



DESIGN PUBLIC HEARING

JULY 23, 2026

CAPE COD BRIDGES: SAGAMORE BRIDGE REPLACEMENT PROJECT

PROJECT NO. 608020

IN BOURNE HIGH SCHOOL, 75 WATERHOUSE ROAD, BOURNE,
MA 02532

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5 Luisa Paiewonsky, Executive Director

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8 Dave Anderson

9 Alex Siu

10 Mike Beintum

11 James Barnack

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13 Craig Martin, Army Corps. Engineer

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15 STATE REP:

16 Steven Xiarhos

17

18 GENERAL PUBLIC:

19 John York

20 Susan Baracchini

21 Sandra Goldstein

22 John Hendrickson

23 Lew Lasher

24 Jerry Kelley

1 PANELISTS (CONTINUED)

2 Patrick Marvin

3 Peter Meier

4 Anne-Marie Siroonian

5 Peter Bertling

6 Roger Forget

7 Phil Goddard

8 Stephen Buckley

9 Peter Murner

10 Pamela Shields

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1 P R O C E E D I N G S

2 MS. CANADAY: I will turn it over to Luisa
3 to get started here. Luisa Paiewonsky.

4 MS. PAIEWONSKY: Thank you, Anne. The
5 person just speaking to you was Anne Canaday, the
6 Cape Cod Bridges Project Manager. Good evening,
7 everyone. I'm Luisa Paiewonsky. I'm the Executive
8 Director of Megaprojects Delivery at the
9 Massachusetts Department of Transportation, here
10 tonight with our team to talk about the Cape Cod
11 Bridges projects for which we are responsible.

12 I would like to acknowledge some of my
13 colleagues here tonight from District 5: Suren,
14 Derek, Brenda, John Theriault from our
15 communications team, Craig Cashman from our
16 intergovernmental affairs. You just met Anne
17 Canaday. Also our consultant team: David Anderson,
18 Alex Siu, Mike Beintum, James Barnack, Jill
19 McLaughlin is right here in the front row, and Katie
20 as well. If I missed anyone from our project team,
21 apologies.

22 Let's get into it. We are here tonight to
23 share some of the details, a lot of details about
24 the Sagamore Bridge project. We'll give you a quick

1 update on Bourne, but as you know, Sagamore is
2 funded and we are moving forward with construction.
3 The project is moving on at a good pace and we
4 decided in our project team that it was time, given
5 that construction is coming, to show you the details
6 so you would have an understanding of how we are
7 responding to some of your concerns, such as
8 traffic, construction phasing, and how we are
9 approaching the project so that we can get to a new
10 bridge just as quickly as possible.

11 The preliminary design consultant team is
12 made up of several teams: HNTB, Stantec, Tetra
13 Tech, Kebel and Shadley. MassDOT has had over 100
14 state employees who have put their hands on this
15 project, in addition to our Megaprojects team. So
16 it is the largest project since the 1990s in
17 Massachusetts. Take it very seriously. We are very
18 committed to on time, on budget, and getting out of
19 your way as soon as possible, leaving behind a
20 beautiful new bridge. And we'll talk to you further
21 today about it.

22 First of all, I want to let you know that
23 this is a formal public hearing. We've had a lot of
24 success doing open houses, more informal meetings.

1 This one is a public meeting, public hearing, which
2 means after the presentation, we will open it up for
3 comment. We are going to try to answer as many of
4 your questions as possible tonight or respond to
5 your comments. Others will take a little time for
6 us to go back and think about and respond. And what
7 we plan to do is bundle the comments, for example,
8 those on traffic management, and write up responses
9 over a variety of topics and post them on our Cape
10 Cod Bridges website.

11 So we will answer as many as we can live
12 and on the spot tonight. But for those who are not
13 able to be here tonight, we will summarize the
14 comments we got and provide responses. We also have
15 an opportunity at the end so that we can provide
16 frequently asked questions. We get a lot of
17 questions on a repeated basis, so we will provide
18 responses to those as well. And I will say that
19 we're here in a spirit of openness. We want to hear
20 what you have to say. We are very much aware that
21 there are some concerns and we want to hear about
22 them and we would hope that you will give us a
23 chance to respond to them.

24 Ultimately, our words are not going to

1 persuade you. Our actions will persuade you. And
2 we are here for the long run. So we're not going
3 anywhere. We're going to be in Bourne for a long
4 time. We look forward to open, respectful dialogue
5 about the project. And let's get going.

6 Okay. So here are some of the topics
7 we're going to present tonight before opening it up
8 for your questions and comments. The project
9 purpose and need. Most of you live in Bourne, so I
10 don't really need to dwell on that too much. We
11 want to update you on the environmental status. The
12 environmental status is significant for two reasons.
13 One is Cape Cod has some particular special
14 environmental and natural resources that call for
15 additional scrutiny of our environmental documents.
16 And two, we cannot get the funding for the project
17 secured and moved over into state accounts until we
18 have the environmental process completed.

19 We're going to update you on the right-of-
20 way process. Right-of-way refers to the process of
21 assembling the land we need to build the new
22 Sagamore Bridge. As many of you know, that involved
23 the use of eminent domain to take land and
24 properties. So we'll update you on that process.

1 Traffic management, we know this is a -- I'm sorry,
2 roadway design that David will lead to tell you the
3 work we're doing not only on the bridges, but on the
4 interchanges and local roads. That is critical to
5 managing traffic during the construction phase and
6 presenting you with a more sensible roadway network
7 that allows you to make local traffic moves, go to
8 your grocery store, dry cleaning, pick up kids from
9 school without getting pulled into the heavy
10 regional traffic of people who are visiting Cape
11 Cod. So we'll have more to say about that.

12 We know that very recently, the 4th of
13 July weekend was extremely difficult in Bourne. We
14 heard the reports ourselves and we've heard from
15 Bourne residents, so we know this is top of mind for
16 you. We'll also talk about bicycle and pedestrian
17 access during construction. We were in Bourne about
18 a month and a half ago, and something that we
19 thought was a relatively minor restriction, making
20 up only four percent of the Canal Service Road,
21 turned out to be a big deal to you Bourne residents,
22 and you told us that. So we went back to the
23 drawing board. We came up with a concept that would
24 enable bicyclists and pedestrians to move around the

1 work zone safely. They cannot be in the work zone
2 for obvious reasons, but we figured out a way and
3 we're going to show you the concept tonight. It
4 needs more work. We do need to interact with the
5 U.S. Army Corps of Engineers, which owns some of the
6 properties that we'll be tying off the bike detour,
7 and -- but we wanted to show you the concept
8 tonight.

9 The Sagamore Bridge and Bourne Bridge are
10 iconic structures for the Commonwealth of
11 Massachusetts. For you, they are crossings of the
12 canal. They are essential to the day-to-day
13 functioning of Cape Cod, but they also have a
14 significance statewide, and we want to show you why
15 we're taking such care with the design, whether it's
16 landscape, public art, lighting, or other features.
17 It's because these are two of the most important
18 bridges in Massachusetts.

19 We'll update you at the end on the
20 procurement phase. We are in the procurement phase
21 right now. We are in the process of identifying
22 contractors and design teams that might be
23 interested in constructing the new bridge, and we'll
24 update you on where we are on that process. We'll

1 let you know what's going on now, what activities
2 we're doing pre-construction to prepare for the big
3 job, and then we'll brief you on communications and
4 outreach. So big agenda today. We're going to go
5 through them as efficiently as we can. We feel
6 obligated to inform you in all of these topics, but
7 we also feel it's important to listen as well.

8 Okay. Project purpose and need. I cannot
9 believe I'm describing this to Bourne residents.
10 You know as well as I do that we're advancing the
11 Bourne and Sagamore bridge replacement projects.
12 These federally owned structures turned 91 years old
13 on June 21st. The U.S. Army Corps of Engineers,
14 which owns and maintains the bridges, did a major
15 engineering study recommending replacement. We
16 concurred. We developed a partnership with the
17 Corps of Engineers and the U.S. DOT Federal Highway
18 Administration, a three-agency partnership. And it
19 was decided that MassDOT would take the lead on the
20 construction, but they will remain in the ownership
21 of the Corps of Engineers. We developed a finance
22 plan where each party contributed, and tonight we
23 will focus on the Sagamore Bridge.

24 It's clear to everybody who's driving over

1 these bridges that they no longer meet the needs or
2 the volumes or the demands that travel over them
3 every year. The lanes are too narrow. They are not
4 properly divided. Oncoming traffic is divided by
5 pavement markings, not barriers. Traffic delays are
6 very common, as you know, and those traffic delays
7 are caused not only by the insufficient capacity of
8 the bridges, but the insufficient -- inefficient
9 design of the interchanges. So we're going to
10 address both of those. Crash rates are higher than
11 average, and some of the congestion is attributable
12 to non-recurring incidents like crashes, like flat
13 tires, because there's simply no place to go.

14 The significance is very clear. We always
15 start with the town of Bourne. We know that you are
16 the host of both bridges and that the town is
17 bisected by them. We're very keenly sensitive to
18 the impact of replacing a new bridge on the town of
19 Bourne and its residents. We also work very closely
20 with regional bodies like the Cape Cod Commission,
21 the Cape Cod MPO, and the Cape Cod Chamber of
22 Commerce, who have stressed the urgent need to
23 replace the bridges because of their impact on the
24 Cape Cod economy. The bridges are so heavily

1 traveled, carrying 38 million trips a year, that
2 they have a measurable impact on the Massachusetts
3 economy. And the federal government has an interest
4 in these because they own the bridges.

5 I forgot to mention two people looking up
6 right in the front row. Peter Meier and Mary Jane
7 Mastrangelo of the Bourne Select Board, great
8 partners of ours. We enjoy working with the Bourne
9 Select Board. Marlene McCollum, town administrator,
10 and Chief Brandon Esip is here tonight. So our
11 partnership with the town of Bourne is strong.
12 We're going to keep working together. We're going
13 to work through some issues as they arise, and I
14 know they will hold us accountable on your behalf.

15 The funding is in place for Sagamore. We
16 have two grants, a little under \$1.3 billion from
17 the U.S. Department of Transportation. The U.S.
18 Army Corps of Engineers is contributing 350 million.
19 And the Commonwealth of Massachusetts, even though
20 these are not our bridges, is contributing \$700
21 million. That is a commitment from the governor as
22 well as an agreement to own the bridges at the end.
23 That should tell you how important these bridges are
24 to the Commonwealth.

1 The grant funds are sitting in federal
2 accounts right now. At the end of the summer, we
3 will have completed the steps we need to take and we
4 will request what's called obligation, which will
5 shift those funds over into state accounts. David,
6 are you taking over on roadway design here? No.
7 I'll give you a quick overview.

8 The -- as I mentioned before, the bridge
9 construction involves significant road work. We'll
10 have to reconfigure many of the ramps and roadways
11 in and around the bridges. That's good news in the
12 end because you'll have much more efficient ways of
13 getting onto the bridge and crossing the canal. And
14 if you're traveling just locally, your trips will be
15 largely separated from the big regional movements
16 going over the bridge. We'll have roundabouts and
17 signalized intersections and a significant amount of
18 bicycle and pedestrian infrastructure. We know that
19 the bicycle and pedestrian travel is not only for
20 recreational purposes. Many of you have told us
21 directly that you use them to get to work or other
22 destinations. So we heard that, and we will have a
23 very large presence of bicycle and pedestrian
24 infrastructure.

1 So we'll be showing you in much greater
2 detail. This is sort of a plan view or a bird's eye
3 view of Sagamore Bridge, but we're showing it so you
4 can see the extent of the work. It isn't just a
5 structure over the canal. It is the roads leading
6 to and from the bridge. Environmental status, I
7 mentioned, critically important. We can't get the
8 funds, we can't move forward with the project
9 without getting some critical approvals.

10 I'm pleased to report that we have
11 received a certificate on the state environmental
12 side or the MEPA process, and we recently received a
13 record of decision on the federal side. The level
14 of environmental scrutiny at the federal level has
15 not been -- has not applied to a project in
16 Massachusetts since 1991. So that is an indicator
17 of just how big this project is, not only in size
18 and scope, but in significance to the federal
19 government.

20 You will be able to look at the record of
21 decision in early August when the Federal Highway
22 Administration posts it to the Federal Register.
23 Coming up this summer, we will be seeking further
24 environmental permits. But the two big hurdles,

1 MEPA and NEPA, we have overcome. Right of way,
2 there's been a lot of local coverage, media coverage
3 of the use of eminent domain takings. As you know,
4 we are taking 13 residential homes to make way for
5 the new Sagamore Bridge. Twelve of the 13
6 properties have been acquired by eminent domain,
7 meaning these homes are now in the possession of the
8 Commonwealth. I think six or seven families have
9 moved and others will be moving this summer. There
10 is one to go and it is in process.

11 We will also be working with the neighbors
12 who remain in the Round Hill neighborhood to explain
13 our plans for taking down the homes, making way for
14 construction equipment, and removing some brush and
15 vegetation there. So before we make any moves along
16 that area in Round Hill, if you live in the
17 neighborhood, we'd like to come and have a
18 conversation with you and explain what we're doing.

19 We're also working closely with Market
20 Basket to talk about the impacts to Market Basket.
21 They've been very clear and we understand loud and
22 clear that they have certain days of the year that
23 are very high volume, right around 4th of July, for
24 example. So we're developing our traffic plans to

1 have no road work, for example, the two days before
2 the 4th of July. And we're talking with them about
3 design and parking and other issues.

4 Upcoming right of way actions are much
5 less significant than residential home takings.
6 They involve strip takings, rights of access, for
7 example, for our crews to get to the bridge to
8 maintain it, and easements which would give us the
9 permission to cross and recross their property. Now
10 I'm going to turn it over to David to describe some
11 of the roadway design.

12 MR. ANDERSON: Thank you, Luisa. So most
13 importantly, right when I start, I think it's
14 important that everyone's aware that MassDOT's
15 website hosts all the presentations from various
16 meetings. And I'll do the best I can to explain how
17 the interchanges work here at this meeting, but you
18 can always go to the website and you can also -- not
19 only see, take the time to really understand how the
20 interchanges work, but you can watch the evolution
21 process, how over the years and having meetings like
22 this and doing our open houses and listening to the
23 public, the designs evolved a lot. And you can kind
24 of watch that by seeing these presentations.

1 So over the next few slides, what I'm
2 going to do is just describe what the roadway work
3 is. But I wanted to start with one of the most
4 important things, which is the bridge work. And
5 what's most important about it is right where that
6 red dot is, is where the proposed bridges will be.
7 And as you can see, they're offset from where the
8 existing bridge is. And why that is so important is
9 it allows the existing bridge to remain in service
10 during the construction process. So barring any
11 unforeseen circumstance where some maintenance
12 activity is required on the bridge during the
13 construction, two lanes in each direction will be
14 open at all times across the canal, whether that's
15 on that existing bridge or on one of the new bridges
16 that we're going to construct.

17 Now what happens is because we're
18 relocating the main line, it also provides us an
19 opportunity to improve the roadway geometry, and it
20 does necessitate some additional work as far as how
21 we make the connections between Route 3 and Route 6
22 in the local roadway network. The other thing I
23 would say is while we're on the north side of the
24 canal on the mainland side, I should have mentioned

1 on the last slide, you can see up here, the north
2 arrow is pointing to the right. So that's going up
3 towards Boston. And on this image, that's Scenic
4 Highway turning into Meetinghouse Lane, running up
5 and down the page.

