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To:	Gary Baxter Design-Build Project Manager	Date:	March 12, 2020
From:	Taylor Miller Howard Stein Hudson	HSH Project No.:	2019220
Subject:	Massachusetts Department of Transportation 608335 Acceler-8 I-90 Bridge Replacements Project 25% Design Public Hearing Meeting Notes of February 27, 2020		

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## Overview

On February 27, 2020 members of the Acceler-8 I-90 Bridge Replacements Project team and associated Massachusetts Department of Transportation (MassDOT) staff held the project's 25% Design Public Hearing in Southborough to present the proposed project and receive feedback from the public on the design and construction. Among attendees was State Representative Carolyn Dykema who represents the towns most impacted by the project and Southborough Board of Selectmen member Sam Stivers.

Anne Gorczyca, the Director of Design-Build Section for MassDOT, welcomed attendees and stated the purpose of the public hearing. Although the project includes no right-of-way takings, Mario Russo from MassDOT's Right-of-Way Bureau was present to explain what the right-of-way process generally looks like but made no specific comments since the project does not require property acquisition. Afterwards, Anne began the presentation, providing an overview of the project, describing the Design-Build project delivery method, and outlining the proposed traffic management plan. Following her, Nathaniel Cabral-Curtis, head of Howard Stein Hudson's public involvement group, wrapped up the presentation by sharing the project's schedule and its comprehensive plan for public outreach for the duration of the project.

During the discussion period, the audience agreed that the eight bridges are in need of repairs, and their response to the project was strongly positive. The audience showed appreciation for the level of communication between the project team and the public thus far. Residents shared feedback on the detour routes, identifying unfavorable road conditions in some places. They asked for the project to

consider improving the bridges' facades and areas beneath the bridges, including installing sidewalks wherever possible.

## Agenda

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## Detailed Meeting Minutes<sup>1</sup>

### Introduction

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**C: Anne Gorczyca:** Good evening everyone. My name is Anne Gorczyca. I'm the director of Design-Build Section for MassDOT, and I'm going to be presenting this proposed project tonight on behalf of the Department. Once the hearing is completed, the attendance sheet will become part of the public record. If you'd like your attendance at this hearing documented, please sign in and share with us your contact information for future communications regarding this project.

I'd like to introduce some other members of the project team<sup>2</sup>. We will be recording tonight's hearing and making a verbatim transcript afterwards, as required for the Design Public Hearing.

**C: Donny Dailey:** I would like to point out that Representative Carolyn Dykema has joined us. She represents all the towns in this project.

**C: Anne Gorczyca:** Welcome and thank you.

In the handout, the notice of hearing is included on page two. This notice appeared in the *Boston Globe* on Friday February 15<sup>th</sup>, 2020, the *Community Advocate*, *Village News*, and the *Framingham Bulletin & Tab* on February 21<sup>st</sup>, 2020, and in the *Worcester Telegram & Gazette* on February 23<sup>rd</sup>, 2020. A copy of this notice will be attached to the final hearing transcript.

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<sup>1</sup> Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

<sup>2</sup> Please see Appendix 1 for full list of attendees.

The purpose of the hearing is laid out on page four of the handout. The purpose is to give a formal presentation of the proposed project and gather input from the public. The project we'll be presenting is the Acceler-8 I-90 Bridge Replacements Design-Build Project. It will replace the bridges that carry I-90 over Flanders Road, Parkerville Road, Cordaville Road, and Woodland Road in addition to milling and paving three miles of I-90.

We're currently at the base technical concept which is approximately a 25% design stage, and we will be releasing a request for proposals to the short list of Design-Builders to complete the design and construct the project. We estimate that the total project cost will be \$61 million. This is a non-Federal Aid project that is funded 100% with State funds. The total estimated cost of this project does not include any right-of-way acquisitions.

As a Design-Build project, a final Design Public Hearing will be held when the final design is completed. Construction will commence in the summer 2021 construction season. As you may be aware, the reason for this project is to rehabilitate these bridges and make improvements to the highway section including additional pavement thickness and replacing drainage castings, median barrier, and guardrail. This will improve safety for our roadway users, improve the ability of the highway to support truck traffic, and extend the life of this very important highway system.

