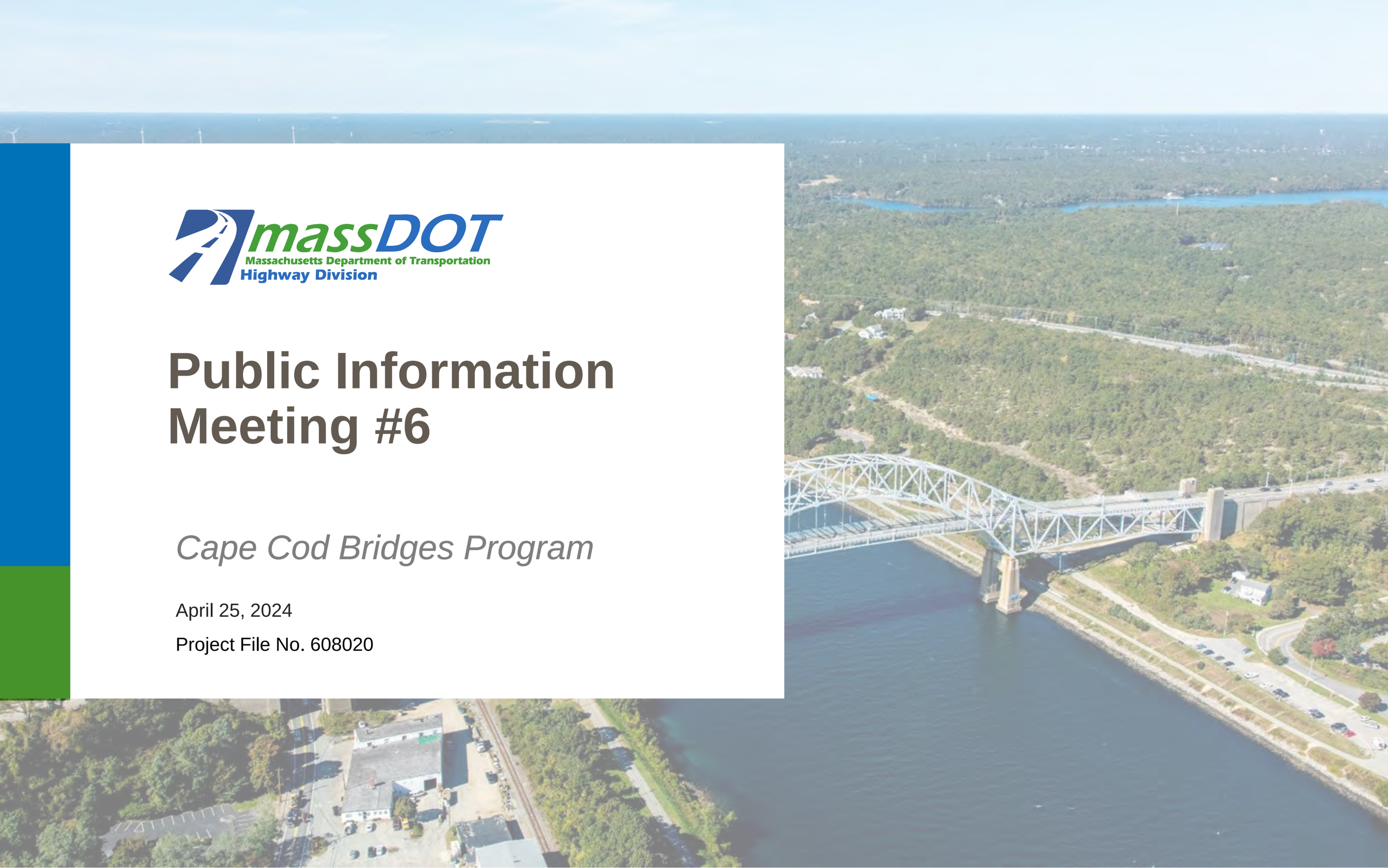
Public Information Meeting #6

Cape Cod Bridges Program

April 25, 2024

Project File No. 608020



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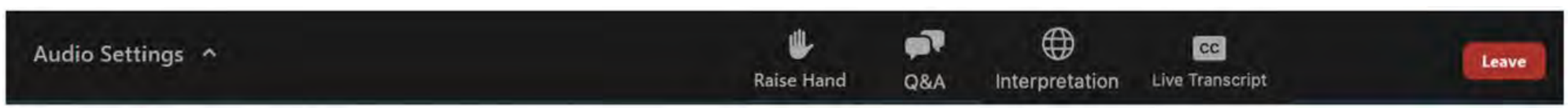


Public Meeting Notes and Procedures

Notification of Recording

This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or transcript. All parts of this hearing are considered public record.

- By continuing attendance with this virtual public meeting, you consent to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, and keep your microphone muted, or excuse yourself from the hearing.

Other Important Notes

- Your microphone and webcam are automatically disabled upon entering this hearing.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey! Your feedback is important.

MassDOT Massachusetts Department of Transportation Highway Division

Notice of MassDOT's policy on diversity and civil rights

- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit https://www.mass.gov/nondiscrimination-in-transportation-program to reach the Office of Diversity and Civil Rights.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.