6 This interchange was reconstructed not
7 that long ago and a number of improvements were
8 made. And as a result, for the user of the
9 interchange, a lot of how you get around is going to
10 be the same as it is today. What will be different
11 though, is in the existing condition, as you come
12 over the bridge and you're headed north, like going
13 towards Boston, there's a ramp immediately after the
14 bridge that comes down next to the Park and Ride,
15 connects with Meetinghouse, and goes out towards
16 Scusset Beach. That ramp's going to be carried
17 across the bridge and it'll come over here and
18 there'll be opportunities to either come into State
19 Road, go up State Road towards Plymouth, or come
20 this way and down to these roundabouts and head out
21 towards Scusset Beach.

22 And then just as it is today, there's
23 another ramp that will loop around like that. And
24 the connections on Scenic Highway on the west side

1 will operate as they do today. Now, one thing I did
2 want to mention, you're going to hear a lot more
3 from Alex later in the presentation around traffic
4 management during construction. And one of the
5 things that we do when we're preparing the request
6 for proposals, which will go out shortly, is we put
7 all kinds of requirements in there, performance
8 requirements that the contractor needs to follow
9 about keeping lanes open to traffic and identifying
10 specific times when it may be acceptable to take a
11 lane out of service, such as during the night.

12 So when you think about how all this work
13 gets built and you look at these two roundabouts,
14 one thing I'll say first is MassDOT did go through a
15 process. An intersection control evaluation is what
16 they call the process where they look at the
17 geometry, they look at the traffic volumes, they
18 look at operations and go through a process to
19 determine what's the best way to control the
20 intersection. And at these locations, these
21 roundabouts rose to the top as the way to best
22 process traffic here.

23 And what's envisioned during construction
24 is that the design builder would be implementing

1 this work over stages, always having the traffic
2 being able to flow, likely using temporary traffic
3 signals in order to manage the traffic during
4 construction and work their way through the process
5 until they get to the final build condition with
6 these two roundabouts.

7 And the other thing I would mention is
8 MassDOT has an obligation when they release this
9 request for proposals that they've thought through
10 how, based on the restrictions identified in keeping
11 lanes open, is there a reasonable, practical way to
12 actually get it done? We've determined there is.
13 That's going to be in the RFP, and that's what all
14 the proposers are going to see. Now, it's entirely
15 possible that the proposers have refinements to
16 that, that they may have different ideas that could
17 make things go quicker, but they're still bound by
18 those requirements of what lanes need to be open and
19 when they need to be open.

20 The other thing I'll mention on the north
21 side of the canal, and we'll talk more about this
22 later in the presentation, and again, this falls
23 into what I was saying earlier about how the design
24 has involve -- evolved based on public input, the

1 limits of work have been extended. They were
2 formerly somewhere in the area of Brigantine, and
3 they've now been extended down to the Herring Run
4 Recreation Area. And that was to allow for a
5 bicycle and pedestrian detour to go around the work
6 zone. And that's something that we'll be talking
7 about more later in the presentation.

8 Now this image, it's important to notice
9 where the north arrow is here. We're still on the
10 mainland side, but the north arrow is now going to
11 the left. So kind of looking towards the right,
12 that's towards Cape Cod where the canal is. And
13 this is intended to provide kind of a 3D rendering
14 of what things will look like in the final
15 condition. So you can see the park and ride lot is
16 over here. This is the new overpass, so that's
17 going to be a new bridge carrying Route 3 over
18 Scenic Highway. There's those two roundabouts we
19 were looking at and then those ramp connections.
20 And as you can see over on the west side of Route 3,
21 these connections where the ramp comes in, how
22 Church Lane is configured, and these ramps here,
23 it's all very similar to the existing condition.

24 So we're now moving to the south side of

1 the canal. So down here in the lower right, you can
2 see the north arrow going to the right. And this is
3 the bridge here. Again, I point out the bridge is
4 going to be offset from the existing bridge. And
5 some of the key things you'll see that are different
6 is Cranberry Highway, which currently essentially
7 terminates right here with the ramp going up onto
8 the bridge and the off-ramp coming in. It will now
9 extend through under the new Route 6, connect up
10 with the Market Basket driveway, and go all the way
11 through to the Mid-Cape Connector.

12 And I should also point out right here is
13 the Market Basket. Market Basket is not going
14 anywhere. It's staying there. There'll be access
15 to it throughout construction, and MassDOT is
16 coordinating directly with Market Basket on a
17 regular basis. I will note that smaller strip mall
18 out front closer to Route 6 is required to be
19 demolished in order to do the roadway realignment.

20 So now I'm just going to zoom in a little
21 bit. So this is that connection that I just
22 referred to. The other thing I'll note is in the
23 existing condition, when you come down that
24 westbound off-ramp, if you're coming down that ramp

1 and you're desiring to go towards the Bourne Bridge,
2 you have to come down Cranberry Highway to Ben
3 Abbey, back down to Sandwich, drive past Keith
4 Field, and keep going.

5 And as Luisa mentioned earlier, one of the
6 things that we were striving to do was to separate
7 the local traffic from the regional traffic. So
8 with the proposed design, you can come off that
9 westbound off-ramp and then make a decision which
10 way you're going to go. If, in fact, you're
11 intending to go down to the Bourne Bridge, you could
12 just go through the roundabout, through this new
13 connection between Cranberry Highway and Sandwich
14 Road, and then continue on towards the Bourne
15 Bridge.

16 So all that traffic that was using those
17 local roads, including Ben Abbey and Sandwich and
18 going by the ball field, they will not need to do
19 that anymore. Similarly, the traffic that would
20 come from the Bourne and would go up Adams Street to
21 get on and go over the bridge, that traffic can now
22 take the Mid-Cape Connector, come around, and this
23 is a new ramp that will go under Route 6 and then
24 come up and merge with Route 6 going back over to

1 the mainland side. That'll be a much longer ramp, a
2 much safer ramp, and will definitely be an
3 improvement.

4 And then this is a 3D rendering of what it
5 may look like. So the north arrow is to the right.
6 There is the canal and the new bridge. And you can
7 see how the new bridge is not going to be as steep
8 as the existing bridge. It's going to be flatter.
9 That means this roadway is a little higher at this
10 location, and it just naturally provides the
11 difference in elevation so that that Cranberry
12 Highway extension through to the Mid-Cape Connector
13 can be implemented fairly easily. And this is the
14 new connection I referred to between Cranberry
15 Highway and Sandwich Road. Now I'm going to turn it
16 over to Alex to talk about traffic management during
17 construction.

18 MS. SIU: Great. Thanks, Dave. So David
19 had mentioned already that we are going to be making
20 some requirements for the contractor during
21 construction. We know that construction will be
22 impactful to the traveling public. So to minimize
23 those impacts, there's -- there are going to be
24 commitments to maintain connections between the

1 mainline Route 6, Route 3, and the local roadways.
2 So all the movements that you can currently make at
3 the interchanges and the local intersections will be
4 maintained with only limited disruptions, likely
5 during off-peak travel times or at night. We're
6 also aiming to remove all traffic from the existing
7 bridge as soon as possible. And this is really to
8 minimize any potential risk that there may be for
9 maintenance activities that will need to be ongoing
10 on the existing structure during construction of the
11 new bridge.

12 So construction is anticipated to happen
13 year-round. However, we do understand there are
14 fluctuations in travel throughout the year, so there
15 will be limitations on work that can be done during
16 the summer months and in seasonal times where there
17 might be limitations on what work can be done in the
18 roadway or what hours the work can happen. There
19 will also be restrictions. We understand, as we
20 mentioned before, that there were, you know, heavy
21 congestion and gridlock, you know, this year during
22 the Fourth of July. So there will be restrictions
23 around those major holidays and major events that
24 happen on the Cape, for example, Fourth of July,

1 Memorial Day, Labor Day, the Pan-Mass Challenge, and
2 Best Buddies Challenge. So there will be
3 restrictions to what work can be done during those
4 time periods as well.

5 So as Dave mentioned before, there will be
6 requirements in terms of lanes that need to be open
7 during construction to make sure traffic continues
8 to move and there are as little disruptions as
9 possible. So two lanes will be required to remain
10 open in each direction across the canal, as well as
11 making sure that the interchange ramps are open as
12 well. So this means either on the existing ramps
13 themselves or a temporary ramp or the final ramp
14 that's constructed. Local roads will also be
15 maintained. There will potentially be times where
16 nighttime closures will be required in order to get
17 some of the work done. However, the contractor will
18 be required to coordinate with MassDOT on what work
19 is happening, the timing of that work, and the
20 duration of the work to make sure that access is
21 maintained to all the residents and businesses
22 throughout the construction, no matter what time of
23 day.

24 So this slide has been presented a few

1 times in terms of the general construction phasing
2 of the bridge itself. So you can see up here, this
3 is the first phase of construction, or this is where
4 the existing bridge is now. Both directions of
5 travel, two lanes in each direction, are on a single
6 bridge. You'll see over here that this area that's
7 highlighted in yellow is where the general location
8 of the new bridge will be, or the new eastbound
9 bridge will be.

10 As you can see, that is significantly to
11 the side of the existing bridge, and so therefore
12 that can be constructed while the existing bridge
13 remains in service. Once that new bridge is built,
14 all of the existing traffic in both directions will
15 move over to the new eastbound bridge while the
16 existing bridge is demolished and the new westbound
17 bridge is constructed, as you can see here
18 highlighted in yellow. And then once both bridges
19 are complete, the westbound traffic will move to the
20 westbound side and both bridges will be fully
21 functioning.

22 Traffic management during construction.
23 During construction, we're planning to implement a
24 real-time smart work zone system that will be

1 deployed. And this really means that there will be
2 additional information for travelers as well as
3 information for MassDOT to help manage construction
4 during that time period. So this smart work zone
5 will include message boards that are out and
6 deployed on the side of the road to allow the
7 traveling public to understand what's happening, if
8 there are shifts in traffic, and when to expect
9 construction to be happening in certain areas.
10 There will also be additional travel time boards
11 that are out there. There are already travel time
12 boards that are along Route 3 and Route 6, but there
13 will be some additional boards out there to allow
14 for more information on how long it will take to get
15 across the canal to different destinations.

16 There will also be continuous monitoring
17 through several of the different roadways and
18 interchanges throughout the area. And this is
19 really to make sure that we can understand what
20 traff -- what's happening with traffic throughout
21 construction. If we see any shifts in travel
22 patterns that we need to mitigate, we are able to do
23 that by understanding if there are major shifts in
24 volumes on certain ramps or on local roadways or on

1 the main line. We're able to make adjustments as we
2 go.

3 There will be coordination throughout
4 construction with emergency responders, police, and
5 the local agencies as well. There's going to be
6 requirements for a communication plan. The
7 contractor will have to develop a communication plan
8 that says when certain construction activities
9 happen, how that communication is going to be
10 displayed to the public as well as the emergency
11 responders and the locals.

12 There will also be coordination with the
13 local navigational mapping services like Waze, Apple
14 Maps, Google, and whatnot to make sure that they
15 understand what work is happening so that they can
16 update their mapping services as the construction is
17 occurring throughout the area. Again, there will be
18 public notices as well, as well as provisions within
19 the contract documents for quick clearance of any
20 incidents that happen along the roadways.

21 So there will be provisions for supplying
22 tow trucks to make sure that if there is an incident
23 or a breakdown or something on the bridges, we're
24 able to clear that as soon as possible to get

1 traffic moving as quickly as possible. And then
2 also just wanted to mention that MassDOT does have
3 the ability to suspend any construction operations
4 if they deem that traffic impacts are too great and
5 we need to come up with a better solution to keep
6 traffic moving.

7 And finally, I wanted to mention that we
8 know that the construction of the bridges will take
9 some time and there are many components of the
10 bridge that will be happening offline. So we do
11 expect that there could be elements of the bridges -
12 - the bridge that can be prefabricated in order to
13 have them constructed quicker and offline and out of
14 the public way.

15 There are also provisions to allow for
16 incentives as well to make sure that if the
17 contractor can find a better way to build the
18 bridges and the interchanges quicker, we're going to
19 provide incentives to make sure that they are
20 incentivized for getting off the road and getting
21 out of the public's hair as soon as possible. And I
22 will turn it over to Dave or Luisa.

23 MS. PAIEWONSKY: Thank you, Alex. Before
24 we turn to the next topic, I would like to

1 acknowledge the entire Bourne Select Board: Melissa
2 Ferretti, in addition to Anne Marie, who we've
3 mentioned before, M.J. Mastrangelo, Peter, who we
4 acknowledged before, and Jean Azarovitz. And I'd
5 also like to acknowledge a very special guest. Rep.
6 X is here this evening. Thank you for coming, Rep.
7 X.

8 MR. XIARHOS: Welcome, thank you.

9 MS. PAIEWONSKY: Rep. X is very involved
10 in this project. I hear from him nights, weekends,
11 anytime, always advocating for his constituents. So
12 we're glad to have you here today, Representative.

13 Bicycle and pedestrian access during
14 construction has come up fairly recently and it's
15 generated a lot of comment from Bourne residents.
16 I'd like to acknowledge Chairman Gray of the Bourne
17 Conservation Commission. I don't know if he's here
18 tonight.

19 UNIDENTIFIED SPEAKER: He is.

20 MS. PAIEWONSKY: Hi. Thank you for coming
21 tonight. Chairman Gray, during Conservation
22 Commission hearings, let us know that there was a
23 lot of local concern about our proposal to restrict
24 access to the work zone during the construction of

1 the new Sagamore Bridge. And when we came to talk
2 about wetlands issues, some citizens went beyond
3 that topic and told us directly how strongly they
4 felt that just cutting off that access was not
5 helping them at all. In fact, it was making their
6 lives more difficult. And that's what made us go
7 back to the drawing board. We heard -- we heard
8 very clearly for -- so I'd like to thank Chairman
9 Gray for creating that forum for us. We --

10 (Applause.)

11 We, for the most part, don't live here.
12 And so we come here as often as possible to hear
13 from people who do live here. And we weren't aware
14 of how important that stretch of Canal Service Road
15 was to Bourne residents. So by coming here and
16 hearing you out, that brought us to a better
17 conclusion. So we appreciate that. And I'm going
18 to let David describe our new proposed detour. I
19 want to emphasize, though, this is a concept that
20 requires a lot more work and much more coordination
21 with our colleagues at the U.S. Army Corps of
22 Engineers.

23 MR. ANDERSON: Thank you. So I think the
24 first thing is to just mention these purple areas

1 here are the construction work zones. At previous
2 meetings we've shared -- and open houses we've
3 shared graphics around what this looks like where in
4 the area where they're going to be constructing the
5 approaches to the bridges. Due to the topography,
6 there's a lot of regrading of the area, and then
7 there's just massive equipment operating that really
8 takes a lot of room in order to operate safely.

9 In addition, it's likely that some
10 materials may come in via the canal, and there'll be
11 materials coming from the canal up into the work
12 zone. So there's just a great many reasons why it's
13 in the interest of public safety to ensure that the
14 public is not having access into that construction
15 work zone. So what MassDOT has done is looked at
16 ways of getting bikes and peds using the Canal
17 Service Road around the work zone.

18 And on the north side of the canal, it
19 involves Canal Street to Scenic Highway, down to the
20 Herring Run, and then to connect with the Canal
21 Service Road. And then on the south side, going up
22 a newly created connection near the end of the Mid-
23 Cape Connector, down Sandwich Road, and then at
24 Keith Field, just beyond the outfield fence, going

1 down and connecting with the Canal Service Road.

