



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Monica Tibbitts-Nutt, Secretary & CEO



## MINUTES

### Meeting of the Massachusetts Department of Transportation Board of Directors

**December 3, 2025 AT 10:00 A.M.**

**10 Park Plaza, 2<sup>nd</sup> Floor Board Room, Suite 2890  
Boston, MA 02116**

***Public participation and comment was available via written  
communication, voice message and in-person public comment.***

***This meeting was broadcast live online.***

**MASSDOT BOARD  
MEMBERS  
PARTICIPATING:**

*Chair Phil Eng, Director Ilyas Bhatt (left meeting  
at 12:11 p.m.), Director Joseph Beggan, Director  
Richard Dimino, Director Lisa Iezzoni, Director  
Tim King, Director Tom Koch (left meeting at  
12:11 p.m.), Director Dean Mazzarella, Director  
Thomas McGee*

**OTHERS  
PARTICIPATING:**

*Highway Administrator Jonathan Gulliver,  
Registrar of Motor Vehicles Colleen Ogilvie,  
Administrator of Rail & Transit Meredith Slesinger,  
Aeronautics Administrator Denise Garcia, Darrin  
McAuliffe, Deputy Chief Engineer John Bechard,  
Michele Boucher, Traffic & Safety Engineer*

**OTHERS PRESENT:**

*General Counsel Carrie Wicker, Deputy General  
Counsel Owen Kane*

Chair Eng called to order the meeting of the MassDOT Board at 10:07

a.m. Owen Kane called the roll of the members participating, being a

quorum of the MassDOT Board of Directors:

<b>Chair Eng</b>	<b>Present</b>
<b>Director Beggan</b>	<b>Present</b>
<b>Director Bhatti</b>	<b>Present</b>
<b>Director Dimino</b>	<b>Present</b>
<b>Director Iezzoni</b>	<b>Present</b>
<b>Director King</b>	<b>Present</b>
<b>Director Koch</b>	<b>Present</b>
<b>Director Mazzarella</b>	<b>Present</b>
<b>Director McGee</b>	<b>Present</b>

Chair Eng offered opening remarks . He thanked Governor Healey and Lieutenant Governor Driscoll for the confidence they have shown in him and the opportunity to work with the dedicated men and women of MassDOT.

He also thanked his predecessor, Monica Tibbits-Nutt for her service to the Department and the Commonwealth.

The Chair then asked each of the Division Administrators to provide a brief Year in Review for each Division.

## **Safety Briefing**

Darrin McAuliffe presented the Safety Briefing.

Mr. McAuliffe informed the Board that Governor Healey issued a

proclamation recognizing November 17th through November 21st, 2025 to be Crash Responder Safety Week in the Commonwealth of Massachusetts.

Crash Responder Safety Week is a national initiative sponsored by the Federal Highway Administration (FHWA) to highlight the risks faced by traffic incident responders, including law enforcement, fire & rescue, EMS, public works, towing & recovery.

## **Employee Recognition**

The Chair recognized four MassDOT employees for extraordinary work achievements.

John Romano was recognized for his 31 years of exceptional performance within the Department.

Kris Carter, Jacqlyn Youngblood and Meghan Haggerty were recognized with the AASTO President's Award for their presentation "Empathy at the Intersection."

## **Public Comment**

There was no public comment.

## **Approval of Minutes**

The Chair then asked for a Motion to Approve the Minutes from the October 15, 2025 Meeting of the MassDOT Board.

**On motion duly made and seconded, it was by roll call:**

### **VOTED:**

**To approve the minutes of the Board of Directors meeting held on October 15, 2025.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>

## **Presentations and Actions**

Deputy Chief Engineer John Bechard presented Item #4, a request that the Board of Directors authorize and approve the Secretary/CEO, or his designee, to execute MassDOT Contract No. 131932 titled Yankee Doodle Bike Path Construction (Phase I), with Barletta Heavy Division Inc., for a sum not to exceed 17,395,243.00.

The project includes the construction of approximately 2.7 miles of a 10-foot-wide shared use path beginning at the intersection of Concord Road and Middlesex Turnpike and terminating at the Bedford Town Line. The path is divided into three sections, starting with Section 2, which begins north of the intersection of Concord Road and Middlesex Turnpike and heads south, crossing Concord Road and continuing adjacent to several parking lots and office buildings on Federal Street, until it eventually ties into Section 3 of the path along the former railroad right of way. Section 3 begins where the former railroad right of way intersects Middlesex Turnpike and continues along the abandoned rail corridor for several hundred feet until it reaches Route 3 right of way. The path runs adjacent to route 3 for several hundred feet and then ramps up to meet Orchard Road. Section 4 begins with the path continuing Orchard Road on the bridge across Route 3, then turning to continue adjacent to Technology Park Drive for several hundred feet. The path then turns off Technology Park Drive to continue off road on the abandoned rail corridor, along Astrig Way, and ultimately to the Bedford Town Line.

Director Koch commended the Department on the number of bidders.

Director Mazzearella inquired about the section of the request dealing with non-motorized bicycles. In particular, he wanted a definition of non-motorized vehicles. Undersecretary Gulliver noted that the Micro-Mobility Commission recently completed its report, and that the report, which contains definitions for non-

motorized vehicles, will be provided to the Board.

Director Beggan noted that this project was thoroughly discussed at the Capital Programs Committee and that the Committee unanimously voted to recommend this matter for approval by this Board.

Further discussion ensued.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To authorize and approve the Secretary/CEO, or his designee, to execute MassDOT Contract No. 131932 titled Yankee Doodle Bike Path Construction (Phase I), with Barletta Heavy Division Inc., for the amount of \$17,395,243.00.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazarella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>

Deputy Chief Engineer Bechard then presented Item #5, a request that the Board of Directors authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 131997 titled North Andover – Corridor Improvements on Route 114, between Waverly Road and Willow/Mill Street with J H LYNCH & SONS INC, for \$47,800,373.90 and for a total duration not to exceed 1811 calendar days from

Notice to Proceed (NTP).

The work for this Route 114 corridor project consists of the construction of a new traffic signal system at one (1) location and the reconstruction of traffic signal systems at eight (8) locations, complete with vehicle detection, emergency vehicle preemption, signal posts, signal heads, mast arm assemblies, span wire/strain poles assembly, controller cabinets, foundations, pull boxes, electric handholes, service connections, and all other equipment, materials and incidental costs necessary to furnish, install and program a complete and functioning traffic control signal system as specified and as shown in the contract documents. The work also includes furnishing and installing a Central Traffic Signal Control System with Adaptive Operation along the Turnpike Street (Route 114) corridor that encompasses the nine (9) signalized intersections. The proposed work includes traffic monitoring and counting capabilities including turning movement counts (TMCs) and wireless broadband radio communications to connect the nine (9) signalized intersections.

The work also consists of excavation; full depth construction; pavement milling; paving; constructing driveways, cement concrete sidewalks, pedestrian curb ramps, and hot mix asphalt shared use path (10-foot wide); removing and resetting existing granite curb and edging; installing new granite curb and edging; reconstruction of drainage systems; extension of existing culverts; construction of concrete box culvert; reconstruction of water lines and services; relocation of sewer

force mains; bypassing sewer force mains; relocation of gravity sewers and services; construction of cement concrete retaining walls with and without stone veneer; tree removal; landscaping; providing and spreading loam borrow and seed; installation of traffic signal equipment, traffic signing and pavement markings, traffic control management, and other street improvements.

Director Beggan noted that this project was reviewed by the Capital Programs Committee and that the Committee unanimously voted to recommend this matter for approval by this Board.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 131997 titled North Andover – Corridor Improvements on Route 114, between Waverly Road and Willow/Mill Street with J H LYNCH & SONS INC, for \$47,800,373.90.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>

Mr. Bechard then presented Item #6, a request that the Board of Directors



authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 131826 titled Boston – UPS System Replacements in Central Artery Tunnels, for construction, with Dagle Electrical Construction Corp., for the amount of \$17,777,771.17 and for a total duration of 972 days from Notice to Proceed (NTP).

This project will replace the uninterruptible power systems (UPS), to have new system which is reliable as it is crucial for Tunnel operations; the original system from construction of Central Artery is nearing to end of its life. The Tunnel system is integral to destination connectivity within Boston region and Logan airport. The work includes the replacement of uninterruptible power systems (UPS), UPS batteries, and related mechanical/heating ventilation and air conditioning (HVAC) systems, roofing work and SCADA work. The UPS and battery system replacement will be done in 7 facilities, five Vent Buildings (VB1, VB3, VB4, VB5 and VB8) and two Electric Sub Stations (ESS2 and ESS3). HVAC systems will also be replaced in these 7 facilities, SCADA work including HVAC system related monitoring points and integration with existing IPCS SCADA control system will be done. Roofing will be replaced for facilities ESS2 and ESS3, repairs to roofs will be done at VB1, VB5 and VB8.

There was extensive discussion on this matter.

The Chair noted the large gap between the first and second bidder and asked if the Department was able to determine whether any particular items were identified that contributed to the lower bid. Mr. Bechard said that the bids were

analyzed post bid and it appears that the winning bidder provided much lower bids for supply and installation. The Department confirmed that the low bidder was confident in its bid and intended to stand by that bid.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To recommend that the Board of Directors authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 131826 entitled Boston – UPS System Replacements in Central Artery Tunnels, with Dagle Electrical Construction Corp., in a form approved by the General Counsel, in the amount of \$17,777,771.17.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazzearella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>

Mr. Bechard then presented Item #7, a request that the Board of Directors authorize the Secretary/CEO, or their designee, to execute MassDOT Contract No. 608703-132187 titled Wilmington: Bridge Replacement, W-38-029 (2KV), ST 129 (Lowell Street) over I-93, for Bridge Replacement and Highway Improvement, with S&R Corporation, for the amount of 16,188,302.00 for a total duration of (1,070) days from

Notice to Proceed (NTP).

The project will address the immediate need to replace the deficient bridge structure on Lowell Street (ST 129) which provides connections to State Route 38 (Main Street) and State Route 62 (Burlington Avenue/Church Street) west of the project limits and to Interstate 93 east of the project limits, as well as to improve safety by introducing new complete streets measures. The project will also include utility relocations and minor drainage improvements within the project area that will mimic existing drainage patterns as much as feasible.

Bridge W-38-029 (2KV) is located in the southeastern part of the Town of Wilmington, approximately 600 feet west of Wilmington/Reading town line and 2,700 feet north of the Wilmington/Woburn town line and carries Lowell Street (State Route 129) over Interstate 93. The existing bridge is a four-span structure with an overall length of approximately 291 feet and an overall width of approximately 54 feet. The structure has a curb-to-curb width of 44 feet and carries two lanes, one in each direction, and a 5-foot sidewalk on the north side. The existing superstructure consists of four simply supported spans, each with eight steel beams supporting an 8-inch bare concrete deck in the end spans and a 10-inch bare concrete deck in the middle spans. The bridge substructure consists of a pair of concrete gravity abutments, three multi-column piers, and four concrete gravity u-wingwalls. The original plans indicate that all substructure elements are founded directly on timber

piles. Based on the September 28, 2022, Routine Inspection Report, the existing deck is in poor condition, the existing superstructure is in fair condition, and the existing substructure is in serious condition. Additionally, the superstructure has a substandard posted clearance of 14 feet 3 inches over I-93. The bridge was built in 1957 and has never been reconstructed. It has been recommended that the bridge be replaced with a new superstructure and substructure to allow adequate clearance over the interstate highway.

The new bridge will be a two-span continuous steel multi-girder structure with a composite reinforced concrete deck that will widen the corridor and provide pedestrian and bicycle accommodations on both sides of the bridge. The out-to-out width will be 50 feet 4 inches with two 11-foot lanes, 6-foot sidewalks, 5-foot bike lanes with 2-foot buffers, and CP-MTL3 MassDOT standard barrier with Type II Protective Screen. It will be supported by two stub abutments with concrete gravity u-wingwall and one multicolumn pier. The abutments will be supported by drilled micro-piles and the pier will be supported by drilled micro-piles in addition to the existing timber piles. The bridge replacement will be constructed in stages to maintain one lane of traffic in each direction and continuous pedestrian access throughout the duration of construction. The project also includes improvements to both approach roadways which include approximately 100 feet of full depth reconstruction on both sides of the bridge, approximately 150 feet of mill and overlay

at the project limits, and modifications to the vehicle approach lanes. This reconstruction will restore the full travel width of Lowell Street (State Route 129) over the bridge, provide sufficient clearance over Interstate 93, address the deteriorated roadway conditions, enhance safety for all users, and accommodate connections to adjacent town projects to improve pedestrian and bicycle accessibility.

Director Beggan stated that this was reviewed by the CPC and that the Committee supports the approval of the project.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 608703-132187 titled Wilmington: Bridge Replacement, W-38-029 (2KV), ST 129 (Lowell Street) over I-93, with S&R Corporation, in a form approved by the General Counsel, in the amount of \$16,188,302.00.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazarella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>

Mr. Bechard then presented Item #8, a request that the Board of Directors authorize and approve the Secretary/CEO, or their designee, to execute MassDOT

Contract No. 132403 titled Statewide Weigh In Motion Station Enhancements and Expansion at 15 Locations, for installing equipment designed to capture and record the axle weights and gross vehicle weights of vehicles without stopping, with Coviello Electric for the amount of \$23,776,784.13 for a total duration of 2,195 days from Notice to Proceed (NTP).

The project will address the immediate need to come into compliance with Federal Highway (FHWA) reporting requirements included as part of the Highway Performance Monitoring System (HPMS). MassDOT currently operates a network of WIM stations that collect traffic data, including vehicle speed, classification, and weight. Despite the valuable insights these stations have provided, operational challenges, such as data collection equipment issues are ongoing. Adding more locations, with real time data capability, and accurate technology will increase the depth and frequency of data collected. This project will upgrade four (4) existing WIM stations and establish eleven (11) new sites to address these challenges and capitalize on emerging technologies. This project builds upon the existing conditions, the 2022 FHWA Data Assessment Team report, and a Concept Exploration study which identified potential WIM locations and recommended equipment locations based on truck volumes. The project followed the system engineering process. The completion of this project will bring MassDOT into compliance with FHWA for weigh in motion data reporting.

The project team has worked collaboratively with the Mass State Police Truck Team, the RMV, the Permit Section and other relevant business units within the Highway Division through stakeholder meetings to develop a concept of operations for the project, followed by defining the system requirements and then developing the special provisions and plan set. This collaboration ensures that the project will fulfill the requirements of all the business units involved in the project.

There was extensive discussion on this request.

The Chair described this project as a Win, Win for the Department. This will increase safety on our roads while allowing us to better maintain the roadways. By only stopping overweight or otherwise non-conforming vehicles, damage to the roads will be lessened.

The Registrar added that, from the RMV standpoint, this system will greatly enhance roadway safety.

There was extensive discussion on the data to be gathered and what such data will be used for.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 132403 entitled Statewide Weigh In Motion Station Enhancements and Expansion at 15 Locations, with Coviello Electric & General in a form approved by the General Counsel, in the amount of \$23,776,784.13.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazarella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>

## **STANDING REPORTS**

The Secretary presented his first report to the Board.

He began with a discussion of his recent participation in the Commonwealth's Performance Recognition Awards. Several MassDOT employees were recognized.

Secretary Eng also mentioned visits he has made to Pittsfield, Cummington, Westover and Springfield.

The Secretary concluded his remarks with a Year in Review video presentation. The video is available in the records of this meeting.

Highway Administrator Jonathan Gulliver provided his report to the Board. Administrator Gulliver updated the Board on the Snow and Ice



preparation for Winter 2025–2026. The Department has more than 3500 pieces of equipment available for any upcoming snow events.

The Administrator also discussed the Grant Central initiative which will allow all grant information to be located in one place. In response to questioning from Director Beggan, the Administrator assured the Board that training will be made available to the Directors.

Registrar Colleen Ogilvie presented the report of the Registry of Motor Vehicles. The Registrar provided updates on the OPUS program and the IDEMI Workstation upgrades.

The Registrar also announced that the Disability Placard is being redesigned. The new design will help speed up the processing. The new placards will have a 5 year expiration.

Aeronautics Administrator Denice Garcia presented her Division's report. The Administrator provided an update on the triennial Airport Paving Management System.

Ms. Garcia also announced a program with Greater Lawrence High School students. FAA Certified program prepares students for careers in aircraft maintenance. \$7M+ invested in tools, classrooms and aircraft at

Andover campus and Lawrence Municipal Airport Hangar.

Meredith Slesinger then provided the Rail & Transit Division update.

She provided information on the Transit Grant Programs, Boston & Albany Service Development Plan (SDP), Cape Main Line Culvert Improvements and the Council on Rail Transportation.

Chair Eng asked for a motion to adjourn.

**On a motion duly made and seconded, it was by roll call,**

**VOTED: To adjourn at 12:46 p.m.**

<b>Chair Eng</b>	<b>Yes</b>
<b>Director Beggan</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director Iezzoni</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Mazarella</b>	<b>Yes</b>
<b>Director McGee</b>	<b>Yes</b>