Panelists

MassDOT

- Bryan Cordeiro, Project Manager
- Gareth Saunders, Office of Legislative Affairs Highway Liaison
- Shaun Handy, District 5
- Roy Kirwa, Producer/Facilitator
- Makaela Niles, Producer/Facilitator
- Fitz Denton, Right of Way

USACE

- Craig Martin, Navigation Section New England District

FHWA

- John Simkins

HNTB

- Dave Anderson, Project Manager
- Mark Kolonoski, Deputy Project Manager and Environmental Lead
- John Smith, Lead Bridge Designer
- Joe Cahill, Lead Civil Designer
- Jill McLaughlin, Civil Designer

Agenda

01 Funding Update

02 NEPA Update

03 Assessment of Highway Interchange Options

04 Schedule

05 Bridge Update

Funding Update

Funding Overview

- In the Summer of 2023, MassDOT announced a phased approach to securing funds for the Cape Cod Bridges Program
- The Sagamore Bridge was identified as Phase 1 with the Bourne Bridge identified as Phase 2
- Funding for the Sagamore Bridge is proposed to be comprised of three different funding sources:
  - o Multimodal Project Discretionary Grant (MPDG) program
  - o Bridge Investment Program (BIP) Grant
  - o State Bond Funds

MPDG Funds

- On August 21, 2023, MassDOT (lead applicant) filed jointly with USACE for funding under the Multimodal Project Discretionary Grant (MPDG) program
- A single application was filed for both the Nationally Significant Multimodal Freight and Highway Projects (INFRA) program and the National Infrastructure Project Assistance (Mega) program
- MassDOT requested a total of $372 Million under the MPDG program
- On January 25, 2024, MassDOT was formally notified that the Sagamore Bridge Project was selected to receive $372 Million in Mega grant funding.

U.S. Department of Transportation

1200 New Jersey Avenue SE
Washington, DC 20590

Project Name: Sagamore Bridge Project
Applicant: Massachusetts Department of Transportation
Grant Funding: $371,870,542 ($190,000,000 in FY 24, $90,664,928 in FY 25, $90,664,928 in FY 26)
Estimated Future Eligible Project Costs: $2,143,741,085
Project Description: The project includes the design and construction of the Sagamore Bridge and approaches, improvements to the local roadway connections, and major utility relocation.

Congratulations! The project above was selected to receive an MPDG FY 2023-2024 Mega grant. This letter does not authorize the applicant to incur costs to carry out the project. The execution of a grant agreement will obligate Mega grant funding, making it available to reimburse eligible expenses for the awarded project. Unless authorized by USDOT in writing, any costs incurred prior to that obligation of funds for a project (i.e., "pre-award costs") are ineligible for reimbursement and may be ineligible to count towards non-Federal match requirements. This letter does not authorize pre-award costs to be eligible. Obligation may occur as soon as requirements are met, and the Department expects all Mega funding be obligated by September 30, 2026.

Grantees will receive a prepopulated draft grant agreement from the MPDG Program Office by the end of January, but are also welcome to review the existing reference materials, available here: Mega Grant Implementation | US Department of Transportation.

The USDOT Operating Administration overseeing your project will contact you in the coming weeks regarding next steps to complete the relevant requirements before executing a grant agreement.

If you have any questions about this award, please contact the MPDG Team at mpdgrants@dot.gov .

Sincerely,

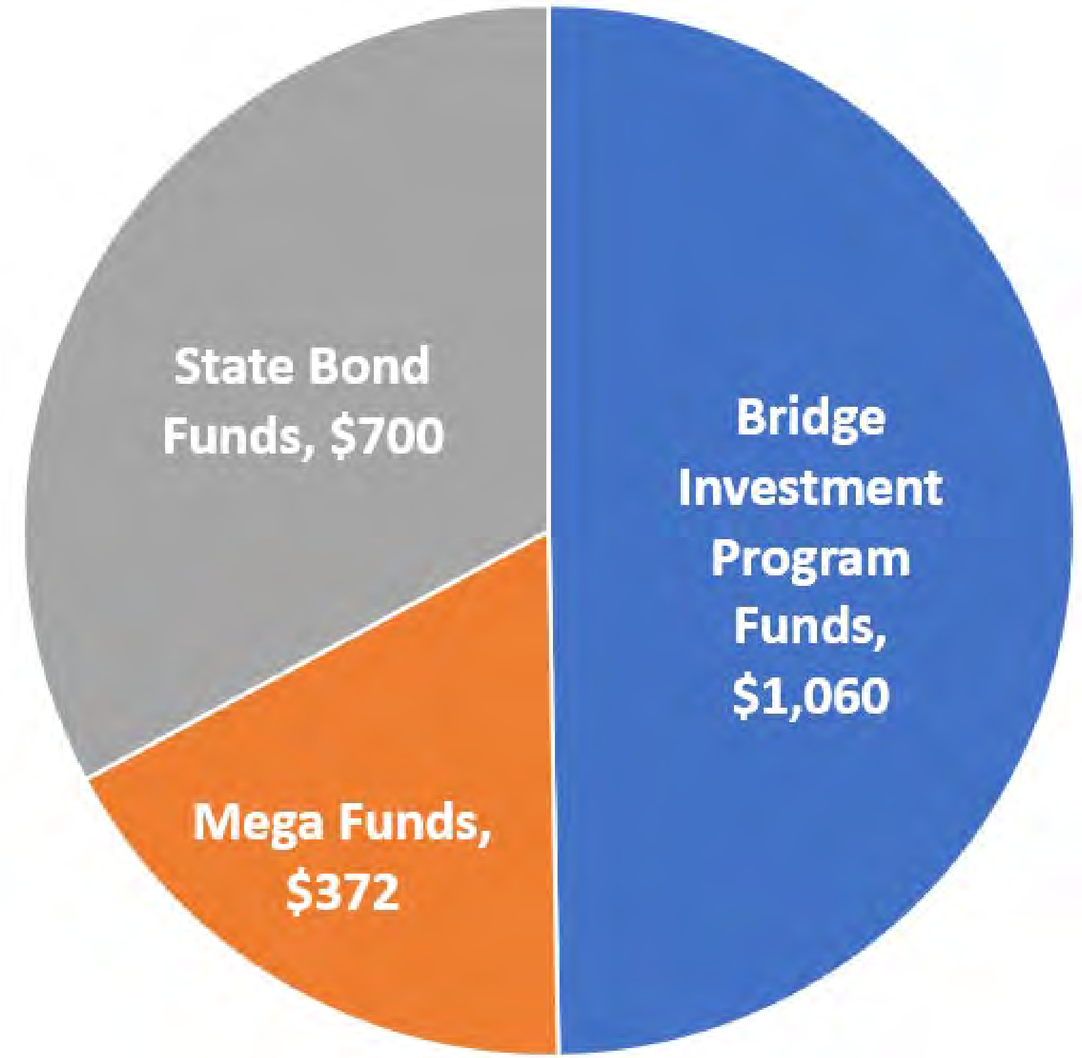
John Augustine

Director, Office of Infrastructure Finance and Innovation
Office of the Secretary

