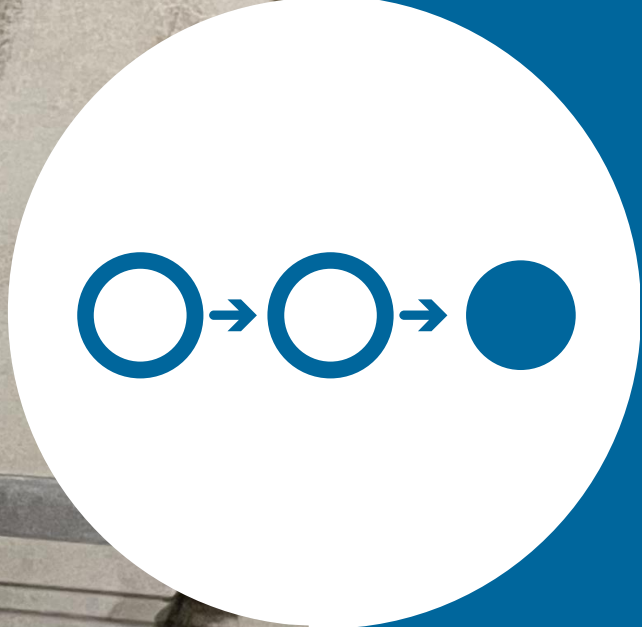


Temporary Pedestrian Bridge

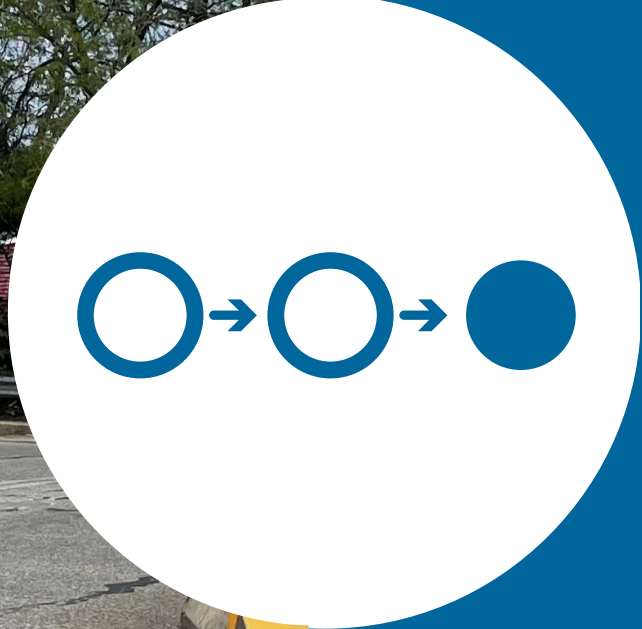


- Goes into place prior to the existing bridge's removal
- Likely on the south (towards Readville side)
- Would have a safety barrier for the catenary
- Rubberized walking surface for added traction
- Doubles as a temporary utility bridge





Q & A Break



**How has our
design
progressed?**

Design Requirements

- The existing prestressed beams must be completely replaced
- The new superstructure must:
 - Hold the existing 20-foot, 6-inch clearance over Amtrak/MBTA
 - Match the adjoining sections of Canterbury Street – changing grade and going around a curve
 - Avoid impacts to adjacent properties
 - Minimize construction duration to reduce community impacts
 - Be able to carry the existing utilities
- Repair/reuse any part of the existing bridge that can be saved to:
 - Reduce community impacts from construction
 - Reduce interactions with Amtrak's 25,000-volt catenary (train power) lines
- Improve bicycle and pedestrian accommodations on the bridge

Three Types of Replacement Superstructure Analyzed



Plate Girder



Prestressed
Concrete Box
Beam

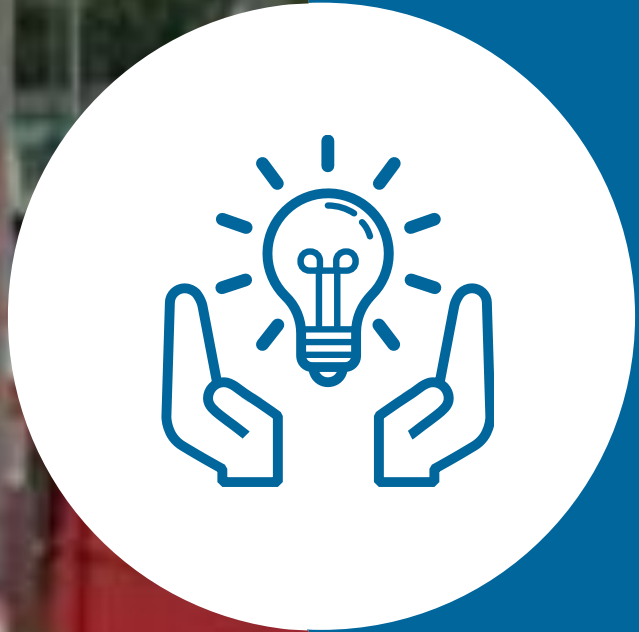


Prefabricated
Bridge Unit (PBU)