I will now ask Mario Russo to explain the right-of-way procedure.

**C: Mario Russo:** Thank you for coming to the meeting. Since there're no right-of-way takings involved in this project, I'll just give you a quick overview of what we normally would have done. I work for MassDOT in the Right-of-Way Bureau which is responsible for acquiring all the necessary rights of public and private lands for the design and construction implementation of this project. Affected property owners would have normally been contacted by us when the plans come to fruition at 100%. The procedures are covered under Massachusetts General Law 79 and by Property Owners' Rights defined under Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. I will be here during the meeting and after if you have any specific questions. Thank you.

**C: Anne Gorczyca:** Thank you Mario.

Before I describe the project in more detail, I'll describe the hearing procedure. Please hold any questions you have about the project till the end of the presentation.

I will first give a project overview, followed by the proposed work, the proposed construction approach, and traffic management. I will turn the presentation over to our consultant Howard Stein Hudson who will go over the comprehensive public outreach and the project's next steps.

## Presentation

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**C: Anne Gorczyca:** The project is located on I-90 between the Route 9 interchange to the east and the I-90/495 interchange to the west. It's a series of four bridges, and rather than using the bridge numbers in the title of the hearing we will refer to them by the streets beneath the bridges.

This section of I-90 sees approximately 100,000 vehicles a day, while the streets beneath I-90 are important local connections. These bridges were all constructed as part of I-90 in 1957. The deck and beams have already been replaced once, but as you can see there is a lot of deterioration on the surface and the substructure. The substructure on six of the eight bridges will be replaced, but due to the level of deterioration on the Cordaville bridge, the substructure as well as the superstructure will be replaced. In addition to the eight bridge replacements, we are going to be milling and overlaying I-90 and replacing the median and guardrail. The estimated total project cost is \$61 million.

Design-Build is a different method of project delivery where we hire one entity to both complete the design and construct the project. Using Design-Build promotes innovation by teaming the designer with the contractor, and it also leads to efficiencies that shorten the project duration. We're also going to be using Accelerated Bridge Construction which has been used to minimize impacts to traffic. MassDOT has used it successfully on many high-profile projects, and it's used throughout the country. If we were to use traditional staged construction where we construct the bridge a portion at a time, we estimate that would take approximately three years. For this project, we will accelerate that considerably. In addition to these different project delivery methods, the contract includes financial incentives to reward the Design-Builder for meeting milestones. It also includes financial disincentives if they are late. We've used those on several of our projects.

When we come to plan a project of this magnitude, we look at what other work is going on in the corridor. We identified a list of projects and looked at their schedules. Adjacent to these four bridges is the reconstruction of the I-90/495 interchange that's planned to start in 2022. We recognize the importance of getting these bridges completed in advance of this project which will have its own traffic set-ups. The timing of 2021 was chosen after consideration of all other work.

We then looked at the potential work weekends to determine which would be the best to perform this accelerated bridge construction. We can utilize toll gantries to get accurate traffic counts, so we used the gantry in Southborough to identify which peak weekends fall within the summer season and exclude high-volume weekends, such as holiday weekends, from being a part of the construction schedule. We will also take local needs and events into consideration while scheduling construction. For example, we know that Parkerville Road is a school bus route, so our contract will include language about certain hours the contractor must be off the roads by so as not to affect any school bus routes in the area. I have here a calendar of weekends which we believe are available. Red weekends are prohibited weekends for their high traffic volumes.

The plan is to replace eight bridges, six superstructures and two full replacements, over eight weekends in the summer of 2021. As I mentioned earlier, there will be no work on holiday weekends. We will limit work to one bridge per weekends to ensure we get all the work completed on each bridge and remove the traffic set-ups so as not to affect the Monday morning commute.

This aerial photo is of the Fast 14 project in Medford from the summer of 2011. It shows a good example of what we're referring to as a cross-over where we take the traffic from one side of the highway and move it to the other, maintaining two lanes of traffic in both directions, so we can demolish the bridge and reconstruct it. As you can see, traffic underneath the bridge will need to be closed and the area fenced off for safety. So, this is an example of what the work will look like, except it will only be on one bridge at a time.