Funding Update

- Mega Funds – $372 Million
- Bridge Investment Program - $1.060 Billion (*PENDING*)
- State Bond Funds - $700 Million
- MassDOT will continue to work with the USACE to identify funding for the Bourne Bridge replacement

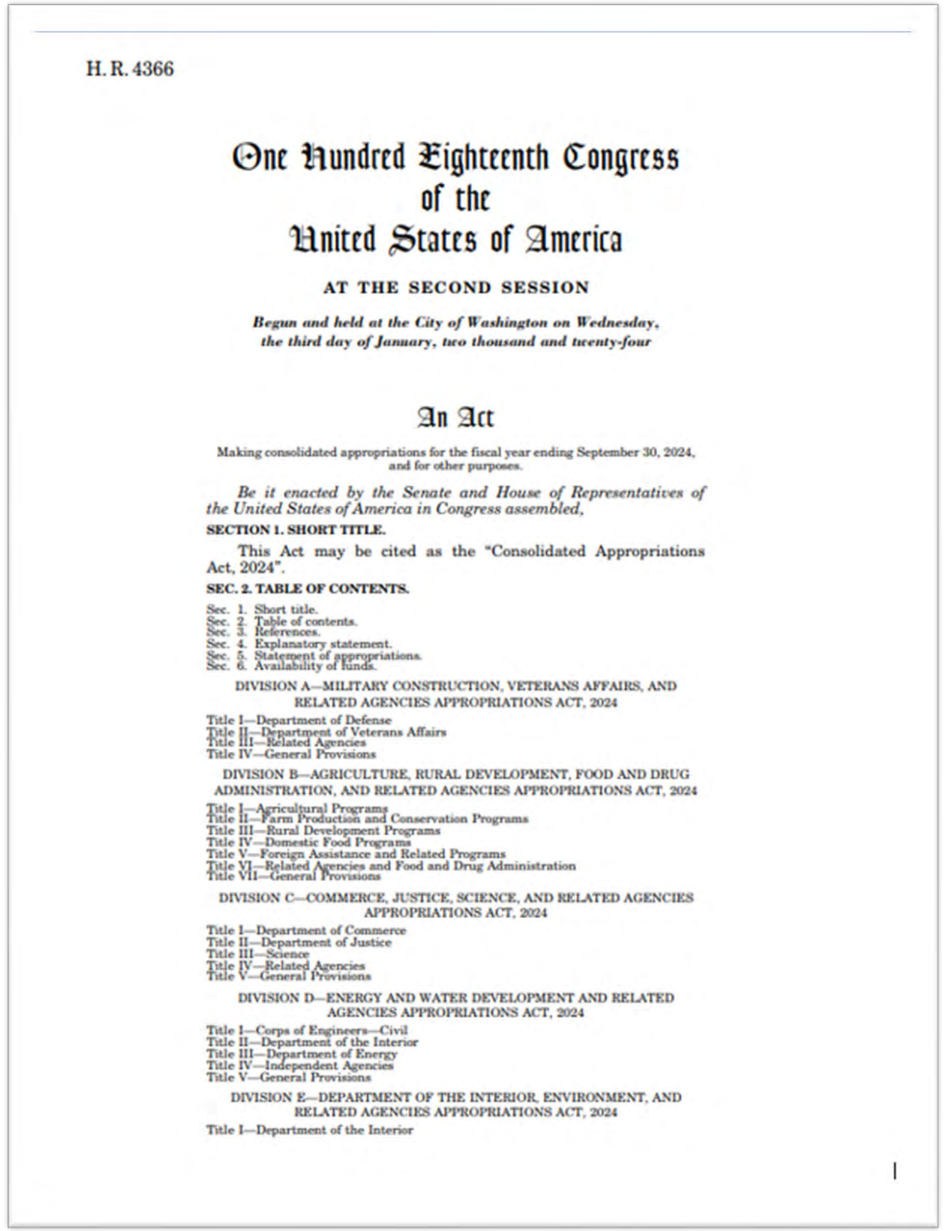
Sagamore Bridge Total Cost $2.131 Billion
(Costs below are in Millions)



MassDOT Massachusetts Department of Transportation Highway Division

Funding Update

- On March 9, 2024, the President signed the Consolidated Appropriations Act of 2024.
- This Act includes $350 Million for the Cape Cod Canal bridges.
- MassDOT will work with USACE and the FHWA to determine the most appropriate mechanism to apply these funds to the overall Cape Cod Bridges Program.
- It is anticipated that a future President's Budget will include an additional $250 Million.



H. R. 4366

One Hundred Eighteenth Congress
of the
United States of America

AT THE SECOND SESSION

Begun and held at the City of Washington on Wednesday, the third day of January, two thousand and twenty-four

An Act

Making consolidated appropriations for the fiscal year ending September 30, 2024, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Consolidated Appropriations Act, 2024".

SEC. 2. TABLE OF CONTENTS.

Funding Update

- On March 25, 2024, the USDOT released a Notice of Funding Opportunity for the FY 2025-2026 Multimodal Project Discretionary Grant (MPDG) Program
- MassDOT intends to submit an MPDG application for the Bourne Bridge Project

NEPA Update

Status of NEPA

- 12/29/22, MassDOT requested FHWA to serve as Lead Federal Agency.
- 01/20/23, FHWA agreed to serve as Lead Federal Agency.
- 08/11/23, FHWA determined an Environmental Impact Statement (EIS) is required.
- 02/29/24, Notice of Intent (NOI) published in Federal Register, including NOI Supplemental Document, and Alternatives Analysis Report. Publication of NOI starts 2-year NEPA process.

MassDOT will combine NEPA & MEPA and publish the DEIS/DEIR in Spring 2025 and the FEIS/FEIR in Spring 2026, with an anticipated decision document in Spring 2026.

