

Cape Cod Bridges Program  
Virtual Public Information Meeting  
**November 17<sup>th</sup>, 2022, 6 PM EST**  
**Zoom Webinar**

## Meeting Summary

This virtual public information meeting took place on November 17<sup>th</sup>, 2022, at 6 PM EST. The meeting took place on Zoom and informed the public of updates to the Cape Cod Bridges Program. In attendance was the Program team, the public, elected and appointed officials from the local, state, and federal levels, and community organization leaders. 377 attendees were present.

## Meeting Notes

### 1. *Introduction: Bryan Cordeiro (MassDOT)*

- Bryan Cordeiro (MassDOT) thanks the attendees for joining and passes off the presentation to Hung Pham (MassDOT).
- Hung Pham (MassDOT) – Zoom Controls
  - Hung Pham (MassDOT) introduces the ASL, Spanish, Portuguese, and CART interpreters for the meeting. He explains how to choose between the language audio options. He covers the public meeting notes and procedures for meeting attendees.
- Name (affiliation) – information covered.
  - Additional details on information covered or meeting activities.

### 2. *Team Introductions – Bryan Cordeiro (MassDOT)*

- Bryan Cordeiro (MassDOT) introduces the panelists.
  - From MassDOT: Bryan Cordeiro, Program Manager. Mike O'Dowd, Director of Major Projects. Gareth Saunders, Office of Legislative Affairs Highway Liaison. Hung Pham, Facilitator. Hung Pham, Facilitator. Makaela Niles, Facilitator.
  - From USACE: Craig Martin, Navigation Section New England District. Scott Acone, Programs and Project Management Division.
  - From HNTB: Dave Anderson, Program Manager. Mark Kolonoski, Deputy Program Manager and Environmental Lead. John Smith, Lead Bridge Designer.

### 3. *Agenda – Bryan Cordeiro (MassDOT)*

- Bryan Cordeiro (MassDOT) presents the agenda.
  - The agenda is as follows: Introduction, Public Outreach, Draft Program Purpose and Need, Program Updates, Bridge Type, and Next Steps.
  - After the agenda is the public comment and question period.

4. *Program Team Agencies – Bryan Cordeiro (MassDOT).*

- Bryan Cordeiro (MassDOT) presents the Federal and State agencies involved with the Program.
  - Federal Agencies: US Army Corps of Engineers (USACE) and (FHWA)
  - State Agencies: MassDOT.
  - Bryan states that MassDOT has been working closely with the USACE and FHWA throughout the program to ensure that it remains eligible for federal funding.
  - The USACE currently owns and operates the bridges. When the replacement bridges are installed at the Cape Cod Canal, ownership will transfer to MassDOT.
  - MassDOT will oversee the Program delivery process to install the replacement bridges.

5. *Continuation of the Major Rehabilitation Environmental Report (MRER) – Bryan Cordeiro (MassDOT)*

- Bryan Cordeiro (MassDOT) presents on the MRER findings.
  - The MRER found significant justification to replace the bridges based on a range of alternative solutions which were evaluated.
  - It was concluded that the bridges should be replaced.

6. *Public Outreach – Bryan Cordeiro (MassDOT)*

- Bryan Cordeiro (MassDOT) presents on public involvement efforts throughout the Program.
  - We are in Round 3 of public engagement, with Rounds 1 and 2 taking place in 2021.
  - Bryan covers a summary of themes in the public comments received including property impacts, roadway and bridge maintenance, environmental impacts, and daily commute.
  - Stakeholder engagement efforts include meetings with state and federal delegations, regional transit and planning agencies, chambers of commerce, and municipalities.
  - Outreach methods included social media, emails, press releases, newspaper ads and website updates.
  - A meaningful public involvement process is important not only to MassDOT but to NEPA, the National Environmental Policy Act.

7. *Draft Program Purpose and Need Statement – Bryan Cordeiro (MassDOT)*

- Bryan Cordeiro (MassDOT) presents on the draft program Purpose and Need statement.
  - MassDOT, USACE, and FHWA have reached an agreement on the statement wording.
  - MassDOT is seeking additional feedback from the public on the new wording.
  - The statement is foundational to NEPA and allows MassDOT to evaluate, choose, and dismiss design alternatives as appropriate.
  - Bryan presents the Purpose and Need statement draft wording for public feedback.

**8. Program Updates – Bryan Cordeiro (MassDOT)**

- Bryan Cordeiro (MassDOT) presents on updates for Program grant funding.
  - MassDOT and the USACE have been working together to procure funding from various sources.
  - Efforts have primarily been focused on the IIJA, which is awarded on a competitive basis to projects that best fit the criteria of IIJA initiatives.
  - Bryan covers the applications which have been submitted, including submittals on May 23<sup>rd</sup>, 2022 and August 9, 2022.
  - MassDOT was informed that funding would not be awarded for this round of INFRA funding, but other opportunities are being monitored for. Results have not been determined for applications to the Bridge Investment Program and MEGA funding.
- Bryan Cordeiro (MassDOT) presents on recent and ongoing activities that have been moving the Program forward.
  - Recent and ongoing activities include soil investigations, bridge type analysis, roadway alternative investigations, traffic safety analysis, utility coordination, NEPA class of action coordination, and execution of Section 106 Programmatic agreement between USACE and MassDOT.

**9. Bridge Types – John Smith (HNTB)**

- John Smith (HNTB) presents on the design considerations for the potential bridge types.
  - All the potential bridge types presented will work with any lane configuration and roadway alignments. Location, lanes, and roadway configurations are being developed and will be presented at future meetings for public input.
  - The bridge types and decided upon configurations must support the program requirements. This means 2 lanes in each direction will be open throughout construction. Existing local roadways will be maintained during construction as well. Bridge types should minimize impacts to Canal Operations. A sidewalk will be provided during construction and a shared use path will be included in the final construction for cyclists and pedestrians.
- John Smith (HNTB) presents on the twin bridge configuration.
  - Twin bridges at each location will allow for crossing during construction while maintaining all local roadway connections.
  - Twin bridges are more easily constructed and have a shallower structure depth than a single bridge.
  - The Whittier Bridge over the Merrimack River is shown as an example of how the bridges might be constructed, with one bridge being built before the existing bridge is demolished so there are always open connections throughout construction.

- John Smith (HNTB) presents on the construction staging.
  - John shows how one new bridge will be constructed at each location before the deconstruction of the existing bridge and second replacement bridge. The result will be two twin bridges at each location in the place of the former single bridge.
- John Smith (HNTB) presents background on the existing bridges.
  - The existing bridges are Arch Truss bridges with iconic historic value. The bridges are shown from the Canal ground view and a driver's view going over the bridge.
  - The Arch forms are visually consistent with the surrounding terrain.
  - The existing bridges were constructed by building from both sides of the canal, cantilevering out over the canal and meeting in the middle.
- John Smith (HNTB) presents the feasibility criteria for potential bridge types including initial costs, highway geometrics, constructability, and community considerations.
  - These criteria were used to determine the potential bridge types.
- John Smith (HNTB) presents the potential bridge types.
  - The Concrete Box Girder type is presented.
  - The Cable Stayed type is presented.
  - The Arch type is presented.
  - Benefits and drawbacks for each of the bridge types are presented on.
  - Public feedback on the bridge types is requested. This feedback will be incorporated into the preliminary engineering assessment.

**10. Next Steps- Bryan Cordeiro (MassDOT)**

- Bryan Cordeiro (MassDOT) presents on the next steps for the program.
  - Round 4 of public involvement will take place in early 2023.
  - Input from the public will be collected regularly through the PIMA comment tool and emails.
  - Conceptual roadway and lane alignments are undergoing planning.
  - NEPA filings will commence.

11. Q&A – Makaela Niles (MassDOT)

- Mary Jane Mastrangelo (Bourne Selectmen) Good evening. I'm Mary Jane Mastrangelo and I'm a selectman in the Town of Bourne. I have a couple of comments. I appreciate the work being done to maintain lanes and local roadway access during construction, as well as the bridge design and maintaining the historic design of the bridges. I think that's thoughtful on the part of MassDOT. It would be helpful to include either in the statement or in criteria going forward a consideration that the design will have the least impact on adjacent property owners because that is a concern that's been raised. On slide 26, the construction shows a narrowing of the passage. I want to make sure that during construction, the passage would not obstruct ships.
  - Bryan Cordeiro (MassDOT) Thank you. Typically ROW impacts are not identified as a transportation need in therefore not included in the Purpose and Need. The statement is supposed to be the transportation goal for the program. In this case, the ROW and environmental impacts are weighed heavily, and they will be for our future evaluation criteria as we develop that. So, avoiding and minimizing to the extent we can will be taken into consideration as we advance alignments and connecting roadways and interchanges.
  - John Smith (HNTB) The water side piers do cantilever out over the canal like the existing bridge. This type of bridge is called a delta girder. It's a very efficient system because those triangles are part of the approach structure. It shortens the length of the arch so it can be floated into place. The picture that's shown on slide 26 is just a visualization. Those delta girders are well outside the 480-foot navigation channel of the canal. The existing bridges does this too. Our piers are further back from the navigational channel. We'll be working with the USACE to make sure our design is safe for the canal.
- Robert (Member of the public) Are the two new bridges going to be built on the west side of the Bourne and east side of the Sagamore of the two existing bridges?
  - Bryan Cordeiro (MassDOT) This is still under evaluation, and we'll be looking at a few alignment options. We can't yet say what side the new bridges will be constructed on.
- Katherine (Member of the public) Thank you very much. I'm a representative of Mass Bike. I'm representing Mass Bike in this meeting tonight. We're thrilled to see that under program requirements you have a multi use path. We would like to see that multi use path have designated areas for pedestrians and cyclists, plus bump outs with a bench so people can sit and rest and enjoy the view. And finally, to encourage lighting so that the bike and pedestrian sides are well always lit and snow and ice removal. Part of the reason for this commentary is it's not just recreational cyclists. There are plenty of folks who would be able to commute cheaply and economically to their jobs on the cape would we have these accommodations. So, thank you again, and thank you for the great presentation tonight.
  - Bryan Cordeiro (MassDOT) Thank you. And those are all things we can consider as we advance the design.

- Makaela Niles (MassDOT) Could you speak to the funding opportunities related to this project?
  - Bryan Cordeiro (MassDOT) Sure, and I can add a little more information on that as well. Specifically, MassDOT through our transportation bond bill has committed 350 million in funding that is dedicated to this program. Additionally, the USACE has committed 2 million dollars and in addition to that, they're looking to pursue additional funding through their operational budget. They need to put in those future budget requests to gain more funding for this project. So that has still yet to occur at this point. In addition to the 352 million from DOT and the Corps at this time, we've been pursuing these grant opportunities to try and secure the funding for the replacement bridges you saw was 1.3 and 1.82 billion respectively through those grant opportunities. We have not been awarded that funding yet, but we do have 352 million at this time.
- Craig (Member of the public) My name is Craig Hill and I'm a resident of Yarmouthport. What are the cost differences between the three bridge types? How will the increase in entering and existing bridge traffic be managed at the rotaries? Thank you?
  - John Smith (HNTB) Preliminary cost estimating is a very important part of our engineering assessment process. Without knowing the exact lane configuration, the Cable-Stayed type will probably be a longer bridge structure in the sense of the more expensive part which is the cable-supported part. The concrete box girder will have to be higher because the structure depth varies. When we did our preliminary estimates, both the concrete box girder and the cable-stayed are the higher costs and the Arch is lower right now. That will depend on final configuration but our assessments to date indicate that the Network Tied Arch type would be the least expensive. We will do some more detailed estimates but that's our preliminary finding.
  - Dave Anderson (HNTB) In looking at our alignments, we'd be looking at how the proposed roadways will work with the existing roadways. We know we need to make sure we're keeping all the connections that exist today in place throughout construction and when we're done that all those connections still exist. This is certainly part of the program and something we'll talk about in future meetings.
- Robert (Member of the public) What is the difference from the bottom of the bridge to sea level of the new bridge type as compared to the current bridges?
  - John Smith (HNTB) The navigational clearance is set by statute and the USACE and the US Coast Guard. We'll maintain the same 135 feet so from mean high tide it's 135 feet to the bottom of the existing bridges. Our intent is to maintain that same 135 feet with some accommodation for sea level rise and that analysis is ongoing.

- John York (Member of the public) First I want to thank Mr. Smith for his presentation. It looks like there's a lot of careful thought going into the bridges. Anything to shorten the approaches is helpful to everybody, less real estate, and a shorter walk on the sidewalk. I have two specific questions. My first has to do with local area connectivity. I noticed that there's no wording about it being local in the Purpose and Need statement. Previously, there was more attention to giving treatment to local connectivity. I don't know if it's because as the project's gotten closer to reality it's gotten less ambitious around the edges, but could you talk a little about what local connectivity would be involved? There had been discussion earlier that this would include possibly other connectivity improvements within the canal area. My second one is there any room in the Purpose statement for absolute connectivity standards.
  - Bryan Cordeiro (MassDOT): We plan to improve multimodal accommodations and connect a future shared use path to the local interchanges and canal. We also want to make improvements to local roads and sidewalks. This will be teased out as we proceed with design. You mentioned the purpose and need statement not having any absolutes. The Purpose and Need statement are more for desired outcomes and not for specific absolutes. Sorry if I missed anything, that was like a four-part question.
- John (Member of the public) Will the new bridges allow the existing ships to use the canal, or will it allow larger cruise ships, or will it restrict use to smaller ships that use the canal today?
  - Bryan Cordeiro (MassDOT): We plan to maintain the existing navigational clearance while accounting for sea level rise. It will function from a navigational perspective the same as the existing bridges.
- Larry (Member of the public) Good evening. Thank you, first, for a great informative presentation. How do you Climate Change into account for these bridges? In general terms, if you pick the Arch type, what's the time frame for engineering and design period and then construction?
  - Mark Kolonoski (HNTB): The bridges and their elevation will be located at a point outside of an area that will be affected by future sea level rise. As part of the MRER, the engineers evaluated sea level rise anywhere from 3-8 feet. More work will be done on this in the future, but we are committed to maintaining a 135-foot clearance.
  - Dave Anderson (HNTB): We have a lot of unknowns currently including funding. We also need the identification of the lead federal agency and NEPA class of action. Those who attended last Tuesday know that we provided the schedule provided in the grant application. This would be a procurement bid going out at the end of 2025 and a 6–7-year construction period.

- Celia (Member of the public) Is there a risk to demolishing the old bridges?
  - John Smith (HNTB): We have done quite a few demolitions adjacent to a new structure. We are not considering explosive demolition. Demolition of a truss type can be disassembled sequentially in a backwards order from how it was built. The other way is to decide you'll lower a certain portion down to barges below. We have not decided on an exact method to demolish the bridges.
- Gary (Member of the public): Are we looking at certain stages of construction being 24/7 365 or are there set hours where people can expect quiet? Will there be dust and noise mitigation there? It was lacking with the Dalton bridge. It was a large amount of dust and a tremendous amount of noise for many years. I hope you take this into consideration. Thank you!
  - John Smith (HNTB): There's a lot of work to do to figure out how these contracts will be staged and what the duration of the contracts will be and what rules they must follow. It's possible that a job of this size would have periods where construction is loud and noisy. MassDOT will work to develop noise and dust abatement requirements and communicate that with the abutters. Those requirements would be a part of the construction contract.
  - Bryan Cordeiro: There will be a lot more opportunity to weigh in on these metrics for abatement including times of construction when we have that information available.
- Steven (Member of the public) Are we changing where the chokepoints are/rotaries are with the concepts?
  - Bryan Cordeiro (MassDOT): We are gathering data to look into improving traffic operations. It is a need identified and a key purpose of the project. You might be alluding to the staging slide. The additional lane shown is not for adding vehicular capacity, that is really meant to be a turning lane. It will also for safer turning movements onto interconnecting ramps and exits.
- Judith (Member of the public) Can a provision be made for bicyclists and pedestrians?
  - Bryan Cordeiro (MassDOT): We're showing Twin Bridges but that doesn't mean we're adding capacity for vehicles. We showed the cross section earlier in the slides and that is what is consistent with the Army Corps because again, capacity is not in the purpose and need project, so it is not likely we will add vehicular capacity. It doesn't seem like that's a goal of the community. Multimodal accommodations are a part of the purpose and need so we are committed to improving facilities for the cyclists and pedestrians on the bridges and approach roadway networks. It will be a useful Point A to Point B transportation facility.



- Adam (Member of the public): Have the material changed as far as preventing rust for the future bridge?
  - John Smith (HNTB): Maintenance and longevity are important for these expensive long span bridge structures. A lot of that has to do with bridge type. The three bridge types we considered feasible don't have the same issues as a steel truss bridge like what's currently there as far as rust. That's why we don't build long-span truss bridges anymore. MassDOT's standards for steel is weathered to a patina that resists rust and then a zinc coating is added which prevents rust. Then we add a sealer coat over that. The steel on any of these bridges will be more rust-preventative and can be rehabbed much easier than the existing bridge without taking a lane of traffic. The Arch is the most cost effective and easiest to maintain.
- Makaela Niles (MassDOT) Can you speak to the communications options so people can stay involved in the conversation about this project?
  - Bryan Cordeiro (MassDOT): Sure, this presentation is online.
  - Erica Blonde (HNTB): We will be providing recordings of all the presentations online. We'll also be uploading them with captions. In terms of availability to get in touch, this is a QR code, and we'll send out an email with both the bridge type survey and the PIMA comment form and project website.
- Tom (Member of the public): Thanks. This is a great presentation. I was going to ask about the Mass Delegation's focus on this all the way from Elizabeth Warren to Ed Markey, but I guess the fact that none of them are on this call says it's up to us and not them. We joke a lot and see bumper stickers about the Cape Cod tunnel, was there any thought at all about removing the bridges and moving to a tunnel? Have you thought about scrambling cell service to prevent phone use on the bridges while driving?
  - John Smith (HNTB): Part of the problem with tunnels is it wouldn't be so difficult to build it right at the canal, but accommodating the dredging, the connection points would go very far back from the existing connections which would cause a lot of disruption. It would be quite far back from the canal and a tunnel couldn't accommodate multimodal accommodations. It's not done on deep bore tunnels like that. The USACE deemed it not a feasible alternative.
- Jeffery (Member of the public) Is there any thought to lighting at this stage of the process?
  - Bryan Cordeiro (MassDOT) We have gotten a few comments on that and it's worthy of consideration. Right now, where we're at in design we have not begun to consider lighting yet. There will be plenty of opportunities in the future for more pointed conversations on lighting.

- Hugh (Member of the public) I'm very much concerned with Boating education. Is there any uncertainty about the bridges sinking because of the soil profile?
  - John Smith (HNTB): That's a valid concern. The subsurface geology of Cape Cod shows a deep bedrock layer. We have taken preliminary soil borings at the location of the bridge piers. Most of what's overlaying that is glacial sand which is not compressible like clay. With current design standards, we'll go with deep foundation elements unlike the current bridges. We will touch bedrock with the new piers. We don't want any movement or vulnerability to scour effects or seismic activity. The bridges will be founded on bedrock.
- Makaela Niles (MassDOT) I see a few questions about Route 3 and Route 6 and if they'll be widened and how four lanes of traffic will flow into the two-lane route 6 highway.
  - Dave Anderson (HNTB) The cross sections shown were building off the MRER. In future meetings we'll provide more information on traffic counts and projections.
- Makaela Niles (MassDOT) I'm seeing a few questions about property takings. Could you speak to the Right of Way (ROW) process?
  - Lisa Szamreta (MassDOT): The ROW process- we have not determined the number of takings at this time. If your property will be impacted, you will be notified by a consultant or ROW agent.
- Carrie (Member of the public): Is there an estimated lifespan for the new bridges and will they last as long as the current bridges?
  - Bryan Cordeiro (MassDOT): The design life we used is 100 years.
- Marry Ann (Member of the public) Will construction be simultaneous on both bridges or does it depend?
  - Bryan Cordeiro (MassDOT): This will come down to either preference of contractor or what MassDOT sees in our analysis. We can't speak definitively about it at this time.
- Kristoff (Member of the public): What are the differences between maintenance frequency for the bridge types?
  - John Smith (HNTB) All three of these bridge types meet MassDOT standards for corrosion protection and can be maintained much more easily than the current steel truss bridges. The Arch bridge has some advantages not necessarily in maintenance costs but if there ever was deterioration, it's easiest to replace the roadway deck. Then cable stayed, then concrete box girder. All three are a vast improvement over the 1930's bridges.

- Carol (Member of the public) will be enhancing evacuation safety be included in the design?
  - Bryan Cordeiro (MassDOT): Definitely. Lane reversal for evacuation is common for these types of bridges. This planning is being developed.
- John (Member of the public) What are the delivery methods being considered? Is there a preferred?
  - Bryan Cordeiro (MassDOT): The two we are considering currently are design-build and design-bid-build.
- Member of the public: Is shortening travel time to and from the Cape a goal?
  - Bryan Cordeiro (MassDOT): I don't think it's necessarily a goal but if we improve operations it could happen.
  - Dave Anderson (HNTB): It's not part of the goal but it's a byproduct of other things that will be done to roadways. It may have some benefit, but this will be a part of analysis we'll share in future meetings.
- Linda (Member of the public) Do you intend on keeping the same name for the Bridges?
  - Bryan Cordeiro (MassDOT): That process requires legislation. We have not decided yet.
- John York (Member of the public) Could you speak about wind loads on vehicles? Is there a wind speed at which bridges would close?
  - John Smith (HNTB): There are provisions in place to close the bridges in high wind events. It's very tricky to provide a barrier on a bridge at this height that would lessen the wind for pedestrians and bicycles and cars. We have been discussing how to handle that. The Golden Gate bridge for instance has signage for when it's safe for bikes and peds and when it's not.
- Gary (Member of the public): It's not just the bridges, it's the lead up to the bridges on either side. Miles and miles of traffic both ways on every road. Are you planning on having restroom stations for people waiting in traffic?
  - Dave Anderson (HNTB): I know the struggles people have with the traffic out there today. It's something we can take into consideration, but we are focused on the area of the immediate vicinity of the canal and its touchdown points and connections. We appreciate the comment.
- Makaela Niles (MassDOT): I'm seeing a few questions about tolls, could you speak to that?
  - Dave Anderson (HNTB): Tolls are not something we're considering currently. Regarding funding, our focus is on the grant programs available now. We're still waiting to hear on two of them and we're focused on applying for more next year. We have a good chance.

- Mary Jane Mastrangelo (Member of the Public): Thank you. Since the capacity of the lanes won't change, what is going to be done for accommodations to facilitate transitions to have better traffic flow? That's a problem we have right now. How is not increasing the capacity going to help with the traffic flow?
  - Dave Anderson (HNTB): This is something we'll focus on in future public meetings. We plan to share a number of feasible and practical alternatives for realigning the roadway network.
- William (Member of the public) Will each of the four bridges have pedestrian and bike paths?
  - Dave Anderson (HNTB): It's important to know that when we talk about twin bridges, we're not talking about doubling the lanes. This is something we'll be looking at and engaging with the public about.

*12. Closing Remarks – Makaela Niles (MassDOT)*

- Makaela passes the meeting back to Bryan Cordeiro (MassDOT).
- Bryan thanks everyone for listening and attending. He says we have some great feedback and will provide responses to unanswered questions with the Program team.
- Bryan closes the meeting.

## Attendees

### Program Team:

- Bryan Cordeiro (MassDOT)
- Mike O'Dowd (MassDOT)
- Gareth Saunders (MassDOT)
- Hung Pham (MassDOT)
- Makaela Niles (MassDOT)
- Gareth Saunders (MassDOT)
- Lisa Szamreta (MassDOT)
- Craig Martin (USACE)
- Scott Acone (USACE)
- Dave Anderson (HNTB)
- Mark Kolonoski (HNTB)
- John Smith (HNTB)
- Erica Blonde (HNTB)
- Patrick Marvin (HNTB)
- Sara Stoja (HNTB)
- Mikayla Jerominek (HNTB)
- Rafael Freire (Portuguese Translation)
- Alisa Clements (Portuguese Translation)
- Camila V. (Spanish Translation)
- Alexandra Fortich (Spanish Translation)
- Cindy Knight (ASL Interpretation)
- Susan Galdieri (ASL Interpretation)
- Holly McKay (CART Interpretation)

Other Attendees:

1. Haris Awal
2. Colleen Medeiros
3. John York
4. Patricia Johnson
5. Adetoyin Olaoye
6. Ken Cheitlin
7. Ken Cheitlin
8. Kathleen Walker
9. Nicholas McNulty
10. Ken Coelho
11. Nancy Angus
12. Jayme Cook
13. Ken Peal
14. Joe Iniguez
15. John Vitagliano
16. Kelley Freda
17. Emma Loughlin
18. Barry Johnson
19. Beverly Johnson
20. Sue Weiss
21. Barb Lambdin
22. Machi
23. Scott Lajoie
24. Bob Mezzadri
25. Jack Fracasso
26. Susan Daniels
27. Edwin Strobe
28. John Mitchell
29. Bill Glass
30. Marty Bruemmel
31. Elise Phillips
32. Colin Zick
33. Robin Melavalin
34. James
35. Jill McLaughlin
36. Richard Rothstein
37. Roald Lokken
38. John Dalton
39. Frederick Miller
40. Keith Tavares
41. Wendy Northcross
42. Ann B
43. Jeffrey McGill
44. Ken Smith
45. Robert Engel
46. Michael Beintum
47. Peter Hargraves
48. Mary Ann Anthony
49. Kate Ferguson
50. Paul Muther
51. Louis Zicht
52. Linda Cebula
53. Nancy James
54. Nancy Shoemaker
55. Steven Leibowitz
56. George Brown
57. Judy Crocker
58. Linda McShane
59. Katherine Jansen
60. Page Czepiga
61. Julia Gillis
62. Matt Sawicki
63. Jennette Barnes
64. Carline Lemoine
65. Susan Areson
66. Bernard Lebow
67. Marvin Stanley
68. Frederick Moseley
69. Maureen Grandmont
70. Mary Ann Mason
71. Edward Francis
72. Pat Nagi
73. Sally Campbell
74. Richard Halverson
75. William Hertwig
76. Kim Paterson
77. DeeDee Holt
78. Linda Sharp
79. Leslie Reynolds
80. Steve Tefft
81. Daniel Roberts
82. Don Devaney
83. Judith Bruce
84. Tony Gargano
85. Hugh Blair-Smith
86. William Uzell
87. Marie Taylor
88. Elizabeth Pierson
89. Elizabeth Pierson
90. Frank Zappulla

91. Don LaRuffa
92. Gail Anderson
93. Larry Bigelow
94. Joe DiGeorge
95. Theresa Nevers
96. Robert Guethlen
97. Mary Anne Bourque
98. Deb Costa
99. Terri Sachs
100. Robert Young
101. Domenic Valarioti
102. Susan Chadwick
103. Jennifer McGrail
104. Dave Grygiel
105. Lynda O'Brien
106. Albert Gabrielli
107. Bob Ravenelle
108. Carol Sim
109. Joseph Strafaci
110. Darice Wareham
111. Joel Freedman
112. Robert sharp
113. Betsy Woodley
114. Lisa O
115. Charles Spooner
116. Diane MacMillan
117. Carol Moakley
118. Joanne Crowley
119. Carolyn Tata
120. Frank and Monique Mitchell
121. Joseph Kraemer
122. Jennifer Jenkins
123. Steve Frager
124. James Sullivan
125. Beth Byrne
126. James Cullen
127. Tom Hughes
128. Ellen Love Pendleton
129. Lynn
130. Hugh Kilmartin
131. Shaun Handy
132. Robert Frazee
133. Nabil Hourani
134. Susan Sweeney
135. Stacey Burgess
136. James Mackie
137. Joey Pagliarani
138. Stephen Guimond
139. Chris Barry
140. Ciara Sullivan
141. David Seeley
142. Linda Holt
143. Toni Fentin
144. Peter Cormier
145. Richard Enos
146. Franklin Beveridge
147. Laurie Leitner
148. John Christensen
149. Karen Wilson
150. Philip Logan
151. Suresh Rao
152. John Watters
153. John Watters
154. Celia E
155. Michelle Christensen
156. Robert Peltoma
157. Joe Mirabello
158. Robert Connolly
159. Tom Colpitts
160. James Mcloughlin
161. Gary Maloney
162. Sean Polay
163. John Arciszewski
164. Dan Bjelf
165. Silvana Solano
166. Jim Diao
167. Patrick Reed
168. Gregor Wollmann
169. Judith Flanders
170. Richard Boyatzis
171. Richard Boyatzis
172. Jeffrey Vasold
173. Glenn Whittum
174. Jacqueline Tardif
175. Amber Unruh
176. Wesley Ewell
177. John Donahue
178. Melinda Walsh
179. Jamison O'Neill
180. Dan Christensen
181. Kevin Galligan
182. Frank Tramontozzi

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|------------------------|-----------------------------|
| 183. William Corey     | 230. Luke Thiboutot         |
| 184. Ken Pearson       | 231. Gillian Hollands       |
| 185. John Riordan      | 232. Pamela Lohmann         |
| 186. Asad Jung         | 233. Rosemary               |
| 187. Grady Culhane     | 234. Janet Kelley           |
| 188. JD                | 235. Richard Reyes          |
| 189. Pearse McManus    | 236. Michael Lake           |
| 190. Carol Fiocco      | 237. Pearl Siegal           |
| 191. Sandra Goldstein  | 238. Dennis Jakus           |
| 192. Marcie Kaplan     | 239. Laura Sutherland       |
| 193. Meryl Brown       | 240. Peg LeGendre           |
| 194. Chris Baker       | 241. Liz Maloney            |
| 195. Jennifer Copeland | 242. Matthew Cardillo       |
| 196. Jane DeNoyer      | 243. Grace-Ann Leva         |
| 197. Ann Prete         | 244. Paula Madore           |
| 198. Arthur Liatsos    | 245. Paul Denoncourt        |
| 199. Therese Goodchild | 246. Kerry Weschrob         |
| 200. Eric Poehler      | 247. Y. Cho                 |
| 201. Jonathan` Rowe    | 248. James Howard           |
| 202. Chris McGuire     | 249. Bud                    |
| 203. Ramona Krogman    | 250. Michael Cohen          |
| 204. Shawn Barthe      | 251. Ed Simpson             |
| 205. Kate Mullaney     | 252. Tim Petracca           |
| 206. Brittany Lord     | 253. Craig Hill Sr.         |
| 207. Stephen Najarian  | 254. Rita Spiegelman        |
| 208. Susan Ross        | 255. Inna Senkovsky         |
| 209. Robert Ebersole   | 256. William Brister        |
| 210. Myra Killeen      | 257. Sue Baracchini         |
| 211. Paul O'Keefe      | 258. Michael McGrath        |
| 212. Sandy Higgins     | 259. Moses Strassfeld       |
| 213. Vinnie            | 260. Norman Lacasse         |
| 214. Patricia McMenamy | 261. Edward Lavelle         |
| 215. Helen Flanders    | 262. Mark R                 |
| 216. Deb Castell       | 263. paul liberty           |
| 217. Diane Ota         | 264. Sam Moffett            |
| 218. William Gately    | 265. Thomas Duce            |
| 219. Debi Gartland     | 266. Emma Healey            |
| 220. Allison Asher     | 267. Debra Sugrue           |
| 221. Steve Clay        | 268. Patricia Basler        |
| 222. Thomas Joyce      | 269. Lawrence Urbano        |
| 223. Cheryl Graney     | 270. Geoff Allsup           |
| 224. Tom               | 271. Danielle Hayward       |
| 225. Ray Glass         | 272. Joseph Taccogna        |
| 226. Richard Shepherd  | 273. Matthew da Costa       |
| 227. Mark Villa        | 274. Leslie and John Murphy |
| 228. Thomas Hoke       | 275. Jeff                   |
| 229. Robert Burgmann   | 276. Adam                   |