2 So first, I'm going to start on the north
3 side of the canal. So here's your north arrow, and
4 this would be Route 3 heading up and Scenic Highway.
5 And I'm going to go through three slides. There's
6 kind of three distinct areas. And the first one I'm
7 going to look at is Scenic Highway. This is that
8 new part of the project that I described earlier.
9 And what we're looking at there is providing bike-
10 ped accommodations on the side of Scenic Highway
11 closest to the canal.

12 And in order to do so, we are doing some
13 work in the median. The median's going to shift a
14 little bit to the north to give us some room. Then
15 we're going to provide a guardrail to protect bikes
16 and peds from the vehicles. There's also going to
17 be a six-foot shoulder, and then we have the
18 guardrail, and then a 12-foot bike and pedestrian
19 path, and then a shoulder. So for that segment of
20 roadway, we'll have a nice, safe way of bikes and
21 peds getting around the work zone.

22 The next area to look at is in here in
23 yellow. And this is more in the area where heavier
24 construction is going to be going on, including the

1 construction of the new overpass carrying Route 3
2 over Scenic Highway. This is kind of a
3 representative cross-section of what it will look
4 like. This is going to move around during different
5 phases. Things are going to be shifting to the left
6 and shifting to the right, but we wanted to show
7 just a representative example of what it would look
8 like. And this would be something that would be in
9 our RFP, would be a requirement for the contractor,
10 that they are to maintain at least eight feet that's
11 barrier-protected for bikes and peds, and to the
12 extent practical, a buffer between equipment and
13 vehicles on either side.

14 Now I'm realizing now there's one thing I
15 should have mentioned. Another thing that we would
16 communicate in the RFP is getting these detours in
17 place on each side of the canal, that that's work
18 that would need to be done prior to any work
19 involving closing the Canal Service Road. So it'll
20 be right there in the contract. You're not closing
21 the Canal Service Road until there's a safe way for
22 bikes and peds to get around.

23 So the third area is Canal Street, and
24 we're providing a 10-foot bicycle-pedestrian path

1 that would go down Canal Street and then ultimately
2 make that connection with the Canal Service Road.
3 So that's the north side of the canal. On the south
4 side of the canal, again, we're looking north.
5 Here's the bridge. Here's Sandwich Road. These
6 green dots are there to represent where there is
7 bike-ped path crossing railroad tracks.

8 So we've been doing a lot of work with
9 MassDOT Rail and Transit, Mass Coastal, DPU and
10 others to ensure that there is a safe way for bikes
11 and peds to get across the tracks. As people in
12 this room are aware, right now it's just kind of
13 people are crossing where they're crossing. And the
14 intent here is to have well-signed, gated crossings
15 with fences and really direct anyone that's on a
16 bike or a pedestrian or mobility device to a very
17 specific spot where they can safely cross. So
18 that's an important part of what's happening on the
19 south side.

20 And along Sandwich Road, again, this is a
21 representative example of what a cross-section of
22 Sandwich Road would look like during construction.
23 But the contract requirement would be that there is
24 a 10-foot bicycle and pedestrian path that's

1 separated by barrier. So that was the approach to
2 providing a safe detour around the work zone. And
3 I'm going to turn it over to Mike to talk about
4 bridge design.

5 MR. BEINTUM: All right. Thanks, Dave.
6 So with the bridge design, what I really want to
7 talk about today through a number of renderings is
8 how we developed our design and how really the form
9 and function of the bridge really kind of coexisted
10 and really came together nicely and really aligned
11 with what we developed.

12 So here's a rendering of the proposed
13 bridge. What we're proposing is a twin network tied
14 arch bridge supported on delta girders. So what
15 does that mean? The delta girders are these
16 triangular elements here I'm highlighting with the
17 cursor. Those are steel elements that will support
18 the network tied arch that is above the roadway.

19 So they're really two separate elements.
20 The delta girder supports the tied arch, though it
21 does look like one continuous structure. And we
22 chose this primarily from public input, which early
23 on in the project, we developed four different --
24 or, I'm sorry, three different bridges that would be

1 feasible at this location. We put that out to the
2 public and it was a resounding favorite, was the one
3 here on the screen.

4 So from a function standpoint, from a --
5 from a design standpoint, this was the best option
6 from a structural perspective to manage all the
7 design loads, plus the benefit, you know, it met the
8 public's needs and your preference for what the
9 bridge looks like. If you kind of squint a little
10 bit, it looks like the existing bridges where you
11 have the main deck level supported below the deck on
12 bridge piers and then main structural elements
13 rising up above the roadway.

14 One of the other main benefits of this
15 structure type that Alex touched on was the
16 potential for it to be constructed off-site. So
17 this, the network tied arch, could be constructed at
18 a separate facility and then floated down the canal
19 and then lifted into place via our delta girders.
20 This is a view along the roadway looking at the two
21 arches. You'll notice that there's twin arches.
22 Our intent is that they will be symmetrical arches,
23 one carrying on-Cape traffic and one bridge carrying
24 off-Cape traffic.

1 You'll also notice we have some aesthetic
2 features of the arch. The main arches are inclined;
3 we call those basket handles. And then we also will
4 have special aesthetic light poles on the bridge as
5 well, mimicking the shape and feel of the arch. So
6 this is a typical section. Imagine if you sliced
7 through the bridge what it would look like. So this
8 is just a general schematic to give you a sense of
9 how wide the structure will be.

10 First off, you'll notice, and Dave
11 mentioned earlier, we'll have two travel lanes on
12 the bridge. Each lane will be 12 feet wide. We'll
13 also have an on-off ramp or an exit-entrance lane
14 that's 12 feet wide with very wide shoulders. So
15 out there today, carrying the four lanes, the bridge
16 is 40 feet wide curb-to-curb, carrying four lanes.
17 So each lane is 10 feet wide. Just one of our
18 structures will be 54 feet wide curb-to-curb. So
19 it's much wider, will be much safer for the -- for
20 the town.

21 Lastly, on the bridge -- on one of the
22 bridges off to the side, we have a cantilevered
23 bicycle-pedestrian path to carry pedestrians onto
24 both sides of the canal. So here's another view of

1 the arch from the roadway to really give you a sense
2 of scale of the arch with our wide lanes. This is
3 from a view from the entrance-exit lane. You can
4 see the large shoulder off to the right and the two
5 travel lanes to the left. And again, for the sense
6 of scale, the -- from the roadway surface to the top
7 of the arch is about 120 feet.

8 Off to the side of one of the arches will
9 be a cantilevered bike and pedestrian path that I
10 mentioned before. It will carry bidirectional bikes
11 separated by this yellow stripe and then a sidewalk
12 adjacent to the canal. We'll also feature an
13 overlook at the midpoint of the canal and at both of
14 the bridge abutments, not shown here. So that will
15 give users a chance to take a rest, view the canal,
16 and view the landscape.

17 What we also are showing or will be
18 providing is a mesh screen along the entire length
19 of the canal. This will be a screen that will limit
20 and make very difficult to climb, but also be
21 transparent enough to not, you know, hinder views of
22 the -- of the landscape. We know from talking to
23 the town, this mesh screen is very important, and it
24 will really reduce the capability of individuals to

1 do harm to themselves along the canal.

2 So this is a view of one of our canal
3 piers. We located our canal piers just along the
4 shoreline. So the existing piers are a little bit
5 more into the canal than what we're proposing. So
6 this shifts them completely out of the navigation
7 channel, which reduces the potential for big vessel
8 strikes, which we saw down in the Key Bridge in
9 Baltimore. Thank you. You'll also notice we have
10 some aesthetic features of our piers as well that
11 mimic those delta girders we saw earlier.

12 Also not shown here, below the ground,
13 supporting these massive bridges will be foundation
14 elements that will be drilled all the way down to
15 bedrock, about 150 feet below the ground, supported
16 on massive, we call them concrete drilled shafts.
17 They'll drill a large hole, remove all the sand from
18 it, and install casing and reinforced concrete. And
19 that will ultimately support the bridge for all of
20 our seismic earthquake loads, wind loads, and the
21 massive vertical dead load of this structure.

22 Another view of the canals -- the piers.
23 This is from the canal service road. You can see
24 here around the pier will be a viewing platform that

1 will be easily accessible to the public. You'll
2 notice it's at the same level as the canal service
3 road. So families with strollers or kids on
4 scooters or other individuals, it will be very easy
5 for them to get from the bike path onto this
6 platform to go view the canal.

7 One other element of the bridge is the
8 aesthetic lighting we're proposing. We had lighting
9 experts on our team come in to develop a lighting
10 scheme to really highlight the main structural
11 features of the -- of the bridge. And you'll notice
12 we show some very soft accent lighting of the delta
13 girders, the main arch, the voids within the canal
14 piers. And the intent of this was to really match
15 the location where, you know, we're not in Boston,
16 we're here in Bourne. You know, it's not a very
17 well-lit area to begin with. So we were focused on
18 having a low-light type of aesthetic lighting to
19 really match the local feature.

20 Lastly, with the -- with the lighting, it
21 comes with LED technology, so the lights, they could
22 change color. If you've ever been in Boston at
23 night, the Zakim Bridge sometimes changes colors
24 depending on the time of year or what's going on in

1 the city. The similar type of technology could be
2 employed here. Here we're showing purple, so maybe
3 Bourne graduation night, they're going to highlight
4 the bridge in purple.

5 All that being said, our bridge team
6 really took a lot of time and effort thinking about
7 the aesthetic features and the design features of
8 the bridge and what I said at the beginning, the
9 form and function of this bridge really came
10 together nicely to what we show here today. And
11 with that, I'll turn it over to Luisa.

12 MS. PAIEWONSKY: Okay. We're in the home
13 stretch. We'd love to hear what you have to say,
14 but we have a few more things to show. When we talk
15 about the aesthetic lighting and the architectural
16 elements, and we're about to talk about landscape
17 design, we take seriously a few things. One is the
18 need to be efficient. We're using public funds for
19 this. Two, the need to deliver this bridge as
20 quickly as we can, because the best traffic
21 management strategy is to finish the bridge and get
22 out of your hair. But we also take very seriously
23 the fact that these are iconic bridges for the
24 Commonwealth of Massachusetts. They matter.

1 They're two of the most important bridges in the
2 state.

3 And so we take seriously the fact that
4 they will be used and belong to the people of Cape
5 Cod. We know that there are signs there now, the
6 bushes shaped in the Welcome to Cape Cod. We wanted
7 to create a sense of arrival for the millions of
8 visitors, but especially for you to know that you're
9 in a different place. And the elements that we're
10 using on the bridges, the classic arch, which came
11 from Cape Codders, and the design itself is
12 reflective of our intent to create something that is
13 both efficient and functional, but also beautiful.
14 It's going to last at least 100 years, so we want
15 you to have something that is truly special,
16 reflecting its importance to the region and to the
17 state.

18 So landscape design. I will just say that
19 we have landscape designers on our staff at MassDOT
20 as well as consultant support. We want to make sure
21 that we're not creating a concrete and steel
22 wasteland. So our designers, landscape designers,
23 have made careful study of types of vegetation that
24 match the area and create that sense of being in a

1 special place. So there's going to be a lot of work
2 done in that area. The landscaping design is
3 something that we intend to share with the public.
4 We'll work with our colleagues at the town of Bourne
5 to set up some meetings so that you can get some
6 more direct view of the landscaping plans and give
7 us your input. It will be on both sides of the
8 bridge.

9 We also plan to have some public art,
10 interpretive panels that show the educational,
11 social, cultural history of Cape Cod. We have plans
12 for a Welcome to Cape Cod sign on the Cape Cod side
13 of the canal. And we'll be again working with the
14 town and with citizens in the area to develop art
15 pieces that can be cast directly into the concrete
16 on the bridges and the overpasses. So we'll be
17 asking the local artist community to help us. This
18 is not one of our strengths, we will acknowledge.
19 We can design a beautiful bridge, but the art on it
20 is probably best left to others, people who are
21 artists. And we will welcome any input from the
22 artist community.

23 Just a quick update on procurement. We
24 have to go through a very significant process to

1 procure a design-build joint venture, a team of
2 designers and contractors who will build the bridge.
3 We started that process in March. We issued a
4 request for letters of interest. In other words,
5 sort of throwing open the doors of the project and
6 saying to the design and contractor community, Who's
7 interested? Who's in? We had an information
8 session in April and we got 99 firms to show up. So
9 there is significant interest in building this
10 bridge.

11 We sent to the respondents something
12 called an RFQ, or Request for Qualifications, in
13 which we asked them to prove to us that they're
14 qualified. Not only they are capable, but they have
15 the capacity: financial, personnel, equipment, many
16 other features that we take a very close look at.
17 And after we scrutinize the qualifications and those
18 are due July 28th, so coming up -- we will spend the
19 rest of the summer winnowing out some of the
20 respondents and picking the three to five top-rated,
21 qualified contractor-designer teams. We will invite
22 them in September by issuing a request for
23 proposals, tell them to show us their proposal for
24 building the bridge.

1 As David mentioned earlier, we will be
2 challenging them to issue us alternatives to our
3 planned approach to constructing the bridge. And
4 we're telling them very clearly we're focused on
5 time savings so that we can finish the bridge, take
6 existing Sagamore out of -- out of service as soon
7 as possible. So come September, we expect to have
8 obligated the \$1.2 billion in federal grant funds,
9 shifted them into state accounts, and started the
10 process of final selection of a design-build
11 contractor. That is going to be an intensive
12 process and it's going to be time-consuming because
13 it's really important that they fully understand
14 what our plan is, and we're going to be offering
15 them incentives to come up with alternative plans,
16 alternative technical concepts with a focus on time
17 saving.

18 So here we are in the process. The reason
19 we're using the so-called design-build process is
20 because it skips a step. We don't do design-build -
21 - bid-build for this project. Design-build is a
22 time savings and allows an opportunity for
23 interaction between MassDOT and the design-build
24 team. It helps them, helps us. It opens up the

1 doors for a more innovative approach in which we do
2 not tell them, You must build it this way and this
3 way only. We kind of open up the doors and say,
4 What's your idea for saving time? So it does bring
5 in the contractors and designers into conversations
6 with MassDOT, and we will provide financial
7 incentives for them to come up with some great
8 ideas. So we're in this process.

9 With the procurement we will complete the
10 design and then get into construction. We expect to
11 issue a notice to proceed, which formally notifies
12 the team to start construction in late 2027. What
13 you can expect in Bourne when that happens, probably
14 some sort of acknowledgment or ceremony for it, but
15 you can expect the contractor to start moving around
16 on the site. You'll see equipment, you might see
17 some clearing of vegetation, you'll see some
18 activities. The really big heavy-duty activities
19 you'll see in the spring of 2028. So that's what
20 you can expect. And we'll be coming back again and
21 again over the next year and a half to explain
22 what's going on and where we are in this process.

23 So where we are right here, as I
24 mentioned, we had a request for letters of interest.

1 They were due May 27th. Two days later, we issued
2 the request for qualifications. They're here, and
3 we expect to get substantial interest from the
4 community. As I mentioned, we will be shortlisting
5 starting in September. So lots of work ahead, but
6 we have made a lot of progress so far.