Federal Register / Vol. 89, No. 41 / Thursday, February 29, 2024 / Notices 14923

August 25, 2024.—Board's decision becomes effective.

[FR Doc. 2024–04271 Filed 2–28–24; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA–2024–0014]

Notice of Intent To Prepare an Environmental Impact Statement for the Cape Cod Bridges Program in Barnstable County, Massachusetts

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The FHWA in coordination with the Massachusetts Department of Transportation Highway Division (MassDOT) is issuing this Notice of Intent (NOI) to solicit comments and advise the public, agencies, and stakeholders that an Environmental Impact Statement (EIS) will be prepared in accordance with the National Environmental Policy Act (NEPA) to study the potential environmental and related social and economic effects of proposed transportation improvements through the Cape Cod Bridges Program in the town of Bourne, Barnstable County, Massachusetts. The Cape Cod Bridges Program proposes critical transportation infrastructure improvements including replacement of the Bourne and Sagamore highway bridges spanning Cape Cod Canal; reconfiguration of the highway approach networks north and south of Cape Cod Canal to align with the replacement highway bridges; and provision of separated pedestrian and bicycle accommodations along the replacement bridges with connections to the local roadway network. This NOI contains a summary of the information required in the Council on Environmental Quality (CEQ) NEPA regulations. This NOI should be reviewed together with the Supplementary NOI Document, which includes important details about the Cape Cod Bridges Program and complements the information in this NOI. Persons and agencies who may be interested in or affected by the Cape Cod Bridges Program are encouraged to comment on the information in this NOI and the Supplementary NOI Document. All comments received in response to this NOI will be considered and any information presented herein may be revised in consideration of the comments.

DATES: Publication of this NOI initiates a 30-day public comment period. Comments on the NOI or the Supplementary NOI Document are to be received by FHWA through the methods below by April 1, 2024.

ADDRESSES: This NOI and the Supplementary NOI Document are also available in the docket referenced above at *www.regulations.gov* and on the Program website located at *http://www.mass.gov/cape-bridges.* The Supplementary NOI Document will be mailed upon request. Interested parties are invited to submit comments by any of the following methods:

Website: For access to the documents, go to the Federal eRulemaking Portal located at *www.regulations.gov* or the Program website located at *https://www.mass.gov/cape-bridges.* Follow the online instructions for submitting comments.

Mailing address or for hand delivery or courier: Cassandra Ostrander, Program Development Team Leader, Federal Highway Administration, 220 Binney Street, 9th Floor, Cambridge, Massachusetts 02142. Office Hours: Monday through Friday (except Federal holidays) from 8 a.m. to 4:30 p.m.

All submissions should include the agency name and the docket number that appears in the heading of this Notice. All comments received will be posted without change to *www.regulations.gov,* including any personal information provided. A summary of the comments will be included in the Draft EIS (DEIS).

FOR FURTHER INFORMATION CONTACT:

FHWA: Cassandra Ostrander, Program Development Team Leader, Federal Highway Administration, 220 Binney Street,9th Floor, Cambridge, Massachusetts 02142; email: *cassandra.ostrander@dot.gov;* (617) 494–3113.

MassDOT: Bryan Cordeiro, Project Manager, Massachusetts Department of Transportation, 10 Park Plaza, Suite 6340, Boston, Massachusetts 02116; email: *bryan.j.cordeiro@dot.state.ma.us;* (774) 993–9632.

SUPPLEMENTARY INFORMATION: The FHWA and MassDOT are committed to public involvement for this study. The FHWA, as the Lead Federal Agency, and MassDOT, as sponsor and joint lead agency, are preparing an EIS for the Cape Cod Bridges Program to identify, analyze, and disclose the potential prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] 4321, *et seq.*); 23 U.S.C. 139; Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] 1500–1508); FHWA regulations implementing NEPA (23 CFR 771.101–771.139); and applicable Federal, State, and local laws and regulations.

The Supplementary NOI Document provides additional information on the Purpose and Need for the proposed action, alternatives considered, and expected impacts on the human, natural and built environments. The FHWA requests comments and suggestions on the Purpose and Need, study alternatives and impacts, and the identification of any relevant information, studies or analyses of any kind concerning impacts to the quality of the human and natural environment. All public comments received in response to this NOI will be considered, and changes may be made to the study as appropriate.

Program Background

The Bourne and Sagamore Bridges, which were simultaneously built between 1933 and 1935, are two high level, fixed span highway bridges spanning Cape Cod Canal in the town of Bourne, Barnstable County, Massachusetts. The New England District of the U.S. Army Corps of Engineers (USACE) owns, operates, and maintains the Bourne and Sagamore Bridges (collectively referred to as the Cape Cod Canal highway bridges) as part of the Cape Cod Canal Federal Navigation Project. The Cape Cod Canal highway bridges provide the only roadway access for the more than 35 million vehicles that cross Cape Cod Canal each year and serve as the gateway to Cape Cod for more than 250,000 year-round residents of the Cape and Islands (Barnstable, Dukes, and Nantucket counties), and millions of annual visitors to the region during the height of the summer tourist season between Memorial Day and Labor Day. As the only roadway access points between mainland Massachusetts and Cape Cod, and by extension to the islands of Martha's Vineyard and Nantucket via Cape Cod based ferry services, the Cape Cod Canal highway bridges serve as essential routes for general transportation, commerce, tourism, and evacuations in case of emergency. The Cape Cod Canal