Considering Potential Replacement Superstructures

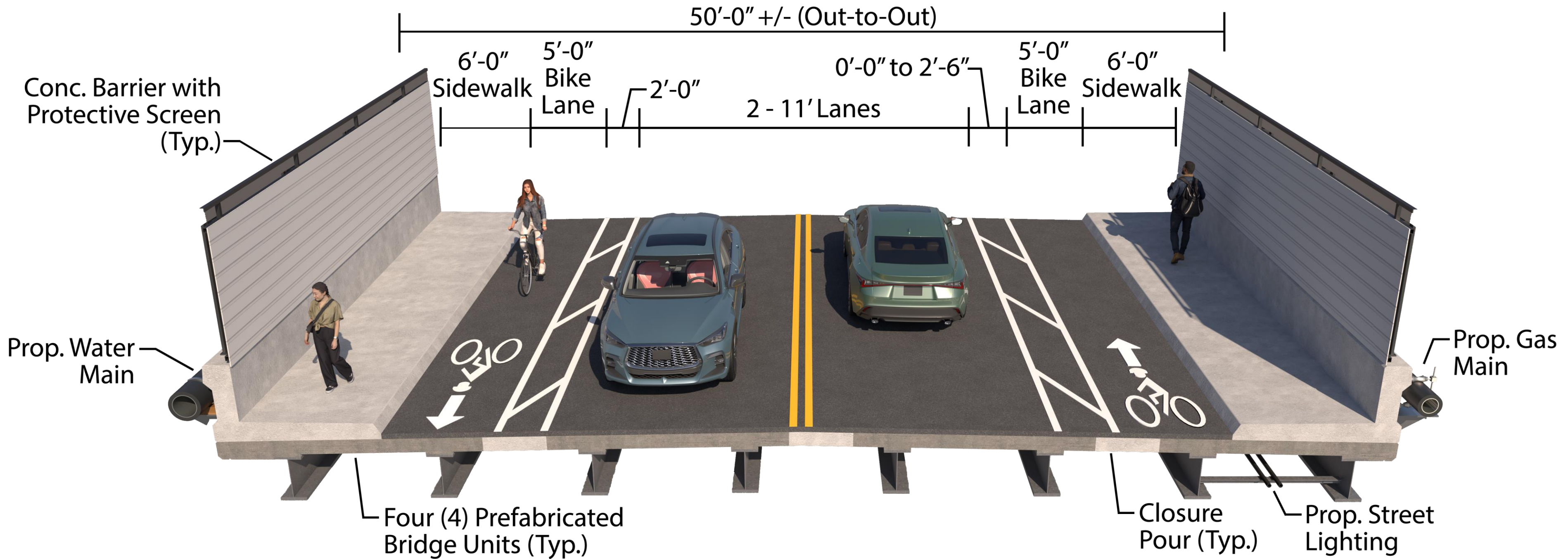
	Steel Plate Girders	Prestressed Concrete Box Beams	Prefabricated Bridge Units (PBU's)
Ease of construction	-	-	+
Duration of construction	-	+	+
Ease of supporting utilities	+	-	+
Need for larger crane in a tight work zone	+	-	-
Depth of structure above Amtrak/MBTA	+	-	+
Cost of construction	-	+	-
Maintenance needs over anticipated 75-year life cycle	+	+	+

- Of the three superstructure types considered, the **prefabricated bridge unit is the preferred alternative**; while it is not the lowest cost option, it:
 - **Significantly shortens construction duration, reducing community impacts**
 - Reduces depth of structure to maintain vertical clearance over the train tracks

