



November 17, 2021

Nicholas Moreno
Executive Director
Boston Conservation Commission
1 City Hall Square
Boston, MA 02201

**Re: Intersection improvements at G and I Streets
Day Boulevard
Boston, MA**

Dear Mr. Moreno and Boston Conservation Commission,

The Department of Conservation and Recreation (DCR) is submitting to the Boston Conservation Commission the attached Request for Determination of Applicability (RDA), in accordance with the provisions of the Wetlands Protection Act and its regulations (WPA) and the Boston Wetlands Protection Ordinance and its regulations (Ordinance).

The proposed project involves signal and crossing improvements to intersections on William J. Day Boulevard, within the 100-foot buffer zone to coastal beach and in land subject to coastal storm flowage. Impacts are minor and/or temporary in nature and limited to in-kind repairs, within the existing footprint and grade of the roadway and sidewalks. DCR respectfully requests the Boston Conservation Commission find this proposal adequately protective of the public interests identified in the WPA and issue a Negative Determination for the proposed Project as currently designed.

DCR also requests that the Commission accept for this project only that the Ordinance's abutter notification provisions would not apply to this RDA. The WPA does not require abutter notifications for this RDA. Based on a GIS assessment, the abutter notifications to all abutters within 300-feet of the project results in 379 abutters that DCR would need to notify by certified mail. This effort would involve 2-1/2 workdays of staff time plus \$1,700.00 in postage. With remote work still in place at DCR, the agency does not have the in-office staff resources to perform this work. We believe, and ask that the Commission accept, that compliance with this local requirement should not be necessary here as it would have "more than a negligible effect on [DCR's] ability to perform an essential government function" consistent with the Supreme Judicial Court's opinions on this issue.

Thank you for your attention to this matter.

Sincerely,

Elizabeth Gorda
Environmental Permitting Assistant
Department of Conservation and Recreation

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS
Department of Conservation and Recreation
251 Causeway Street, Suite 600
Boston, MA 02114-2199
617-626-1250 617-626-1351 Fax
www.mass.gov/dcr



Charles D. Baker
Governor

Karyn E. Polito
Lt. Governor

Kathleen A. Theoharides, Secretary
Executive Office of Energy & Environmental Affairs

Stephanie C. Cooper, Acting Commissioner
Department of Conservation & Recreation



Request for Determination of Applicability

Day Boulevard Intersection Improvements
Day Boulevard, Boston, MA

November 2021



Massachusetts Department of Environmental Protection

Bureau of Resource Protection - Wetlands

Boston

City/Town

WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

A. General Information

Important:

When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



1. Applicant:

Jason Santos, Director of Transportation, DCR

jason.santos@mass.gov

Name

E-Mail Address

251 Causeway St., Ste. 600

Mailing Address

Boston

MA

02114

City/Town

State

Zip Code

617-719-5822

Phone Number

Fax Number (if applicable)

2. Representative (if any):

MA Dept. of Conservation & Recreation

Firm

Elizabeth Gorda

elizabeth.gorda@mass.gov

Contact Name

E-Mail Address

251 Causeway St., Ste. 600

Mailing Address

Boston

MA

02114

City/Town

State

Zip Code

503-544-5842

Phone Number

Fax Number (if applicable)

B. Determinations

1. I request the Boston Conservation Commission make the following determination(s). Check any that apply:

- checkbox a. whether the area depicted on plan(s) and/or map(s) referenced below is an area subject to jurisdiction of the Wetlands Protection Act.
checkbox b. whether the boundaries of resource area(s) depicted on plan(s) and/or map(s) referenced below are accurately delineated.
checkbox c. whether the work depicted on plan(s) referenced below is subject to the Wetlands Protection Act.
checkbox d. whether the area and/or work depicted on plan(s) referenced below is subject to the jurisdiction of any municipal wetlands ordinance or bylaw of:

Boston

Name of Municipality

- checkbox e. whether the following scope of alternatives is adequate for work in the Riverfront Area as depicted on referenced plan(s).



WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

C. Project Description

1. a. Project Location (use maps and plans to identify the location of the area subject to this request):

William J. Day Boulevard
Street Address

Boston
City/Town

Assessors Map/Plat Number

Parcel/Lot Number

- b. Area Description (use additional paper, if necessary):

Please see attached narrative.

- c. Plan and/or Map Reference(s):

Day Boulevard Intersection Improvements	
Title	Date
Title	Date
Title	Date

2. a. Work Description (use additional paper and/or provide plan(s) of work, if necessary):

Please see attached.



WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

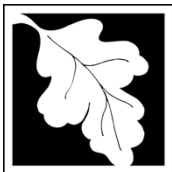
C. Project Description (cont.)

b. Identify provisions of the Wetlands Protection Act or regulations which may exempt the applicant from having to file a Notice of Intent for all or part of the described work (use additional paper, if necessary).

3. a. If this application is a Request for Determination of Scope of Alternatives for work in the Riverfront Area, indicate the one classification below that best describes the project.

- Single family house on a lot recorded on or before 8/1/96
- Single family house on a lot recorded after 8/1/96
- Expansion of an existing structure on a lot recorded after 8/1/96
- Project, other than a single-family house or public project, where the applicant owned the lot before 8/7/96
- New agriculture or aquaculture project
- Public project where funds were appropriated prior to 8/7/96
- Project on a lot shown on an approved, definitive subdivision plan where there is a recorded deed restriction limiting total alteration of the Riverfront Area for the entire subdivision
- Residential subdivision; institutional, industrial, or commercial project
- Municipal project
- District, county, state, or federal government project
- Project required to evaluate off-site alternatives in more than one municipality in an Environmental Impact Report under MEPA or in an alternatives analysis pursuant to an application for a 404 permit from the U.S. Army Corps of Engineers or 401 Water Quality Certification from the Department of Environmental Protection.

b. Provide evidence (e.g., record of date subdivision lot was recorded) supporting the classification above (use additional paper and/or attach appropriate documents, if necessary.)



WPA Form 1- Request for Determination of Applicability

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

D. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Request for Determination of Applicability and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge.

I further certify that the property owner, if different from the applicant, and the appropriate DEP Regional Office were sent a complete copy of this Request (including all appropriate documentation) simultaneously with the submittal of this Request to the Conservation Commission.

Failure by the applicant to send copies in a timely manner may result in dismissal of the Request for Determination of Applicability.

Name and address of the property owner:

Priscilla Geigis - Deputy Commissioner for Conservation and Resource Stewardship
 Name
 251 Causeway St. Ste. 600
 Mailing Address
 Boston
 City/Town
 MA
 State

02114
 Zip Code

Signatures:

I also understand that notification of this Request will be placed in a local newspaper at my expense in accordance with Section 10.05(3)(b)(1) of the Wetlands Protection Act regulations.

Jason Santos
 Signature of Applicant

10/8/2021
 Date

Elizabeth Gorda
 Signature of Representative (if any)

10/06/2021
 Date

Table of Contents

Project Narrative	2
Site Description.....	2
Project Description.....	2
Best Management Practices and Impact Minimization.....	2
Proposed Work.....	3
Work Description.....	4
Resource Areas.....	5
Land Subject to Coastal Storm Flowage.....	5
Existing Condition	5
Anticipated Project Impacts	5
100-Foot Buffer Zone to Coastal Beach	5
Existing Condition	5
Anticipated Project Impacts	5
Climate Change Impacts & Resilience.....	6
Conclusion	6
Appendix A. Maps and Figures	7
Figure 1. Locus	8
Figure 2. Flood Insurance Rate Map.....	9
Figure 3. WPA Resource Areas – G Street Intersection	10
Figure 4. WPA Resource Areas – I Street Intersection.....	11
Appendix B. Representative Site Photographs.....	12
Appendix C. Site Plans	17
Figure 5. Construction Plan Legend.....	18
Figure 6. Construction Plan - G Street Intersection	19
Figure 7. Construction Plan - I Street Intersection.....	20

Project Narrative

The Massachusetts Department of Conservation & Recreation (DCR) is proposing signal and crossing improvements to two intersections to enhance public safety and usability in South Boston. Intersection improvements will be made where G Street intersects Columbia Road and William J. Day Boulevard, and where I Street intersects Columbia Road and William J. Day Boulevard. The purpose of this project is to support public safety and facilitate vehicular transportation. Portions of the project site are located within land subject to coastal storm flowage and the 100-ft buffer zone of coastal beach. However, there will be no increase to impervious surface area nor new impacts to the resource areas as a result of the proposed reclaim and repave project.

Site Description

The project site consists of portions of Day Boulevard, an existing asphalt roadway, as well as adjacent sidewalks and existing curb. Day Boulevard and its relevant intersections have existed as paved roads since at least 1955, predating the Wetlands Protection Act. All wetland resource areas are located to the south of both intersections.

Project Description

Intersection improvements include the installation of traffic signals, traffic signals equipment, removal/replace traffic signals appurtenances like signal controller, signal controller cabinets, signal heads, wiring, vehicles detection system (loops/video cameras), signal posts, signal mast-arms, pedestrian signals including Audible Pedestrian Signal (APS) pushbuttons/countdown timers, conduits, pull boxes, or any other signal items. The proposed improvements will also include construction of bump-outs (curb extension), reconstruction of sidewalks and wheelchair ramps within the intersection, pavement markings and regulatory signage, milling and paving of deteriorated pavement and drainage and other utility structures adjustment/relocation within the intersection.