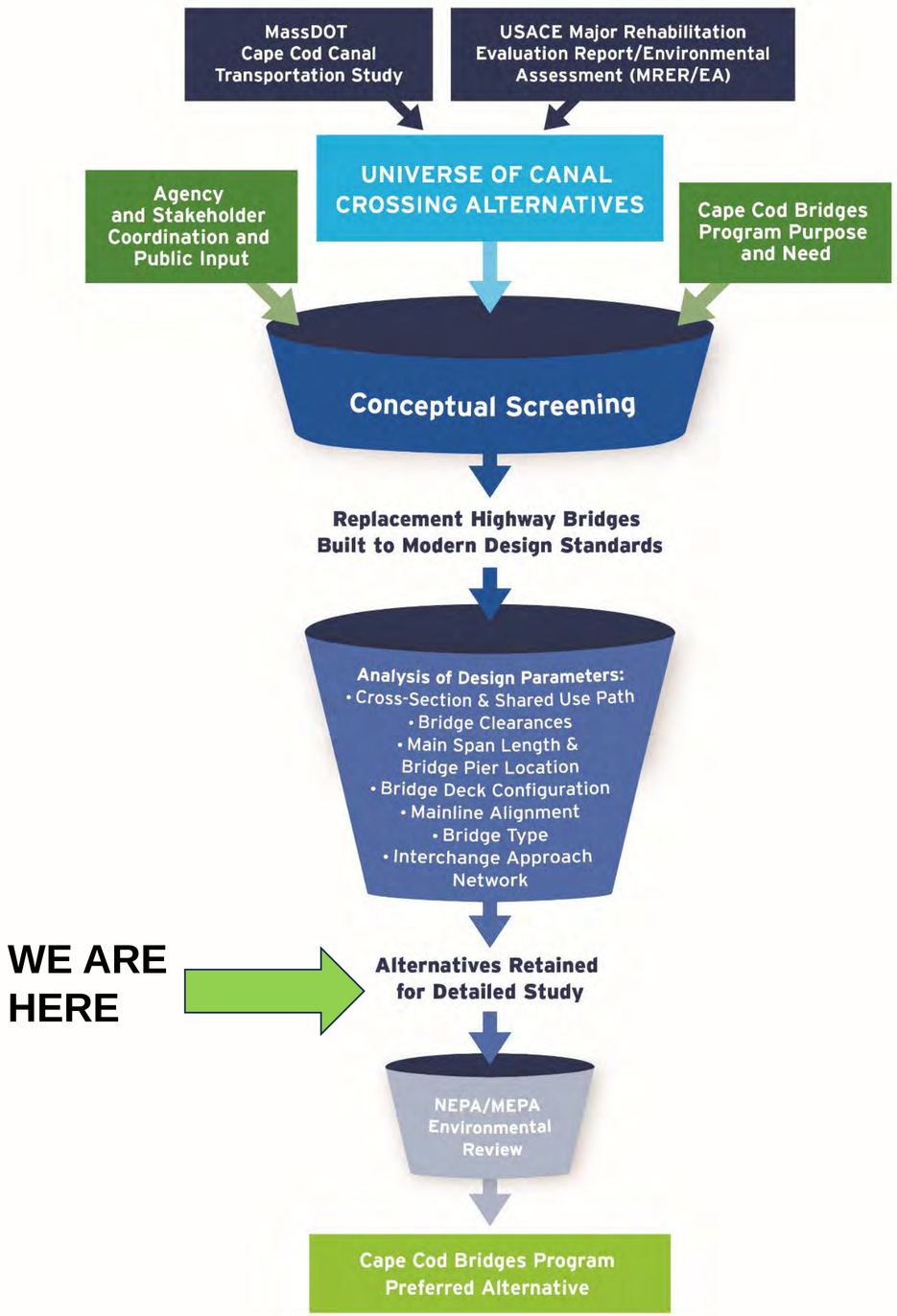
Notice of Intent, February 29, 2024

- Initiates DEIS Scoping Process and Agency and Public Comment Period.

- Presents Overview of Cape Cod Bridges Program:
  - Program Background and Purpose and Need Statement
  - Key resources and expected impacts
  - Summary of direct and indirect effects to be evaluated in DEIS
  - Anticipated Federal and State permits and approvals
  - Schedule
  - Agency coordination and public involvement to date

- Identifies *Build Alternative Retained for Detailed Study* in the DEIS.
- Summarizes the alternatives assessment process occurring to date.

NOI - Alternatives Analysis Process



JUNE 2021 PUBLIC MEETING - PROGRAM HISTORY, MRER, MASSDOT TRANSPORTATION STUDY, PROGRAM NEED

NOVEMBER 2021 PUBLIC MEETING - PROGRAM PURPOSE AND NEED, EXISTING CONDITIONS

NOVEMBER 2022 PUBLIC MEETING – CROSS-SECTION, SHARED USE PATH, BRIDGE TYPE, BRIDGE CONFIGURATION

JANUARY 2023 PUBLIC MEETING - CROSS-SECTION, BRIDGE CLEARANCE, MAINLINE ALIGNMENT LOCATION

MARCH 2023 PUBLIC MEETING - INTERCHANGE APPROACH NETWORK

MAY 2023 OPEN HOUSE - ENF

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Build Alternative Retained for Detailed Study in DEIS:

Replacement Highway Bridges built to modern design standards;

Single pairing of two highway interchange approach options at each Canal crossing.

Design Element	Description
Replacement Highway Bridges	In-Kind Bridge Replacement, updated to comply with Federal and state highway and design safety standards.
Bridge Highway Cross-Section and Shared Use Path	Each replacement highway bridge would provide four 12-foot-wide through travel lanes (two in each direction), two 12-foot-wide entrance/exit (auxiliary) lanes, a 4-foot-wide left shoulder, and a 10-foot-wide right shoulder. Right and left barriers would be offset an additional 2 feet beyond the limits of the shoulders.
	Each crossing location would include one bi-directional pedestrian and bicycle shared-use path (SUP), separated from vehicular traffic by the shoulder and barrier; the width of SUP to be determined as design advances.
Bridge Clearances	Maintain the existing vertical clearance of 135 feet above mean high water (MHW) and account for future SLR.
	Provide a minimum of 500 feet of horizontal channel width to be consistent with existing conditions.
Main Span Length and Bridge Pier Location	Main span length of approximately 700 feet, which would locate the bridge piers at the waterline adjacent to the service road (shoreline piers), into the rip rap slope but above the low tide line.
Bridge Deck Configuration	Each crossing (Bourne and Sagamore) would have two separate decks (twin structures).
Bridge Type	Twin Tied Arch Bridges with Delta Frames supporting an approximate 700-foot mainline span.
Mainline Alignment	Fully Offline Inboard Mainline Alignment. Both barrels of the replacement highway bridge would be located fully outside the footprint of the existing bridge, approximately 10 feet apart and parallel to each other, and on the side of the canal between the existing Bourne Bridge and Sagamore Bridge.
Highway Interchange Approach Network	One recommended highway interchange approach option for each quadrant (Bourne North, Bourne South, Sagamore North, Sagamore South).

