

DESIGN PUBLIC HEARING

May 29, 2024

FOR THE PROPOSED

PRIVATE FIRST CLASS RALPH T. BASILIERE BRIDGE REPLACEMENT,  
H-12-007 & H-12-025, BRIDGE STREET (SR 125) OVER THE MERRIMACK  
RIVER AND THE BRADFORD RAIL TRAIL

PROJECT NO. 605304

IN HAVERHILL, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

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Eamon Kernan, MassDOT Project Manager  
Michael Ruderman, MassDOT District 4 ROW  
Brian Fallon, MassDOT  
Rich Lenox, Project Management, Bridge Engineering, WSP  
Erik Maki, Traffic, WSP  
Etty Padmodipoetro, Urban Idea Lab, Bridge Architecture  
Nathaniel Cabral-Curtis, Communications and Public Involvement,  
WSP

## 1 SPEAKER LIST

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

2 MR. CABRAL-CURTIS: I'm just going to take a  
3 look over at my Lexikeet crew. Am I coming through  
4 okay? Everything good over there for anyone requiring  
5 interpretation? Okay. Excellent. So, good evening,  
6 everyone. I think many of you have been to these  
7 before. My name is Nathaniel Cabral-Curtis. I run the  
8 public involvement practice for WSP, the designer on  
9 this project. I wanted to recognize Marina Acosta, who  
10 is here from the Office of Senator Pavel Payano.

11 At this point, I do not believe we have any  
12 other elected officials or their representatives in the  
13 room, but we'll be keeping our eyes open this evening.  
14 At this point, I'm going to turn this over to our  
15 MassDOT project manager, Eamon Kernan. I'll be back in  
16 a few minutes to discuss how we got you-all in this  
17 room tonight. Sir?

18 MR. KERNAN: Thanks, Nate. My name is Eamon  
19 Kernan, and welcome to this Design Public Hearing for  
20 the Replacement of Basiliere Bridge. Looking at the  
21 agenda, we have a few items that we need to get through  
22 tonight. I will get through the formal introduction of  
23 the project. I will introduce the key players in  
24 getting this project designed; why was the project

1 initiated; why are we -- where are we with the design;  
2 a quick look at the alternatives on the one chosen;  
3 what is the construction approach; how are we dealing  
4 with the right of way; and I will close with a  
5 question-and-answer session. Again, my name is Eamon  
6 Kernan. I'm a professional engineer and a project  
7 manager for the proposed bridge replacement project  
8 which will be presented today. I work in the major  
9 project section at the Massachusetts Department of  
10 Transportation Highway Division headquartered in  
11 Boston.

12 During this presentation, we will explain the  
13 purpose of the hearing, provide an overview of the  
14 right of way procedures, and explain the design.  
15 Finally, we will explain how you can submit your  
16 comments and questions about the project, many of which  
17 can be included in the official hearing transcript. A  
18 handout has been prepared. Copies are available in  
19 this room. I believe you-all got one. And they -- it  
20 will also be posted on the MassDOT website along with  
21 other useful information. You'll find that the  
22 document may be useful to you in understanding the  
23 project and submitting formal comments in response to  
24 this presentation.



1 May 22nd, the Haverhill Gazette on May 16th. The  
2 notice and flyer are also posted in various municipal  
3 buildings and local online sources, not to mention the  
4 numerous locations Nate has handed them out. A copy of  
5 this notice will be attached in the final hearing  
6 transcript.

7 The project we will be presenting today is The  
8 Bridge Replacement for the Basiliere Bridge over the  
9 Merrimack River and the Bradford Rail Trail. This  
10 project will replace the existing bridge that is there  
11 today. We are currently in the design stage, which  
12 means that the initial survey and other investigations  
13 are complete, and we've produced a 25 percent design.  
14 We estimate the total project cost will be about 150  
15 million, which will come from federal and state funding  
16 -- the Federal Highway Administration funding 80  
17 percent of the total construction costs, MassDOT  
18 funding the remaining 20 percent.

19 This project must be programmed in the  
20 Statewide Transportation Improvement Program in the  
21 appropriate federal fiscal year for MassDOT to solicit  
22 bids for eventual construction. The total estimated  
23 cost of this project does not include any right-of-way  
24 acquisition costs. This stage of design is almost

1 complete, and this project will be advertised to design  
2 builders in November of this year. Construction  
3 activities expected to begin late 2025 or early 2026.

4 As you may be aware, the reason for this  
5 project is the deficient condition of the existing  
6 bridge. Although still safe to operate, based on  
7 inspection reports and available funding, it is time to  
8 replace this bridge. A secure right of way is required  
9 for this project. If your property, or any portion of  
10 it, may be acquired by the state for highway purposes  
11 in the interest of all people of the Commonwealth, your  
12 rights are fully protected under the law. Procedures  
13 are different depending on whether the state or  
14 municipality is making the acquisitions. In this case,  
15 it's the state. Please review the handout for more  
16 specific information in that regard.

17 Now that -- with the introduction of the  
18 project is complete, we can move on to the substance of  
19 the presentation. This project is being designed by  
20 the design firm, WSP, and the project mister -- the  
21 project manager, Mr. Rich Lenox, is with us tonight.  
22 With him is the traffic engineer, Mr. Erik Maki.

23 Because this bridge is so important to the community,  
24 we bridge -- we brought a bridge architectural firm on



1 board early, and their lead architect, Ms. ETTY  
2 Padmodipoetro, is with us tonight. We also have a  
3 Right of Way agent, Mr. Michael Ruderman, from the  
4 district, Mr. Brian Fahey. We also have the  
5 transcriptionist, Ms. Melissa Lupo. We have various  
6 city and state representatives and thank them for  
7 participation.

8 I would like to just read this slide for you.  
9 "All MassDOT/MBTA activities, including public  
10 meetings, are free of discrimination. The MassDOT/MBTA  
11 complies" for "all federal and state civil rights  
12 requirements preventing discrimination on the basis of  
13 race, color, national origin, limited English  
14 proficiency, and additional protected characteristics.  
15 We welcome the diversity from across our entire service  
16 area." If you have any questions or concerns, please  
17 visit the website noted here.

18 How you can participate in this meeting.  
19 Obviously, you attended, and I appreciate that. So,  
20 sit back, listen to the presentation. When we're done,  
21 there will be a question time where you can ask the  
22 project team. Also, on your handouts, you can submit a  
23 comment on the handouts and mail it in. There's also  
24 multiple ways of doing it. You can send an e-mail to

1 the website noted there. You can also -- if you go on  
2 to the website, this information is also available.

3 So, that will give you the various access to the, you  
4 know, to the methods that you can get in touch with us.

5 So, how did we get here? The bridges out  
6 there were built in 1925. In 1966, Private Basiliere  
7 became Haverhill's first Vietnam War casualty. In  
8 1972, the bridge is named after PFC Basiliere's memory.

9 In 2021, MassDOT study concludes that Basiliere Bridge  
10 must be replaced. 2022, MassDOT initiates concept

11 design phase of bridge replacement. Again, we had

12 initial outreach for Haverhill community and elected  
13 leaders in 2022, 2023. Analysis of public involvement

14 to inform bridge type study, 25 percent design. And

15 we've had various public involvement meetings. And

16 today, obviously, we're having the design public

17 hearing. We also -- I'd like to point out, we have not

18 been designing this bridge without taking -- without

19 talking with City Hall and you, the people of

20 Haverhill. Nate is going to talk a little about the

21 public outreach for this project. Nate? Thank you.

22 MR. CABRAL-CURTIS: Thank you very much, Eamon.

23 So, as you can see, we've certainly been working our  
24 way through this. And we've been up here quite a bit.

1 So, we began all the way back in December of 2022 with  
2 briefings to the legislature, your legislative  
3 delegation, and the city staff. So, that included the  
4 mayor, members of the police and fire department, your  
5 planning department, all of whom have been extremely  
6 helpful in helping us inform what we've got out here.

7 Many of you are probably in this room with us  
8 in March of 2023 during our kickoff meeting. And then  
9 in April and May of 2023, we had two workshops. And

10 Eamon mentioned the importance of having -- you know,  
11 Etty as a member of our team. And that was a chance  
12 for all of you to come in here and look at what you  
13 liked in terms of bridges, look at what you didn't like  
14 in terms of bridges, and really influence what this  
15 design was going to look like. And as you'll see, you  
16 know, the design that we have really is a product of  
17 the input from everybody here in Haverhill, which is  
18 really nice to be able to come back and share it with  
19 you.