Work shall consist of furnishing and installing, repairing, replacing, removing or salvaging some traffic signals equipment, signage, electrical equipment on structures, installation of new traffic signal cabinet foundation, new foundations for ground mounted traffic signal post, bike ramps, wheelchair ramps, trench to install traffic signal conduits, repour concrete sidewalks, and pavement markings.

<u>Equipment:</u>
• Backhoe/Excavator
• Skid Steer
• Sweeper
• Paving machine
• Hydrostatic rollers
• Thermoplastic kettle truck
• “mini mac”

Best Management Practices and Impact Minimization

Straw wattles with natural fiber netting¹ will be placed along roadway edges prior to the start of the project. Catch basin protection devices will be installed for any catch basins within 100 feet of the project site.

¹ Or other sedimentation control measures as conditioned by the Boston Conservation Commission and discussed during a Boston Conservation Commission / DCR joint field evaluation.

These sedimentation controls will be removed upon completion of the project. The thermoplastic kettle truck and mini-mac will be driven to and from the construction site. No vehicles or materials will be stored within the resource area(s) or buffer zone(s), and vehicles will be fueled off-site.

<u>Proposed Work</u>	<i>G Street and Columbia Road (#)</i>	<i>G Street and Day Boulevard (#)</i>	<i>I Street, Columbia Road and Day Boulevard (#)</i>
Replacing existing pedestrian signals with new 16-inch pedestrian signal housing and modulus with countdown and all mounting brackets.	Four (4)	Four (4)	Two (2; new installations)
Replacing the existing pedestrian push buttons with Audible Pedestrian Signal (APS) push/call buttons.	Four (4)	Three (3)	Two (2; new installations)
Replacing 10-foot traffic signal poles and cast aluminum bases.	Three (3)	Three (3)	One (1)
Replacing – section signal heads and sleep fitter mountings.	Five (5)	n/a	n/a
Installation of reflective backplates for 4-section signal heads.	n/a	Two (2)	
Installation of reflective backplates for 3-section signal heads.	Seven (7)	Seven (7)	Four (4)
Reconstruction of wheelchair ramps.	Three (3; including a new one at the south west corner)	One (1)	n/a
Replacing precast traffic signal post foundations.	n/a	Three (3)	n/a
Replacing 8 feet pedestrian signal post and cast aluminum base.	n/a	One (1)	n/a
Replacing 3-section signal heads with new slip fitter/brackets.	n/a	Two (2)	Four (4; Two (2) mast-arm overhead mount; One (1) mast-arm pole mount; One (1) ground pole mounted with slip fitter)

Proposed Work (continued)

	<i>G Street and Columbia Road (#)</i>	<i>G Street and Day Boulevard (#)</i>	<i>I Street, Columbia Road and Day Boulevard (#)</i>
Replacing 4-section signal heads with new slip fitter/brackets.	n/a	Two (2)	n/a
Clean out all handholes.	n/a	All	n/a
Re-splice wiring at all bases.	n/a	All	n/a
Raise concrete foundation interior of cabinet to a minimum of 18 inches above the ground, extending conduits and filling with concrete and reseal bottom of cabinet.	n/a	One (1)	n/a
Trench and replace conduit, in-kind	As Needed	As Needed	As Needed
Installation of new concrete foundation for controller cabinet.	n/a	n/a	One (1)
Replacing the controller cabinet to “P” type.	n/a	n/a	One (1)
Installation of a new ground mounted traffic signal (10-foot signal post along 3-section signal head).	n/a	n/a	One (1)
Replacing existing type “SO” wire in mast-arm with new wiring.	n/a	n/a	One (1)
Check pedestrian signal timing (update as necessary to meet the current specifications).	n/a	n/a	All

Work Description

The proposed project will occur in three phases. During phase one, the contractor, along with a DCR Resident Engineer, will prepare the site by clearing and grubbing at the intersections, setting up work limits, mobilizing construction equipment, furnishing materials, and contacting dig-safe. Massachusetts State Police detail will be required to control traffic and pedestrian movements within the work zone.

During phase two, the proposed work will include excavation to remove and install new traffic signal foundations, new conduits, and to reconstruct three existing wheelchair ramps and install one new ramp (figures 6 & 7). At the location of all proposed wheelchair ramps, two feet from the face of the curb will be sawcut to provide room for removal and installation of a granite curb for the ramps.

At the G Street intersection, the foundation of the existing traffic signal cabinet will be raised to 18 inches above ground to meet current standards (figure 6).

At the I Street intersection, the existing traffic signal cabinet will be removed, and a new traffic signal cabinet will be installed on a new concrete foundation outside of all resource areas (figure 7). An area of the sidewalk will be excavated to install approximately 45 linear-feet of electrical conduit. The impacted sidewalk will be re-poured, and a bike ramp will be installed. Excavation at I Street will be done by hand to minimize the impact of the adjacent tree. A mill and overlay to include wedge course (a thin layer of pavement) may be required to correct cross slope and drainage where the reconstructed wheelchair ramps meet the existing pavement, and to remove existing pavement markings.

During phase three, the contractor will clean up the work site, re-do any line striping, paint crosswalks at existing crossings, and restore the site to match existing conditions.

Resource Areas

As previously noted, project activities will occur within land subject to coastal storm flowage (LSCSF) and the 100-foot buffer zone to coastal beach. Resource areas and their buffer zones are depicted in Figures 3 & 4.

Land Subject to Coastal Storm Flowage

Existing Condition

At the I Street intersection, 422 square-feet of the proposed work is located within LSCSF. All these areas are categorized by FEMA as “AE” flood zones. Stormwater management in these areas consist of catch basins located within the roadway which is confined by curb on all sides. None of the proposed work at the G Street intersection is located within LSCSF.

Anticipated Project Impacts

Only the existing asphalt roadway, curb, and sidewalks will be impacted in the course of the project. No material staging nor vehicle storage will occur within LSCSF. There are no proposed changes to stormwater management and the proposed project will maintain the existing impervious surfaces, all impervious areas will neither be decreased nor increased. Proper erosion and sediment controls will be implemented during the project.

100-foot Buffer Zone to Coastal Beach

Existing Condition

Both the intersections at G street and I street are located within the 100-foot buffer zone to coastal beach. At the G Street intersection, 410 square-feet of the proposed work is located within the 100-foot buffer zone. At the I street intersection, 422 square-feet of the proposed work is located within the 100-foot buffer zone.

Anticipated Project Impacts

Some of the proposed activities are consistent with the minor activities described in 310 CMR 10.02(2)(b)2.p: “ Pavement repair, resurfacing, and reclamation of existing roadways within the right-of-way configuration provided that the roadway and shoulders are not widened, no staging or stockpiling of materials, all disturbed road shoulders are stabilized within 72 hours of completion of the resurfacing or reclamation, and no work on the drainage system is performed, other than adjustments and/or repairs to respective structures within the roadway...”.

All proposed activities will occur in-kind within the existing footprint and grade of the roadway and there will be no new impacts to the resource areas as a result of the proposed project. During the proposed work, any extracted earth will be properly disposed of off-site, and proper sedimentation controls will be installed. All equipment and materials will be staged in a designated area outside of the resource area(s) and buffer zone(s). Any staged equipment and materials will be encircled by erosion controls and covered with tarps, as necessary.

Climate Change Impacts & Resilience

The Department of Conservation and Recreation (DCR) is assessing park facilities, and the natural resources & cultural resources under DCR management, related to climate change vulnerability and resilience. The Department is working proactively to enhance climate change resilience via conservation land protection, ecological restoration initiatives such as invasive species management, and updates for design standards that will support best construction and management practices.

However, the work activities associated with this project will be focused on improvements to the existing intersections and repaving areas of deteriorating pavement, to support public safety and facilitate vehicular transportation. There will be a no-net change in impervious surface, and no impact on resiliency related to sea level rise nor increasing storm frequency.

Conclusion

Although portions of the Project will occur within LSCSF and the 100-foot buffer zone of salt marsh, coastal bank, and/or tidal flat, the proposed Project:

- Will avoid disturbance and alteration of existing resources by resurfacing the existing paved surfaces of Day Boulevard – a paved road that predates the Wetlands Protection Act; and
- Will utilize appropriate BMPs to protect wetland resource areas from sedimentation and soil disturbance during project activities.

Therefore, DCR respectfully requests the Boston Conservation Commission find this proposal adequately protective of the public interests identified in the WPA and issue a Negative Determination for the proposed Project as currently designed.