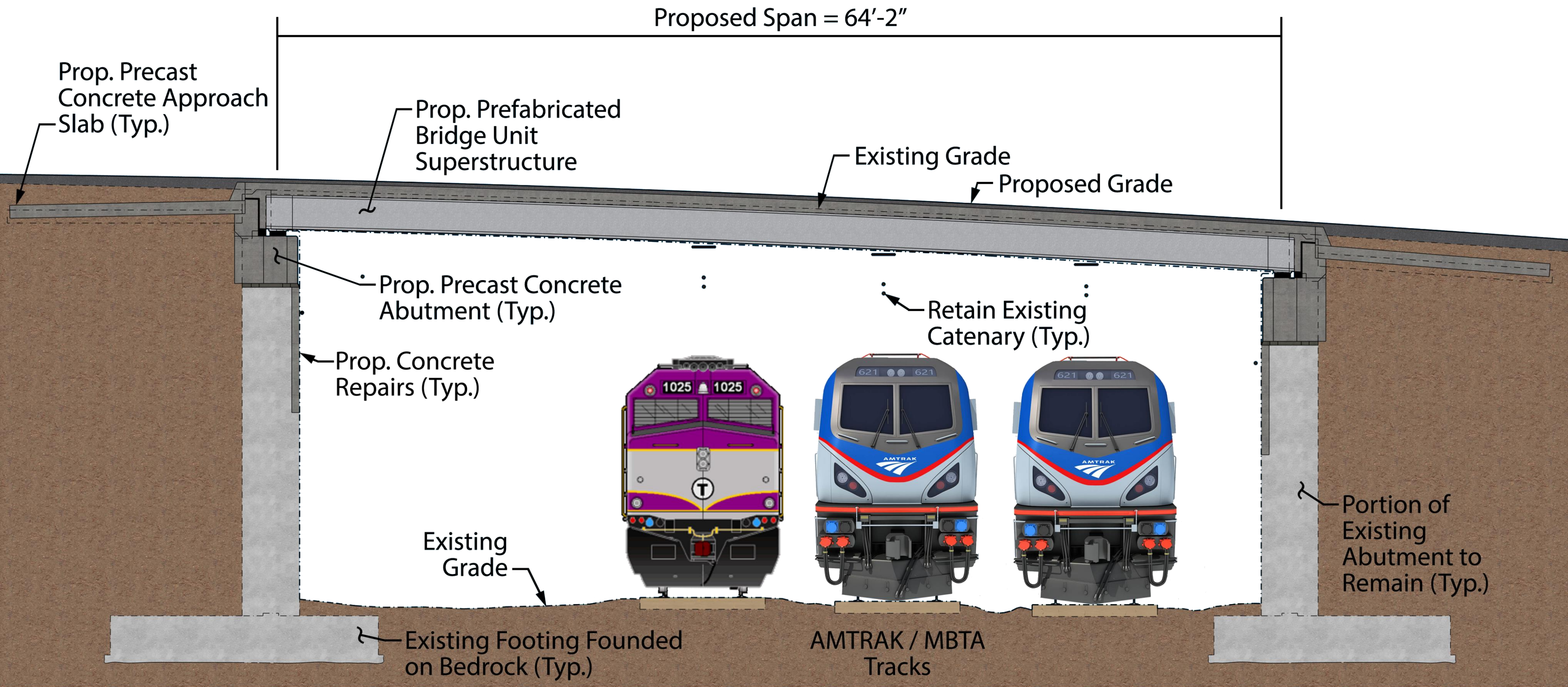


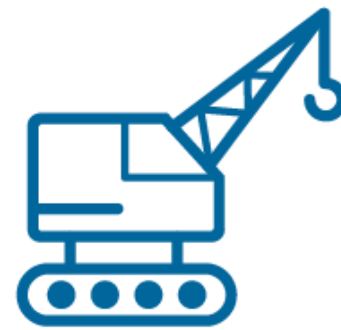
What is our preferred alternative?

Proposed Bridge Cross-Section



Proposed Elevation View – From the Railroad





**What is the
construction
approach?**

Prefabricated Bridge Unit Construction

- MassDOT is proposing a superstructure composed of:
 - 4 PBU's containing a total of eight steel plate girders
 - The PBU's are set in place and connected with concrete – known as closure pours
 - This composite deck is then covered with pavement for the road or concrete for the sidewalks





Right of Way

Preliminary Right of Way (ROW) discussion 25% Design Public Hearing

- MassDOT is responsible for acquiring all necessary rights in public land for design, construction, and implementation of this project.
 - Fee takings, permanent easements and/or temporary construction easements may be required.
- Affected property owners will be contacted by personnel from the MassDOT ROW Bureau or consultants representing the responsible agency.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
- Preliminary ROW drawings will be available at the Roslindale Branch Library for public review and comment.

At this stage of design, the Right of Way process has not been finalized. This meeting is an opportunity for the public to comment on any impacts to properties.

Our next steps



Respond to 25%
design comments
Fall/Winter



75% design milestone
– Winter 2025



100% design approval
– end of 2025



Advertise project to
potential contractors –
Summer 2026



Advance coordination
with Amtrak, MBTA &
utilities



Begin construction
Winter 2026



Full beneficial
use/bridge opens to
vehicular traffic: Spring
2028



**How will we
keep you
informed?**

Upcoming public outreach

- Construction period outreach
 - We will be available for questions and comments
 - Routine progress updates and lookaheads at upcoming operations
- Introductory public meeting for construction period
- Two-way communication throughout
- *Please make sure to share your email address with us*



How to reach us?

- Submit written comments to:
Carrie Lavalley, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: MAJOR PROJECTS, PROJECT FILE NO. 608197
- Submit email comments to:
to massdotmajorprojects@dot.state.ma.us
- www.mass.gov/orgs/massachusetts-department-of-transportation/events



Questions and discussion



Thank You

Canterbury Street

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Paige Parker - Paige.Parker@dot.state.ma.us



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