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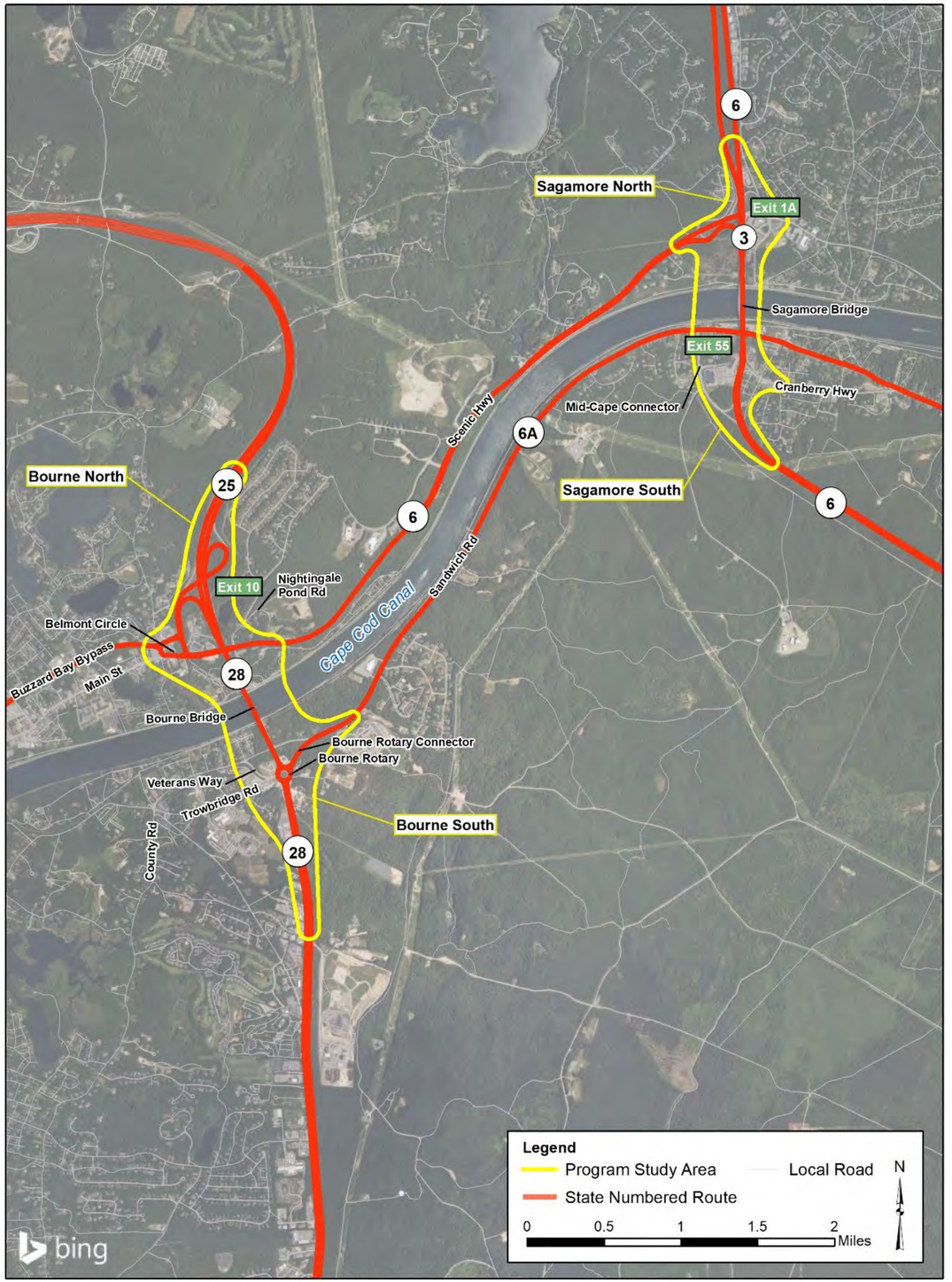
Assessment of Highway Interchange Options

Recap: Conceptual Screening of Interchange Highway Approach Concepts

- Using the 2017 Cape Cod Canal Area Transportation Study as the starting point, MassDOT identified 80 highway interchange approach concepts for the Bourne and Sagamore Program Study Areas.
- Conceptual screening was conducted according to feasibility and reasonability.
- Screening resulted in nine active options for the Bourne Program Study Area and 13 active options for the Sagamore Program Study Area for a more advanced Initial Assessment.



Recap: Highway Interchange Approach Options Assessment Process

- **Initial Assessment:** MassDOT's Initial Assessment of 22 options relative to the Highway Design Evaluation Criteria resulted in 10 options for a Detailed Assessment.

- **Detailed Assessment:** MassDOT will conduct a detailed assessment of the 10 options related to the following Program Needs identified in the Purpose and Need Statement:
  - Operations;
  - Geometric/Safety;
  - Multi-Modal Accommodations; and
  - Maintenance/Structural.

  MassDOT's detailed assessment may also include performance measures related to Program Goals and Objectives.

- **Options Retained for Detailed Study:** MassDOT will identify one single interchange pairing for each Canal crossing as the **Options Retained for Detailed Study** in the DEIS/DEIR.