Appendix A. Maps and Figures

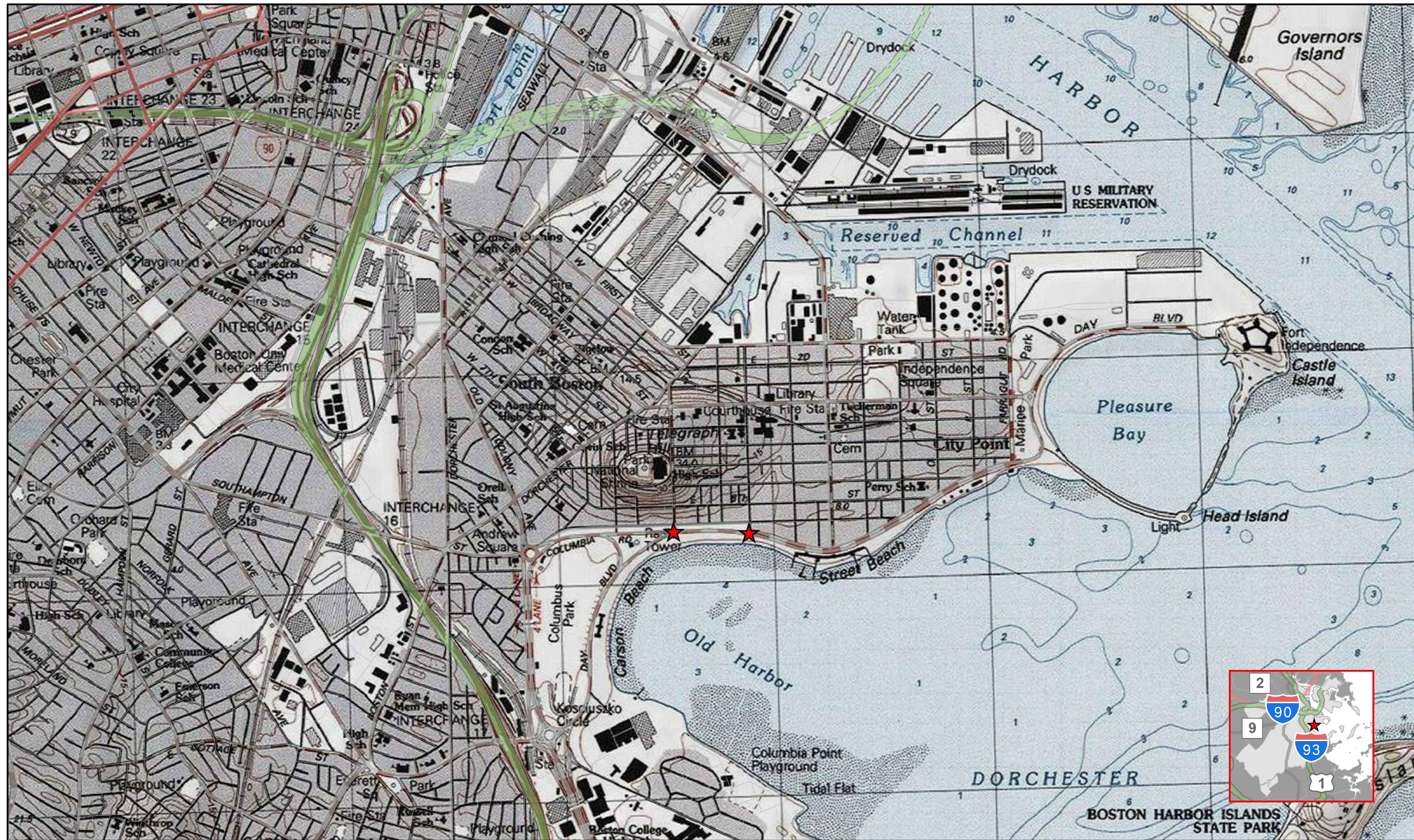
Locus

Flood Insurance Rate Map

WPA Resource Areas – G Street Intersection

WPA Resource Areas – I Street Intersection

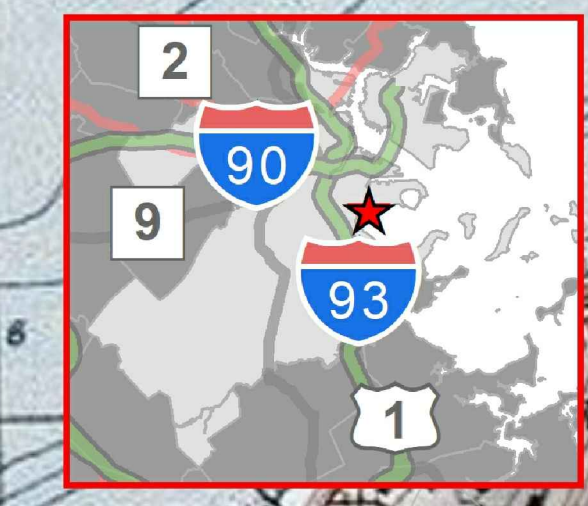
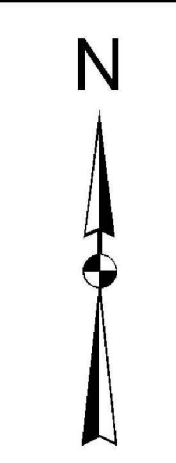
Figure 1: Locus Map



Intersection and Signal Improvements Locus: *G and I Street Intersections with Columbia Rd and William J. Day Blvd*

★ = Intersections

1:24,000



dcr
Massachusetts



Created: February 8, 2021
Author: Casey R. Duggan
Sources: ESRI, MassGIS, DCR

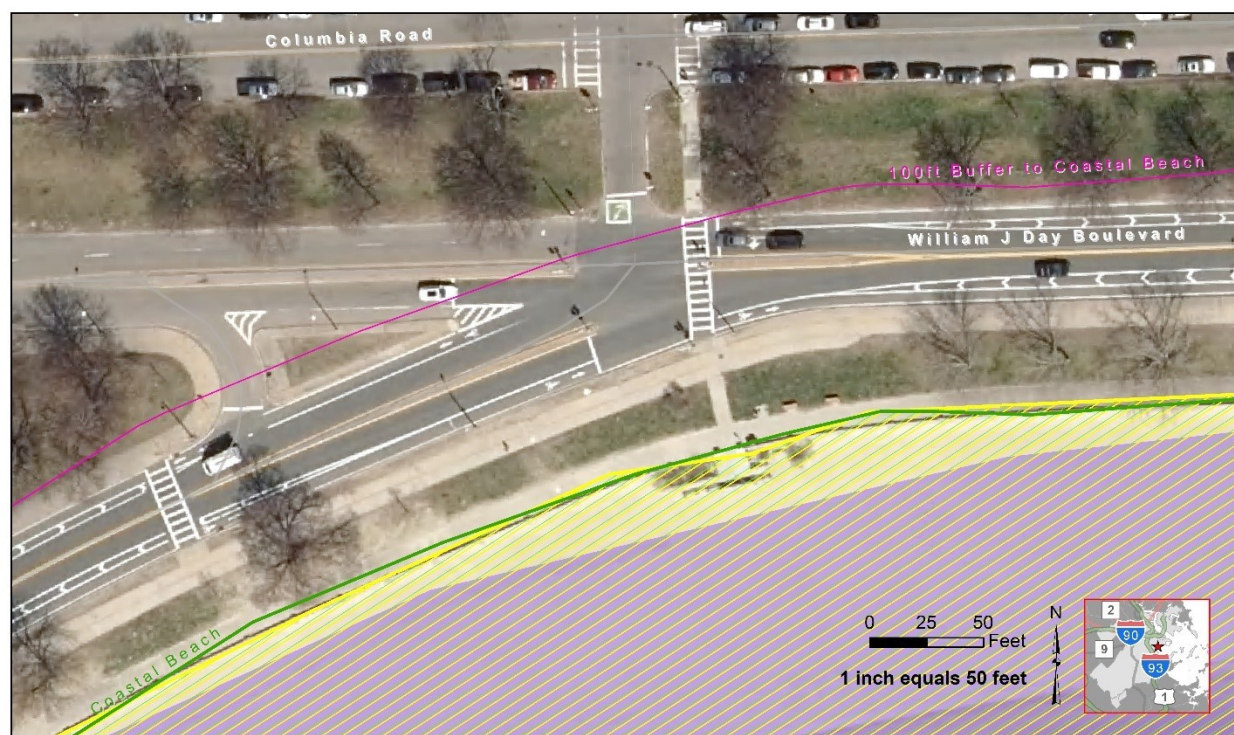








Figure 3: **Intersection and Signal Improvements:**
G Street, Intersection with Columbia Rd and William J. Day Blvd

Legend

-  Coastal Beach
-  100ft Buffer to Coastal Beach
-  NHESP Priority Habitats of Rare Species
-  NHESP Estimated Habitats of Rare Wildlife
-  AE: 1% Annual Chance of Flooding, with BFE
-  VE: High Risk Coastal Area



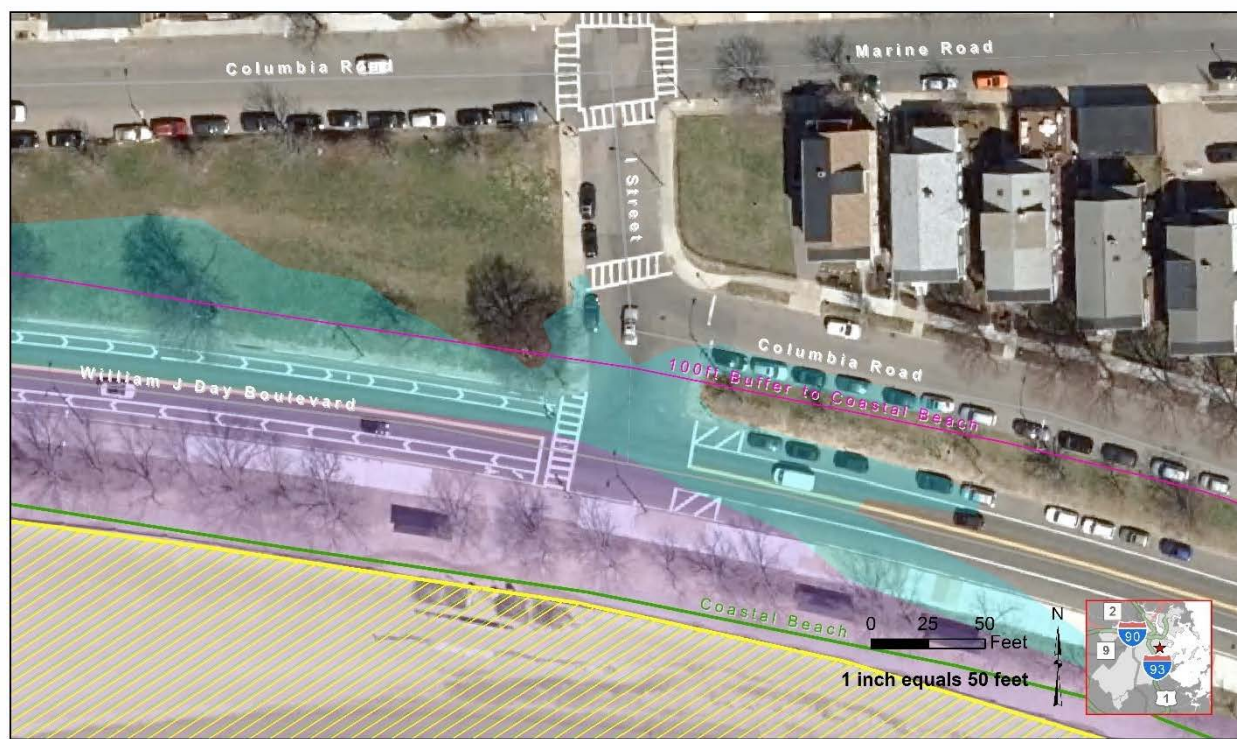








Figure 4: **Intersection and Signal Improvements:**
I Street, Intersection with Columbia Rd and William J. Day Blvd