20 Over that summer, we had briefings for the  
21 Greater Haverhill Chamber of Commerce and the Yacht  
22 Club. Again, the folks at the Yacht Club, Rick  
23 LeBlanc, and everybody down there have been extremely  
24 supportive and helpful. They've given us all the

1 information that we could possibly need. We briefed  
2 with the Latino Coalition of Haverhill in August of  
3 2023. Then we came back in November of 2023, and we  
4 kind of had a public information meeting in this room,  
5 and we said, Hey, we've been listening to you for about  
6 a year. This is what we heard from all of you. Is  
7 this right? Did we hear you correctly? Because if you  
8 say yes, the next thing we're going to do is go away  
9 and come up with a 25 percent design. Everybody said  
10 yes. So, we went away and did it, and that's what  
11 brought us here this evening. So just, you know, when  
12 we say robust public outreach, this is kind of the goal  
13 of -- or sort of the -- behind that quick phrase.

14 MR. KERNAN: I think it's still you.

15 MR. CABRAL-CURTIS: Okay. Still me. All  
16 right. So, just, you know, this is -- these are all  
17 the different ways that, you know, we got -- when we  
18 say how did we get here? This is how it all -- you get  
19 here tonight. So, these are the ways that we got here  
20 -- got all of you here this evening. Just a few to  
21 point out -- for any of you who sign up for our  
22 e-mails, you would have gotten one of these. We were  
23 in the Gazette, the Tribune. Rumbo carried us in  
24 Spanish.

1                   Again, a thank you to the folks at the Yacht  
2 Club.            We've managed to make the semaphore. Your HCTV,  
3 who are very graciously here and filming this this  
4 evening and who have agreed to rebroadcast this during  
5 the ten-day comment period that comes after the hearing  
6 to help anybody with their memory or anybody who could  
7 not be here tonight.            So, again, a thank you to them.  
8 We had WHAV, again, running radio spots for two weeks  
9 in the drive times, and then MassDOT's social feeds.  
10           And then there's this graphic.            One too many.  
11 What happened to it?            There it is. So, there's this  
12 graphic right here, which all of you are familiar            with.  
13 Yeah.            Too much fun with the buttons tonight, Nate.  
14 This is everywhere that I dropped off flyers.            I  
15            imagine that some of you, you know, saw me here over  
16 the course of last Tuesday.            I'm not going to walk  
17 through all of these.            We can look -- I'm sure most of  
18            you have seen them, but the idea is really to cover  
19 kind of the downtown core and this section of Bradford  
20 right here, which is where the -- you know, you kind of  
21 have this commercial strip heading right towards the  
22 bridge.            And then this is where we had the staff  
23 tables, the public library, where I think I bumped            into  
24 at least one of you, the Market Basket.            And then

1           again, those flyer drops at 20 different locations.

2                   And a big thank you to everybody who shared.

3           Again, your mayor, your city council, your Council           on  
4           Aging, the Disability Commission.           We had a feature in  
5           the News You Can Use on 5-16.           And then, again, the  
6           many community organizations, medical providers,  
7           schools, and social service organizations that are           in  
8           our over 300-plus person state graded database.           So,  
9           again, thank you if you receive one of the many.           Hey,  
10          the flyers are on the website.           Please go share them.

11          Now, back to Eamon for why this project was initiated.

12          MR. KERNAN: Thanks, Nate.           So, how did we get

13          here?           Just a quick introduction to the bridge itself.

14          The existing bridge opened in 1925 to replace an older  
15          crossing that was already there.           The Basiliere is

16          technically two bridges with elements of the pre-1924  
17          structure mixed into today's bridge.           The total length  
18          is roughly 800 feet, the bridge width, roughly 68           feet.

19          And it carries 20,000-plus vehicles per day with about  
20          four percent of those being heavy vehicles, including  
21          the MBTA buses.           It is currently at the end of its  
22          useful lifespan with general deterioration, including  
23          the foundations, but it does remain safe for all users.

24          I heard some chuckles.

1                   This is just a locus plan of where the bridge  
2 is.               Obviously, we could look out the window and the  
3 bridge is right there.               But just to orient everybody,  
4 if you hear some conversations, obviously east of               the  
5 bridge is the yacht club, north of the bridge is  
6 Haverhill City Hall, the district courts, south of               the  
7               bridge is Bradford, and, you know, northeast is the  
8 market basket.               That's just -- and in the orange is the  
9 bridge itself.

10                   The current limits of work, obviously, the  
11               bridge itself, but the approach roads need to be done.  
12 So in the north, the Main Street, Water Street,  
13 Merrimack intersection.               A portion of Main Street as  
14               far north as Bailey Boulevard, and then in the south  
15 just past south Main Street and Middlesex Street  
16 intersection.               This includes short stretches of the  
17 intersection approaches.               How has our design  
18 progressed?               I'm just going to read through this slide  
19 a little bit and then hand it over to our project  
20 manager for WSP in regards to the design.

21               But we had all our public information  
22 meetings.               We absorbed all the information that you had  
23 given us.               And, like, if we look at the key question,  
24 what did this new bridge look like?               And the comments

1           we got back were: avoid being a modern copy of what  
2 exists today -- sorry, yes -- maintain an arched  
3 appearance even as the arches become longer and  
4 shallower with fewer spans; connect the modern look of  
5 downtown Haverhill and the more traditional appearance  
6 of Bradford; offer opportunities for distinctive  
7 lighting; provide vertical elements above the deck           to  
8 add character; provide place to rest and enjoy the  
9 view.

10                   Traffic and lane configurations were a major  
11 topic of discussion.           And the result was -- we want  
12 four formalized lanes preferred; address the emergency  
13 response concerns from Haverhill first response and  
14 community members; provide reserve capacity for  
15 projects traffic associated with plan development.           How  
16 will the new bridge accommodate cyclists and  
17 pedestrians?           The new bridge should physically separate  
18 motorized and non-motorized users; have comfortable  
19 sidewalks for pedestrians, young and old, using  
20 mobility aids, taking their grocery carts, being able  
21 to get across this bridge in a comfortable environment;  
22 provide directional facilities to avoid confusion           at  
23 the intersections; recognize that confident sports  
24 cyclists may opt to remain with mixed traffic, but           they



1           will have the option to be able to go onto the side  
2 paths.

3                           And how will the new bridge provide connection  
4 to Bradford Trail and the Dempsey Boardwalk?           The new  
5 bridge should have an easier connection to the Bradford  
6 Rail Trail.           We should not preclude a future connection  
7 between the Dempsey Boardwalk and Wall Street, and           we  
8 should open up views to the Merrimack.           One of the  
9 comments during the hearings was that if you go on

10           either side of the bridge -- if you actually go under  
11 the bridge, you cannot see the river.           So that is  
12 something that this design has accomplished.           So I'm  
13 going to pass it over to our project manager, Mr.           Rich  
14 Lenox to discuss the bridge design.

15           MR. LENOX: Thank you, Eamon.           I'll try not to  
16 trip here.           So thanks, Eamon. Again, my name's Rich  
17 Lenox.           I'm the project manager with WSP, and we're  
18 working on the preliminary design for DOT on this  
19 project.           I'm just going to take a few minutes to talk  
20 about the proposed bridge and some of the elements           of  
21 the proposed design.           As the project kicked off, I

22           think MassDOT recognized from the beginning that our  
23 standard, run-of-the-mill standard highway bridge           was  
24 not going to be, you know, the right solution for           this

1 location. And so that was one of the reasons, as we  
2 mentioned, that we brought along -- MassDOT requested  
3 that we include a bridge architect on our team.

4 And so we asked Urban Idea Lab to join our  
5 team, and Etty's going to come up in a few minutes and  
6 walk through some of the bridge architecture and  
7 aesthetic elements of the project here. So, on the  
8 slide that we have here, in the upper left image of the  
9 existing bridge, and the -- to the right of that is a  
10 couple images that you may have seen before if you  
11 attended previous meetings of some of the earlier  
12 concepts that were evaluated as part of the bridge type  
13 selection process. And I think with all the concepts,  
14 we were trying hear that public feedback, you know,  
15 keep the arched appearance, think about vertical  
16 elements and those kind of things. And so all the  
17 alternatives attempted to do that.