We're planning on shifting traffic with two separate, distinct cross overs. One cross over will be used to isolate impacts to the toll gantry. One set of the bridges will be constructed using one cross over, and the other three will be constructed using a longer cross over. Starting on the Friday night of the selected weekend, at 9 PM, traffic management will start by shifting two lanes of I-90 to the opposite side of the median cross over which will be constructed just for this purpose. Traffic will operate bi-directionally on one side of I-90 while the bridge is demolished and reconstructed. Work will be completed by Monday morning, and I-90 will be restored to three lanes each for eastbound and westbound traffic.

This is a graphic of these cross overs. We've used these successfully on many of our projects, on I-93 and I-495, as a means to provide a safer work zone, maximize work efficiency, and maintain traffic safety.

While we're doing this on top on I-90, the roads beneath the bridge need to be closed. We have proposed detour routes for each of the bridges. The road will be closed on either side of the bridge

for construction access only. We will maintain local access leading to the bridge for any abutters, but you will not be able to travel underneath. The area will be cordoned off for safety for the duration of construction on any given bridge. I will show you the proposed detours for each of the local roads. As I mentioned, work weekends will be coordinated with local stakeholders to make sure that their events will not be impacted by local road closures or their detours.

When I-90 is reduced to two lanes in each direction, it's important that we move traffic as efficiently as possible. We've done a lot of analysis on weekend traffic volumes in the summer, and our analysis shows that if we can divert 15% of vehicles per hours from I-90, traffic will be able to flow normally. We've had success diverting traffic on other major projects by using extensive public outreach to encourage people to use alternate routes and alternate forms of transportation. The project on Commonwealth Avenue in Boston, during the summers of 2017 and 2018, successfully utilized diversion to redirect drivers from the area. Here is a possible alternate route diversion for drivers to get off at the 495 interchange, get on Route 9 travelling parallel to I-90, and then get back on at the Route 9 interchange. We recognize that this alternate route may take ten minutes longer and that traffic staying on I-90 may travel a bit slower, too, but nothing substantial. I will now turn the presentation over to Nate.

**C: Nathaniel Cabral-Curtis:** Good evening everyone. I just have a few slides here about public outreach. We've really been trying to make sure that people are aware of this project and know that it's coming. Earlier this month we had a briefing for your legislative delegation up at the State House. In the past week we have been reaching out to the municipal staffs – Town Administrators, DPW Directors, Police and Fire Chiefs, Emergency Medical Services – from towns surrounding the bridges. We've met with them at the public library in Westborough to provide a similar presentation to this one. We've had one stakeholder briefing this week and will have another next week with businesses, hospitals, education institutions, and transportation providers such as AAA and the bus companies, as well as other State agencies such as the MBTA and the DCR. One thing we were really probing for, especially with these town officials, was local events that happen during the summer on any of these local roads. If you are aware of one of those events please let us know.

When we get to the construction phase of this, there will be a dedicated project webpage and email address. The website is under construction right now, and the email will be published along with that. Once this project enters construction, a weekly update will be issued, so you can either sign-up to get the update email or you can bookmark the webpage. Each update will cover what was accomplished this week and what you can expect in the coming week.

There will be electronic message boards positioned along the highway. There will be an aggressive media campaign. We have representatives from MassDOT's media group here tonight and they will stay with the project all the way through. We have access to EZ Pass, which is tied back to drivers' zip codes, so we're able to target folks to tell them to consider alternate routes if they travel through the area. Additional public meetings and stakeholder briefings will be held as the project approaches construction to make sure everybody knows what's going on.

As you can see by the project schedule we are moving along here. The request for proposals will be coming out to the short list of Design-Builders this spring. This summer a Design-Builder will be selected. In the spring of 2021, there will probably be some advance work with minimal impacts starting on the foundations, utility relocations, and the building of the median cross over lane. The main bridge work will happen in the summer over those eight weekends. There will be some post work in the fall including the milling and repavement of the highway and installing all those finishing touches such as the guardrail, barrier, etc.

There is a ten-day comment period kicking off tonight. If you look at the back of your packet there is a comment sheet that you can peel off and fold into an envelope. The other thing to note is the project website is not live just yet, but it should be in the next couple of days. It will carry information similar to what you saw tonight and what's in the hearing packet. As time goes by, it will be populated with tonight's presentation, minutes from this meeting, a fact sheet, and construction updates once the project enters that phase.

That's the end of the presentation. At this point I'll hand it back over to Anne for the discussion period.

## Discussion

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**C: Anne Gorczyca:** Thank you, Nate. As mentioned previously, the purpose of this hearing is to solicit your input regarding this project as we have time to make final details to the contract language. It's normal procedure to ask if there are any elected officials would like to offer their comments first.

**A: Carolyn Dykema:** No thank you.

**C: Anne Gorczyca:** Now we will open it up if anyone has any questions or comments.

**Q: Timothe Litt:** I live on Woodland Road. I have a few comments based on your handout. If I got anything wrong, by all means correct me. First, I noticed in your handout that the estimated contract cost is \$48 million, but on your slides the cost is \$61 million. Was that a typo, or?

**A: Anne Gorczyca:** We use many terminologies for cost, so I apologize. The contract cost is \$48 million. That's what we call our "office estimate," but then when you add contingencies and traffic police and utility force accounts you get the full \$61 million, so I apologize for that.

**Q: Timothe Litt:** That's okay, I'm an engineer and inconsistencies just make me trip up. As you're doing this work, I think that it would be really helpful for us in town if you put sidewalks underneath these bridges. On Cordaville Road, there's a stretch where we have sidewalks, and then a large mud puddle underneath the bridge, and then sidewalks on the other side. With a project of this scale, I think that adding sidewalks would benefit the town, especially as we're trying to adhere to Complete Streets. Please find a way to squeeze some sidewalks in.

Woodland Road is a thickly settled, residential road. I know you have to send traffic somewhere, but I think that it will stress the capacity of the road and stress the residents. I think it's important for your plans to include traffic controls – mechanical things and people – so that residents can get in and out without getting blocked in. It's difficult to image that amount of traffic added to that road.

**A: Anne Gorczyca:** We're not looking to divert I-90 traffic onto the local roads. When we have a local road closed for the construction on top, the local traffic will be detoured from there. We don't have any control over where people seek alternate routes.

**C: Timothe Litt:** Given that that does happen, you should figure out how to manage it so that it's reasonable for us.

It's pretty clear that you're looking to be working at all hours of the night, so you need to figure out how to manage lights and noise so that people can actually sleep and be safe drivers when you're done. Lastly, one of your proposed routes goes down Breakneck Hill Road. I'd like to inform you that Breakneck Hill Road is aptly named. You're likely to break your neck as you're walking down this road. It's one and a half lanes, it has sharp corners, and I suggest that if you have to divert traffic that you move it up and over across Route 9. Just walking there is scary. I would encourage you to not add more cars. Other than that, I'm glad you're doing the work, these bridges need it.

**A: Nathaniel Cabral-Curtis:** Thank you very much sir.



**Q: Chris Keefe:** Hello my name is Chris Keefe. I'm a resident on Parkerville Road, and I'm also a bridge builder. We're going through the same process in Rhode Island for the DOT doing accelerated Design-Build. I just had a couple of questions. You mentioned that there's no right-of-way needed for the job. I'm curious how you anticipate the contractor staging the prefabricated bridge? There're probably a few types, but generally for this kind of scope and timeframe, they build a whole bridge and pick it up and put it in place with a crane.

**A: Anne Gorczyca:** We anticipate that the prefabricated bridge units will be brought in by one flatbed at a time. We'll then lay them down and do the closure pours.

**Q: Chris Keefe:** Where will they be staged?

**A: Anne Gorczyca:** They will be prefabricated off site. For most projects, they stage them ahead of time on flatbeds on the barrel of the highway that's closed. We anticipated that, depending on where they want to erect the pre-cast sections, they can just bring them into the work zone. It's a very congested operation and it's challenging, but we have done it successfully on many other projects.

**Q: Chris Keefe:** My other question is, the temporary barrier that's going up on I-90 to split traffic, can you do that before 9 PM on Friday?

**A: Anne Gorczyca:** The barrier will be in place in advance of the first weekend because part of the contract requires the Design-Builder to do a dry run of the zipper lane. We want to ensure that the duration of the zipper lane implementation is what they have on their schedule. We don't want any delays. We recognize that it's an aggressive schedule, and that's one of ways we can ensure that they're successful: to do a dry run on off-peak hours and see how long it actually takes them to implement the zipper lane. So, the barrier will be there off on the side, not impacting the travel lane, in advance of the weekends.

**Q: Debbie Keefe:** Hi, I'm also a local resident. I wanted to reiterate two things that were brought up and mention one other thing. First, it's so important to have sidewalks underneath Route 85 (Cordaville Road). We have so many active people in this town; we have a lot of runners. I've lived here for fifteen years and having the road that I need to finish that thirteen-mile run or whatnot would be really helpful. Not just because of how much room is there, but because if there was an actual sidewalk it would be a safer place for me to be. We have a very active town; you can easily search race results for the Boston Marathon and find out how many people in Southborough run it.

I also wanted to reiterate the point about Breakneck Hill Road. I don't even want to talk about pedestrians because no one should walk or run on that road. It's even very dangerous to have two cars on that road. If drivers are being directed there and they're not familiar with it, it could be dangerous and it is a residential road. Breakneck Hill Road is very windy and hilly.

The last thing may sound kind of silly, but we live very close to here and Parkerville Road under the bridge has a lot of bird deposit from where they nest underneath. On this particular road there are sidewalks. It's close to a school, so you have a lot of pedestrians, people walking with carriages, people running and biking, and people walking with dogs. The amount of bird residue is constant and it's very unhealthy. I know there's something you can do, but I don't remember what it's called.

**A: Anne Gorczyca:** I think something can be applied.

**Q: Debbie Keefe:** It's something that's bothered me for fifteen years, and I always say to myself that I should come during the weekends and find a way to clean it up. If we could do something, it would be a simple way to clean up the town at a low cost.

**A: Anne Gorczyca:** I can make a comment on the sidewalks. At Cordaville Road, because we're reconstructing the substructure, we have a little more flexibility there to look at that area. On all the other bridges, we won't be doing work underneath. The contract requires everything to be protected, so we expect the Design-Builder to just plate over everything to protect it during the demolition and construction so that nothing gets damaged. This is a bridge replacement project, not a roadway reconstruction project, but we'll go back, and we'll take a look at Cordaville Road to see what we can do.

**Q: Bonnie Phaney:** Thank you for the presentation. My name is Bonnie. I'm looking at the detour plan for Parkerville Road for Friday through Sunday. If you're traveling south off of Route 9 and you get into the section where the road is closed, you end up on two roads that have truck exclusions: Gilmore Road and Middle Road. I think you need to reevaluate those plans. On Gilmore Road, if you can fit one vehicle on it, you're lucky. I'd be very concerned for any detour on that road because you're boxed in the whole entire time.

**C: Nathaniel Cabral-Curtis:** The one comment I'll make about those plans is that as we get into construction, we will brief the Massachusetts Motor Trucking Association. I expect them to try and come down those roads anyway, but certainly we will communicate that to them, and they have a captive audience in terms of truck drivers who will be told to avoid that route that weekend. That's something we do on a regular basis.

**Q: Bonnie Phaney:** The other issue is if you go on Gilmore Road because you can't go out Southborough by taking Southborough Road to get to Westborough, you have to do a reverse direction to get to Bridge Street to go to the west end of Hopkinton to Grafton before you get to Flanders Road bridge. I do it every day.

**Q: Sam Stivers:** Sam Stivers, member of the Board of Selectmen of Southborough, but I'm not here as a representative of the town, I'm here as a resident. I want to strongly reiterate the sidewalks, they're important. There are sidewalks under some of these bridges, but they're in various states of disrepair. If there could be something done to improve those, it would be a great plus for the town.

I assume there will be the same or greater bridge clearance on the local roads in terms of height? Higher would be nicer.

**A: Anne Gorczyca:** Yes, our bridge engineer has made sure that there is language in the contract to increase the vertical clearance by six inches.

**Q: Sam Stivers:** Six inches at every bridge?

**A: Anne Gorczyca:** Yes.

**Q: Sam Stivers:** Great, and that's at least. I assume these bridges will be here for fifty years or some extended period of time.

**A: Anne Gorczyca:** Hopefully 75 years.

**Q: Sam Stivers:** I have a question about storm water. On Cordaville Road, that bridge is next to a wetland area, so I assume that there will be no new storm water running off the bridges during the construction project?

**A: Anne Gorczyca:** Correct.

**Q: Sam Stivers:** Okay. And finally, I made the comment previously during the briefings, but I wanted to bring up here that I think it would be great if something could be done to make these bridges look more aesthetic. I don't know how much flexibility you have to change that industrial concrete look. A dress up, maybe with some iron work, would make them look a little better.

**A: Anne Gorczyca:** We have our District bridge engineer here if you would like to speak to him?

**C: Sam Stivers:** I've spoken with him. He knows.

**C: Mohammed Nabulsi:** We've been talking about it, and one of the things that we can do is come in with a steel superstructure. We will consult with the town as far as what color to make it, but we do plan to address aesthetic issues.

**C: Sam Stivers:** I did suggest that our local graffiti art team adds some public artwork!

**C: Debbie Keefe:** I wanted to make one more comment on what Bonnie had said about Gilmore Road. It's hardly a two-lane road. I understand your plan to talk to the truckers, but there are also landscape companies with wide vehicles or long trailers who might not know the area and are only doing what Google tells them to do. I've seen them do crazy things off Route 9 across Middle Road, so we can't just assume that if we let truckers know then we're all set. Many people in town outsource their landscaping during the summer.

**A: Anne Gorczyca:** It is the plan to have variable message board signs set up along detour and alternate routes. We'll see if we can add other language to help guide people. Thank you for that comment.

**C: Debbie Keefe:** Or, maybe anyone involved in the project should go drive those routes themselves because there is a lot that you need to be there to actually see. For example, there is a tree in the pavement of the road.

**C: Nathaniel Cabral-Curtis:** Just so folks are aware, Mickey Splaine from District 3 did do the drive today.

**A: Mickey Splaine:** We haven't driven Gilmore Road yet, but we've driven the other ones. I was talking to the Resident Engineer and we discussed staffing the weekend closures with police detail during the day to make sure certain vehicles don't take certain roads.

**C: Bonnie Phaney:** I just wanted to make a correction. When I said Bridge Street, I meant Fruit Street, which goes over the railroad tracks.

**Q: Gene Karmelde:** Hello, I'm Gene Karmelde and I'm a Southborough resident. I know this is a bridge reconstruction project, but is there any consideration in the future for addressing noise abatement on I-90?

**A: Anne Gorczyca:** I will defer to the District as I am not aware of any.

**A: Mickey Splaine:** I don't know any specifics about that location, but they do noise studies around busy corridors like this and they have a priority list of locations to construct barriers and things like that. Typically, one of the problems is funding. I don't know where this location stands in those studies, but that stuff is done.

**C: Gene Karmelde:** We've done some research on that and identified the most recent list from the 1980's. We were recently told that even though that list exists, it's no longer accurate.

**A: Mickey Splaine:** That could be, and that's something we could look into.

**C: Carolyn Dykema:** This issue has come up before. We were in touch with both MassDOT and District 3 as well as the Town Manager's office. The recommendation from MassDOT was to leverage the opportunity where construction is going to be occurring at the I-90/495 interchange project to do some of the noise studies that would be required to support or provide evidence for a barrier. I can double check with the Town Manager where that stands. There is an active list, and I believe that project is on the list. I will say that the list is long, and this project is not near the top. At least establishing the need is a good step in the right direction.

**A: Anne Gorczyca:** I do know that in addition to decibels they look at density along with certain other criteria.

**C: Gene Karmelde:** Another thing that's happened is over the past few years they have been clear cutting trees along the edges of the highway and it's just increased the noise volume.

**Q: Bonnie Phaney:** Will there be any cement dust?

**A: Anne Gorczyca:** During construction there is a dust control specification, and typically during demolition the contractor will have a hose to water down the debris and keep the dust down. There are a lot of methods they can take to suppress the dust. There's only so much we can do, we can't create a vacuum around the work zone, but there are provisions in the contract requiring a dust mitigation plan and its review by the Resident Engineer.

**Q: Bonnie Phaney:** I know OSHA requires individuals working on projects to meet certain standards, but what about the residents abutting I-90?

**A: Anne Gorczyca:** Demolition for this project does not involve a lot of earth work. We will be challenging them to minimize demolition debris by not using pulverizing methods when they can saw cut to minimize dust. Hosing down piles will capture dust and stop it from migrating from the work zone to other environs.

**C: Nathaniel Cabral-Curtis:** I lived in a MassDOT construction site for about three years. While hosing down the concrete does not seem high tech, it is very effective, and they are very liberal with the water.

**C: Debbie Keefe:** I wanted to thank you for the way that you went about advertising this and letting as many people know as possible. I found out about it from someone stationed outside the Stop & Shop in Westborough handing out flyers. I think that is a testament to how much you want the community involved with this project, and I really appreciate that. Thank you so much for including us and letting us all share our comments.

**C: Anne Gorczyca:** I will bring that back to our leadership because they were insistent on very extensive outreach for the project.

**C: Debbie Keefe:** It was a good job, thank you.

**C: Nathaniel Cabral-Curtis:** MassDOT has found that over the course of a number of projects that a lot of people read the newspapers, but not everyone gets to those little ads on the back. However, everyone grocery shops.

Beyond newspaper publications and the visibility at the Stop & Shop, we posted meeting notices in bathrooms inside rest stops along I-90 from Worcester going east. We posted them in the Town Halls and libraries in Ashland, Framingham, Southborough, and Westborough. I can say that when I was in Westborough, I checked the public library, and the librarian told me that people were taking them. So, increasingly that is becoming the norm as the agency commits itself to effective outreach.

**C: Anne Gorczyca:** I hope Kristen doesn't mind that I call her out, but our director of communications, Kristen Pennucci, is here tonight to make sure that we're doing what we're committed to for outreach on this project.

**Q: Nathaniel Cabral-Curtis:** If no one else has anything to say, Anne, would you like to declare this hearing closed since it is a hearing?

**A: Anne Gorczyca:** Yes, I declare this hearing closed. Thank you.

## Next Steps

The project will now advance towards the 75% design level. The request for proposal will be issued to a short-list of Design-Builders in spring 2020, with a Design-Builder chosen in summer 2020.

Advance work on the project will occur spring 2021, main bridge work will occur summer 2021, and some post work will occur late summer/ fall 2021. Public involvement will continue throughout design and into construction.

## Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Gary	Baxter	MassDOT
Brian	Briselli	Jacobs
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Laurie	Carlson	MassDOT
Dean	Cibelli	Westborough Resident
Daren	Conboy	Jacobs
Donny	Dailey	MassDOT
Carolyn	Dykema	Massachusetts State Representative
Bob	Elliott	CDR Maguire
Anne	Gorczyca	MassDOT
Maged	Guirgus	CDR Maguire
Jim	Holmes	Westborough Resident
Gene	Karmelde	Southborough Resident
Chris	Keefe	Westborough Resident
Debbie	Keefe	Westborough Resident
Erin	Kinahan	MassDOT
Timothe	Litt	Southborough Resident
Matt	Macey	CDR Maguire
Taylor	Miller	Howard Stein Hudson
Kristen	Pennucci	MassDOT
Bonnie	Phaney	Westborough Resident

First Name	Last Name	Affiliation
Tony	Qu	Jacobs
Mario	Russo	MassDOT
Michael	Splaine	MassDOT
Sam	Strivers	Southborough Resident
Jean-Pierre	Telemaque	MassDOT
John	Waugit	Middlesex County Resident