- Legend**
-  Coastal Beach
 -  100ft Buffer to Coastal Beach
 -  NHESP Priority Habitats of Rare Species
 -  NHESP Estimated Habitats of Rare Wildlife
 -  AE: 1% Annual Chance of Flooding, with BFE
 -  VE: High Risk Coastal Area

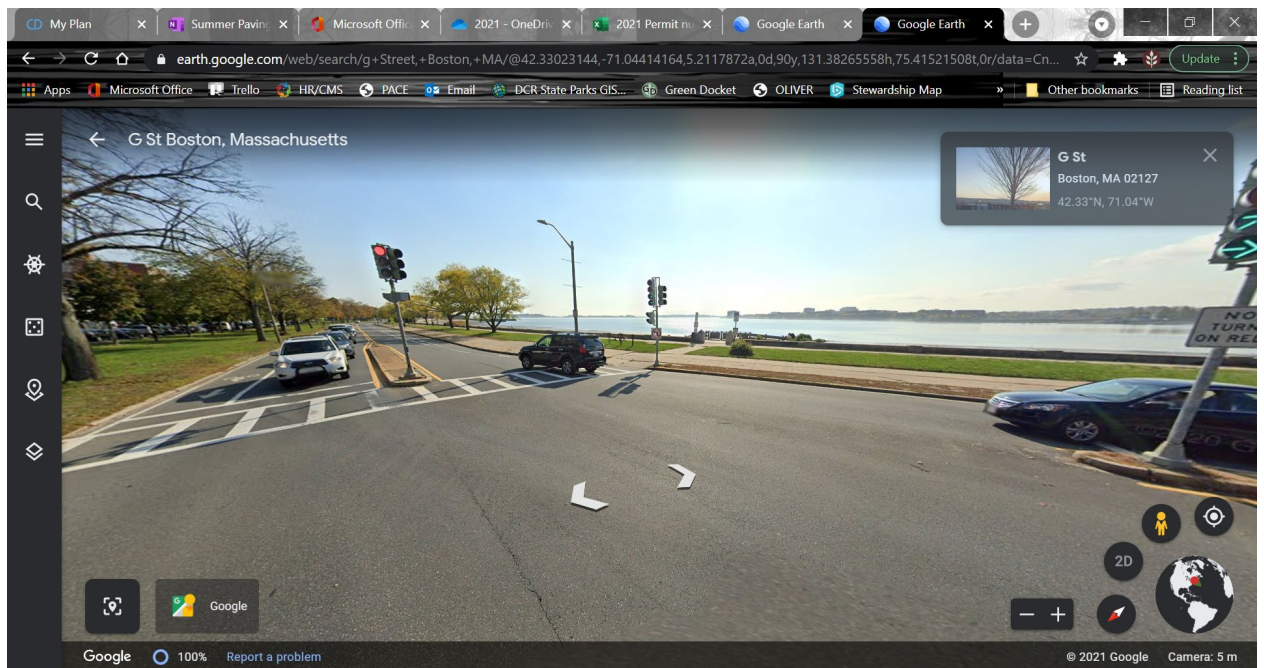


dcr
 Massachusetts

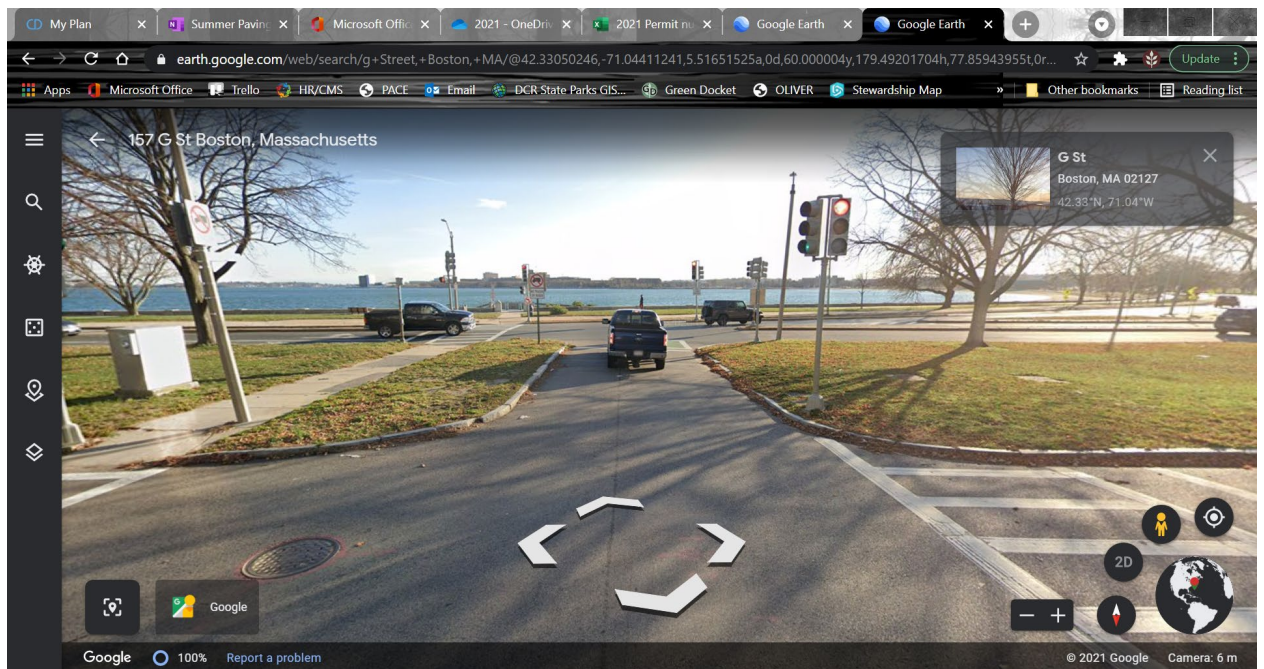
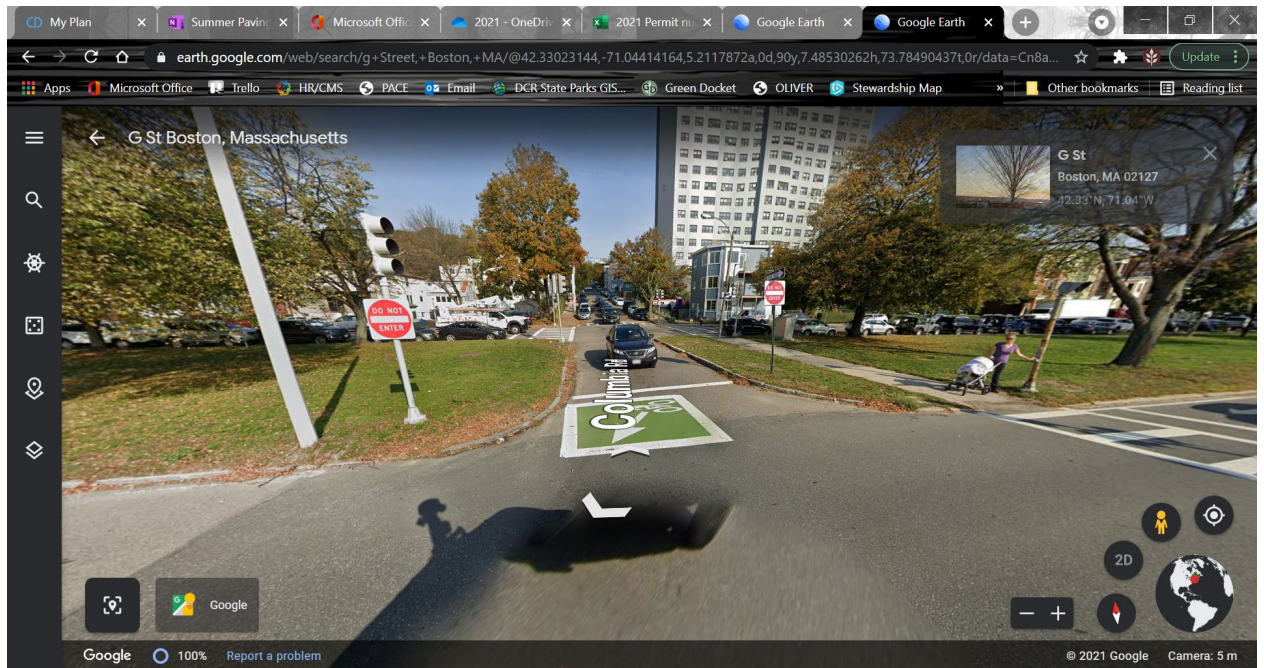