- 277. Shelley Dawicki
- 278. Joseph Pagliuca
- 279. Rena Crumbliss
- 280. Judith Gibson-Okunieff
- 281. Stephen Ippolito
- 282. Lisa Maffioli
- 283. Jackie McGuire
- 284. Joe Sullivan
- 285. Gary
- 286. Jeffrey Brodeur
- 287. Dan
- 288. Robert Dateo
- 289. David Worden
- 290. Paul Gazaille
- 291. Olivia Murphy
- 292. James Barnack
- 293. John Miller
- 294. Joseph Lupi
- 295. Eileen Gunn
- 296. John Caron
- 297. Ralph Colorusso
- 298. Bryan Bourbeau
- 299. Beth Agrillo
- 300. Philip Sacks
- 301. Glen Townsend
- 302. Kevin Walsh
- 303. Charlene Arzigian
- 304. Christopher Cerbo
- 305. Kristof Ketch
- 306. Marshall Roy
- 307. Peggy McCarthy
- 308. Nancy Bent
- 309. David Wallace
- 310. Linda
- 311. Theresa
- 312. Jeffrey Leshin
- 313. Scott Murphy
- 314. Galen Mook
- 315. Manny Marrero
- 316. Carinna Babyak
- 317. Jenifer Thalhauser
- 318. Diane
- 319. Ned Babyak
- 320. William Reed
- 321. Patrick Dalton
- 322. Pamela Shields
- 323. Raymond Therriault
- 324. Len Short
- 325. Robbin Bergfors
- 326. Andrew Wilkins
- 327. Jon Tobin
- 328. Sandra Brown
- 329. Dennis Baker
- 330. Gary Ruffino
- 331. Brandon Rayno
- 332. Matt Dennehy
- 333. WHDH Channel 7
- 334. Michael Sorenti
- 335. Leslie Pierce
- 336. Deborah Young Kroeger
- 337. William DeSousa
- 338. Jill Albanese
- 339. Mike Pelletier
- 340. Susan Paslaski
- 341. Steve Blanchard
- 342. Jeff Tulman
- 343. Mark Scott
- 344. Carla W.
- 345. Bob Kroeger
- 346. Arielle Vergara
- 347. Harry McCafferty
- 348. MJ Mastrangelo
- 349. Natalia Frois
- 350. Mike Mcpherson
- 351. Mary Ann Agresti
- 352. Robert Goldstein
- 353. Grace Beyea
- 354. Jeffrey Shrimpton
- 355. Ronald Held
- 356. Ward Ghory
- 357. Patrick Tierney
- 358. Kathleen Rizzotti
- 359. Laura Ingelido
- 360. Wayne Clough
- 361. Cliff Gaysunas
- 362. Kim Selby
- 363. Diane Thayer
- 364. William Veeder
- 365. Gary Clough
- 366. Andrew Clarke
- 367. Jack MacDonald
- 368. Marie Elena Gillespie
- 369. Kristen Pennucci
- 370. Susan Hill

371. Susan Blomquist

372. Henry Milliken

373. Stacey Dowd

374. Mark Bergeron

375. Ron Woodward

376. Maureen O'Sullivan

377. Dow Jones