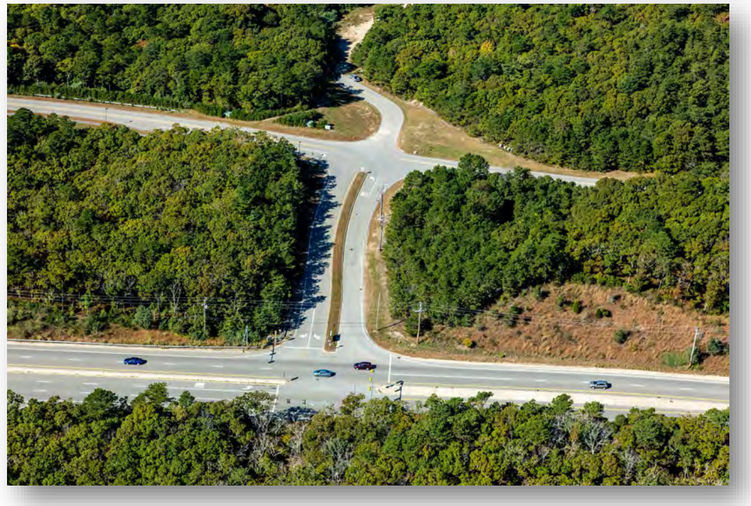
Program Study Area	Option	Summary Description
Bourne North	BN-6.1	Like the existing interchange configuration, modified to meet the offset mainline while adding a new northbound on-ramp directly from Scenic Highway east of the mainline.
	BN-13.1	Builds upon Alternative BN-6.1 and adds a connection from Route 25 southbound off-ramp directly to Scenic Highway.
	BN-14.4b	Like Alternative BN-13.1 and provides a combination of direct connection ramps between Route 25 and Route 6.
Bourne South	BS-2	Replaces the existing Bourne Rotary with a grade separated diamond interchange.
	BS-2.2	Replaces the existing Bourne Rotary with a grade separated single point interchange configuration.
Sagamore North	SN-1A	Like the existing interchange ramp configurations with modifications to support the relocated Route 3 alignment.
	SN-8A	Like Alternative SN-1A but provides a single exit point from a relocated Route 3.
Sagamore South	SS-1	Modifies ramp alignments to accommodate the relocated Route 6 mainline while largely maintaining the existing ramp configurations. Extends Cranberry Highway under Route 6 to provide a connection to Mid-Cape Connector.
	SS-1.1	Provides the same interchange configuration as Alternative SS-1 but eliminates the Cranberry Highway Extension.
	SS-3.1A	Like Alternative SS-1 but relocates the northbound on-ramp so it shares the same entrance point as the southbound on-ramp off the Mid-Cape Connector.

Proposed Detailed Assessment of Highway Interchange Approach Options: Purpose & Need Evaluation Criteria – Operations

Program Need	Evaluation Criteria
Operations	Assess impact on regional traffic operations
	Reduce congestion on mainline, ramps, and local roads
	Reduce regional travel times
	Reduce local travel times
	Improve cross-canal mobility
	Minimize queue spillback onto the highway
	Separate local and regional traffic

Proposed Detailed Assessment of Highway Interchange Approach Options: Purpose & Need Evaluation Criteria – Geometrics/Safety

Program Need	Evaluation Criteria
Geometrics/Safety	Minimize weaving movements
	Minimize high-speed merges
	Minimize wrong-way driving risk
	Assess flexibility to achieve target speed on local corridors
	Minimize complexity of decision points
	Evaluate spacing between entrance and exit ramps
	Minimize acceleration/deceleration speed variances
	Reduce vehicular/pedestrian/bicycle conflict points
	Assess design relative to driver expectations



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Proposed Detailed Assessment of Highway Interchange Approach Options: Purpose & Need Evaluation Criteria – Multi-Modal Accommodations

Program Need	Evaluation Criteria
Multi-Modal Accommodations	Improve pedestrian/bicycle access to local roads
	Improve pedestrian/bicycle access to existing trail facilities
	Enhance pedestrian/bicycle experience
	Improve pedestrian/bicycle connections at ramp terminals
	Reduce Shared Use Path grade at bridge approaches
	Increase pedestrian/bicycle accommodations in Program Study Area
	Improve pedestrian/bicycle access to transit facilities

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Proposed Detailed Assessment of Highway Interchange Approach Options: Purpose & Need Evaluation Criteria – Maintenance/Structural

Program Need	Evaluation Criteria
Maintenance/Structural	Minimize risk of disruptive maintenance on existing bridges
	Implement most efficient and simplest structural system to accommodate the interchange ramps

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Proposed Detailed Assessment of Highway Interchange Approach Options: Program Goals and Objectives

Goals	Objectives
Maintain and Improve the Socioeconomic Fabric of the Surrounding Community	Minimize residential property impacts, including acquisitions and displacement
	Minimize commercial property impacts, including acquisitions and displacement
	Improve access to commercial properties
	Improve neighborhood accessibility to community facilities & services
	Improve neighborhood cohesion
	Avoid disproportionate adverse impact to Environmental Justice (EJ) populations
	Minimize construction period effects upon the traveling public
	Avoid and/or minimize effects to parks, open space, and recreational facilities

Proposed Detailed Assessment of Highway Interchange Approach Options: Program Goals and Objectives

Goals	Objectives
Preserve and Protect Natural Resources	Minimize effects to Areas of Critical Environmental Concern (ACEC)
	Minimize effects to wildlife habitats
	Maintain floodplain functions
	Maintain wetland and surface water buffers

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Proposed Detailed Assessment of Highway Interchange Approach Options: Program Goals and Objectives

Goals	Objectives
Enhance the Resiliency and Sustainability of the Built Environment	Minimize air quality effects
	Minimize land alteration and reduction in tree cover
	Minimize vulnerability to flooding
	Manage stormwater
	Maintain consistency with existing local and regional land use plans