Created: February 8, 2021
 Author: Cassie M. Buehler
 Sources: ESRI, MassGIS, DCR

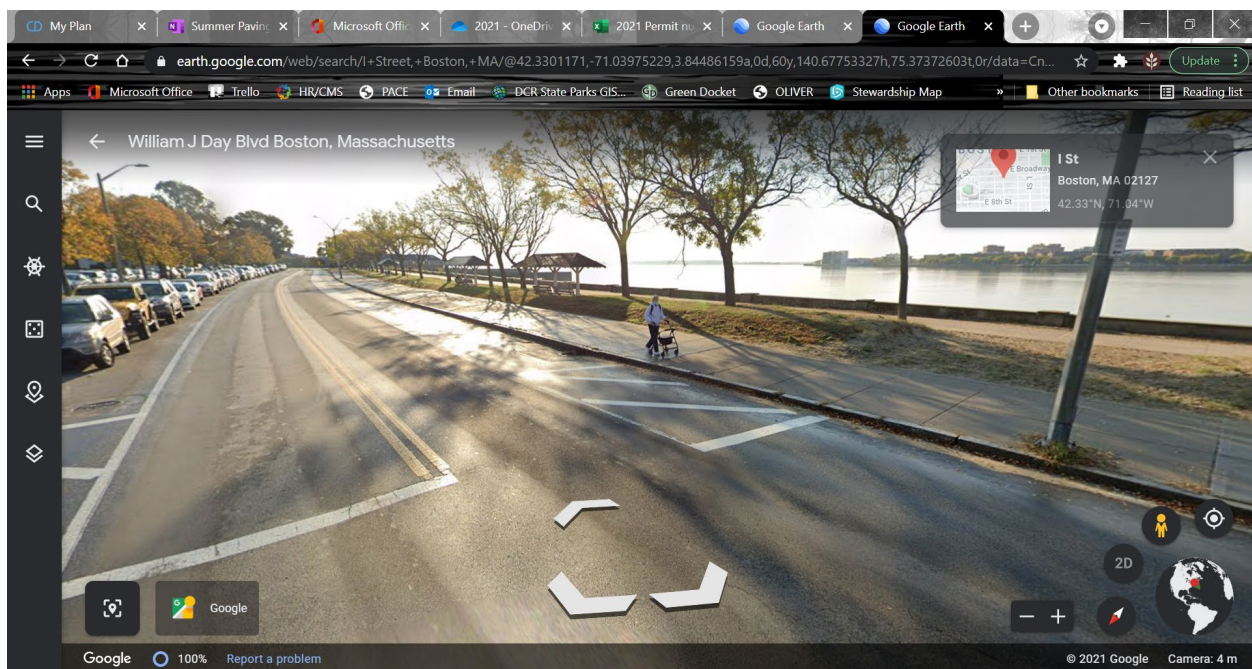
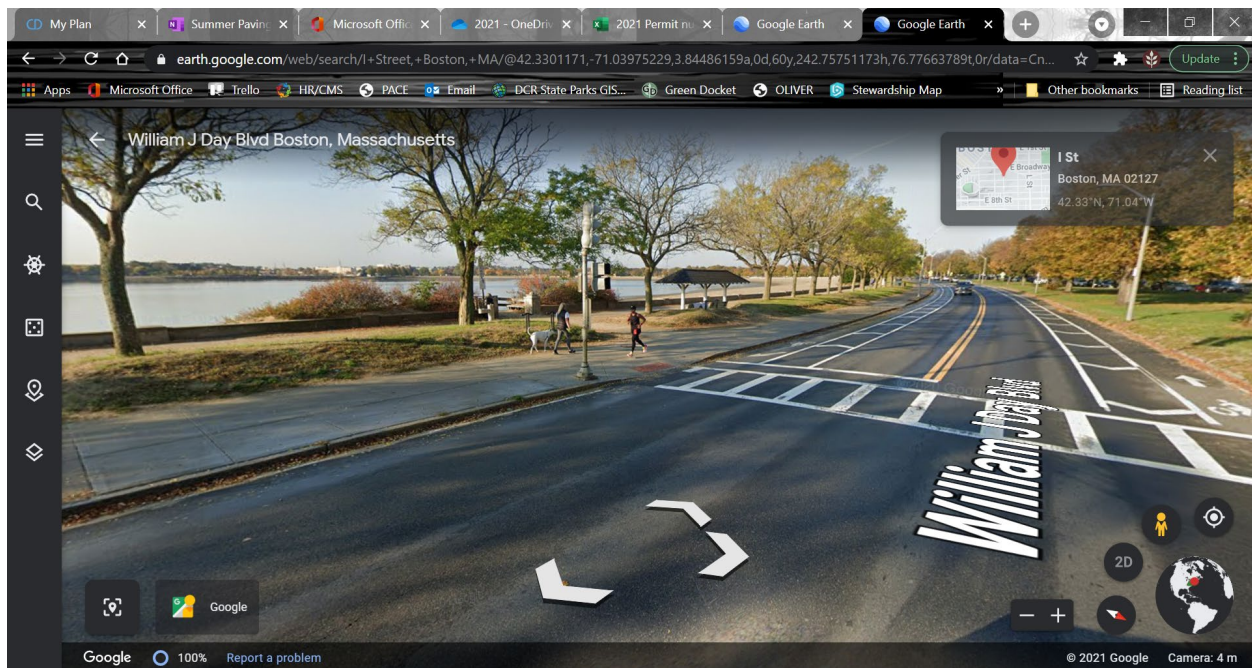
Appendix B. Representative Photos



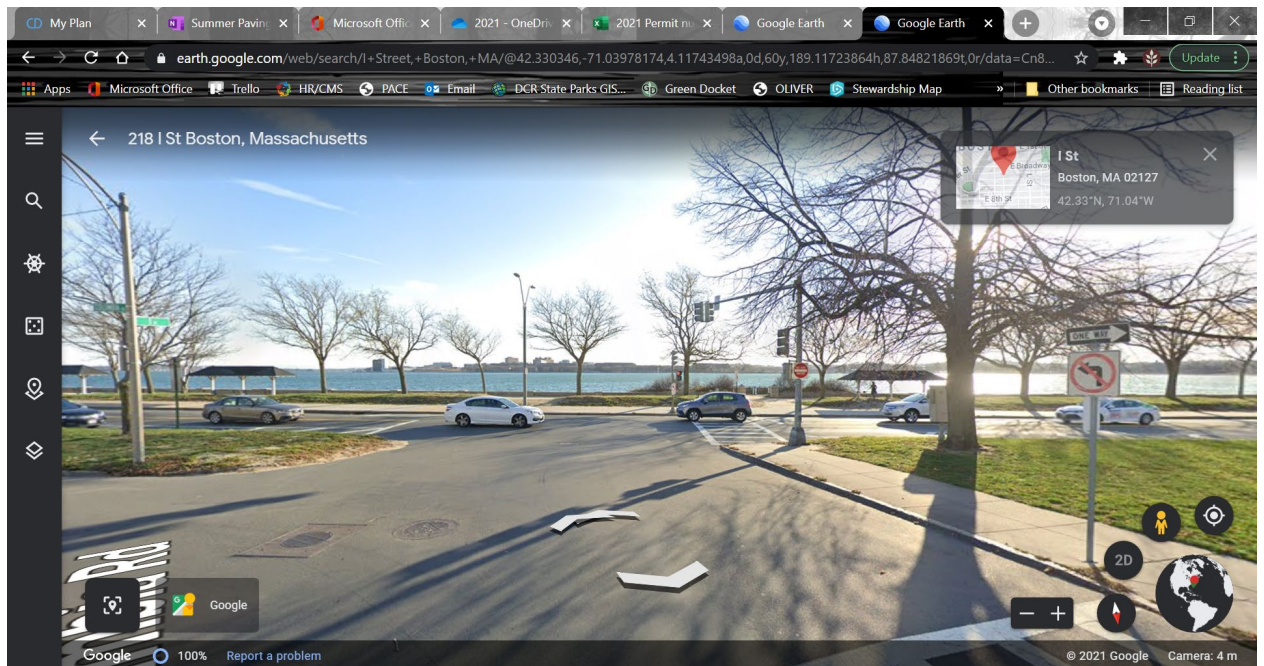
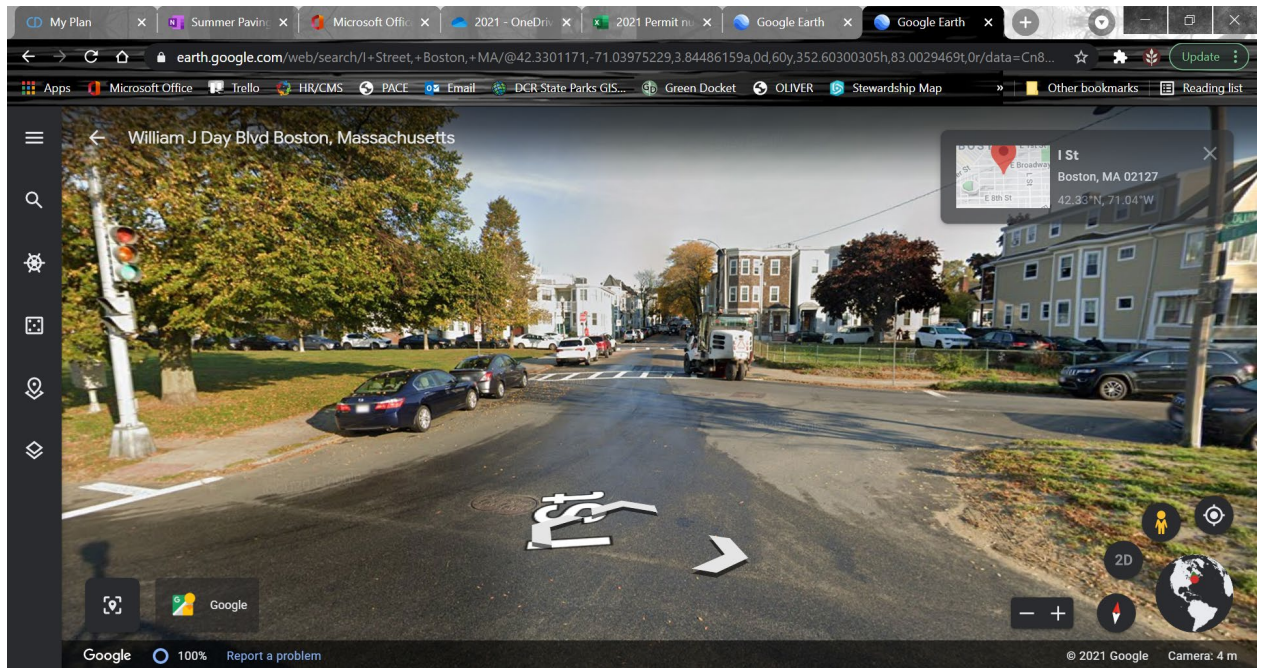
Photos 1 & 2: Views of existing conditions at the intersection where I Street intersects Columbia Road and William J. Day Boulevard. *Facing southwest and southeast.*