18 At the bottom of the screen, you can see our  
19 proposed alternative, and that's -- an open -- precast  
20 open -- concrete open spandrel arch is the selected  
21 structure type. And so describing that here, the lower  
22 portion of that, you see the arch elements at the  
23 bottom. And the spandrel is the space between the  
24 arches and the bridge deck that supports the traffic

1 and the pedestrians. And so that's mainly going to  
2 remain open. There will be vertical columns that are  
3 used to support the deck from above. And then you can  
4 see here we're going to show on the center span, which  
5 is going to have an overlook that Etty can touch on in  
6 a minute. And there's some ornamental beacons that  
7 will project up at that center span.

8 So talk a little bit further about the  
9 structure itself, again, really trying to make sure  
10 that we respected the history of the existing bridge,  
11 and I think the proposed design does that. So at the  
12 bottom of the screen, you can see sort of the proposed  
13 bridge layout overlaid with the existing, the proposed  
14 bridge shaded in purple, the existing bridge shaded in  
15 gray. And so you can see there's going to be fewer  
16 spans than the existing bridge, which means a couple  
17 less piers in the waterway to open up that waterway a  
18 little bit. The arches do get a little bit flatter, as  
19 was talked about, compared to the shorter span.

20 And then again, you can see one of the things  
21 that we looked at was to try to avoid placing the new  
22 piers in line with the old piers from a construction  
23 standpoint. So that's -- that challenge is -- was part  
24 of things. And then also a navigable opening for the

1 river users. We're going to -- this image here, we  
2 have the north side of the river on the right; the  
3 south side on the left. So, the navigable opening is  
4 skewed towards the northern bank. And so the proposed  
5 bridge, we want to make sure we center this span number  
6 two centered with the deepest part of the river, so to  
7 keep that navigable opening in essentially the same  
8 place that it is today.

9 The existing bridge is going to be fully  
10 removed, but the pier is removed to at least two feet  
11 below the existing mud line. And then in addition to  
12 the five main arch stands that we're going to have, you  
13 could see here on the southern side, as Eamon touched  
14 on, that pier that's at the edge of the river is  
15 getting pushed out to help open up the views for folks  
16 that might be down in the Bradford Rail Trail area.  
17 And the crossing for the Bradford Rail Trail itself is  
18 going to stay out in the same location as depicted  
19 here.

20 And then we'll also have a short additional  
21 span on the northerly side. And that's the -- over the  
22 former Wall Street to maintain maintenance and access  
23 to the flood wall system that wraps around this parcel  
24 here. So in addition to the structure itself, there's

1 a number of, you know, technical challenges that we've  
2 been working through over the past number of months,  
3 support the design and environmental permitting  
4 process. You know, that includes thinking through how  
5 the construction's going to happen, working out on the  
6 waterway, how is the contractor going to get out on the  
7 waterway.

8 We have a number of utilities supported on the  
9 existing bridge. There's electric lines, telephone  
10 communication lines, gas main. So how can we keep all  
11 those in service? How can we support them on the new  
12 bridge? And then also, how can we keep them from being  
13 visible within the new structure? That's -- you know,  
14 some of the utilities now. The current bridge are  
15 visible if you're looking at the bridge from the side.  
16 And then we have a major river here. So, you know,  
17 both during and after construction, how is working in  
18 the waterway, how is the structure going to manage  
19 being out in the middle of a major waterway?

20 So, all those things have been things we've  
21 been working through the proposed design here. So with  
22 that, talking about besides just the bridge itself, and  
23 I even touched on the cross section itself. We had a  
24 lot of discussion at earlier meetings about the cross

1 section. So here's a image of the proposed cross  
2 section. It's going to be about ten feet wider than  
3 the existing cross section, with all that additional  
4 width to the easterly side on the downstream side of  
5 the bridge.

6 And so as you can see, we had a lot of  
7 conversation about the number of lanes and whatnot. So  
8 the proposed cross section is going to accommodate four  
9 lanes. And that sort of varies as you approach either  
10 intersection on either side of the bridge as you merge  
11 into turning lanes -- and we'll touch on that a little  
12 bit later as well. Then we have some robust pedestrian  
13 bicycle accommodations that we're incorporating on  
14 either side, and it's in a balanced configuration with  
15 equal amounts on either side for separate walking and  
16 biking paths that are separated from traffic. We're  
17 proposing to have the -- sort of the crash railing at  
18 the curb line to separate, you know, pedestrian and  
19 bicyclists from the roadway, and then a decorative  
20 railing to the exterior, of which the details of that  
21 we're still working through the exact appearance.

22 One other thing to touch on is -- as, you  
23 know, Ety will touch on, too. We have that overlook  
24 so there'll be an expanded pedestrian area at the

1 center of the structure for viewing of the river. And  
2 then in addition to the bridge work, there's other work  
3 that's going on with the project besides reconstructing  
4 the bridge, of course, so reconstruction of the  
5 roadways at either end of the bridge to help us tie in  
6 the new sidewalks and bike lanes into those  
7 intersections.

8 As I mentioned, there's a number of utilities,  
9 so all that utility work that we have to do. There's  
10 going to be new lighting both on the bridge and under  
11 the bridge, some ornamental decorative lighting under  
12 the bridge. There's some landscaping improvements,  
13 some minor drainage work, and then all new signing and  
14 striping. So with that, I'm going to turn things over  
15 to ETTY. She's going to go through a series of slides  
16 showing some images of the site and including some  
17 landscape elements that's going to include some reuse  
18 of the tower roofs at one corner of the bridge. So  
19 with that, thank you.

20 MS. PADMODIPOETRO: Thank you so much. Hi,  
21 everyone. Thank you so much. So I just want to say  
22 that it has been really a lot of fun designing this  
23 bridge. And the reason that happens is because there's  
24 so much engagement. And the engagement was very

1 active, and we hear so much and we learned so much from  
2 your input. And so I have to say that this bridge is  
3 anchored on everybody's ideas, and this is the result  
4 of everybody's hard work. So again, thank you so much.

5 So, one of the things that we heard about the  
6 Haverhill bridge, this bridge, is that you -- it used  
7 to be two cities. There's Bradford, and there's  
8 Haverhill. And this bridge has to be more than just  
9 something that you go and pass through. One of the

10 comments that I heard -- we heard was that, you know,  
11 it has to be something special. This is an opportunity  
12 to express that kind of connection between the two  
13 community. And what we heard over and over also, as  
14 everybody has mentioned, is that people really love the  
15 fact that there is vertical elements. So through hook  
16 or crook, they want to have a vertical element.

17 For us, we don't like to put something that is  
18 without a reason or fake. So, it was really difficult  
19 to try to figure out, like, what is the reason for  
20 being and there it was, right? It is a connection  
21 between the two and the -- marking that connection in  
22 the middle of the bridge becomes something that is  
23 extremely important and symbolic. And this is also an  
24 opportunity to (phone rings) -- to enable us to have --



1           what do you call that?                   That was so distracting, sorry.  
2           To enable us to use that as an expression of the  
3           history or an expression of what you want to talk  
4           about, show about either Haverhill or Bradford.

5                        So, there was a real reason for being, then --  
6           so this become the bridge.                   And that was something that  
7           truly is coming out of a lot of these great ideas                   that  
8           we heard.                   And another one that you were talking about  
9                        was, you want to make sure that this bridge is really  
10          expressed, not just nice during the day, but what                   is it  
11          -- will look like at night?                   And we thought not only  
12          this is a good opportunity to show what it can be,                   but  
13          it can be seen in a different light.                   No pun intended.

14                       So in the -- before, you see the bridge with  
15          all these arch, right, as a whole bridge.                   But then at  
16          night, you really focus on the arch itself.                   It's start  
17          to frame the river.                   And we have really a talented team

18                        from WSP that specialize in lighting, and you cannot  
19          believe how hard that is to find.                   Most people are just  
20          figuring out what the light requirements are, and                   then  
21          they just throw lights.                   In here, it's literally

22          designed with the form of the bridge.                   How will it  
23                        look, what kind of things that you want to accentuate  
24          at night.                   And so here it is. I hope you like it.

1           So, another thing that was very important  
2           during the meeting was the fact that it is -- starting  
3           this city is to create like open space along the bridge  
4           -- along the river.           And so one of the things that  
5           people are coming up with this idea was, Why think  
6           about the bridge just as a bridge?           Why not have the  
7           bridge as part of the network of open space.           And --  
8           you know, so maximize the walkway for both bicycle           and  
9           pedestrian and also then creating the overlook.           Not  
10          only we can use that to engage the river, but also           as a  
11          part that you can use for respite, just no different  
12          than what you have like landscape, and these are the  
13          hardscape.           But this, hopefully, will expand the  
14          connectivity network that you've already started.           So  
15          we're very excited about that.