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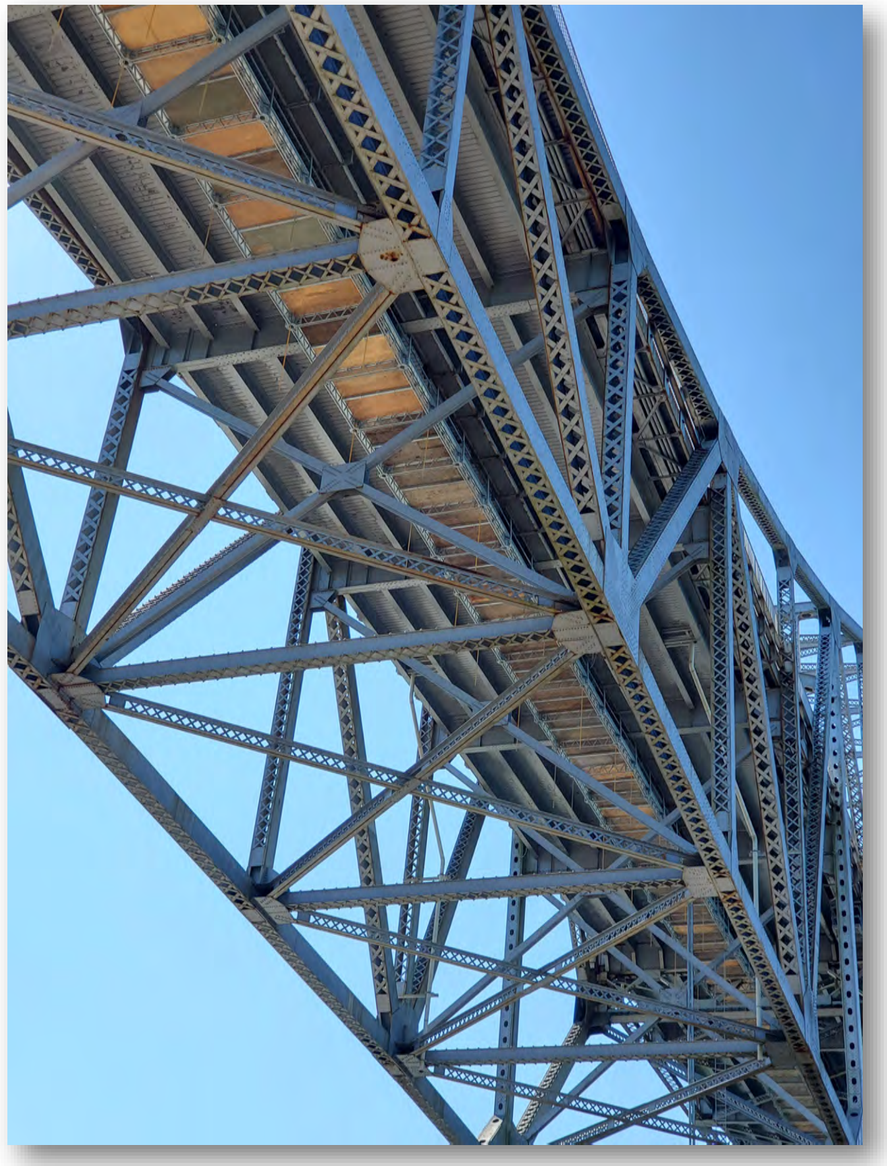
Proposed Detailed Assessment of Highway Interchange Approach Options: Program Goals and Objectives

Goals	Objectives
Maximize Constructability	Minimize the construction duration
	Maintain existing connections during construction



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Proposed Detailed Assessment of Highway Interchange Approach Options: Program Goals and Objectives

Goals	Objectives
Facilitate Emergency Response	Improve emergency evacuation capabilities from Cape Cod and the islands to mainland Massachusetts
	Improve emergency response

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Proposed Detailed Assessment of Highway Interchange Approach Options: Program Goals and Objectives

Goals	Objectives
Costs	Maximize construction cost effectiveness

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Schedule

Schedule for the Sagamore Bridge Project

Winter 2024

NEPA Notice of Intent Published in the Federal Register

Spring 2025

Draft EIS Published the Federal Register

Winter 2026

Final EIS/ROD Issued

Spring 2026

State and Federal Permits Complete

Summer 2026

Preliminary Design Complete

Fall 2026

Draft Request for Proposals for Design Build Contract Issued

Winter 2027/2028

Design Build Notice to Proceed Issued

Winter 2034

Substantial Completion of Construction

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Bridge Update

Bridge Update

*Conceptual Rendering. Final design activities will conclude during the design-build phase.

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Next Steps

Next Steps

- Open House on May 13, 2024
  - At the Bourne Veteran's Memorial Community Center
  - From 12 p.m. to 3 p.m., and 5 p.m. to 8 p.m.

- Conclude NEPA EIS Scoping May 31, 2024

- Continue to seek funding for the Bourne Bridge

How will we keep you informed?

Communications

For General Information, Visit the Project Website:
www.mass.gov/cape-bridges

To Leave a Comment Online, Visit:
https://tinyurl.com/capecomment

To Submit a Comment by Mail, Write to:
Carrie Lavallee, P.E., Chief Engineer
Suite 6340, 10 Park Plaza, Boston, MA 02116,
Attention: Project Management, Project File No. 608020

or Email:

MassDOTMajorProjects@dot.state.ma.us

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Questions and Discussion

Questions and Answers

- “Raise your hand” to be unmuted for verbal questions; *9 for attendees calling into the meeting

- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn

- Submit your questions and comments using the Q&A button (Alt + H)

- Please state your name before your question

- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate

- Please take a few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting

All questions and comments are subject to disclosure for public records. Please use these functions for project related business only.

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Communications

For General Information, Visit the Project Website:
www.mass.gov/cape-bridges

To Leave a Comment Online, Visit:
https://tinyurl.com/capecomment

To Submit a Comment by Mail, Write to:
Carrie Lavallee, P.E., Chief Engineer
Suite 6340, 10 Park Plaza, Boston, MA 02116,
Attention: Project Management, Project File No. 608020

or Email:

MassDOTMajorProjects@dot.state.ma.us

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Thank You

Cape Cod Bridges Program

April 25, 2024

Project File No. 608020