Photos 3 & 4: Views of existing conditions at the intersection where I Street intersects Columbia Road and William J. Day Boulevard. *Facing north and south.*



Photos 5 & 6: Views of existing conditions at the intersection where G Street intersects Columbia Road and William J. Day Boulevard. *Facing southwest and southeast.*



Photos 7 & 8: Views of existing conditions at the intersection where G Street intersects Columbia Road and William J. Day Boulevard. *Facing north and south.*

Appendix C. Site Plans

Construction Plan Legend

Construction Plan - G Street Intersection

Construction Plan - I Street Intersection

Figure 5: Construction Plan Legend

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		JERSEY BARRIER
		CATCH BASIN
		CATCH BASIN CURB INLET
		MAIL BOX
		POST SQUARE
		POST CIRCULAR
		WELL
		ELECTRIC HANDHOLE
		FENCE GATE POST
		GAS GATE
		HYDRANT
		LIGHT POLE
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
		MONUMENT
		TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
		UTILITY POLE W/ FIREBOX
		UTILITY POLE WITH DOUBLE LIGHT
		UTILITY POLE W / 1 LIGHT
		UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
		WATER GATE
		PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		MAST ARM WITH LUMINAIRE
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE
		CROSSWALK
		SOLID WHITE LINE
		SOLID YELLOW LINE
		BROKEN WHITE LINE
		BROKEN YELLOW LINE
		DOTTED WHITE LINE
		DOTTED YELLOW LINE
		DOTTED WHITE LINE EXTENSION
		DOTTED YELLOW LINE EXTENSION
		DOUBLE WHITE LINE
		DOUBLE YELLOW LINE

JUNE 2, 2021

REV.	DATE:	DESCRIPTION	SHEET #:



DESIGNER:
MDP

CHECKED BY:
—

MASSACHUSETTS DEPARTMENT OF
CONSERVATION AND RECREATION (DCR)
PLANNING & ENGINEERING

PROJECT TITLE:
WILLIAM J DAY BLVD AT G ST
AND COLUMBIA RD INTERSECTION
IMPROVEMENTS

CITY/TOWN:
BOSTON

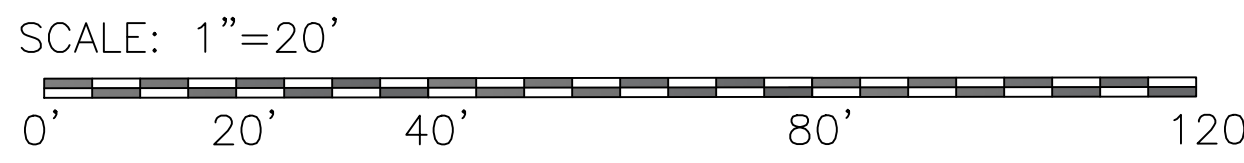
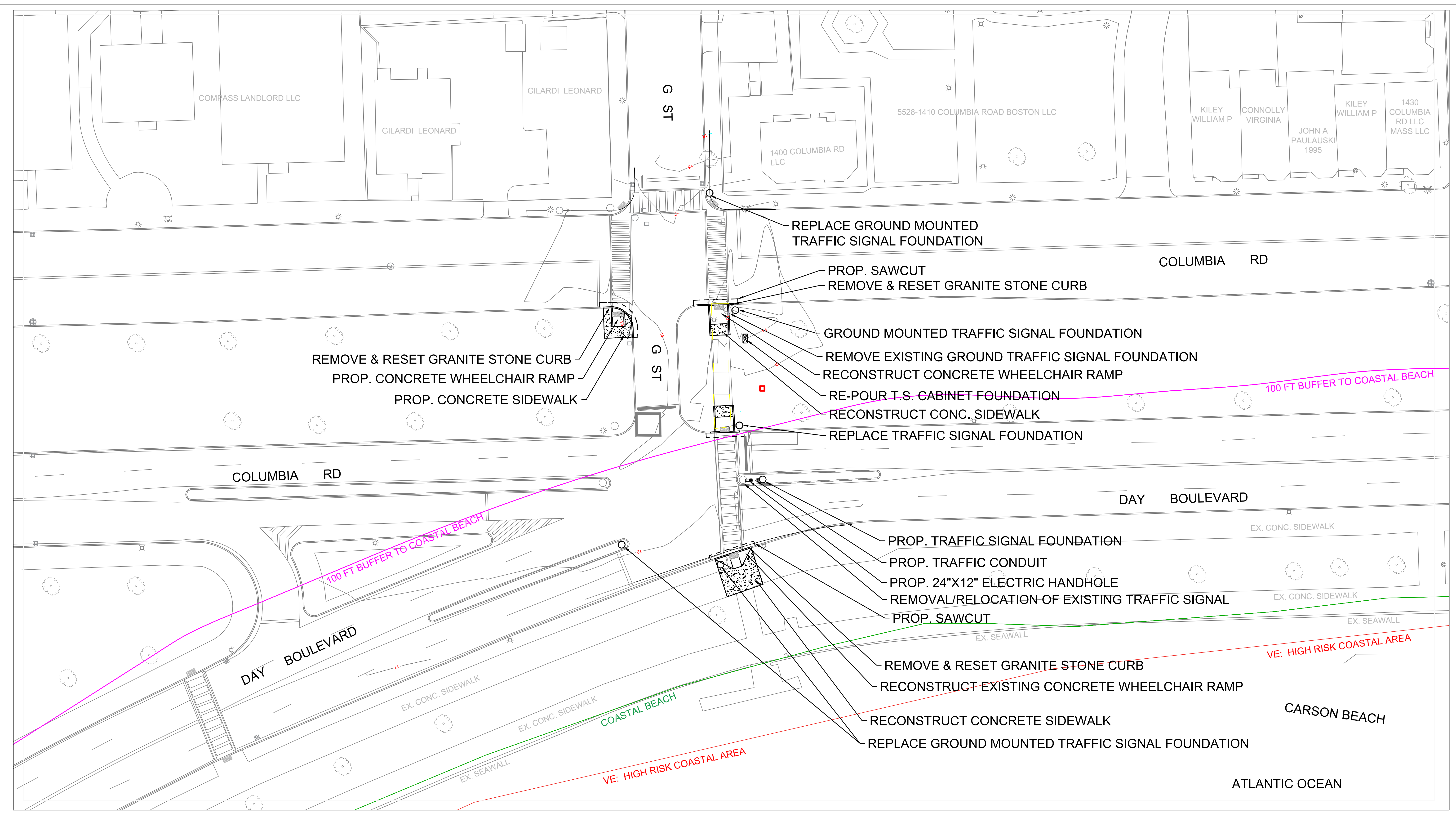
DRAWING TITLE:
LEGEND

PROJECT NO.:
P21-3409-C2A

DRAWING NO.:
L-01

SHEET NO.:

Figure 6: Construction Plan - G Street Intersection



REV.	DATE:	DESCRIPTION	SHEET #:



DESIGNER:
MDP

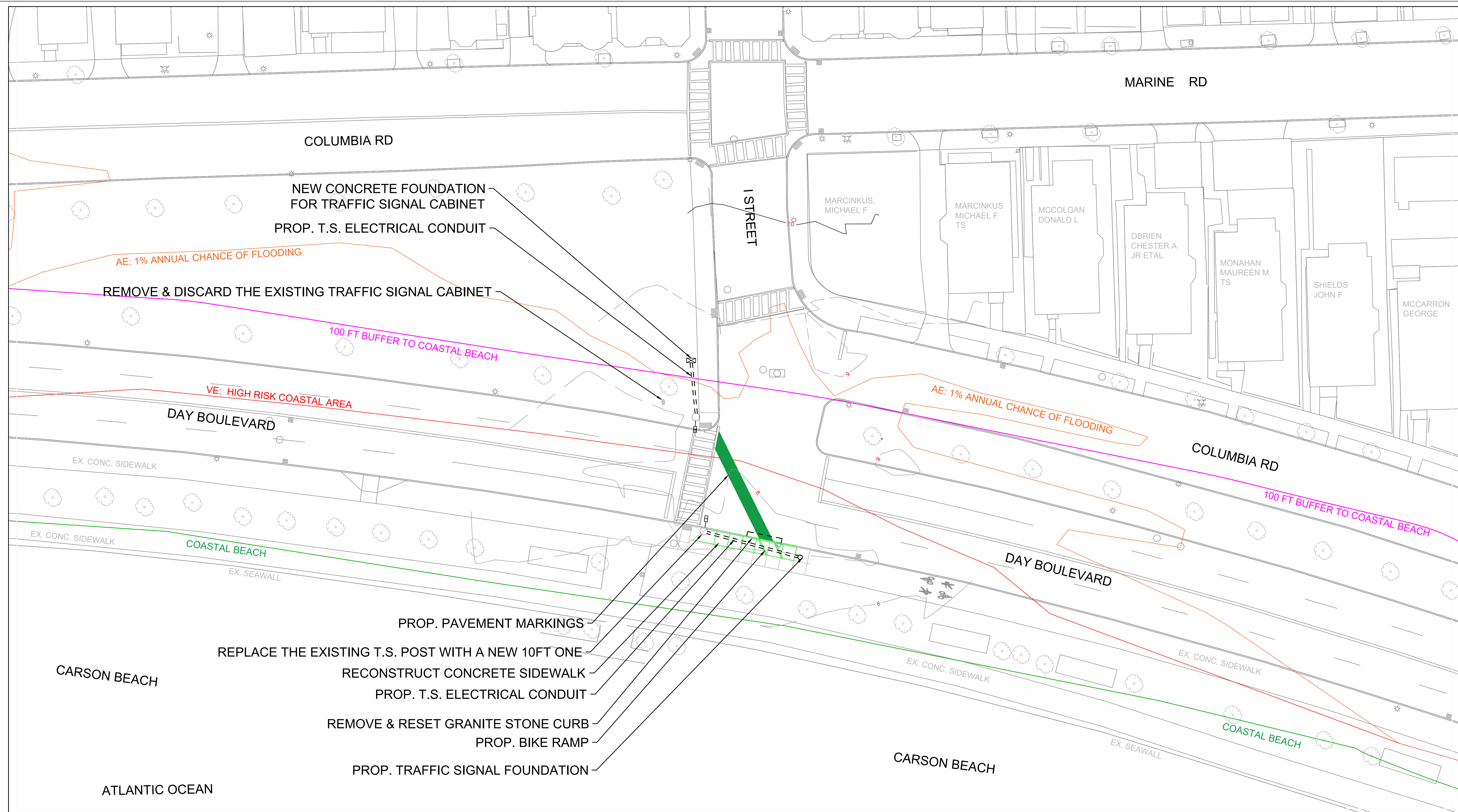
CHECKED BY:
—

MASSACHUSETTS DEPARTMENT OF
CONSERVATION AND RECREATION (DCR)
PLANNING & ENGINEERING

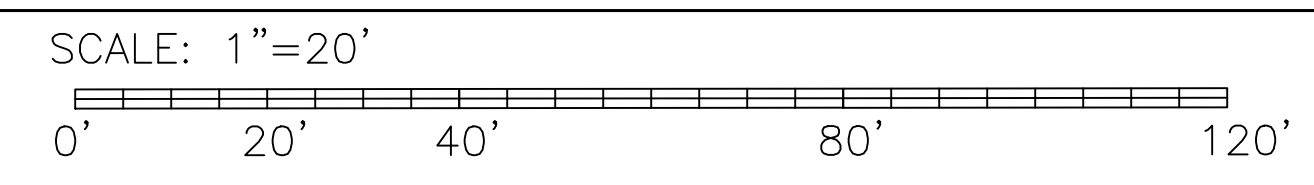
PROJECT TITLE:
WILLIAM J DAY BLVD AT G ST
AND COLUMBIA RD INTERSECTION
IMPROVEMENTS

JUNE 2, 2021	
CITY/TOWN: BOSTON	PROJECT NO.: P21-3409-C2A
DRAWING TITLE: CONSTRUCTION PLAN	DRAWING NO.: C-01
	SHEET NO.:

Figure 7: Construction Plan - I Street Intersection



- NEW CONCRETE FOUNDATION FOR TRAFFIC SIGNAL CABINET
- PROP. T.S. ELECTRICAL CONDUIT
- AE: 1% ANNUAL CHANCE OF FLOODING
- REMOVE & DISCARD THE EXISTING TRAFFIC SIGNAL CABINET
- 100 FT BUFFER TO COASTAL BEACH
- VE: HIGH RISK COASTAL AREA
- DAY BOULEVARD
- EX. CONC. SIDEWALK
- EX. CONC. SIDEWALK
- COASTAL BEACH
- EX. SEAWALL
- PROP. PAVEMENT MARKINGS
- REPLACE THE EXISTING T.S. POST WITH A NEW 10FT ONE
- RECONSTRUCT CONCRETE SIDEWALK
- PROP. T.S. ELECTRICAL CONDUIT
- REMOVE & RESET GRANITE STONE CURB
- PROP. BIKE RAMP
- PROP. TRAFFIC SIGNAL FOUNDATION
- CARSON BEACH
- ATLANTIC OCEAN



REV.	DATE:	DESCRIPTION	SHEET #:



DESIGNER:
MDP

CHECKED BY:
—

MASSACHUSETTS DEPARTMENT OF
CONSERVATION AND RECREATION (DCR)
PLANNING & ENGINEERING

PROJECT TITLE:
WILLIAM J DAY BLVD AT I ST
AND COLUMBIA RD INTERSECTION
IMPROVEMENTS

JUNE 2, 2021	
CITY/TOWN: BOSTON	PROJECT NO.: P21-3409-C2A
DRAWING TITLE: CONSTRUCTION PLAN	DRAWING NO.: C-02
	SHEET NO.:

Figure 5. Construction Plan Legend

GENERAL SYMBOLS

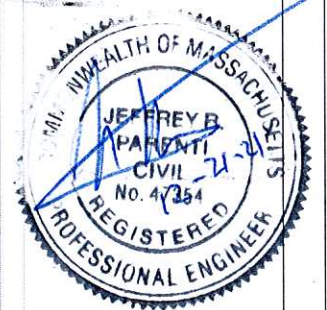
EXISTING	PROPOSED	DESCRIPTION
	JB	JERSEY BARRIER
	CB	CATCH BASIN
	CB	CATCH BASIN CURB INLET
	MB	MAIL BOX
		POST SQUARE
		POST CIRCULAR
	WELL	WELL
	EHH	ELECTRIC HANDHOLE
		FENCE GATE POST
	GG	GAS GATE
		HYDRANT
	*	LIGHT POLE
		GPS POINT
	⊙	CABLE MANHOLE
	⊙	DRAINAGE MANHOLE
	⊙	ELECTRIC MANHOLE
	⊙	GAS MANHOLE
	⊙	MISC MANHOLE
	⊙	SEWER MANHOLE
	⊙	TELEPHONE MANHOLE
	⊙	WATER MANHOLE
		MONUMENT
	TPL or GUY	TROLLEY POLE OR GUY POLE
		TRANSMISSION POLE
	UFB	UTILITY POLE W/ FIREBOX
	UPDL	UTILITY POLE WITH DOUBLE LIGHT
	ULT	UTILITY POLE W/ 1 LIGHT
	UPL	UTILITY POLE
		BUSH
		TREE
		STUMP
		SWAMP / MARSH
	WG	WATER GATE
	PM	PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		CHAIN LINK OR METAL FENCE
		WOOD FENCE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		MAST ARM WITH LUMINAIRE
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