7 What's happening right now, we have
8 foundation load tests. If you travel over Sagamore
9 now, you will see cranes on either end. You will
10 see -- I'll show you a picture of what you can see -
11 - these sticking out of the ground, these piles.
12 What we're doing is essentially testing what's going
13 on underground, exploring subsurface conditions,
14 finding out where the boulders are, how much
15 pressure the soil can withstand. You heard from
16 Mike that we have a huge foundation on the bridge
17 that is essentially holding up the bridge. It'll be
18 drilled 150 feet into bedrock. So what we don't
19 want to have happen is a contractor goes out and
20 starts drilling these shafts, hitting a boulder,
21 hitting unexpected soil conditions.

22 When that happens in construction, when
23 something unexpected happens, it gets expensive in a
24 hurry and it delays the project. So we're doing

1 that on behalf of the future contractor, and we're
2 going to identify where the problems are and alter
3 the design so that contractors don't have any
4 surprises, expensive surprises in the field. So
5 that's why you're seeing cranes on either end of
6 Sagamore and around the canal, right around the
7 Sagamore Bridge.

8 Other activities that are ongoing: we're
9 continuing to refine the preliminary design of the
10 bridge. We're continuing to seek federal, state,
11 local permitting. We're conducting borings and
12 field survey. You may see some of our crews out in
13 and around the canal area. We're again looking at
14 what's underground. As you can imagine, when bad
15 things happen underground, it's even more expensive.
16 So we're spending a lot of time looking at what's
17 underneath the soil. And the right-of-way or
18 eminent domain process will continue. As I
19 mentioned, no more home takings, but some strip
20 takings, smaller takings, and easements. And then
21 we will continue the process of procuring the
22 design-build contractor.

23 Finally, we spend a lot of time here as
24 often as possible communicating with Bourne

1 residents as well as Sandwich, Plymouth, Hyannis,
2 wherever, Nantucket, wherever invited. These are
3 just some examples of recent opportunities we've
4 taken to communicate with the public. Senator
5 Fernandez has a quarterly Cape Cod Bridges forum,
6 and we were here in April.

7 The next one is in August in Mashpee. We
8 have met regularly with the Bourne Select Board as
9 well as the town administrator. We've met with the
10 Plymouth Select Board. The Cape and Islands Bridges
11 Coalition, which is an offshoot of the Cape Cod
12 Chamber of Commerce, holds quarterly updates. We
13 also meet quarterly with the Cape Cod Bridges
14 Advisory Group, historical societies, neighborhood
15 associations. You invite us, we will show up and
16 we'll be happy to brief you on the bridge project.

17 For your comments, we would -- we would
18 now are going to open it up for comments, but we
19 wanted to let you know that there are other methods.
20 We'll let you take a look at this for communicating
21 with us after tonight's hearing. As I mentioned,
22 we're going to bundle topics of comments we hear and
23 provide written responses and post it on our Cape
24 Cod Bridges website. But we will try to answer as

1 many as possible tonight. Our protocol for public
2 hearings is we ask if there are any federal
3 officials, elected or otherwise, who'd like to make
4 a comment. State elected officials who'd like to
5 make a comment?

6 MR. XIARHOS: Yes.

7 MS. PAIEWONSKY: Rep. X?

8 MR. XIARHOS: Yes. My name is Steven
9 Xiarhos. I am the state representative for the 5th
10 Barnstable District. Both bridges are in my
11 district. We love what you do. And yes, I text and
12 communicate with you all the time. We appreciate
13 the public input and listening to the town of
14 Bourne. Both of these bridges are in the town of
15 Bourne. It's a project of a lifetime. We'll help
16 you get the funding. I love all the ideas that
17 you're showing us. Even the lighting, you know, to
18 do it properly. And also on special occasions,
19 there is a new law now where bridges can be lit up,
20 let's say in gold for Memorial Day or fallen heroes'
21 families, things like that. So everything so far
22 looks good. Even with the -- what you did listening
23 to the pedestrian and bicycle people where they were
24 concerned how to get around that when the project's

1 happening. I'm interested now to hear from the
2 citizens tonight. But we thank you for everything
3 you're doing.

4 MS. PAIEWONSKY: Thank you,
5 Representative.

6 MR. XIARHOS: Yes.

7 MS. PAIEWONSKY: Any other state elected
8 officials or state officials? Okay. I know we have
9 some members of the Bourne Select Board here
10 tonight, and we welcome them.

11 MS. SIROONIAN: Thank you, Luisa. As she
12 announced earlier, my name is Anne-Marie Siroonian.
13 I am vice chair of the Bourne Select Board. Peter
14 Meier is here with us as well. Chair Ferretti, just
15 want to wave. Mary Jane Mastrangelo and Jean
16 Azarovitz. Before the Select Board gets started
17 with their comments, I just have two quick
18 questions. Does MassDOT consider this the 25
19 percent design presentation? And will there be
20 future public hearings beyond this?

21 MS. PAIEWONSKY: We're at the preliminary
22 design phase. This is sometimes known as a 75
23 percent design hearing, but we're at preliminary
24 design, which is very detailed, setting the

1 parameters of the project. That said, we're always
2 open to public input. We don't have any plans right
3 now for a formal public hearing. We actually really
4 like open houses because people can come right up to
5 us and chat. So we're certainly open to whatever
6 format you want. But I guess my main point is we're
7 going to be around all summer, next year, the year
8 after. So we're happy to work with you to set up
9 some public engagement.

10 MS. SIROONIAN: And the link you're
11 showing for comments online, is there any type of
12 deadline for written comments, or is that something
13 that's going to be ongoing throughout the phase of
14 this mega project?

15 MS. PAIEWONSKY: 10 business or working
16 days after tonight's hearing is where we will then
17 finalize our bundling of the topics and start
18 drafting responses. If some come in after that, we
19 can add them in. I do want to stress though that
20 that deadline is just related to this hearing. We
21 will come back to Bourne in other public settings
22 and we're happy to take additional comments.

23 MS. SIROONIAN: Okay. Great. So, you
24 know, this is one of the largest infrastructure

1 projects in Massachusetts in a generation, and right
2 now one of the largest in the nation. So we commend
3 you for the task that you have accepted in bringing
4 this vitally important lifeline to life for Cape Cod
5 and all the many visitors that love to come here.
6 And thank you for your ongoing engagement with the
7 town of Bourne and enormous work on behalf of the
8 people of the Commonwealth of Massachusetts. You
9 have navigated and answer to national agencies,
10 state agencies, local agencies.

11 It's a challenging balancing act on a beam
12 that's about this wide. So it's not reasonable to
13 expect that this is -- this is easy and it's going
14 to continue to be easy. And mistakes will happen,
15 and Bourne understands that. And Bourne is here
16 with you. We're here for you. We are in this
17 together and we're ready and willing and able to
18 engage. And we're committed to continue working
19 together to address the needs and concerns of our
20 community and how we can assure each other that
21 throughout the construction phase and years after
22 that -- it's not just about construction, it's about
23 the years after that -- that Bourne, our community,
24 is better than okay. We need to be better than

1 okay. And if Bourne's better than okay, then Cape
2 Cod is better than okay.

3 So there's angst, as you know, amongst the
4 residents of Bourne that their quality of life will
5 suffer during this project. For some it has
6 already, and it will, but let's work together to
7 minimize that as much as possible. So I'd like to
8 highlight some of the concerns, and I think it's
9 important to re-emphasize some of the concerns that
10 have been addressed in this public -- in your
11 PowerPoint presentation so that there could be a
12 connection, or that they see that there is a
13 connection and that you understand it and recognize
14 some of our concerns. And we will send a more
15 detailed document in writing in the future.

16 So let's talk first about public safety.
17 So we need to work together to ensure that there
18 will be uninterrupted emergency access during all
19 phases of construction while maintaining reliable
20 routes for emergency vehicles, mutual aid services,
21 hospital access, and any type of evacuations.
22 Contingency plans for bridge closure in major
23 traffic incidents that coordinate emergency response
24 plans with us and our neighboring communities.

1 Traffic and mobility: minimize construction-related
2 traffic impacts and you've seen it up there on Route
3 6, 3, 25, local Bourne and Sagamore roads, and
4 address concerns with increased cut-through traffic
5 in residential neighborhoods, school bus routing,
6 and that summer detour congestion.

7 Who's going to be the point person for
8 traffic management? Have you thought about not
9 having deliveries during peak hours, especially that
10 two-and-a-half-hour block of time in the morning and
11 afternoon getting our students to school? There
12 will be no tardies on their record of attendance.
13 Principals will not be calling MassDOT.
14 Preservation of established neighborhoods,
15 particularly those that are around the construction
16 zone, right. Residents need uninterrupted access to
17 their homes, and we need MassDOT to interface with
18 all those traffic apps: Waze, Google Maps, and any
19 other ones that are out there. We need to keep the
20 regional through-highway traffic, that traffic, on
21 the highways and not creating gridlock in our
22 neighborhoods.

23 There's concern for excessive noise, dust,
24 and vibration amongst residents close to the

1 construction zone and the impact of their health and
2 well-being because of it. Some of the environmental
3 concerns that have been expressed over the last
4 select board meetings and from the public: protect
5 the canal and its coastal resources. You've already
6 experienced some of the information from
7 conservation. Ensure sustainable construction
8 practices. What are some of the economic impacts
9 that we're concerned about? We need to ensure
10 uninterrupted access, obviously, to local
11 businesses, restaurants, retail establishments,
12 marinas, and our tourist attractions.

13 Construction management of design, this is
14 a big one. Safety during construction. Right?
15 This is a design-build model. What is in place for
16 safety of design? Are there going to be third-party
17 reviews? Who's responsible for those checks and
18 balances of design? And besides that new bridge
19 design, it's giving us new bridges, what else is it
20 doing? There's been a concern that the traffic
21 study was done back in 2014 and projected 24 -- 25
22 years out, the no-build 25-year model. So is that
23 data still a viable source to drive this design?
24 How will design changes be discussed? What are the

1 phases and projected duration of each phase of the
2 project? Will there be flexibility in the
3 construction schedule to address unforeseen
4 problems? Can the new entry to Upper Cape be done
5 early in the project? That's a big concern.

6 Design must also ensure adequate bicycle
7 and pedestrian accessibility for all. You addressed
8 some of them, but there's still concern for the
9 North Canal service road detour on Scenic Highway.
10 So how much of that service road -- the canal
11 service road on the north and south side, will be
12 shut down and for how long? The town certainly
13 supports the replacement of the Sagamore Bridge as a
14 critical regional infrastructure investment. This
15 project will continuously evolve over several years.
16 We need to have a pathway to ensure this project
17 maintains public safety, minimizes impact to
18 residents and businesses, protects environmental
19 resources, and ensures meaningful collaboration with
20 municipal officials throughout the duration of this
21 project. And we have started that path.

22 We need a pathway of communication and a
23 pathway to address these concerns. We certainly
24 need a meeting of the minds at the local level with

1 us, with you. And the Select Board feels strongly
2 that engaging in a formal memorandum of
3 understanding will help to accomplish just that. So
4 I don't know if you know the legendary American
5 architect and urban planner, Daniel Burnham. He
6 left us with an iconic call to action. He said,
7 Make no little plans. They have no magic to stir
8 men's blood and probably themselves will not be
9 realized. Make big plans, aim high in hope and
10 work, remembering that a noble, logical diagram once
11 recorded will never die, but long after we are gone,
12 we'll be a living thing, asserting itself with ever-
13 growing insistency.

14 We want to make big plans with you and
15 help you aim high with this project. But we have
16 also seen and learned a lot from the history that
17 occurred with American highway construction since
18 Mr. Burnham delivered his London address in 1910.
19 We do not want to relive the mistakes of Robert
20 Moses and highway projects that divided people and
21 communities. Bourne's already divided by a canal.
22 This project is our chance to knit ourselves back
23 together in a better, safer, more humane way.

24 We're excited about this chance, and we

1 want to make this project an enormous success for
2 everyone, but especially for the town of Bourne, for
3 the people of Bourne and Cape Cod. So thank you.
4 Thank you for giving us this opportunity. And I'm
5 not sure if Peter Meier, my colleague, has
6 additional comments he'd like to make.

7 MR. MEIER: I'm Peter Meier from the town
8 of Bourne. I have been working with the people on
9 the stage for over three years now in one capacity
10 or another. And so it's nice to have you here in
11 the community where we're able to listen to the
12 people that really have questions. You know, I like
13 public hearings because we listen to the people and
14 we get to hear what we normally don't hear. We
15 don't want people to hold back. We want people to
16 be constructive and tell us what's right, what's
17 wrong, so we can learn from it. But I'm not going
18 to -- Anne-Marie said it all. I mean, these were
19 the doc -- these -- this came from a large email
20 from our town administrator that collaborated all
21 five of us in our comments on Tuesday night. And
22 Anne-Marie was the wordsmith and wrote all of this.
23 We were still looking at this in one capacity or
24 another iteration at 11:30, 12 o'clock this morning

1 between the two of us. So I mean, I commend her for
2 the work because it made it so much -- a lot of
3 information and made it simple. But I like to give
4 credit where credit is due.

5 So -- but think of it this way: we are the
6 people of this town that got to feel this because
7 the epicenter of this project is in our town. Not
8 only are you going to have students on school buses
9 going back and forth between Upper Cape Tech and
10 Bourne public school properties, and we pray that
11 they're not late. I lived this at one time back in
12 the late '70s when I was one of those kids when they
13 were doing -- when they shut the bridge down for us
14 to go back and forth. You know, people are going to
15 be reliving that again.

16 So it's between that, you know, the public
17 safety, as she said, you know, trying to get the
18 stress on the state, you know, the police and the
19 fire departments going to calls or just doing their
20 basic jobs. Our own proper -- I know the small
21 business people that may be impacted by this as well
22 through this process. And there might be some
23 people who may ultimately lose their jobs over it.
24 Bourne Scenic Park once you -- if you ever go over

1 to the Bourne side and do that bridge over, no one's
2 going to want to come to that park during the
3 construction.

4 So you may be shutting down that park for,
5 you know, as long as you do. People are going to
6 lose their jobs over it. People are going to -- and
7 Bourne Rec Authority is going to lose income. We
8 need to start thinking of special legislation or
9 MOUs for the impact of this community one way or
10 another because, I know, Bourne seems like we get
11 the short end of the stick at times, no matter -- no
12 matter what it is. It's about time that we start
13 giving back to the town of Bourne and taking care of
14 us because we're the ones who ultimately got to live
15 through this.

16 Now in the end, this will be all better
17 because we're going to have new infrastructure,
18 we're going to have new bridges and in -- but it's
19 going to be at a cost. And we just got to be there
20 because, you know, we're -- the five of us -- we
21 care about our community, we love it, and we're here
22 to fight for their behalf -- on their behalf,
23 because some people are just too afraid to come up
24 and say it. But Bourne needs to be compensated

1 well.

2 If Bob Kraft can compensate the town of
3 Foxborough for having the World Cup and I -- and I'm
4 proud with the Foxborough Select Board who put their
5 foot down before the World Cup stuff, saying, We're
6 not going to get stuck with this -- with this bill,
7 you know, for public safety and the other -- the
8 other issues over there as well. So we need to do
9 the same. You know, we're working collaboratively
10 to do that. We don't need to be so upfront, but we
11 need to take care of Bourne for once. And so I
12 thank you for that.

13 MS. PAIEWONSKY: Thank you. Any other
14 municipal officials? Any regional officials?

15 MR. BERTLING: Hi, Peter Bertling. I'm
16 the community and economic development planner for
17 the town of Barnstable. And I'm here because, you
18 know, this is happening in Bourne, but it's going to
19 affect all 15 towns on Cape Cod. So piggybacking on
20 the Select Board members, I'm wondering if, instead
21 of inviting you to come speak to groups, if the
22 municipalities can be included in regular updates
23 and be able to establish a formal process to report
24 back to you the concerns from our business owners

1 and organizations, the economic impacts that are
2 occurring because of the bridge construction during
3 -- throughout the whole process and not just after
4 the fact.

5 Also, you're talking about incentivizing
6 early completion. I'm just wondering if you've
7 incorporated local hiring incentives or targeted
8 workforce development programs for local
9 contractors, tradespeople, and workers into this
10 procurement process.

11 Because there's a lot of tradespeople that
12 live on Cape Cod and commute over the bridge to
13 build hospitals in Boston and bridges in Taunton or,
14 you know, along I-90, but they could be staying home
15 and working local.

16 MS. PAIEWONSKY: If I -- if I may briefly
17 respond to the outreach to the all 15 towns on Cape
18 Cod, we have recently presented on more than one
19 occasion to the Cape and Islands Municipal
20 Leadership Association, I believe the Cape Cod
21 Municipal -- I think it was the town administrators
22 group in Barnstable, as well as -- as well as
23 Martha's Vineyard virtually and Nantucket on place.
24 So those are great opportunities to make sure we're

1 reaching all, and we're also interested in expanding
2 our reach as well.

3 MR. BERTLING: So I work under our town
4 manager and he forwards me the emails asking me to
5 attend these, so that's why I'm asking.

6 MS. PAIEWONSKY: Great. Okay.

7 MR. BERTLING: From the planning and
8 development aspect of it, we just -- there's a lot
9 of us who just are kind of in the lurch and I like
10 to know what's going on. I've submitted comments on
11 my own behalf as opposed to my professional role,
12 but I'm just asking that.

13 MS. PAIEWONSKY: Yeah, sure. If you want
14 to chat after about how we can make that happen,
15 we'd be glad to.

16 MR. FORGET: Good evening. My name is
17 Roger Forget. I'm Superintendent at Upper Cape Tech
18 and we've had many conversations. Would you speak
19 to a little bit about the transportation piece and
20 the plan to get students who are on buses,
21 especially from the five sending towns in
22 particular, not only to Upper Cape but to our town
23 schools, to ensure that they're going to get to
24 school on time? We do have regulations, no more

1 than an hour on a bus. How are we looking to
2 mitigate that?

3 MS. PAIEWONSKY: Thank you,
4 Superintendent. And we have had a number of
5 conversations. We've also done some outreach to
6 Bourne Public Schools. The big picture answer is
7 that we, as you heard, we're going to keep roads
8 open during construction. The bridge is being built
9 next to the existing bridge. No existing roadways
10 will be closed until the new ones are open. We are
11 planning to start -- as David said, we're going to
12 start with the contractors not allowing them to shut
13 things down before the new facility is open.

14 However, we understand that there are
15 special concerns, especially about the timing of
16 arrival and departure from the schools. So we'll
17 continue to engage with you to make sure we
18 understand what your particular needs are at Upper
19 Cape Tech and Bourne Public Schools as we finalize
20 our traffic management plans.

21 MR. FORGET: And we appreciate this
22 partnership and open conversation. Piggybacking on
23 this, Enbridge is coming in and doing a mole shot
24 underneath the canal with the new gas line that's

1 coming in with the meter stations on both MacArthur
2 Boulevard and then all the way across over by
3 Pairpoint. Possibilities of opening up Canal View
4 Road that runs completely along the backside with
5 the base for traffic to mitigate some of the traffic
6 and problems that we have on Sandwich Road, and
7 certainly access for both the schools and businesses
8 now to go out the back way to get immediately onto
9 MacArthur Boulevard or Route 6.

10 MS. PAIEWONSKY: Thank you,
11 Superintendent. I can't respond on the spot, but
12 we'll be happy to take a look at your proposal.

13 MR. FORGET: Well, and I appreciate that.
14 That's my family that's here too. Thank you so
15 much.

16 MS. PAIEWONSKY: Had I known, I have a
17 large family myself. Thank you, Superintendent.
18 Anyone else?

19 MS. BARACCHINI: Good evening. My name is
20 Susan Baracchini. I live in Pocasset. When you're
21 referencing the local designers that you want to
22 collaborate with, are you talking about specifically
23 design firms that are on Cape or on the Vineyard or
24 on Nantucket that are in the region with local

1 knowledge? Because it's a huge step backwards if
2 these are designed from a firm that has no local
3 knowledge and then it has to be reviewed by local
4 people who can say, Yes or no, you have no chance in
5 that, or This is really helpful. I'm just curious
6 about your outreach to local firms for this. Thank
7 you.

8 MS. PAIEWONSKY: Thank you. We went
9 through a competitive process to procure HNTB and
10 the Stantec team, I think years ago to do it. Since
11 then, the team has spent a great deal of time on
12 Cape Cod in developing the design. So the design
13 has a lot of detail already. It was based on
14 extensive interaction with people living on Cape
15 Cod, coming to Cape Cod, being on the canal, being
16 in and around the bridges. I don't know that we
17 have a Cape Cod-based engineering firm on the team,
18 but I do know that the team has spent a ton of time
19 on Cape Cod in developing the design.

20 MR. GODDARD: Good evening. Phil Goddard,
21 Monument Beach. Couple of comments, maybe a little
22 from left field, if you will. I've testified before
23 the Embodied Carbon Intergovernmental Coordinating
24 Council with Melissa Hoffer, Chief Climate --

1 Climate Chief Hoffer at the cabinet level, on using
2 recycled materials in the construction of the
3 bridge. There is a huge solid waste problem in
4 Massachusetts. We're exporting waste, so there's a
5 problem with recycling glass, which could be used in
6 the construction, also in the formulation of
7 pozzolan for emissions reduction for making cement,
8 which is going to be a huge component of the
9 emissions footprint for this bridge, recycled
10 asphalt shingles, and using local compost and loam
11 that we're in the Upper Cape trying to create a
12 compost facility for. So I would encourage you to
13 listen to the solid waste folks in DEP on that. I'm
14 sure they've been talking to you.

15 Second thing is I just did a TV show on
16 local Bourne Community Television with Laura
17 Littlefield-Kelley. She does a lot of low-impact
18 landscaping using indigenous flora and fauna for
19 pollinators and other pesticide-free maintenance of
20 horticulture. So I would encourage you to think
21 about that. We don't need to mow everything. You
22 don't need to have the typical MassDOT mix, which is
23 invasive species because it sets up quickly. Let's
24 go with some local stuff and maybe have no-mow areas

1 and things like that and encourage our local flora
2 and fauna as well. I think those would make it more
3 beautiful and less maintenance costs to all of you,
4 including using salt in areas as well.

5 And the last comment I'll make is a
6 cultural one. You mentioned that you're going to
7 have exhibits on that and talk about that. I just
8 recognize the chair of our select board, that I
9 believe that the Wampanoag need to be recognized
10 into this and talked about as this area is a very
11 sacred area to their history and their culture in
12 this area and should be included in any exhibits.
13 The town of Bourne is looking at updating its seal
14 for that very purpose. And I think this is a
15 wonderful opportunity to talk about the whole
16 history of Bourne, including the fact that we're the
17 beginning of the enterprise of Aptucxet in the
18 United States. So a very great opportunity on many
19 levels. Thank you for your time.

20 MS. PAIEWONSKY: Thank you, Mr. Goddard.
21 I just want to point out, thank you very much. You
22 know we've worked together before many times.
23 Certainly we are working very closely with DEP in
24 regards to hazardous waste and recycled materials.

1 And we are in very close collaboration with them and
2 also with the Executive Office of Energy and
3 Environmental Affairs to, you know, work with those
4 components. So we will certainly take that into
5 respect. And your second point in regards to the
6 landscaping, it's very, very important to MassDOT to
7 make sure that we do this right. And it is
8 extremely important to this team that we design the
9 landscaping properly.

10 So certainly that is happening right now.
11 We are working and we do plan to work very closely
12 with the town as we go forward with that to make
13 sure we do have the proper species, the plant
14 species and the proper mixes. We're not going to
15 just do invasive species. That certainly is the
16 last thing we want to do. We have a very, very
17 responsible team dealing with that component, so I
18 can assure you of that. And the final component
19 that you mentioned in regards to cultural resources,
20 it's extremely important to MassDOT, cultural
21 resources. So, you know, we certainly want to
22 continue to work and, you know, certainly will work
23 with you and others, you know, from the select board
24 to learn who we should properly notify. But that is

1 very important. We have a cultural resource
2 department within MassDOT, but certainly welcome to
3 find out others that we need to be in contact with
4 too. So I appreciate all three of those points that
5 you raised.

6 MR. GODDARD: You're welcome. I'll just
7 also mention the Cape Cod Commission has expert
8 staff. I'm sure you know who they are.

9 MS. PAIEWONSKY: Yes. Absolutely. Thank
10 you.

11 MS. RACE: Tamara Race. I'm a resident of
12 Monument Beach. Have you considered the impact on
13 the Bourne Bridge capacity while this construction
14 is underway? I was up close and personal to the
15 gridlock that happened over the 4th of July. I have
16 never seen so many people on Cape Cod. There is
17 also a significant commute in both directions, and I
18 have a feeling that my husband and I will have to be
19 shopping in Falmouth because there is no way we can
20 get to the other side to Sandwich now because of
21 that commute unless we're very careful when we
22 leave.

23 And I imagine that once people find out
24 the Sagamore Bridge is under immense construction,

1 that the Bourne Bridge will be heavily taxed. And I
2 don't know whether you've made any accommodations or
3 I don't even know if you can count such a thing, but
4 I think you should think about it because that
5 gridlock was real. It was so real I had to ride my
6 bike to deliver lunch to a construction site because
7 we were backed up all the way to Monument Beach
8 Village from the bridge. And that lasted for three
9 days. The next day I tried to get over to shop in
10 Plymouth, and I couldn't get over the bridge. We
11 said, Nope, forget it, we're going home. We wanted
12 to have company for dinner the next night.
13 Absolutely no way.

14 Now, I know that was a special 4th of
15 July, but still, when people learn the Sagamore
16 Bridge is under construction, you know where they're
17 going to go. And I don't know if you've made any
18 accommodation for that or not because the gridlock
19 was immense and it's going to get worse. And when I
20 listen to people's possibilities of shutting off
21 roads, trying to keep them off, you know, side
22 streets, I don't think that's feasible. As much as
23 I would like to do it, I travel those roads as well.

24 And there was a really good comment by

1 Eric Turkington in the Falmouth Enterprise not too
2 long ago that said the best way to alleviate that
3 gridlock is to get both these bridges done as soon
4 as possible. And I don't hear anything about -- I
5 was under the impression that some of this
6 environmental study stuff was ongoing for both
7 bridges, but I don't hear that. I don't hear NEPA
8 and MEPA approval for the Bourne bridges, and I
9 don't hear -- you might have identified which
10 properties are going to be taken, but I don't
11 understand whether that's actually happened or not.
12 So, anyway, I often wish they'd divert this new
13 train service money to get the Bourne Bridge done
14 because I'm very concerned about how long this whole
15 thing is going to take. Thanks for your time.

16 MS. PAIEWONSKY: Yeah. Thank you for your
17 -- we -- first of all, 4th of July weekend, we know,
18 was a traffic nightmare for multiple days in a row.
19 We heard about it, and we knew that it would be
20 brought to this forum tonight. Bourne Bridge and
21 Sagamore Bridge are both covered under the NEPA
22 approval that we just received and the MEPA
23 approval. We are designing both bridges at the same
24 time. It is true that we do not have funding for

1 Bourne Bridge yet, but we're advancing the design
2 and the permitting and all the environmental work so
3 when that funding does arrive -- and we believe --
4 we believe it will; it's a federally owned asset,
5 it's 91 years old, the Commonwealth has offered to
6 be a partner and to build it, so we think we're
7 offering them a great deal -- so we believe that it
8 eventually will arrive. And when it does, we want
9 to be ready to go. We don't want to be caught off
10 guard.

11 And so the other thing to remember, and
12 then I'm going to let Alex answer your traffic
13 question, is we are rebuilding a bridge -- we're
14 building a new bridge, but it's right next to the
15 Sagamore. So while we would not say nobody's going
16 to notice or feel the impact because it's a huge
17 project, we have a very active and comprehensive
18 traffic management plan. We know it's big, and we
19 know we need to keep local traffic moving.

20 MS. SIU: Yeah. So when we're thinking
21 about the construction of the Sagamore, we are
22 taking into account the Bourne Bridge as well, but I
23 do want to reiterate that the commitments to
24 maintain the Sagamore and keep that open with two

1 travel lanes in each direction for the duration of
2 construction with very limited closures, and likely
3 those occur at night. So we are taking into account
4 that the Bourne Bridge will be open, and that's part
5 of the monitoring plan as well, is to be able to
6 monitor traffic on both bridges and be able to make
7 adjustments through the traffic management plan
8 process to address any shifts in traffic that happen
9 during construction.

10 MS. PAIEWONSKY: I don't know which one of
11 you were first. I do want to acknowledge two
12 colleagues who have been instrumental in organizing
13 tonight's event, Erica Blonde and Patrick Marvin.
14 So thank you for your work on this tonight. Mr.
15 York?

16 MR. YORK: Yes, thank you. So first --
17 you can cover all these when I'm done.

18 UNIDENTIFIED SPEAKER: Talk into the
19 microphone.

20 MR. YORK: Excuse me. Yes. So my name is
21 John York. I'm a resident of the town of Bourne. I
22 rely on a bicycle for transportation. A lot of
23 people know me by that.

24 MS. PAIEWONSKY: I saw you biking over the

1 bridge when I was coming.

2 MR. YORK: You were surprised to see that.

3 MS. PAIEWONSKY: I was surprised because
4 you were going in the opposite direction.

5 MR. YORK: Yeah. I got a lot of reasons
6 to go back and forth across the bridge. I live
7 here.

8 MS. PAIEWONSKY: Very committed.

9 MR. YORK: Okay. So first of all, I
10 believe I heard you say in the beginning of this,
11 what was new information to me and probably the best
12 thing I've heard in the entire length of this
13 project, which is that the Army Corps will continue
14 to own the bridges after they're completed. Don't
15 want to respond --

16 MS. PAIEWONSKY: We did not say that.

17 UNIDENTIFIED SPEAKER: No.

18 MR. YORK: Oh okay. Well --

19 MS. PAIEWONSKY: The Commonwealth will own
20 the bridges when they're completed.

21 MR. YORK: Okay. Right. Okay. Thank
22 you. I'm going to go back and listen to the tape
23 because that's what I heard, but I didn't think you
24 meant it, which is why I just asked that now.

1 MS. PAIEWONSKY: It's possible I misspoke.
2 Go back to the tape, and if it's wrong, tell me and
3 I'll listen to it.

4 MR. YORK: I will say that if you had said
5 that, that would have been the most enjoyable and
6 reassuring things I had ever heard in this project.
7 I'll leave it at that. But so that's the first
8 point. Second point -- I've forgotten your name,
9 but you spoke about the smart work zone.

10 MS. PAIEWONSKY: Alex.

11 MR. YORK: What I didn't hear in there is
12 the simplest, most direct thing that could be part
13 of that, which is a simple dial-in number. It could
14 be an option on the phone tree of 511 that gives the
15 current status today, right at the time you give
16 your call, of the roadways on both of the bridges,
17 including the sidewalk on each bridge. And that's
18 available starting -- I would love to see it start
19 next week. We could certainly have used it the last
20 few days to clear up misinformation about the
21 current bridge closure.

22 And besides the real time today, any known
23 anticipated closures coming up could be on that
24 simple recorded message. I have it very loud and

1 clear from the Corps of Engineers that they don't
2 have time to answer my questions about whether or
3 not I can get across that. Well, the obvious simple
4 way is don't waste your time handling each call.
5 Provide it simple. I think the best way to do that
6 would be -- to be a phone -- on the phone tree of
7 511, a direct thing on the very first set of options
8 you get: for information about the Cape bridges,
9 press 5 or whatever number it happens to be.

10 If you've ever tried to call 511 to get
11 information on Cape bridges, you have to figure out,
12 should I be asking for Barnstable County
13 information? Should I be asking for Route 25
14 information? And then you try all of them, and none
15 of them get you the information you want. So I
16 think you should implement that now or as soon as
17 possible, and I'd love to see that. Reading your
18 project description on the handout tonight, there's
19 six bullets under project description, the fifth
20 bullet says the project includes constructing new
21 bicycle and pedestrian facilities throughout the
22 project area, throughout the project area, including
23 connection to Canal service road, local streets, and
24 regional destinations.

1 Now who decides what's a regional
2 destination? What's the input and public
3 involvement process in that decision? And it's not
4 clear grammatically whether you mean -- because the
5 word throughout is there, I, as a bicyclist, want to
6 read that that you will be providing connections to
7 all regional destinations within the project area.
8 But I don't know exactly what you mean on that. But
9 more importantly, what's the process going forward
10 for public involvement in determining those
11 destinations and in shaping that access? Because as
12 you discovered with your proposed lack of a detour
13 and then proposed detours that weren't acceptable,
14 you don't know the bicycle pedestrian needs of this
15 community. You need to look to us to find out what
16 they are. And that's why I ask who's going to
17 determine what destinations will be.

18 It says you're constructing new pedestrian
19 and bicycle facilities where they don't currently
20 exist throughout the project area. Throughout is an
21 interesting word, and what that really means is
22 important. So I don't think you can cover all this
23 tonight, but the most important thing there is
24 what's the process for public involvement and

1 engagement in determining what destinations need
2 that access that you will be providing? And
3 whatever you can say about that tonight, I'll
4 accept, but I expect a longer answer in your
5 responses. Thank you.

6 MS. PAIEWONSKY: Thank you, Mr. York. I
7 would say very briefly that we have had extensive
8 public involvement in this project for the last
9 several years, and we've also had some major
10 environmental documents that have been pored over
11 extensively by citizens who have written in
12 comments. So we will continue to do outreach to
13 Bourne and other towns in the area to make sure
14 people know what our design plans are, and comments
15 on our designs are always welcome. And if you have
16 suggestions for how we should define regional, we
17 welcome them. Hello.

18 MR. GRAVES: Michael Graves from Monument
19 Beach. Sorry. Prior to 9/11, the base was open,
20 and I wondered if anybody thought about contacting
21 the DOD, because you could go straight from the
22 Bourne Bridge to Connery Ave and then go left on
23 Snake Pond Road, which brings you out on 130 in
24 Sandwich. And whether or not we could divert a lot

1 of the traffic that's going to be trying to get
2 between the two bridges, and whether the base -- it
3 would seem that part of the road was always on
4 outside the necessary part of the base, I would have
5 said, and whether or not they would entertain that
6 at all.

7 MS. PAIEWONSKY: We can look into it. We
8 have had some discussions with the base, and they've
9 made some specific design requests for us, so we can
10 look into that.

11 MS. GOLDSTEIN: Sandra Goldstein, resident
12 of Bourne. I understand that the bridges being in
13 Bourne and this major construction, this is the
14 nucleus of all the mess and the -- and the
15 disruption, and it will be for ten years. The
16 traffic issues on Bourne are not restricted to
17 Bourne in the congestion. We probably don't have
18 the fatalities in Bourne at the bridge or on the
19 bridge that they have on Sandwich Road and further
20 down. The speed the tension, the -- whatever,
21 people being killed on a bicycle because a big
22 truck, you know -- and the same thing in Boston.
23 You have bicycles and 18-wheelers.

24 It sounds as though construction -- build

1 and build and build all you want and we'll figure
2 something out about how to keep the road safe. I
3 don't think you can do that successfully if you keep
4 the construction going at the rate that it's going.
5 I don't think the Cape can take it. Where are you
6 going to put extra roads and where are you going to
7 put lanes for this and that? At one time on the
8 planning board, when I was on there, there was an
9 associate member -- I'm not going to say his name --
10 well, and I thought he was a connection, a liaison
11 to the Department of Transportation. And if a
12 project came up where there was a curb cut or
13 whatever and it was on a state road, it would have
14 to go before them to get analysis and to see what
15 kind of effect that would have on the roadway.

16 And that goes for other places. People
17 coming through these roadways and they're going
18 somewhere else. How is this bridge -- two lanes?
19 You've got two bridges in each direction,
20 practically like the Golden Gate Bridge already, and
21 that connects two national parks. Why do we have --
22 what effect is that going to have on traffic further
23 down? Is it going to improve it? How is it going
24 to affect it? Have you thought about that? I'm

1 sure you have, but what are your thoughts about
2 that?

3 MS. PAIEWONSKY: Well, first, as to your
4 comment about safety on local roadways, we agree.
5 That's our North Star as an agency is safety. And
6 one of the reasons that we're so urgently focused on
7 Sagamore and Bourne is that those skinny lanes don't
8 feel great when you're driving over.

9 MS. GOLDSTEIN: No, I'm very careful.

10 MS. PAIEWONSKY: And you have oncoming
11 traffic coming at you with only pavement markings.
12 We're also doing some work, as you heard, on Scenic
13 Highway and Sandwich Road, and we're working closely
14 with the town of Bourne to identify where their
15 safety concerns are. Chief Esip has been a regular
16 participant in our meetings with the town
17 administrator. So we hear that. As for the traffic
18 impacts, we believe that by getting people over the
19 bridges much more efficiently and you saw in the
20 cross-section that Mike showed, an entry-exit lane -
21 - entrance-exit lane. One of the problems on the
22 bridges is that people have to fight their way into
23 these very narrow lanes and crashes occur. This
24 will give them a smoother path all the way down the

1 length of the bridge to work their way into the
2 travel lane. And we expect that that, combined with
3 much more efficient interchanges that separate local
4 traffic movements from regional traffic movement and
5 get people onto the bridge in a more efficient way,
6 that will have subsequent traffic impacts
7 downstream. It's not going to solve all of Cape
8 Cod's traffic problems -- Yeah.

9 MS. GOLDSTEIN: I know it isn't. But
10 accommodating the extra traffic that came from
11 inviting this kind of traffic and all the things --
12 you don't feed coyotes and expect them to go away
13 and not eat your cat. If you do that, you invite --
14 you invite the problems. And the bridges are
15 narrow, I get that. But people will come over there
16 faster. What's the speed limit on the bridge?

17 MS. PAIEWONSKY: Currently?

18 MS. GOLDSTEIN: On the bridge. Is there
19 such a thing?

20 UNIDENTIFIED SPEAKER: Currently it's 40.

21 MS. GOLDSTEIN: 40?

22 MS. PAIEWONSKY: I'm guessing 40.

23 MS. GOLDSTEIN: Well, what will the new
24 bridge be?

1 MR. ANDERSON: It'll be -- sorry, it'll be
2 60.

3 MS. GOLDSTEIN: What?

4 MR. ANDERSON: 60 miles an hour.

5 MS. PAIEWONSKY: On the new bridge?

6 MS. GOLDSTEIN: Seriously?

7 MR. ANDERSON: Yes. So Route 3 coming
8 down to the bridge is 60, right? And Route 6 on the
9 Cape is 55 or 60, and the design speed is 60. So,
10 you know, what happens now is the speed limit, if
11 you're, say, coming from Boston and going to
12 Provincetown, it ratchets down when you get to the
13 bridge because of the narrowness, and then it
14 ratchets back up as you get past the bridge. There
15 wouldn't be a need to have that posting in the
16 future.

17 MS. GOLDSTEIN: Where does 60 come from?
18 You don't post a speed limit on the bridge, but
19 these are going to be wider and double lanes, all
20 kinds of -- so I picture some of that tension. It's
21 all the way down because we just don't have the
22 space for all the cars. It's not going to decrease
23 the number of cars coming up. I'm not trying to put
24 a damper on the bridges, but, you know, let's be

1 reasonable. What's it going to do for the rest of
2 the Cape? How -- where are you going to get all
3 these cars are going to come over faster and where
4 are they going to get absorbed? Where are the roads
5 further down that are going to absorb them?

6 MS. PAIEWONSKY: Right. Our studies, and
7 somebody mentioned a 2014 traffic model study, we
8 have updated it quite a bit as part of our
9 environmental process. And our findings is that the
10 larger size of the bridge has not -- we don't expect
11 it will result in significant new traffic on Cape
12 Cod. We are replacing a bridge. We're not -- you
13 know, we're not building another crossing of the
14 Cape Cod Canal. We think the bridge we're replacing
15 lacked safety and throughput. This is a modern
16 design bridge, but we don't expect that it's going -
17 - its presence will jack up traffic volumes.

18 MS. GOLDSTEIN: No, you don't. But it
19 will get it over here faster. And as it is clogged
20 and slowly coming out to these different roads,
21 people are -- maybe they will be less under stress
22 once they get moving if they haven't been sitting in
23 traffic. Thank you.

24 MS. PAIEWONSKY: Yeah. Thank you.

1 MR. LASHER: Good evening. My name is Lou
2 Lasher. I'm from off-Cape. Good to be here today.
3 My question is about the new proposal for the
4 pedestrian and bicycle detour. And my basic
5 question is what comes next on that? By which I
6 mean what's the process for developing that from
7 what's now a concept to eventually a final design?
8 Is there an estimated timeframe for how long it will
9 take to get that from concept to design? And how
10 will we in the public be able to track the status of
11 that concept proposal thing and find out when it's
12 been approved? Thank you.

13 MS. PAIEWONSKY: Great question. I will
14 say the first job one for us is to be sitting down
15 with the Army Corps of Engineers, which owns the
16 land where we're planning to reconnect the bike
17 path. We will stay in touch with the town of
18 Bourne, the select board, the town administrator on
19 the status of the project. And if you want to learn
20 more, we're going to be here all summer into the
21 fall for regular meetings. As I said, we don't have
22 a public hearing scheduled, but we're here for
23 meetings large and small, and we can bring that up
24 as one of the topics. The Cape Cod Bridges Forum

1 that Senator Fernandez hosts will be August 27th in
2 Mashpee, and so we could provide an update there as
3 well.

4 MR. LASHER: Thank you.

5 MR. ALLEGREZZA: Hi, my name is George
6 Allegrezza. I live in Yarmouth Port. A question.
7 We were a little light today on program milestones,
8 so I was wondering what the current estimate is on
9 opening the first span, opening to traffic, and the
10 second span, those two dates. And is it correct to
11 assume that the majority of interchange construction
12 will be completed when the second span is open?
13 Thanks.

14 MR. ANDERSON: So as you saw in the slide
15 deck, we talked about how one of the goals of the
16 program from when we first started engaging with the
17 public is getting traffic off of the existing
18 bridge. And what's envisioned is Mike showed how
19 we're looking at twin bridges and how one of those
20 bridges can accommodate all the traffic. So the
21 goal is by 2033 that that bridge would -- the new
22 first of the twin bridges would be in place and able
23 to accommodate traffic and be of sufficient width to
24 have both directions on that new bridge and the

1 existing bridge demolished around 2033. Luisa also
2 mentioned that we're looking at incentive-
3 disincentive provisions. We feel that that's one of
4 the most important milestones there is. As when I
5 was speaking, I was talking about the Army Corps of
6 Engineers does a lot to monitor that bridge very
7 carefully and they take action when something needs
8 to happen. And the quicker we can get traffic off,
9 the better it is for everybody. So we're going to
10 communicate through our RFP to proposers that that's
11 one of our goals and that's of critical importance
12 and that it'll be incentivized.

13 MR. ALLEGREZZA: So actually I might -- I
14 might have spoken to you. There was a presentation
15 at the elementary school probably over the winter.
16 And at that time 2031 was the working date and was
17 on one of the posters in the outside. So is that --
18 has that been a slip or is that just a little bit of
19 a recalculation?

20 MR. ANDERSON: That might have been the
21 float-in date when the bridge would actually be
22 floated in and lifted into place. But then the
23 other thing to keep --

24 MR. ALLEGREZZA: So completion of the

1 physical bridge, but not tying the traffic.

2 MR. ANDERSON: Yeah. So what happens is
3 there's floating in the bridge and then there's
4 moving the traffic over. We have all these
5 competing goals. That one real main goal is around
6 the stuff that Alice was presenting, keeping the
7 correct number of lanes open, keeping the correct
8 connections open. In making that shift, it would be
9 great if once the new bridge is in place, everybody
10 moves over at the flip of a switch. But what
11 actually happens is certain moves come over one at a
12 time as we make the necessary changes on each side
13 of the canal. So it actually takes -- it's like
14 over a year and a half or two years to actually
15 effect that change to get everybody over. It
16 happens gradually.

17 MR. ALLEGREZZA: Okay. One last thing. I
18 noticed, and I didn't check the Federal Register --
19 I do that, I'm sorry -- before coming here. So I
20 saw that we had a -- you know, we're going to get
21 published the final result of that. Do we get a
22 FONSI for that, or are we good to go?

23 MS. PAIEWONSKY: We received a Record of
24 Decision. So the Cape Cod Bridges got the very

1 highest level of environmental review, the
2 Environmental Impact Statement, which is very rare.
3 Most of them get through the much lower level of
4 assessment. We received the Record of Decision. It
5 is currently undergoing a process to make it
6 accessible and digestible to people with
7 disabilities. When that process is complete, which
8 will be soon, the Federal Highway Administration
9 will -- and remember, this is their document, not
10 ours -- the Federal Highway Administration will post
11 it to the Federal Register. We are currently
12 targeting August 7th for that date and we'll notify
13 the town when that is posted so people can look at
14 it.

15 MR. ALLEGREZZA: Thank you.

16 MR. MURNER: Hello, I'm Peter Murner,
17 resident of Bourne. I appreciate you guys coming
18 today and presenting this very thorough
19 presentation. And I appreciate also our state rep
20 being here and some residents from other towns,
21 which is really great to see. I wanted -- I'm not
22 an expert on roads or traffic or any of these
23 things. What I am an expert on is living in Bourne.
24 And we -- as you have mentioned many times,

1 experience things very differently than you guys do
2 because you don't live here. And many of the folks
3 that have spoken today, both officially for our town
4 and some of our residents, have made the point that,
5 you know, local perspectives are important. And I
6 appreciate you guys continuing to have these
7 conversations, which is really important.

8 But what you might not realize is that as
9 residents of Bourne, we essentially house all of the
10 infrastructure for the entire region. A base, PAVE
11 PAWS, a prison, state police barracks, state
12 college, a regional high school, a trash train. And
13 there's more.

14 Thank you. One of the top five in the
15 country as far as size goes. We're very proud of
16 these things, but they come with a burden that
17 you've heard a little bit about. And so for too
18 long, those impacts have negatively affected our
19 quality of life, our businesses, our students'
20 education, our ability to have a robust high school.
21 Enrollment is down to 65 students, I believe, for
22 the incoming freshman class because parents can't
23 wait two hours to get their kids to and from school.
24 It's untenable. So they have to send their kids to

1 charter schools, different communities. And so
2 we're losing talent here in Bourne.

3 I myself sometimes have to cross the
4 bridge eight times a day to get to work, back from
5 work, to get the kids off the bus, to take them to
6 different activities and get home. That's just a
7 small example. My kids right now are sometimes two
8 hours late for school, and this project hasn't
9 begun. These are just giving you some color. And
10 the more that you guys can move your team into our
11 town on the 4th of July, the better. Now, not
12 necessarily do that, but that's essentially what you
13 really should do.

14 And folks like John York and other folks
15 who have spoken here, Sue, that's why we're pushing
16 for local perspectives. And so one thing that our
17 select board asked for tonight, and I'd like to know
18 if our state rep, Luisa -- I wish there was other
19 state reps here -- would commit to, is will you move
20 into an official memorandum of understanding or host
21 community agreement with us? That's first question.
22 Second question is, this is not a standalone
23 project. I know it is for you because your job is
24 to build the bridges and get people over, which I

1 understand is your objective. But our town and our
2 residents can't have the same weight that you guys
3 do. We want to be partners with you on this. We
4 want to leave this town better than it was when you
5 came. The bridges are one project.

6 The second project is the Joint Base Cape
7 Cod being redeveloped by the Commonwealth. The
8 third project is the master plan of the canal being
9 redone by your partner, the Army Corps of Engineers.
10 These things have to be seen together. I know
11 that's not in the scope of this project, but as
12 people, as an organization, you can help us better
13 connect those three things so that traffic for
14 whatever happens on new base development is taken
15 into account. Tourism, economic development that
16 happens in the new canal plan can be taken into
17 account. And so I just want to rewind back to that
18 first question is, can we have your support to help
19 us finalize some sort of true written agreement that
20 as this fluid project is design-build, we can have a
21 seat at the table with?

22 MS. PAIEWONSKY: Right. I will say we
23 already have a strong partnership with the town of
24 Bourne, the select board, the town administrator,

1 the police, the schools, Cape Tech. We're certainly
2 open to that discussion. We haven't been formally
3 invited into that process, so I really would like to
4 sit down with Bourne officials to understand what
5 they envision for it. We have a broad array of
6 things that could be included in an MOU or an
7 agreement of that sort. I will say, we mentioned
8 earlier that we do not have funding for Bourne
9 Bridge. We have a \$1 billion grant application into
10 the USDOT. The funding that we described to you
11 earlier is entirely for construction and development
12 of that. We don't have additional funds allocated
13 to this bridge. Most of the funds we have for the
14 project are federal funds with very specific uses.
15 We can only use them for constructing the bridge.
16 And the state funds are going toward both
17 construction of the bridge and then the relocation
18 of the gas lines.

19 But we have worked very closely with the
20 town just recently -- not only for the detour, but
21 just recently we had some really good conversations
22 about Keith Field improvements. Our Sandwich Road
23 work is going to have an impact on Keith Field, so
24 we're talking about what can we do to make Keith

1 Field better. We're looking at parking, bleachers,
2 and the like. And last year, at the request of the
3 town of Bourne, we extended a bike path plan from
4 Upper Cape Tech to Gallo Ice Arena. So we have a
5 track record of listening to the town and responding
6 if we can. I don't want to let people think that we
7 have many millions extra on the bridge right now.
8 We're very focused on using every nickel we've got
9 for construction, but that doesn't mean there isn't
10 room for discussion with the select board and others
11 in the town about improvements we can make to the
12 project.

13 MR. MURNER: I appreciate that. And I
14 totally understand this is you need to do on time
15 and on budget. I get that.

16 MS. PAIEWONSKY: We do.

17 MR. MURNER: So my request, my ask is, are
18 you -- will you help us? Will state rep help us?
19 I've been asking for this for a while. Get
20 something on paper that makes this an official
21 relationship for the 10 to 50 years. I've seen some
22 estimates that this is going to go up to 50 years
23 for the second bridge, you know, as far as time
24 goes. So I might be out of turn here, I'm just a

1 normal resident, but we've only got funding for the
2 first bridge. So all I'm saying is all of us in
3 this room might not even be alive when this is done.
4 So I just think for us as the town, making sure
5 we're not going to get -- pardon my French --
6 screwed on this in the long run, that we need
7 something on paper that's not an informal, tentative
8 agreement, that's not open houses. We need a
9 process. And you heard our select board
10 representative tonight essentially ask for an MOU.

11 MS. PAIEWONSKY: Yeah.

12 MR. MURNER: So I'm just -- what I'm
13 trying to get is -- I know you can't make the
14 decision, I understand that -- but as the leader of
15 the Mega Projects Division, do you support us coming
16 up with that agreement?

17 MS. PAIEWONSKY: What I'll say is that I
18 support having a conversation with the town to
19 understand what the parameters are. We do have some
20 formal agreements with the town already. The 4(f)
21 document covers what we're planning to do on
22 Sandwich Field, and we need to do a lot more detail
23 work on that. So we're not opposed to having
24 agreements with the town. In fact, we have one with

1 Bourne Redevelop -- Recreation Authority and the
2 town of Bourne. So the concept is not foreign to
3 us, and we're happy to sit down with the select
4 board and others.

5 MR. MURNER: Well, appreciate that. I
6 know it's design-build, that's just important
7 because we don't know what to -- we don't know yet,
8 just like you guys don't.

9 MS. PAIEWONSKY: Understood.

10 MR. MURNER: So thank you. And state rep,
11 any help you can do on this would be amazing. Thank
12 you.

13 MR. XIARHOS: Absolutely. Let's do it.

14 MR. HENDRICKSON: Hello, my name is John
15 Hendrickson and I am the Cape Cod representative of
16 the East Coast Greenway. Which is the first time
17 I'm saying that because I started this week. So I
18 thought that the detour plan you guys put together
19 was really well thought out. And I'm wondering, the
20 scenic highway trail that you put -- SUP that you're
21 putting in -- is that going to remain afterwards?
22 Would that be a permanent trail?

23 MS. PAIEWONSKY: The detour?

24 MR. HENDRICKSON: Yes, the detour along

1 Scenic Highway.

2 MS. PAIEWONSKY: Right. We're proposing
3 it as a temporary construction detour that we
4 anticipate will have a limited life. That said,
5 once it gets built and we see how it operates and
6 the Bourne Select Board tells us, you know, would
7 you consider keeping it? We'll certainly entertain
8 that. So we're not -- we're not dismissing that it
9 might last longer, but we're proposing it as a
10 temporary detour.

11 MR. HENDRICKSON: Because that would make
12 a great connection from, you know, the Cape Cod Rail
13 Trail, seen the to that -- to the project itself, to
14 the bridge. I did want to say, I have reviewed the
15 plans and the design team has done a great job
16 incorporating East Coast Greenway. It's a
17 tremendous job they've done. I'd like to thank
18 especially Jill McLaughlin and her team. They did a
19 great job putting it together, so thank you.

20 MS. PAIEWONSKY: Jill's right here in the
21 front row. Thank you.

22 MR. HENDRICKSON: One other thing I would
23 like to say, MassDOT has done a great job on East
24 Coast Greenway. For those who don't know, the East

1 Coast Greenway goes from Provincetown to the bridge.
2 And MassDOT just completed two sections that go all
3 the way to -- I think it's Route 130, which is
4 former Exit 2, and they're adding lanes out to
5 Wellfleet. So it will be a completely off-road SUP
6 system the entire length. The missing link is from
7 130, Exit 2, to the bridge. The town of Sandwich
8 has a great plan to go through the town of Sandwich,
9 to go downtown, but -- and they should continue with
10 that. It's a great plan, but it's three and a half
11 miles on-road and it's about 180-foot gain in
12 elevation. So we were wondering if with this
13 project, if we can connect Route 2 to the Sagamore
14 Bridge project, either going through the state
15 forest or utilizing the Route 6 right-of-way. I
16 think you mentioned a couple minutes ago you have a
17 few extra million dollars to throw around.

18 MS. PAIEWONSKY: I did not say that. For
19 the record, I did not say that.

20 MR. HENDRICKSON: But this, I think, would
21 be a lost opportunity if we didn't at least study
22 that opportunity to make this connection with this
23 project.

24 MS. PAIEWONSKY: Are you planning to write

1 a comment letter to that effect?

2 MR. HENDRICKSON: I did.

3 MS. PAIEWONSKY: Oh, you did. Okay.

4 Great. Then we'll respond to it.

5 MR. HENDRICKSON: Yep. Thank you.

6 MS. DAWE: Hi, Leslie Dawe, the Cape Cod
7 Commission. Thank you for a wonderful presentation.
8 Just a quick question: who is responsible and who
9 will be maintaining all the town roads with the
10 heavy construction, vibration, etc. ?

11 MS. PAIEWONSKY: Well, the town would
12 continue to maintain town roads, but to the extent -
13 - we don't expect a whole lot of truck traffic
14 rumbling over town roads. But to the extent that
15 there may be occasional use of it, again, we'll
16 coordinate with the town. We're not going anywhere.
17 We'll be-- we'll have people on site. We come to
18 Bourne regularly. We'll have conversations if there
19 needs to be repairs or anything. We're certainly
20 open to that.

21 MS. DAWE: Thank you. I came up with some
22 more questions. Okay. So one of the things that
23 you've heard today, and you all know about the July
24 4th. One of the things that came about from July

1 4th chaos is that there's a chance that MassDOT
2 could act now to work with the GPS apps and
3 implement the local road -- keeping people off the
4 local roads as part of the Waze programs and the
5 Google Maps and such. Is that possible that you
6 could start that now to help our area breathe a
7 little bit better in the neighborhoods? Just a
8 question. You can explore it. The other question I
9 had was that 2014 traffic study. You mentioned that
10 you updated it. What year was that updated?

11 MS. PAIEWONSKY: Well, we filed our
12 environmental documents in -- Al, you're probably a
13 better person, but we filed them late last year.

14 MS. SIU: Yeah. So all of the data has
15 been updated. So there was a 2014 study. It was
16 redone with the environmental documents. So we had
17 taken information when we had started the project
18 back in 2019, and we updated that again. We took
19 new counts in spring of 2024 and summer of 2024 as
20 well, and those were incorporated into the analysis
21 that we had done.

22 MS. DAWE: Okay. The other question I had
23 was -- one of the other people had mentioned it --
24 when the Sagamore's under construction and the

1 Bourne faces the extra added traffic, how are we to
2 be confident that the structural integrity of that
3 bridge, which from what the rumor mill has is the
4 Bourne is actually in more disrepair than the
5 Sagamore? What assurances do we have that that
6 traffic will be able to be managed by that bridge,
7 by the Bourne Bridge by itself?

8 I don't want to set a panic or anything,
9 but knowing that we've been told this is a -- is a
10 real factor. So it goes into alternate modes of
11 transportation that I've been pushing for at every
12 open house to get people to the other parts of the
13 Cape and the islands while this is going on. The
14 other idea -- this is why Mr. Forget and I were
15 speaking about that alternate road up behind Upper
16 Cape Tech. If you can get cars automatically off
17 MacArthur Boulevard up and around behind the school,
18 give it second access entrance to in and out of that
19 school and the neighborhoods, have it come out to
20 paved road opposite Market Basket, that right there
21 will move hundreds of thousands of cars away from
22 the bridge construction, get them onto Route 6, get
23 them up to the schools. It will get school kids to
24 school on time. It will get people in and out of

1 the Bourne Settlement neighborhood and the Weather
2 Deck and Schooner Pass.

3 Those residents will have an easier time
4 getting where they need to go because they can't get
5 out onto Sandwich Road from their neighborhood as it
6 is right now. So that's a real opportunity for
7 MassDOT to do something now with taking land from
8 above the rotary. The other part of that could also
9 factor in -- I've written three times to the MassDOT
10 to put a southern exit out of the Bourne landfill
11 onto MacArthur Boulevard south of Barlow's Landing
12 Road, which would allow local residents who live on
13 the south side of the bridge access to get home from
14 the landfill. Because right now when we go to the
15 landfill, we are all committed to going into that
16 rotary. A southern curb cut near the MassDOT sand
17 pile would allow local residents that access back
18 home without having to go north to the bridge.
19 That's local knowledge.

20 MS. PAIEWONSKY: Thank you. May I just
21 point out, you asked about the Bourne Bridge, and I
22 don't know how I missed him earlier, but Craig
23 Martin of the U.S. Army Corps of Engineers is with
24 us tonight. Have you been there this whole time and

1 I -- sorry, Craig.

2 MR. MARTIN: I got here late because of
3 the traffic.

4 MS. PAIEWONSKY: Okay. I hope all the
5 things I said about the Corps were accurate and on
6 point. But Craig is a lead partner from the Corps
7 on the Cape Cod bridges.

8 MS. ANGELA: Hi, Angela from Sagamore
9 Beach. Can you touch upon the eminent domain that
10 you said is upcoming, the strip takings and stuff?
11 I know you said no more houses, but would that
12 include businesses and stuff for the temporary bike
13 paths that's going up Canal Street?

14 MS. PAIEWONSKY: Do we have the -- is it
15 located in the environmental documents? Can we
16 point to the environmental documents to identify
17 where the strip takings are?

18 MS. CANADAY: We do have that outlined
19 within the environmental documents, but we can also
20 please provide that in a comment and we can respond
21 back to that directly.

22 MS. ANGELA: Okay. All right. Great.
23 And do you know when people will be notified if more
24 will be happening on the north side of the canal?

1 MS. PAIEWONSKY: I believe this is an
2 ongoing process, so --

3 MS. ANGELA: Okay.

4 MS. PAIEWONSKY: This is an ongoing
5 process. The big lift was the residential homes,
6 and now the Right of Way team is turning their
7 attention to strip takings and easements and the
8 like. If you have a question about a specific
9 address, we get through our portal all the time
10 people ask us, Will I be taken? Will it be a strip
11 taking? We're happy to do that. And if you want to
12 give us an address tonight, we'll put it on our
13 response on our website.

14 MS. ANGELA: Perfect. Thank you.

15 MR. BUCKLEY: Hi, my name is Steve
16 Buckley. I'm from Chatham. One thing that a
17 previous speaker was talking about, perhaps getting
18 some kind of notification through Mass 511. I do
19 know that -- I think it's been about 10 years now,
20 the city of Boston provides data to Waze. That'd be
21 the -- it's not Google Maps, which -- and I don't
22 use Waze, but I do know that they've been sharing
23 data for planned construction so that Waze can then
24 turn around and tell their drivers the week before -

1 - the week before the thing. So people know before
2 they get on the road that there's going to be
3 construction that day, and maybe that's the week
4 they want to go on vacation.

5 So, you know, that's the type of thing I
6 would encourage you to look into because I think
7 MassDOT is involved in that, but they've been doing
8 it for 10 years and it doesn't sound like it's going
9 to be a pilot project. It looks like something you
10 can do fairly quickly without a whole lot of work.
11 The other thing is, the gentleman was pointing out
12 the first bridge span is going to be wider than the
13 existing one, which right now, as we know, four
14 lanes, 10 -- 10 -- four times 10, that's 40 feet.
15 And the curb is right there. There's no 1- or 2-
16 foot margin and no Jersey barrier down the middle.
17 So yeah, we all -- we all know that. But the new --
18 the first span is going to be wider than just the
19 existing span. So that interim span will have --
20 and I'm not sure, are the lanes going to be wider
21 too? Like 11 feet or --

22 MS. PAIEWONSKY: 12 feet.

23 MR. BUCKLEY: 12 feet. So there'll be a
24 Jersey barrier, is that right? Or something akin to

1 a Jersey to prevent head-ons? And then lanes that
2 are two feet wider than the existing lanes. And
3 then is there like a little margin on the side also?

4 MS. PAIEWONSKY: The shoulder, yes.

5 MR. BUCKLEY: I mean, so it's not like a
6 curb right there. Is there like one or two feet?

7 MR. ANDERSON: Yes. I just want to make
8 sure I understand. You're referring to the
9 temporary condition when both directions of traffic
10 are on one of the new bridges?

11 MR. BUCKLEY: Right. I guess you could
12 call it the interim span.

13 MR. ANDERSON: So during that temporary
14 condition, there would be a barrier down the middle.
15 The travel lanes would be 11 feet. And I don't know
16 what the offset is. Yeah, yeah, there's a minimum of
17 one foot.

18 MR. BUCKLEY: Okay. So one foot wider
19 lanes. But then even then, there's that killer
20 curb. Is there like another, I don't know, one or
21 two feet?

22 MR. ANDERSON: One. One or two, yeah.

23 MR. BUCKLEY: One or two. Okay. So if
24 you could stretch -- if you could stretch the

1 existing bridge 10 feet, that's what's going to
2 happen. And it'll allow for a lot more elbow room
3 or lane room, and also no head-ons unless you
4 really, really, really tried, I guess. So I just
5 wanted to point it. It seems that the drawings that
6 you were showing in the back of the room, they're
7 too small, people. So if you could get that one
8 aspect out, that the interim bridge by itself will
9 allow for more traffic flow, then that would be a
10 very. People would go, Oh, I didn't know that. A
11 lot of people don't know that. So it has to be
12 bigger than a teeny little picture on a PowerPoint.

13 Anyway, and the other part is -- oh the
14 gentleman was talking about some -- the Cape Cod
15 Commission has been strangely quiet, and they're the
16 ones who -- when he was talking about looking at a
17 bigger picture of all these different canal plans
18 and this and so forth and so on, and having some --
19 instead of just looking at each one as a simple
20 silo, each project being separate all by itself, I
21 would say the Cape Cod Commission needs to step up
22 because they have a regional policy plan and they're
23 supposed to look at developments of regional impact.
24 But they've said, Oh, well, they've done an

1 environmental impact statement. We don't have to do
2 it. Like, I think you do because you're looking at
3 it from the state perspective, the feds are looking
4 at it from the national perspective, but there
5 really should be something that looks at it from a
6 regional perspective. So that's my suggestion.

7 And that -- also you might let people know
8 that there's a quarterly advisory group meeting that
9 you don't really advertise very much, but that would
10 be one place where people could attend remotely.
11 And you could even set it up so they can't unmute
12 themselves unnecessarily, but they could learn a lot
13 more about what's going on and ask questions or at
14 least learn something from listening to people talk.
15 As far as local towns, on the other 15 towns, we
16 don't get anything. You might brief the one select
17 person from each town in their quarterly meetings,
18 but they don't tell us about it. They just kind of
19 -- so that -- any kind of regional consultation
20 hasn't been happening. Thank you.

21 MS. PAIEWONSKY: Thank you, Mr. Buckley.
22 I think this will be our last question, unless
23 there's others.

24 MR. FERRARI: Hi, my name is Paul Ferrari.

1 I live in Sagamore. I actually live on the street
2 on Westdale Park between Adams Street and Ben Abbey,
3 so I'm familiar with that neighborhood. I know I
4 cannot leave the house; I'd be back in the driveway
5 by 10:00 a.m. in the morning on a Sunday, and I
6 cannot leave the whole day. It's if -- it's a
7 gridlock. My question would be, when this study was
8 done, whether or not to replace the bridge, to do
9 the maintenance on the bridges, they had to figure
10 out what's the lifespan, should we keep investing
11 money in the maintenance? And we've all seen what's
12 happened when they have to take a bridge down or if
13 there's been an accident somewhere near the bridge,
14 the whole region, both roads, Scenic Highway and
15 Sandwich Road, they both get gridlocked and it's
16 just a nightmare.

17 Now, I know we're building the Sagamore
18 Bridge, but the Bourne, if I'm not mistaken, perhaps
19 I read it wrong, but I think the Army Corps
20 indicated that if it's not being replaced, then by
21 2027, maybe 2028, that whole thing needs to be done
22 for 24/7 maintenance and be taken down because it's
23 so in disrepair, or it really needs a lot of
24 checkpoints to look at. So what's the contingency

1 if this is going to be going on for 10 years for a
2 build, and that -- would that Bourne Bridge have to
3 be taken down or a lot more maintenance work have to
4 be happening while this is happening? Because
5 that's going to create a monstrosity of a traffic.

6 Secondly would be the rotaries, and that's
7 going to slow down traffic. Right now when the
8 semi-trucks need to come off from Hyannis, want to
9 go to the Bourne Bridge, they're going on the ramp
10 down Ben Abbey. I hear the Jake brake all night
11 long and they go through there. And then by the
12 time they get back on 6A, they have to go
13 practically in the trees to make that turn. It
14 looks as though that you're going to be alleviating
15 that situation. But with double rotaries, how is
16 that going to work? I wonder if you can speak to
17 that.

18 MS. PAIEWONSKY: Craig, do you want to
19 answer on the Bourne Bridge?

20 MR. MARTIN: Yeah. So we're going to
21 continue -- we do -- so we're going to continue to
22 inspect the Bourne Bridge just as we have done. We
23 have a commitment to the project program to maintain
24 our bridges through completion of construction. So

1 we're going to continue to do that, and we're
2 hopeful that we'll get funding for the Bourne Bridge
3 so we can continue on with the process as we have
4 with the Sagamore.

5 MR. FERRARI: Are you anticipating any
6 maintenance, major maintenance work on the Bourne
7 while the Sagamore Bridge is being built and before
8 the second structure is ready to allow traffic to
9 come over while before they demolish the other one?

10 MR. MARTIN: At this time, no. Obviously,
11 we're going to inspect them. Our primary condition
12 is for public safety, but right now we're continuing
13 to maintain and inspect them as needed. Right now
14 it's on an every two-year basis. We're getting
15 ready to inspect the Bourne this year right now,
16 just to give us a condition of what the bridge is
17 and plan accordingly.

18 MR. FERRARI: Thank you. And as I said,
19 the village in Sagamore, South Sagamore gets choked
20 up quite a bit. In the last five years, the
21 congestion of Sandwich Road has been super crazy.
22 Can you speak to how those double rotaries are going
23 to operate? As right now when we see here the
24 Bourne Bridge over here, you saw between three and

1 six, those people come from Falmouth to the bridge
2 is crazy. How's that going to work in Sagamore?

3 MR. ANDERSON: Yeah. So I'll speak to the
4 highway geometrics. So those two roundabouts for
5 Sagamore South work in tandem. They work together
6 for operations. But from a geometric standpoint for
7 the trucks, they all meet WB-67, which is the
8 largest truck. So we do truck turning movements
9 around all different ways around the rotaries -- or
10 around the roundabouts, sorry. So they can
11 accommodate all the truck movements. And then in
12 working together, the operations -- and Alex can
13 speak about the traffic -- working together, they
14 really work well with the operations on Cranberry
15 Highway, alleviating Sandwich Road.

16 MR. FERRARI: Thank you.

17 MS. SIU: And then during our evaluation
18 process for determining the intersection control
19 types, we did an evaluation that looked at
20 operations of the intersection as well as safety.
21 And so when we were evaluating that, the roundabouts
22 actually came up with better operations than, say, a
23 traffic signal, seeing less queuing and congestion
24 going through. Also would like to make a point that

1 their -- now that Cranberry Highway is going
2 straight through and punching through to Mid-Cape
3 Connector, now there's two roadways that are
4 parallel that can go all the way through to Mid-Cape
5 Connector: Sandwich Road as well as Cranberry
6 Highway.

7 MR. FERRARI: So as a resident of that
8 neighborhood, I should expect some alleviation from
9 the constant congestion.

10 MS. SIU: So as you mentioned, there's
11 also that Sandwich Road extension that's going to be
12 in place of where the existing -- footprint of the
13 existing bridge is now. So we do see currently
14 existing that there's a lot of cut-through traffic
15 when you're coming off of the existing ramp going
16 through, whether it's Ben Abbey or other of those,
17 you know, parallel roadways. That Sandwich Road
18 extension is really to prevent vehicles from having
19 to cut through the neighborhoods to get to Sandwich
20 Road.

21 MR. BEINTUM: And I would give you some
22 perspective on Keith Field, where that's really a
23 tight area where the post office is right there and
24 people go there to park on the side by the

1 pickleball and tennis courts to go across onto the
2 tracks. And the Montessori School uses that as
3 their private field and their parking space is over
4 there too. So it's one of those things where it's
5 going to be a tight fit. I think I'm in agreement
6 that moving that project, that crosswalk where you
7 proposed it by Christmas Tree Shop, that probably
8 would've been dangerous because people don't slow
9 down when they come under that abutment. That
10 would've been an immediate -- so that's definitely a
11 good thing to look at. Maybe a dedicated flashing
12 light crosswalk at Adams Street. That'd be very
13 safe to do. I think it should be done. It's very
14 difficult to cross that street with the traffic
15 these days. So that might be something to think
16 about. But Keith Field is definitely a difficult
17 thing to renovate at this time, I'd find.

18 MR. ANDERSON: And something to note along
19 with everything that's said before, we heard loud
20 and clear from the town that you did not like that
21 parking lot and that crosswalk, and that has been
22 removed from the design plans.

23 MR. BEINTUM: Plus, when it rains heavy,
24 there's a big pond that goes in that too. You can't

1 park in that parking lot.

2 MS. PAIEWONSKY: Two remaining people; is
3 that correct?

4 MR. WILSON: Oh, yeah. Rob Wilson, I'm
5 from Barnstable. Many moons ago, there was a
6 MassDOT did a study on that, had a lot of other side
7 projects, I guess I would call it. How much of that
8 is still going to be done? There was talk of a park
9 and ride at 130 at the service road. They were
10 talking about an extra lane from the bridge down to
11 130, rotary at the end of Cranberry Highway and 6A,
12 some other projects more Sagamore-related. I'm
13 guessing by the looks on your faces, those aren't
14 happening.

15 MS. PAIEWONSKY: I would just suggest that
16 you go either look at our EIR document or our EIS
17 document for an update on the current scope. Some
18 of the things you mentioned, I'm not aware are in
19 the scope of the Cape Cod Bridges.

20 MR. WILSON: I can't stay awake that long.

21 MS. PAIEWONSKY: If you want, we can put
22 on our -- on our website response where you can
23 look. It is a very thick document, but we can point
24 you to the section, chapter, and page number if that

1 would be helpful.

2 MS. CANADAY: So please feel free to
3 submit comments.

4 MR. WILSON: Okay. And the other thing,
5 it looks like the whole road system is getting moved
6 westward on the land side. Is there -- looks like
7 they're not expanding that park and ride. Is that
8 going to stay the same size, or are they going to
9 expand that?

10 MR. ANDERSON: Yes, there are no impacts
11 to the Sagamore park and ride. What we are doing is
12 we are making multimodal connections to and from to
13 allow people to bike and walk from the park and ride
14 down to the canal.

15 MR. WILSON: Okay. I use the bus, so
16 thanks.

17 MS. SHIELDS: Hi, my name is Pamela
18 Shields. I'm from South Plymouth. I'm going to
19 make it very quick. This is a little bit more
20 personal, so perhaps it doesn't involve everyone
21 else, but this is the time, I think to talk about
22 it. So in July of 2022, my husband jumped from the
23 bridge. Currently, the bridge has a knee-high wall
24 on each end. And they only have protection over the

1 water. So my question, and I think you did touch a
2 little bit on what kind of safety guards you have, I
3 wanted to know what was the reasoning for the design
4 not to include the beginning and the end of the
5 bridge? Because in a suicidal mind, there's no
6 difference. You know, they already made that
7 decision. I have learned a lot this last four
8 years. And you did touch a little bit if there's
9 some kind of fence or something. It wasn't clear to
10 me if it's all the way over the road or not. Thank
11 you.

12 MS. PAIEWONSKY: First, on behalf of all
13 of us, we're very sorry for your loss. And we did
14 give a lot of thought to what is called means
15 prevention on the bridge. And I'll turn to Mike to
16 talk about why it was extended to the point where it
17 was.

18 MR. BEINTUM: Yeah. So I agree, right now
19 out there, they have the pickets on the main spans,
20 but once you get off, especially at Sandwich
21 Highway, it's -- you know, it's 42 inches tall.
22 It's very easy to go over it. So our design will
23 have mesh fence from abutment to abutment, extending
24 the entire length of the bridge. So we have two

1 bridges, we'll have four fences. So on the sidewalk
2 and bike path, they'll have that mesh fence, but
3 also on the roadway, we'll also have that mesh fence
4 to prevent people from, all the way abutment to
5 abutment, from stopping and getting out of a car and
6 potentially doing harm to themselves.

7 MS. SHIELDS: Well, thank you.

8 MR. BEINTUM: You're welcome.

9 MR. KELLEY: Jerry Kelley, Sandwich. I
10 think I have the briefest question of the night,
11 probably the last question. Schedule can be driven
12 by labor disputes. Does the project have a project
13 labor agreement?

14 MS. PAIEWONSKY: Thank you. We are
15 seeking approval from the Federal Highway
16 Administration. Because it's federally funded, we
17 have to have Federal Highway approval. So just this
18 week, we sent a report and a letter requesting their
19 approval for a project labor agreement. If they
20 don't respond in time for us to issue a request for
21 proposal, it will not have a project labor
22 agreement. So they know what the timing of our RFP
23 is, and we're now in waiting mode to see if they'll
24 approve.

1 MR. KELLEY: Well, there was one included
2 in the South Coast Rail project. It can be pretty
3 controversial at the outset, but in the course of
4 the project, potentially save a lot of time and
5 money.

6 MS. PAIEWONSKY: It's Governor Healey's
7 executive order that sets the policy that projects
8 of a certain size have to consider them. So we did
9 put together that report to consider it and send in
10 the request.

11 MR. KELLEY: Thank you, Director.

12 MS. CANADAY: Thank you very much,
13 everybody, for attending, and we look forward to
14 receiving your comments and appreciate you coming
15 out tonight. Thank you and have a good evening.

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS

I, Jerry Bousseau, a Court Reporter and Remote Online Notary Public in and for the Commonwealth of Massachusetts, do hereby certify that the foregoing hearing was reported by me on July 23, 2026, and transcribed by me. To the best of my knowledge, the within transcript is a complete, true, and accurate record of said hearing.

I am not connected by blood or marriage with any of the participants, nor interested directly or indirectly in the matter.

In witness whereof, I have hereunto set my hand and Notary Seal this 6th day of August, 2026.



Jerry Bousseau, Notary Public
My Commission Expires On:
September 2, 2027