16          Yeah, so the bridge structure itself.           We want  
17          it.           Definitely, nobody wants a highway bridge. This  
18          is like this is a bridge that everybody wants to be  
19          proud of, that they want to be a symbol of the city.  
20          So it has to look special.           People do like the existing  
21          bridge, but we do not want to copy the existing bridge.  
22          So this is a bridge that is modern.           It's an open span  
23          arch, correct?           And so the idea from us, from the  
24          designer, as a bridge designer, is to create something

1           that is light, that touches the river very lightly.

2           And so here we are.                           This is what we have.

3           And then we want to also make sure -- apparently the  
4 river is very, very active.                   We want to make sure the

5           bridge will allow that for people to enjoy not just  
6 from the river bank, but having it from here also.           And

7 we wanted to make sure the bridge is aesthetically

8 pleasing.           So it's sort of what we call in the design

9 field is memory and recall.                   So it is something that is  
10 new, but it evokes something that was in the past.

11          Again, another view of the of the lights.                   So,

12 one of the things that we want to talk about is a           lot

13 of these are still going to be placeholder.                   It will --

14 needs to be developed.                   We are going to have place to

15 sit on the overlook.                   And there is an opportunity to

16 create a bench that is really nice.                   Right now, we are

17 not there yet, but that's going to be developed and

18 designed.           Yeah, so one of the things that everybody

19 love was the existing tower.                   Unfortunately, these

20 towers are not made out of stone.                   They are made out of

21 concrete precast -- cast in place concrete.                   We have

22 somebody, an expert, come and absolutely review and

23 study it.           It is not salvageable.

24          The entire structure itself is too

1           deteriorated, but the roof itself is very valuable, and  
2           that we want to conserve.           We want to -- and also we  
3           want to reuse.           So, we are going to pick the roof and  
4           put it as part of the Bradford Rail Trail.           And the big  
5           one is about 15 feet in diameters.           So you can use it  
6           as a gazebo where people can actually gather.           The  
7           small one, is only about eight feet.           So it's a tight  
8           place to gather, but we thought it might be a good           idea  
9           to use that as a place where we can have the story

10           telling, you know, for not just these tower but also of  
11           the old bridge.           And from this is sited in such a way

12           that when you look into the interpretive panels, you  
13           can look into the bridge where the things were.           So

14           that, you know, there are like different layers that  
15           you can do in terms of how we are going to use the           --  
16           reuse this structure.

17                           And that's something that, you know, we're  
18           digging up and still getting from the notes to create  
19           more ideas so that things are not just be off the           cuff.

20           The bridge -- I mean, the Rail Trail -- the new trail  
21           is going to connect to the existing Rail Trail.           These  
22           two structure are sited above the flood level.           So

23           hopefully, it's safe, even though some people really  
24           want to connect to the river.           But right now, we think



1           disincentives under consideration for this contract.

2                   Also, it's very important, and through all our  
3           meetings, the question was being asked, and the answer  
4           is: This bridge will remain open during construction.  
5           We will not be closing this bridge completely.

6                   Throughout construction, there will be one northbound  
7           lane, one southbound lane, one sidewalk.           The existing  
8           bridge will be demolished and rebuilt one half at           a  
9           time.           And I'm going to pass it back to Rich.

10           MR. LENOX: Thank you, Eamon.           So with that,  
11           I'm just going to use the next series of slides to           kind  
12           of walk through the sequence of construction that           we've  
13           developed as part of the preliminary design.           As Eamon  
14           mentioned with the design-build process, there's an  
15           opportunity for the prospective design-build teams           to  
16           alter this, but this is generally how we're seeing           the  
17           sequence of construction.           Possibly just starting out  
18           with the existing condition, which you can see out           the  
19           window.

20                   So Eamon mentioned, we're going to be keeping  
21           one lane open in each direction and one side walk           open  
22           throughout each phase.           And we're primarily rebuilding  
23           the bridge one half at a time.           However, we're going to  
24           step through what I'm calling four stages.           The first

1           stage here is a sort of facilitating stage, as I call  
2           it.           So, this is looking as if you're looking to the  
3           north.           So, on the first phase here, what we're going  
4           to do is we're going to take a little piece of the  
5           westerly sidewalk, and we need to remove a portion           of  
6           that to provide more space for traffic to allow us           to  
7           build the bridge half at a time.           So we're going to  
8           squeeze traffic over to the easterly side and have           a  
9           short work zone here to provide a little bit more  
10          roadway width and there will be some limited  
11          construction along the curb line.

12          And also, in addition to the section, I'm  
13          going to walk through some some aerial shots of each of  
14          the intersections since that's a key component for           the  
15          traffic management.           So here, we're at the intersection  
16          south of the bridge with Middlesex Street.           So the  
17          river is running off the image here.           We have Middlesex  
18          Street here and the Main Street and Bridge Street  
19          running left or right across the street.           So in this  
20          first stage, really the operation of Middlesex Street,  
21          there's no change.           We'll keep a short right turn  
22          pocket onto Middlesex Street, and that's the only,           you  
23          know, access to the Rail Trail will remain, and I'll  
24          talk about that in the next one.           When we get to the

1 other side, this is at the northerly side. So we're  
2 sitting right there now, bridge over here on the left,  
3 Water Street to the south, Merrimack Street to the top  
4 of the page there.

5 So on this phase, the only alteration really  
6 that's going happen to traffic is coming in the  
7 southbound direction. This current is a right through  
8 turn, and that's going to be converted to a right turn  
9 only. And we'll only have room for one receiving lane  
10 on the bridge itself. In the northerly direction,  
11 there'll be no change. We're keeping one lane each  
12 way. And all pedestrians are squeezed to the easterly  
13 sidewalk on this first facilitating stage.

14 Now, we get to the next stage. Stages two and  
15 three are really the meat of the construction where  
16 we're building a bridge half at a time. So on the  
17 stage two cross section, we've now squeezed traffic to  
18 the westerly side of the existing bridge. We're taking  
19 advantage of that little bit extra roadway that we  
20 built in the first stage. And that's going to allow us  
21 to demolish half of the existing bridge on the easterly  
22 or downstream side, and then rebuild half of the new  
23 bridge in that same footprint. There will also be some  
24 additional utility relocations that are happening



1 during this phase.

2 And talk about the intersections here. So  
3 now, at the intersections here, we have a bit more  
4 impact during these phases. So on the southerly side,  
5 the work zone is kind of shaded in this lighter color  
6 here. Traffic is squeezed to the westerly or upstream  
7 side of the bridge. That westerly sidewalk will be the  
8 only sidewalk that's open. The operations on the  
9 approach roadways coming in will be essentially the  
10 same.

11 One thing that's also being built in the first  
12 stage at the south easterly corner of the bridge, we  
13 need to provide some access for the contractor to get  
14 to the waterway. So, we're proposing an area at the  
15 southeast corner of the bridge to allow, you know,  
16 construction to occur and an access point for the  
17 contractor to get on and off the river. And so with  
18 that, there's some temporary obstruction of the the  
19 Rail Trail. So the objective is to keep the Rail Trail  
20 open as much as possible throughout the construction,  
21 but there are limited times for safety reasons,  
22 depending on the nature of the work, that that may not  
23 be possible.

24 So, what we propose is to construct a

1 temporary bypass that will kind of follow this  
2 temporary roadway here on this corner here. So, if the  
3 path had to be closed, pedestrians could use the path  
4 that takes you up to the intersection, use the  
5 crosswalk, and access this temporary pathway if they  
6 want to continue along the path. When we get to the  
7 intersection over here on the northerly side, at this  
8 point, we are constrained. Again, taking roughly half  
9 the existing roadway width out.

10 The sidewalk is maintained on the westerly  
11 side, but we don't have the space coming northbound to  
12 have the two lanes that we have now. And so based on  
13 the traffic that's coming through here, we're proposing  
14 to restrict left turns on to Merrimack Street during  
15 this phase. And they would be -- anybody wanting to  
16 turn left would be detoured up to Bailey Boulevard and  
17 have to loop around in that way. Access to the Dempsey

18 Board Walk is maintained in its current configuration  
19 pretty much in all phases of the construction. And so  
20 -- then you can see here in the lighter areas are work  
21 zone while we're demolishing and rebuilding that  
22 easterly half of the bridge.

23 So when we get to stage three, it's based off  
24 the mirror image of stage two. We're just switching

1 sides. So now, we have completed half of the new  
2 bridge and we'll shift traffic to that easterly  
3 downstream portion from the bridge. Pedestrians will  
4 utilize the new portion of that new sidewalk on the  
5 easterly half. And that then allows us to demolish the  
6 remainder of the bridge and complete the remainder of  
7 the bridge structure.

8 So again, at both intersections, it's pretty  
9 much the same operation with the difference that  
10 pedestrians will now be using the easterly sidewalk and  
11 traffic will be squeezed to the easterly side. The  
12 lane configuration is the same as stage two here at  
13 Merrimack Street, with just a single southbound through  
14 right lane as there's no space for that right turn  
15 pocket. And we'll utilize that temporary bypass as  
16 needed for the Rail Trail as conditions warrant during  
17 the construction.

18 And again, similarly here at the northerly  
19 side, pedestrians maintained on that easterly or  
20 downstream sidewalk. We only have the one receiving  
21 lane coming onto the bridge in the southbound  
22 direction. And we really just have this one northerly  
23 lane, a very short right turn only pocket, potentially  
24 that could be included. But again, the left turns

1 coming off the bridge onto Merrimack Street would be  
2 restricted and a detour implemented. And those stages

3 two and three are really the meat of the construction.

4 So, we kind of talked mainly about the users  
5 above, but we're also certainly considering the user of  
6 the waterway itself as well. So, here we sort of have

7 a graphic -- a zoomed in graphic of what I had shown  
8 earlier, relative to the waterway. So, the the north  
9 bank is over here to the right, the southerly bank here

10 on the left, and we kind of zoomed in on the navigation  
11 opening. So, one of the things I pointed out earlier,

12 with the new foundations being offset from the existing  
13 foundations, as we progress through the construction,

14 there's going to be a period of time that both portions  
15 of both of those exist so that further restricts the

16 waterway. And you can imagine, you know, part of the  
17 old one and part of the new one are both there at the  
18 same time.

19 So we've certainly been trying -- we've  
20 certainly been considering that, and we have been

21 talking to the Crescent Yacht Club, the harbormaster,  
22 Marianna's Marina, the Yankee Clipper boat tour as well  
23 as the Coast Guard, relative to the navigation opening.

24 So here you can see where we may have some temporary

1 navigation openings that would utilize the current  
2 opening, but then may also, on a temporary basis, need  
3 to use the span, one span to the south. And as we work  
4 through the Coast Guard permitting process, how that's  
5 all is delineated in March for safety and visibility  
6 will be included as part of the permanent requirements  
7 and the preliminary design requirements.

8 So then lastly, there's just kind of a  
9 completion stage. Here we call them stage four. And  
10 that first phase of the project, we couldn't quite  
11 complete the full bike lane and sidewalk on the  
12 easterly side. So, there's a -- some completion work  
13 that has to happen there to complete the railings. And

14 all -- traffic is squeezed to the westerly side, but  
15 now we have space to be able to carry two lanes in the  
16 northbound direction, which is sort of -- I didn't show  
17 the intersection, but -- so at this point, the the

18 Middlesex Street intersection and the Merrimack Street,  
19 Water Street intersection would function as we depicted  
20 in stage one. So the left turn restriction at  
21 Merrimack Street would be lifted and we'd be able to  
22 accommodate left turns at that intersection as well as  
23 form the right turn pocket at the Middlesex Street  
24 intersection.

1                   So with that, we have the completed project,  
2                   and then I just want to kind of illustrate the  
3                   completed intersections at both sides.                   So I have the  
4                   similar graphic here.                   Middlesex street here, main  
5                   street approaching from the south, the bridge over                   here  
6                   on the right.                   So, this configuration shows how it'll  
7                   be finished.                   And one of the biggest -- the big  
8                   difference is going to be, now that we're allowing  
9                   bikes to come up on to the same level as the sidewalk,  
10                  is the ramping to make that happen and the signing                   and  
11                  the markings to facilitate that transition.  
12                  We'll have -- the lane operation will be                   the  
13                  same as it basically is today.                   You will have a right  
14                  turn pocket on the Middlesex Street, one through  
15                  southbound lane, and then coming in the northerly  
16                  direction, there's one lane approaching and immediately  
17                  as you get on the bridge, have the space to form the  
18                  two lanes on the bridge structure itself.                   And the  
19                  access to the the Rail Trail will be as it is today.  
20                  And then similarly at the south -- at the  
21                  north side here, the lane configuration reverts back to  
22                  what it is today.                   Two receiving lanes coming  
23                  southbound, two lanes coming northbound again.                   Marking  
24                  and signing the appropriate transitions for the bikes

1 so you get them off the same level as the sidewalk and  
2 back on the roadway to match the bike lanes that exist  
3 as you head northerly. And all movements are  
4 accommodated.

5 So, I think with that, I'm going to turn it  
6 over to Michael Ruderman. He's going to walk through  
7 the MassDOT Right of Way process.

8 MR. RUDERMAN: Rich, thank you. Eamon, one  
9 slide forward, please. Thank you. Good evening. My  
10 name is Michael Ruderman. I'm a member of MassDOT's  
11 Right of Way section. We don't design the bridge. We  
12 don't build the bridge. Although, I've had to say,  
13 personally, before I get started, the team that Eamon  
14 has put together here with Rich and Nate, and Etty, I  
15 think this is a beautiful bridge. I've seen a lot of  
16 bridges and a lot of hearing presentations. I think  
17 there's a lot here to admire and to be proud about when  
18 it's finished.

19 What does Right of Way do? We are the office  
20 that makes eminent domain happen where we need more  
21 room to do something. That sounds kind of general, but  
22 it does sort of encompass all of the things we do. If  
23 we need temporary access to more working space, if we  
24 need permanent access to put in something that's going

1 to stay and remain, we're the part of MassDOT that does  
2 the acquisition. Wherever I say right of way and  
3 acquisition and the word that comes next, "taking," I  
4 always say compensation.

5 What happens is we contact anyone who has  
6 property in the final design, whose property is going  
7 to be affected by any sort of taking, whether it's  
8 temporary or permanent. And what we'll do is we will  
9 reach out to you and make an individual -- you'll get a  
10 phone call from me -- either from me or one of my staff  
11 members, and we'll set up a time where we can go  
12 through all these details because some of it can be a  
13 little bit complicated.

14 We're obliged to make sure for one thing, that  
15 you know what the protections under the law are for  
16 anyone whose property is involved in an eminent domain  
17 case. There are state laws and federal laws that  
18 protect your rights. Some of these are the right to be  
19 contacted, to be told how your property is going to be  
20 appraised, how it's going to be valued, how we're going  
21 to pay you if we need to use some of your land. Even  
22 what your rights are after that. If perhaps you don't  
23 agree with what we come up as the appraisal, there's a  
24 process there for appeal. That's all on us to make



1           sure that we get in touch with you and you understand  
2 what it is we're talking about.           And you also then have  
3           someone that you can call back to find out how progress  
4           on the bridge is proceeding, what the deadlines are,  
5 are we making, things like that.

6           Now, as it's been mentioned earlier, by  
7           several speakers, what we're calling the plans that we  
8 have tonight are at the 25 percent stage.           And that's  
9 engineers talk for, we've got a lot of the details  
10 figured out.           We don't have them all in place though.

11           Part of what's still to come is the exact nature and  
12           position and size of the -- whatever takings we may  
13 need to make.           That's why we're waiting to get in touch  
14 with you folks and the public.           When we have all of  
15           that locked down, then we'll start making our contacts.

16 I believe the plans themselves are going to be --

17           they're available here for a quick review after the  
18 presentation.           And after this, they're going over to  
19 the City Hall to the engineering department where           you  
20 can take another look at them at your convenience  
21 during City Hall hours.

22           So that's basically it.           I'm going to stay  
23 here for the rest of the hearing, and if there are  
24 general questions about right of way, I'm happy to

1 answer that as they come up. Like I said, specific  
2 discussions about what's happening on this point of  
3 land here, we'll save that for when those plans are  
4 finalized and we have a personal point. So I believe  
5 I'm passing it now back over to Eamon.

6 MR. KERNAN: Thank you, Michael. So what are  
7 our next steps? All the comments that we receive from  
8 today's meeting, we respond to 25 percent design  
9 comments. We will issue design-build packages for bids  
10 in the fall. The design-build's team will be chosen in  
11 spring of 2025. And construction should begin late  
12 2025, early 2026. And we're hoping that approximately  
13 five years for construction. And how will we keep you  
14 informed? We'll respond to public comments in the 25  
15 percent design at the website. It will reflect --  
16 well, we'll revise project website to reflect 25  
17 percent design status at the construction period  
18 outreach. You know, you can follow the progress on the  
19 website. You can sign up for e-mails, and you can look  
20 out your window when you're stuck in traffic.

21 How can you reach us? This slide will remain  
22 for a while. On the back of your handout is -- if you  
23 want to write, you can send it to our chief engineer.  
24 You can submit e-mail comments to that website. That

1 information is, again, in your handout or you can visit  
2 the project website, and that will have connections for  
3 how you can get that information to us. And I think  
4 that concludes our presentation. But now, obviously,  
5 we're going to be open to questions and discussions.  
6 Because this is a formal process and because we have a  
7 transcriptionist who will be taking down all this  
8 information, if you have a question, please clearly  
9 state your name and I guess, your affiliation, and then  
10 give us a question and we will do our best to answer  
11 your questions.

12 MR. CABRAL-CURTIS: And I will walk the  
13 microphone around to everybody, which is going to be  
14 more important this evening, perhaps than usual, both  
15 for the transcription. And also, I'm told by our folks  
16 with Lexikeet, that we have four people listening in  
17 Portuguese and four people listening in Spanish, which  
18 is terrific. I'm really pleased with that. So, just  
19 wait until I bring you the microphone for all those  
20 people who are listening in various  
21 electrically-assisted ways.

22 So, I think I may have seen Ms. Acosta leave,  
23 which is fine because I'm sure she has many commitments  
24 working for a senator. I don't think I saw anybody

1 else who is elected walk in. Is there anyone in this  
2 room who won an election to be in it tonight? No?

3 Okay. So that being the case, we'll just take hands  
4 and people who've come to these before, I try to tack  
5 back and forth through the room and get to people who  
6 haven't had a chance to go before I do repeat business.  
7 So you had your hand first, so you got it.

8 MR. CAMPBELL: My name is Jonathan, and I'm a  
9 Haverhill resident. You talked early in the program  
10 about different ways to potentially accelerate the  
11 construction. So, I guess my bottom line question: Why  
12 is it taking five to six years to do? Thank you.

13 MR. LENOX: I think this is up to me. Okay.  
14 So it's a -- I think there's a -- I'd say there's a  
15 handful of key factors that are along with that.

16 Number one, we made the commitment to keep the bridge  
17 open and build it in half, you know, roughly half a  
18 time. So that extends the duration. There's a number  
19 of utilities that I mentioned. And so there's periods  
20 of time when the main contractors are going to have to  
21 wait for some of these utility companies to come in and  
22 relocate the bridge -- relocate their lines. We have a  
23 little bit more of a complex structure and a major  
24 waterway, so that's contributing to it.

1           And then lastly, there's going to be some  
2           environmental restrictions that will limit times when  
3           the contractor can work in a waterway, based on some  
4           environmental restrictions relative to fish migration  
5           and things of that sort.           So you kind of combine all  
6           those things up and it extends that duration.           But  
7           we're continually looking for ways to see if we can  
8           accelerate things, and that's also something out of the  
9           design-build process that we always hope for that           those  
10          prospective design- build teams can come up with  
11          creative solutions to help accelerate things.

12          MS. COLBY-CAMPBELL: Hi.           I'm Alison  
13          Colby-Campbell.           I'm a resident. I write for a local  
14          newspaper, and I was told today, I'm going to be on the  
15          Harbor Commission.           So, my question is going to be  
16          about boats.           What is the difference, if any, of space  
17          vertically beneath the bridge?           And how will that  
18          impact the vessels coming through?

19          MR. LENOX: So the opening -- the new opening  
20          of the new bridge is going to be slightly shorter  
21          vertically.           But again, as I mentioned, we have  
22          coordinated with the City's Harbormaster, the tour           boat  
23          operator, the yacht -- all the main users that have  
24          been identified to us, and the opening that we proposed

1 has been indicated to us that was going to be  
2 satisfactory for all of the...

3 MS. COLBY-CAMPBELL: Do you know what the  
4 difference is?

5 MR. LENOX: I don't remember off the top of my  
6 head, but I could get that information out afterwards.

7 MS. COLBY-CAMPBELL: And my second question is,  
8 the pedestrian overlook area, what is the capacity for  
9 that? We have you know fireworks and everything that  
10 go on here and and can a large crowd gather there?

11 MR. LENOX: Yes. The requirements of the  
12 design will be that, you know, a full what we call  
13 pedestrian loading across that entire overlook area  
14 would be able to accommodate. So, however many users  
15 can squeeze out there we can -- the design will -- the  
16 bridge design will accommodate that.

17 MS. COLBY-CAMPBELL: But there is no...

18 MR. KERNAN: We don't have a number.

19 MR. LENOX: There won't be an occupancy number,  
20 correct. Yeah.

21 MR. KERNAN: Yeah.

22 MR. CABRAL-CURTIS: Okay. Don't be shy. Other  
23 hands, folks.

24 MR. DONOVAN: Yeah. I do.

1 MR. CABRAL-CURTIS: Be right there.

2 MR. D. DONOVAN: I'm Dan Donovan from the

3 Bradford side, so we're very concerned over there. I

4 like the whole design that is going on here, except the  
5 piers seem to be flat on both sides. So, if I look at

6 the bridges up river, there's some sort of curve to it.

7 To me, you've got a good current going in there,

8 particularly in the spring and going both ways. This

9 is all tidal river in here. And it would seem that you

10 would want to curve those piers on the ends.

11 MR. LENOX: Yes. And they will be. So that's

12 -- just the case, maybe the the visual model, maybe not

13 reflecting exactly how the finished pier will look. So

14 they will have, yeah, similar to probably most of the

15 piers you see in the -- along the river, they'll have

16 that angular shape on the upstream side.

17 MR. CABRAL-CURTIS: Okay. Who else do we have,

18 folks? You in front of me.

19 MR. W. DONOVAN: Hi, my name is Will Donovan

20 from Bradford also. I'm just wondering, since we're

21 going to wait five years for this hall to be finished

22 off, is there any way that you can repair the sidewalks

23 that we have here now? When I walk over the bridge, I

24 can look right down through and see the road. Kind of

1 looks like you're going to fall in.

2 MR. LENOX Brian, you're up. This is Mr.

3 Brian Fahey from District 4 and he might be the best to  
4 be able to answer that question.

5 MR. FAHEY: Thank you. Hi, how are you? I'm  
6 with District 4 Project Development. And yeah, we will

7 continue to monitor the bridge, both the upper side,  
8 the sidewalks, and the roadway and underneath for the  
9 various beams and things like that. And we'll continue  
10 to monitor them and repair them as necessary.

11 MR. W. DONOVAN: Thank you.

12 MR. CABRAL-CURTIS: And I would just note that  
13 on one of my outreach trips up here, there was a  
14 gentleman who came to me at the library and brought me  
15 pictures of holes in the sidewalk just like what you  
16 said. And those went over to the District 4 folks.  
17 They did come up. They did fill them. As Eamon said,  
18 it's at the end of its useful life. It needs to be  
19 replaced. It generates its own holes. So, you know,  
20 you saw that e-mail address. That stays live. It's  
21 monitored. So, if you are walking across the bridge  
22 and you should happen to see a hole, please take a  
23 picture. Note approximately where it is, send it to  
24 the address, and we'll pass it right along.



1 MR. W. DONOVAN: It's right there.

2 MR. CABRAL-CURTIS: There is one there right  
3 now?

4 MR. W. DONOVAN: It's right where the steel  
5 bridge meets the concrete. It's not attached anymore.

6 MR. FAHEY: Okay. I will -- if it's still  
7 light when I leave, I will go take a peek.

8 MR. W. DONOVAN: Yeah. You're able to see the  
9 water right through the bottom.

10 MR. CABRAL-CURTIS: Okay, good.

11 MR. KERNAN: There's also -- obviously, there's  
12 ongoing work independent of our project. You can see  
13 the barriers that are out there. Recently, they put  
14 shoring underneath the beams on the Bradford Rail  
15 Trail.

16 And that's a temporary to more  
17 shoring that they need to put in. But ultimately, the  
18 goal will be that when the shoring -- you know, the  
19 final shoring is put on both sides of the Bradford Rail  
20 Trail, the barriers that are currently on the bridge  
21 will be removed. But it's almost like two -- our  
22 project is obviously to replace this bridge, but the  
23 ongoing maintenance and repair of that bridge will take  
24 place until it gets handed over to the design-builder

1 and when they start construction. You'll also see  
2 there -- we've had N Grid need to add electric lines  
3 across the water, and they're in the process. So you  
4 will see -- I'm not sure where their plan is. I think  
5 this year, their plan is to add electrical lines across  
6 the water attached to the side of the bridge.

7 So, don't get all excited thinking that  
8 construction has already started. That is just a  
9 electric line that they're putting in. And when we  
10 come on to do our bridge, we have to move that from a  
11 temporary position on from the east side to the west  
12 side. And then when the east side is built, we have to  
13 move that electrical line back on to the -- from the  
14 west bank to the east. And that's similar for a lot of  
15 the existing utilities that are out there. There's a  
16 lot of utility work on this bridge that has to be done.

17 But the work that you'll see done during this summer is  
18 for those electrical lines, but it's not part of our  
19 bridge construction.

20 MR. CABRAL-CURTIS: So as you can see, a simple  
21 straight ahead event. I'll come right back, sir, but  
22 are there any folks out there who have not had a shot  
23 at the apple yet? Okay. Well, while you're thinking  
24 of it, I will come back to the gentleman over there.

1 MR. CAMPBELL: Hi, Jonathan Campbell again.  
2 The MBTA is replacing the Elm Street Bridge, which is  
3 the approach to the other bridge across the river. Is  
4 there any overlap in the construction schedules between  
5 those two?

6 MR. KERNAN: I am not aware of the work that's  
7 being done, so I would -- I don't know the duration of  
8 that project.

9 MR. CAMPBELL: I think it's like a few years, I  
10 think.

11 MR. KERNAN: So I don't know the start to  
12 finish time so I can't answer that question.

13 MS. COLBY-CAMPBELL: But it's certainly  
14 something that can be addressed and worked on.

15 MR. KERNAN: If you may formally give us that  
16 question in your questionnaire, we will answer it.

17 MR. LYNCH: Sergeant Lynch, Haverhill Police.  
18 The MBTA bridge is supposed to be done this year before  
19 the Basiliere side.

20 MR. KERNAN: Thank you. You don't need to  
21 write that e-mail.

22 MR. CABRAL-CURTIS: Easiest police call I've  
23 ever had to deal with.

24 MR. KATSULIS: Mike Katsulis, Bradford. I'm

1 concerned about the time because, officially, when you  
2 had originally met, you were talking about three years.  
3 Now, you're talking about five years. Because already  
4 between both bridges, we already have a large traffic  
5 issue now. It's going to be worse because you got --  
6 it was with a -- two lanes. And we have a big project  
7 going on over here and something going on over here.  
8 Is there any other type of mitigation you have to try  
9 -- to do to help the traffic because it's going to be  
10 worse as I said. I'm right between the two bridges and  
11 Bradford.

12 MR. KERNAN: When you say mitigation?

13 MR. KATSULIS: Anything to try to keep the  
14 traffic down somehow. I know -- I know you can't do  
15 everything, but I'm just trying -- if there's any way  
16 because now it's going to be -- it's an unsafe area.  
17 It's -- I know you have to do it. I don't have --

18 MR. KERNAN: I think we -- what we were stating  
19 earlier, you know, we cannot close this bridge. And  
20 the best we can do is, you know, shut down half of it,  
21 and even -- we have to do construction work on the  
22 existing bridge. We were -- Rich was showing where we  
23 have to move the curve on the sidewalk back just to get  
24 additional inches so we can put two traffic lanes in.

1           So we have to do construction on the existing bridge to  
2           be able to move traffic onto that side in a temporary  
3           situation so we can split the bridge in half and build  
4           a bridge in two halves.

5           The only alternative would be to -- and  
6           obviously, it will be quicker from a construction  
7           standpoint, will be to shut the entire bridge down.  
8           And obviously, we're not proposing that.           I know there  
9           was some comments in there, in your public meetings  
10          where they said, you know, could we put a temporary  
11          bridge in?           How could we do that? Obviously, WSP and  
12          their traffic experts, will, you know, refined, looked  
13          at the numbers, how best can we do this, and the  
14          solution is -- was shown today in the presentation.

15          MR. CABRAL-CURTIS: Okay.           I think perhaps  
16          given the question, I just kind of put Erik on the           spot  
17          back here, but I think he has some comments more about  
18          kind of general traffic off the bridge, if that is           a  
19          help.

20          MR. MAKI: Yeah.           Should I go up there?

21          MR. CABRAL-CURTIS: Only if you want to be           on  
22          TV.

23          MR. MAKI: Hi, I'm Erik Maki.           I'm a traffic  
24          engineer with WSP.           And basically, what Rich had just

1 mentioned, part of the mitigation that we developed  
2 with the construction phasing, and in stages two and  
3 three is we're not allowing the left turn to come off  
4 of the bridge when you're coming into the downtown.

5 That adds delay as it does today because there's no  
6 dedicated lane for that. So depending on how many  
7 people are waiting to turn left, everybody just moves  
8 over to the other lane if you're going through. So  
9 that's what we came up with with our traffic models  
10 that we built.

11 So when we make a traffic model, we analyze  
12 existing conditions and all the construction stages,  
13 and that was the thing that helped out the most was  
14 just to prohibit that left turn and have them make the  
15 next turn up at Bailey. So that was it. Oh, sorry.  
16 One more thing apparently.

17 MR. CABRAL-CURTIS: One more thing.

18 MR. MAKI: Based on a lot of the other bridge  
19 work that we've done in and around Boston or Cambridge,  
20 the outreach component is very helpful. So when  
21 everybody knows the project and what's happening, we  
22 often find that some people choose to maybe take a  
23 different route on their own because they're more aware  
24 of the construction. So posting it on the websites,

1 having the message boards out for general traffic, so  
2 they become aware of the project weeks in advance is  
3 very helpful for certain people who are able to maybe  
4 delay their trip or do it during a non-peak period, and  
5 that generally can help smooth up traffic a little bit  
6 more. We can't really put a number on that, but  
7 outreach is a very critical component.

8 MR. CABRAL-CURTIS: See, we defend the traffic  
9 engineers. And they throw us a bone in meetings.  
10 That's how it goes. Ma'am, I think you had your hand  
11 up a moment ago. Did you? Let me come back and then  
12 I've got to come over to the commodore here who's been  
13 only too helpful.

14 MS. SPINNEY: I'm Sue Spinney from Haverhill.  
15 I'm kind of confused about how this bridge is going to  
16 be wider because there's not much room between that  
17 building and this building. So where are you going to  
18 put the room to widen the bridge?

19 MR. LENOX: Good question. It is very tight.  
20 So all of the space that we have, it it looks tight,  
21 you know, the Atherton apartments across the way there,  
22 it's all happening on that downstream easterly side.  
23 As you point out, there is no space on the side. So,  
24 the additional width is all on that downstream,

1 easterly side. There is -- it may not seem like it as  
2 you go by, but there is a little bit of space there  
3 enough to get us the ten feet or so that we're looking  
4 for.

5 MR. LEBLANC: Hi, I'm Commodore LeBlanc from  
6 the Crescent Yacht Club. And I just want to send out  
7 kudos to all you guys and your whole team for all that  
8 you have done and kept -- keeping us all informed. I  
9 spent the first half of my career standing where you  
10 are, doing -- working for a nationwide country --  
11 company. And we went to cities and basically, the  
12 engineers came up with a plan. We met with five people  
13 that showed up and we built the -- whatever it was that  
14 we were building.

15 And so to get this kind of, you know, amount  
16 of people that are here, for the amount of outreach  
17 that you've done, you know, keeping us informed, the  
18 other marinas on the river informed, the Coast Guard,  
19 everybody that's going to be on the water. And of  
20 course, the City of Haverhill is the biggest thing  
21 because everybody wants to come up here to the new town  
22 docks for the downtown and all of that, and you've made  
23 accommodations for all of that by keeping everybody  
24 informed. So, all I can say to you guys is kudos to



1 all of you. You're doing a fantastic job.

2 The other thing I can say is that you showed  
3 up the first meeting and you had this atrocious bridge  
4 with three lanes. And the people in Haverhill and the  
5 people in Bradford said that's not what we want. We  
6 want four lanes. We want some towers. We want this,  
7 we want that, and you've come through with everything  
8 that the people have asked for. So again, thank you  
9 for everything and all the work that you've done on  
10 this, and I know everybody appreciates that. So, thank  
11 you.

12 MR. CABRAL-CURTIS: Thank you, sir. Much  
13 appreciated.

14 MS. COLBY-CAMPBELL: Alison Colby-Campbell  
15 again. I have a question about the design. One, I  
16 think it looks lovely. I like all about that. The  
17 light pillars, is that a placeholder, or is something  
18 going to be a little more ornate about them? Because  
19 it kind of looks like an elevator shaft you put for the  
20 building around it.

21 MS. PADMODIPOETRO: It's a placeholder.

22 MS. COLBY-CAMPBELL: Okay.

23 MS. PADMODIPOETRO: And we've already start  
24 playing around with different options.

1 MS. COLBY-CAMPBELL: Yeah. All right. I look  
2 forward to seeing it. Thank you.

3 MR. CABRAL-CURTIS: And if you have an idea as  
4 to how you might like it to be a bit more ornate, you  
5 know, write it in because now is the time to do that.

6 MS. COLBY-CAMPBELL: Okay.

7 MR. CABRAL-CURTIS: Here, ETTY. Just wait.  
8 You've got all these people who are electrically  
9 connected.

10 MS. PADMODIPOETRO: But also, it's not just a  
11 filler. We're thinking that the things that wraps  
12 around, that can be a way to either have pictures or  
13 writing or something. So, when people are at the  
14 respite area, they can learn something about the place,  
15 about the city, about the river. And that is to be  
16 developed, you know, hopefully, with some sort of --  
17 with input, like, continual input.

18 MS. COLBY-CAMPBELL: Thank you. Thank you.

19 MS. DEMAYO: Lisa DeMayo, I'm a resident. And  
20 it's a two-part question. Do you know yet where the  
21 plaque is going to go? And the second part is, could  
22 you have -- put it in the contract that the contractor  
23 has to take good care of that once it's removed so it's  
24 not lost during the construction?

1 MR. LENOX: So to the first part, I don't think  
2 -- the answer is no. I don't know if we have an exact  
3 spot for it, but I think our thought was that we would  
4 fabricate a new plaque and so we would preserve the old  
5 plaque -- I think we talked about this maybe the last  
6 meeting -- and provide that to the city for them to  
7 potentially put somewhere else.

8 MR. KERNAN: Allow me.

9 MR. LENOX: Oh, okay.

10 MR. KERNAN: I think at the last meeting, we  
11 will be preserving the plaque that is there. I believe  
12 it's being handed to the family that they have --  
13 obviously a combo between the family and the city.

14 They have a spot, I think, where they would like that  
15 plaque to go. But yes, we will be obviously developing  
16 a new plaque. The location, I don't -- the location  
17 hasn't been decided for now.

18 MS. DEMAYO: It hasn't?

19 MR. KERNAN: No, but there will be a new plaque  
20 on the bridge.

21 MR. CABRAL-CURTIS: Were you at Fall River or  
22 something? There was a bridge where the plaques went  
23 (sound effect).

24 MS. DEMAYO: Yeah, that's what we're worried

1 about.

2 MR. CABRAL-CURTIS: Oh, okay. Alright.

3 MR. HERLIHY: Andrew Herlihy, I'm the community  
4 development director for the city at City Hall. When

5 we -- when the MBTA did the railroad bridge project, we  
6 saw a lot of erosion and damage between where the

7 barges were and and the boats going back and forth on

8 the construction. It sounds like you -- has the issue

9 of where this project is going to be staged sounds like

10 it's been settled on the southeast side. Is that what

11 I take from the presentation with that ramp over there?

12 Are they going to be barges and things like that?

13 Hopefully, you can watch things like erosion and issues  
14 like that that came in the other project.

15 MR. LENOX: Yeah. So the main point of

16 access/egress that we're envisioning is at that

17 southeast corner. In terms of the other staging, that

18 really would be up to the design-build teams to

19 establish other -- any other locations they may need

20 for staging that's not available within the right of

21 way space that's been accommodated -- acquired for the

22 project. So -- but it would not be -- I don't -- we

23 don't envision that being in the immediate vicinity of

24 the bridge site itself if there's alternate lay down

1 space that's needed.

2 MR. CABRAL-CURTIS: Others?

So if there's

3 nothing else, I want to thank everybody for coming. Do

4 take your comment sheet. Please return that to us.

5 Oh, Sophia, any questions from our interpreter? Okay.

6 Terrific. So thank you-all for coming. We appreciate

7 the comments. If you have something that you think of

8 tonight, write it down. Send it in. There is a

9 ten-day window on the comment period. So, you know,

10 try and get it in sooner rather than later. Obviously,

11 you know, if things come into us on the 11th day or the

12 12th day, it's not, like, you know, Nope. Not thinking

13 about this. But it doesn't wind up in the official

14 transcript.

15 So please get that stuff in to us because, you

16 know, we're marching on towards this, and we thank

17 you-all for your input. And I want to thank all of you

18 personally for putting up with my giant power packed

19 assistant over here who's helped me out this evening,

20 and fed me a cracker during the meeting, which was

21 touching, if awkward. So Eamon, if you have anything

22 else to wrap up with other than that -- okay. Stop

23 with your grandstanding. You're worse than I am. So

24 is there anything else, Eamon? We're going to close

1 the hearing.

2 MR. KERNAN: I have one line. Thank you very  
3 much for attending this and all the previous public  
4 information meetings. We look forward to hearing from  
5 all of you. And we're closing this meeting at  
6 officially 7:30 or close enough. Thank you very much.  
7 (Whereupon, the hearing in the above-captioned matter was  
8 adjourned at 7:30 p.m.)

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS

COUNTY OF NORFOLK, ss.

I, Melissa Lupo, a Professional Court Reporter and Notary Public in and for the Commonwealth of Massachusetts, do hereby certify that the foregoing Hearing Transcript was transcribed under my direction.

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 said parties, nor interested directly or indirectly in the matter in controversy.

In witness whereof, I have hereunto set my hand and Notary Seal this 12th day of June, 2024.

*Melissa Lupo*  
NOTARY PUBLIC  
My Commission Expires  
April 28, 2028

THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

FEDERAL AID PROJECT

Boston, MA  
River Street Bridge Replacement Project  
Project File No. 605304

This sheet is provided for your comments. Your input is solicited and appreciated. You may e-mail comments directly to [massdotmajorprojects@dot.state.ma.us](mailto:massdotmajorprojects@dot.state.ma.us) or you may mail this sheet with any additional comments to:

Carrie E. Lavalley, P.E., Chief Engineer  
MassDOT – Highway Division  
10 Park Plaza, Boston, MA 02116-3973  
Attn: Major Projects

5/30 /2024

My concern is the damage that occurs during the project. From what I understand from the meeting on 5/29 the work area will be right next to the bridge. I'm assuming that any barge or platforms will be assembled right there on sight. There will be no activity up and down the river like they did during the railroad bridge project that was done by Cianbro out of Pittsfield Maine. They had a staging area at 250 River Street. They had boats, barges and platforms moving up and down the river many times a day. I want to be assured that this staging area WILL NOT be used for this new bridge project.

My property at 216 River Street was eroded by this activity. The riverbank was destroyed to the point of no return. It took 3 years to get all the permits. My riverbank project was completed last year at MY cost of \$500,000.00 +. And I'm responsible to have it inspected for the next 3 Years.

My suggestion to the property owners would be to take close up drone footage up and down the river on both sides before the start of the project and every year after till it is finished.

This would be to baseline any changes that occur during the construction.

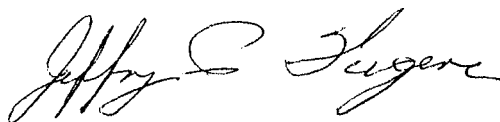
My Question, who is responsible for damage done during construction and how are they held accountable.

Jeffrey Fugere Owner

Fugere LLC

216 River Street

Haverhill Ma. 01832



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