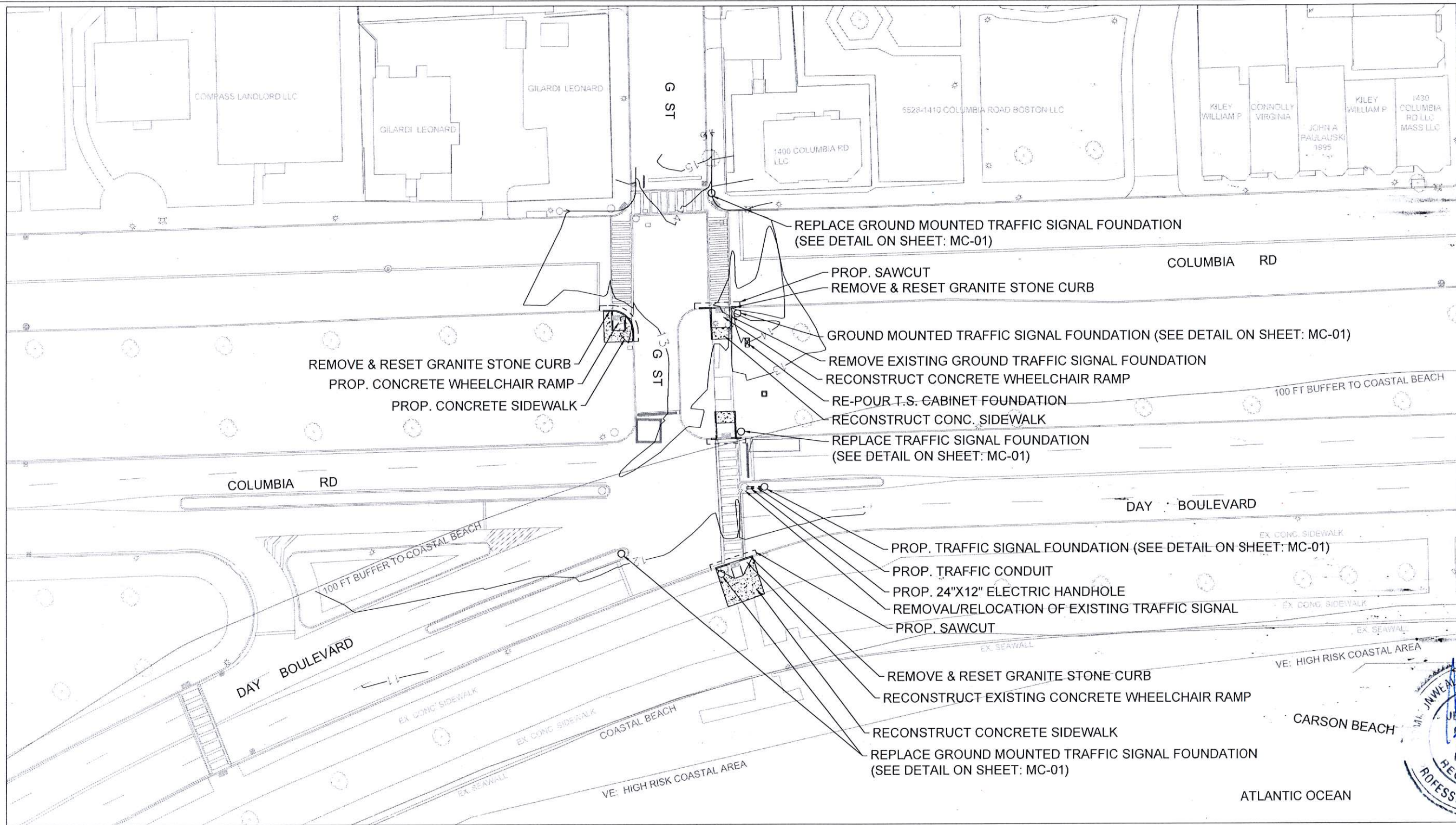
PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE
		CROSSWALK
		SOLID WHITE LINE
		SOLID YELLOW LINE
		BROKEN WHITE LINE
		BROKEN YELLOW LINE
		DOTTED WHITE LINE
		DOTTED YELLOW LINE
		DOTTED WHITE LINE EXTENSION
		DOTTED YELLOW LINE EXTENSION
		DOUBLE WHITE LINE
		DOUBLE YELLOW LINE



JUNE 2, 2021

REV.	DATE:	DESCRIPTION	SHEET #:		DESIGNER: MDP	MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION (DCR) PLANNING & ENGINEERING	PROJECT TITLE: WILLIAM J DAY BLVD AT G ST AND COLUMBIA RD INTERSECTION IMPROVEMENTS	CITY/TOWN: BOSTON	PROJECT NO.: P21-3409-C2A
					CHECKED BY: -			DRAWING TITLE: LEGEND	DRAWING NO.: L-01



REV.	DATE:	DESCRIPTION	SHEET #:
#1	12/09/21	UPDATE CONTOURS/ELEVATIONS	C-01
#1	12/08/21	ADD T.S. FOUNDATION DETAILS	C-01



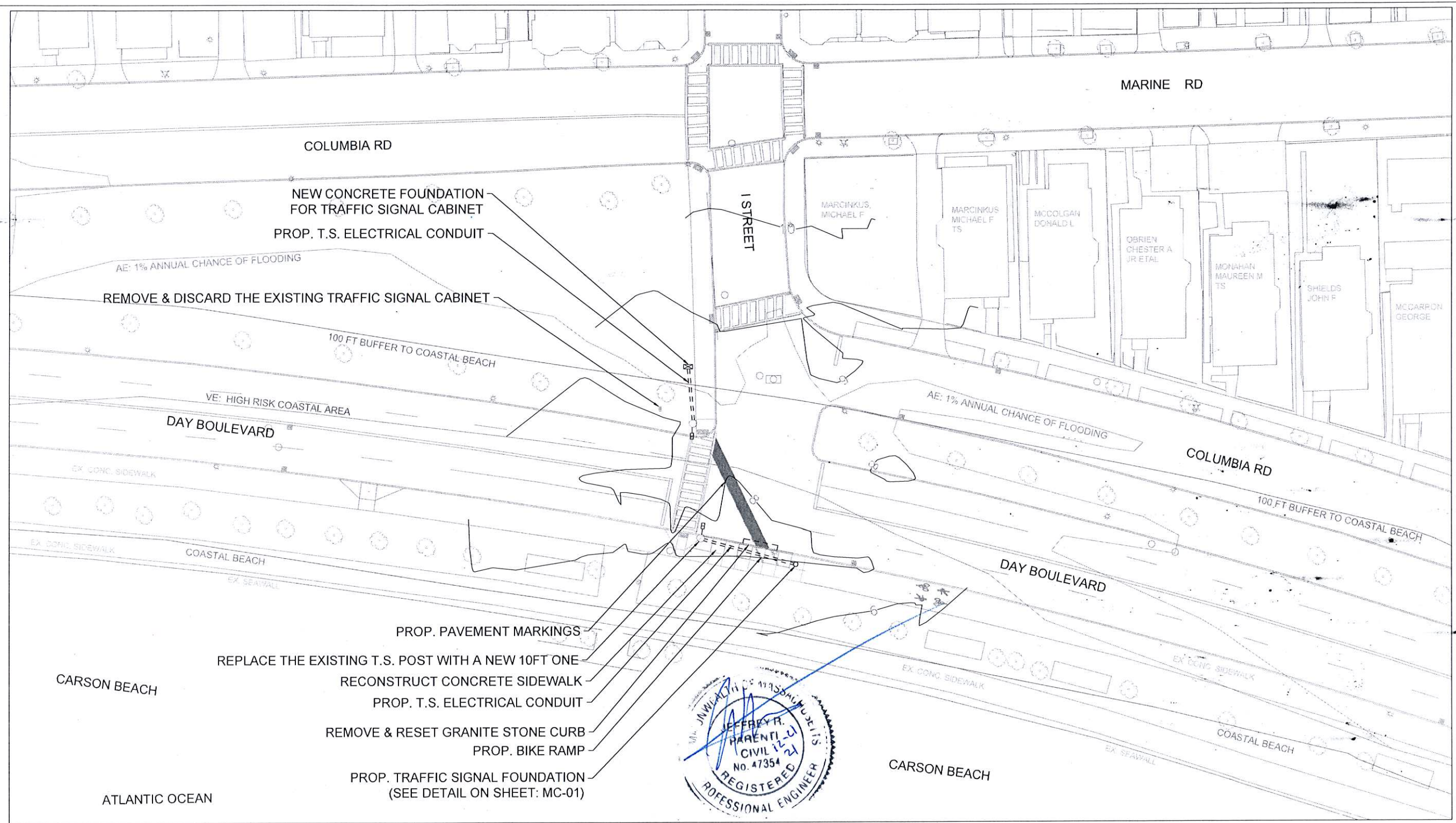
DESIGNER:
MDP

CHECKED BY:
-

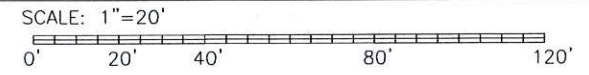
MASSACHUSETTS DEPARTMENT OF
CONSERVATION AND RECREATION (DCR)
PLANNING & ENGINEERING

PROJECT TITLE:
WILLIAM J DAY BLVD AT G ST
AND COLUMBIA RD INTERSECTION
IMPROVEMENTS

JUNE 2, 2021	
CITY/TOWN: BOSTON	PROJECT NO.: P21-3409-C2A
DRAWING TITLE: CONSTRUCTION PLAN	DRAWING NO.: C-01
	SHEET NO.:



- NEW CONCRETE FOUNDATION FOR TRAFFIC SIGNAL CABINET
- PROP. T.S. ELECTRICAL CONDUIT
- REMOVE & DISCARD THE EXISTING TRAFFIC SIGNAL CABINET
- 100 FT BUFFER TO COASTAL BEACH
- VE: HIGH RISK COASTAL AREA
- DAY BOULEVARD
- EX CONC SIDEWALK
- COASTAL BEACH
- EX SEAWALL
- PROP. PAVEMENT MARKINGS
- REPLACE THE EXISTING T.S. POST WITH A NEW 10FT ONE
- RECONSTRUCT CONCRETE SIDEWALK
- PROP. T.S. ELECTRICAL CONDUIT
- REMOVE & RESET GRANITE STONE CURB
- PROP. BIKE RAMP
- PROP. TRAFFIC SIGNAL FOUNDATION (SEE DETAIL ON SHEET: MC-01)



REV.	DATE:	DESCRIPTION	SHEET #:
#1	12/09/21	UPDATE CONTOURS/ELEVATIONS	C-02
#1	12/08/21	ADD T.S. FOUNDATION DETAILS	C-02



DESIGNER:
MDP

CHECKED BY:
-

MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION (DCR) PLANNING & ENGINEERING

PROJECT TITLE:
WILLIAM J DAY BLVD AT I ST AND COLUMBIA RD INTERSECTION IMPROVEMENTS

JUNE 2, 2021	
CITY/TOWN: BOSTON	PROJECT NO.: P21-3409-C2A
DRAWING TITLE: CONSTRUCTION PLAN	DRAWING NO.: C-02
	SHEET NO.: