



MEMO

TO: Eamon Kernan, MassDOT Project Manager
FROM: Nathaniel Cabral-Curtis, WSP Senior Consultant
RE: PFC Ralph. T Basiliere Bridge Replacement Workshop 1
DATE: May 31, 2023

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OVERVIEW

On Monday, April 3rd, 2023, members of MassDOT and staff associated with the PFC Ralph T. Basiliere Bridge Replacement held the first public workshop. The workshop was held at the Haverhill Public Library located at 99 Main Street in Haverhill. Built in 1925, the Basiliere Bridge is named for Private First Class Ralph T. Basiliere, Haverhill's first Vietnam War casualty. While MassDOT routinely inspects the bridge and it remains safe for all users, it is approaching the end of its useful lifespan and must be replaced. The purpose of the workshop was to continue educating the public on the project scope and gather further input from the public on the bridge aesthetics, circulation and open space, construction phasing, and traffic and cross-sections. The opening presentation to the workshop emphasized the significance of gathering feedback from the community to acquire ideas as the project team initiates the development of the design plan for the new bridge. The presentation provided an overview of the topics covered in the initial public information meeting, reviewed key concepts, and presented ideas for enhancing the features of the new bridge. The project team explored possibilities related to open space, pier locations, potential connections between the bridge and the surrounding area, and explored potential design ideas to accommodate bicycle and pedestrian access. Participants had the opportunity to engage with the project team through three breakout groups highlighting bridge aesthetics, circulation and open space, construction phasing, traffic and cross-sections. Throughout the meeting, the project team took detailed notes to capture the public's questions, suggestions, and concerns to analyze and incorporate into the design plan of the new bridge.

The meeting was advertised through local news outlets and email announcements. At the first public information meeting, attendees suggested additional locations to distribute flyers. As a result, three additional locations were identified, and flyers were distributed at 20 locations to maximize community engagement and participation. State and municipal officials, community organizations, medical providers, schools, and service providers shared the information through their networks and websites. Interpretation was provided in Portuguese, Spanish, and Vietnamese.

Attendees displayed a high level of active participation and enthusiasm when sharing their input with the project team in each breakout group. It was widely shared that a four-lane bridge would be optimal for the community's needs, and



attendees emphasized the importance of preserving the history of the old bridge while incorporating a more modern aesthetic to align with the evolving characteristics of downtown Haverhill. Participants noted the need to enhance safety for pedestrians, bicyclists, and motorists through the new bridge design and raised concerns regarding traffic congestion and accessibility for emergency services during construction.

PRESENTATION¹

C: Nathaniel Cabral-Curtis (NCC): Good evening, thank you all for being here. This meeting is for the Basiliere Bridge replacement project. I think tonight is going to be fun. This presentation is short on purpose. We will then have different breakout stations which Eamon will cover in just a moment. The goal is for everyone to try and visit each station tonight. We are going to have people go to a station, sit for around 20 minutes, and then we will switch after 20 minutes. We will rotate around. If somebody wants to spend their entire night talking about how the things should look and you just cannot get up from this table with the folks from Urban Idea Lab, we will not stop you, but we urge you to get to everything. There are snacks in the back because at the last meeting everybody kept saying, well where are the snacks and as I was saying to some of your members of city staff when the public keeps telling you the same joke, we want to take your advice. Before we kick off, I would just like to note that counselors Barrett and Michitson are here, so we thank them for their presence. There are also representatives of city staff and your emergency services here present to join us tonight as well, so we thank you for taking the time. I am going to give it to your project manager, and mine, Eamon Kernan.

C: No Name (NN) #1: Could you guys introduce yourself?

C: NCC: Certainly, I am Nathaniel Curtis. I am with WSP. We are the firm under contract to provide engineering and public outreach services for this project. Joining us are also the folks from Urban Idea Lab. You will have a chance to meet everyone in person tonight and they are the ones who will be making this bridge look beautiful.

C: Eamon Kernan (EK): I am Eamon Kernan. I am the project manager from MassDOT.

A: Etty Padmodipoetro (EP): I am Etty Padmodipoetro. I am with Urban Idea Lab. We are the bridge architects and I'm really excited about this event.

C: EK: I was going to start by saying everybody who was at the meeting a couple of weeks ago put your hands up. It would be easier now if everybody that was not at that meeting a couple of weeks ago could put their hands up. Okay so there are about 20. This presentation is a repeat of that presentation but much smaller. It is condensed and there is not as much detail in it. I was going to start off with a joke for those that heard me the last time. I have been in Ireland since then so my accent may have gotten a little stronger, but I think you can still understand me. Again, my name is Eamon Kernan, I am the project manager from MassDOT. Thank you all for attending.

We have a short agenda. The biggest part of this presentation will be when you go to the different tables to discuss different ideas that you may have on how you would like this bridge to look, and how you would like the traffic to work. Any ideas are acceptable. We will work those into the design. Nate put down that it is a 15-minute presentation. I speak really fast so we might get this done in five. Again, I am Eamon Kernan, I am the project manager from MassDOT. We have Etty, Nate, and we have other staff from WSP, the engineering firm, that are here

¹ “C” stands for comment, “Q” for question and “A” for answer. For a list of attendees, please see Appendix 1.



to help us. We will have breakout groups on the bridge aesthetics, the circulation for open space which will be how do we get from the bridge to the walkway, to the bike path, and other connections throughout the city.

The construction phasing will be taking place on one of the tables back there, and then traffic and cross sections, which I think is very important. A lot of comments came in on the traffic so that will be taken care of by Eric, at one of the tables back there. When we break up choose one of the three, please. Try not to go to just one. We have plenty of time.

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We are going to have this quick presentation. We are going to circulate through the different tables. We will rotate about every 20 minutes. Please try to visit every table and then at the end we are going to have a little bit of a breakout session, sort of reporting what we heard and what we understood and maybe give you guys a little bit of feedback as to how it went. Representatives of the media can direct media inquiries directly to this e-mail.

Prior to the last meeting we dropped flyers. I heard somebody say I did not know about the meeting, but we did drop a lot of flyers. We were on your cable TV. We were in your newspapers. One of the comments last time was, could you please add a few extra places, so down south we added about, I think, two or three locations. I am not going to read through all of them. I will leave them for a minute. I am not sure where you found your notice today for the meeting and that would be interesting to know. When you go to one of the tables, let somebody know that you did not know about the meeting last time and how you found out about the meeting this time so we can do a better job.

One of the comments that you will hear us discussing for the bridge's architecture is the arch. The arch transfers the load of the actual deck, the bridge itself into the foundations. You will hear people talk about the deck. The deck is basically the roadway surface and the sidewalks. It is where everybody travels so it is for the road users, pedestrians, and cyclists. You may hear deck discussed in some of this and they might say how would you like this to look, not regarding material but regarding the layout of the deck. How many lanes of traffic are we going to have? How wide the sidewalks should be? How do you want to accommodate bicycles? You will hear people talk about the deck. The piers you can see across this bridge. I think we have 8 spans. We have five piers in the water. One pier on the edge of the bank. This future bridge is probably going to have less piers. The reason for that is because one of the big problems we have, we know it is scour on the bottom but one of the big problems is that when you have the river passing these piers, the piers themselves have actually reduced the cross section of the river and they cause the current to wash away the material at the base of the piers. That is one of the reasons that the entire bridge needs to be replaced, because those piers have been undermined overtime. By reducing the number of piers, we widen the cross section of the river so in a flood event, water can pass through more easily.

We were here March the 9th, so that is number one. March to May we are having these targeted meetings with you. May to June we will have a second public meeting. What would you say is the awareness campaign?

C: NCC: The Awareness campaign are some of the things that we do to basically brief you folks. When Eamon said the piece about, tell us how you found out about the meeting, I think a lot of you saw Leah as you walked in and signed in, there is a brief survey with questions about how you found out. The awareness campaign consists of the local newspapers, we go on the local NPR station, we go on WHC TV the cable access for the City, the City of



Haverhill very graciously helped us out with sending out things through the newsletter, *The News You Can Use*, which goes to downtown businesses. When Eamon showed you that map of the city, all of those locations get a flyer drop. They get the flyer in English and a number of other languages. There are also people who are signed up for our Gov Delivery database. One of the interesting things is that some of the people that we got as a suggestion at the March 9th meeting, when I called them, I said would you like a flyer drop or would you prefer to have me just e-mail these to you and some of those folks took e-mail, so we have a database at this point that is about 100 individuals and representatives of organizations. In the run up to tonight we actually sent out three individual emails, save the date, here is where you can go download the flyer, and then this afternoon, here is your final warning, it is happening tonight. All that stuff is the awareness campaign. It is just designed to do what we have done tonight, which is fill up a room.

C: EK: If you want to be on that e-mail list, get your e-mail address to Nate, because for the duration of this project when there are updates, it will be sent in an automatic e-mail system. Nate will put an e-mail together, hit go, and everybody on the e-mail list will be sent notifications.

One of the reasons we are here today is to determine the bridge type, appearance, lane configuration, and connections. Obviously, we are not going to ask you to design that for us. That is why MassDOT has to pay the design engineers, however we want your feedback especially when it comes to aesthetics. We will not necessarily be able to use every idea that everybody gives us but giving that information to the architects helps them come up with a plan that will work with the city. It is very important that we get your input. Following that, in the summer of 2023 this year, we will have what we call the pre 25% over shoulder briefings with MassDOT. That means that the concepts have been put together and the design engineers will start putting those ideas together. Then they will go to MassDOT and say, this is what we have got, are we going in the right direction. Then we will progress into the 25% design phase in the fall of 2023. That is when they will be off and running to really get this design set. This is where I will pass it over to Etty regarding the bridge architectural design. We have a beautiful bridge, and we are hoping to replace it with a beautiful bridge.

C: EP: Thank you so much. We are so excited today because when we design our bridges it is not just designing in a vacuum. We are trying to figure out how to design something that has meaning and has layering. We really need to know what the people think. It is going to be your bridge. What is it that is important to you? What are the things that we might not be aware of that you can help us be aware of? We are going to be taking notes on everything. That will be the background for us when we develop the bridge. One thing we always talk about when doing a bridge is the three C's. Those are the things that we want to know. One is the context, and then the other one is connections, where the bridge is connecting and it is not just for the traffic, not just for the cars, it is also for the people who are walking, and for the people who might be commuting on foot or by bicycle. It is all of these things. Potentially, people who are commuting by boat. Then the components, and the components are the breakdown of the bridge. Some bridges you want to be straight on, everything straight, other bridges, which I think might be this one here, there might be people who are commuting who want to go fast, but there might be other people who might be more engaged with the bridge itself so they might want to have an overlook. For an overlook, what type of overlook? Those are the things that we want to start thinking about and we want to start talking about.

In bridge architecture, there are principles. We want to approach this bridge as a special bridge that connects to the city, it is part of the city building. The user is going to be really important. The context is going to be important. When we are trying to incorporate aesthetics, they are not just incorporated willy-nilly. They have to come from the user, from the function. We do not want to have a bridge that connects from A to B and then once everything is done, you start to say okay, let's put some decorations on it. That is not what we want to do. What are the elements that you want to see that can be part of this bridge that will help us shape the bridge? That will be super important. For instance, we talked about the overlook. Where should the overlook be? How big should the overlook be? That will



form the aesthetic, the look of the bridge. Again, because this is a city building project, not just a bridge project, we want to invite people to enjoy it. We are listening to all of you to figure out how you use the old bridge and how you want to use this bridge moving forward. We would love to hear that and then connect that visually to the neighborhood and to either bank.

Another thing that we always want to talk about is that a bridge is going to be a really massive element, so how you are on the bridge looking out is as important as if you are on the bank looking at it. Those are the things that we want to do. The ideas that we want to hear from you. A lot of people are going in and out or through it by boat, so what does this mean in terms of the pier shape and the environment under the bridge? That is also important, and we would love to hear from you. Again, when we are talking about the bridge, the north side and the south side have very different characters. We know it, we felt it when we were walking around, but we do not live here. Please let us know. What is it about the path that is there now that you would like to change and if at all possible, how to change it? We would definitely think that through. The other thing is the Rail Trail. The bridge now has these walls, is that something that you would possibly want to change for the future? What are the ideas? Also, for the Boardwalk, what are the changes you would want to see, let us know, we would love to hear you. Right now, the bicycles are going to be two cycle tracks and I think it is going to be on the west side. That will be important because how do you think we should connect to the larger network? Because if it is going to be on one side, it still needs to be connected to the entire network system. Let us know if there are pitfalls, something that we need to be aware of. Please let us know. There are potential changes to the connection. This is going to be a new bridge. That is what I was saying before, you have been using this bridge, there are things that maybe can be improved or maybe you want to keep it as it is.

These are the towers. They are really nice, and they make the current bridge very distinct and iconic, however most likely we will not be able to save them. So, then what do we do with them? Is it the top part that is unique? Would you possibly want to move it somewhere? What are other ideas that you might want to do for the towers since we are not going to be able to keep them? Even though the pier location is not completely set yet, you do see that potentially, the towers are going to fall between the new piers where they would be without proper support, so that is why we need to be very creative. The future bridge is going to be iconic in its own way but how do we want to do, or move, or change, the elements that are now making the bridge what it is? That we would love to hear from you.

One thing that is amazing when you cross the bridge is the beautiful long view. We want to be able to figure out how to enjoy that for people with different speeds. Let us know the things we may not know as an outsider. The pier location is going to change. This wall area on your right, that does not have to be like that. What would you like it to be? Should it be more open? Should we move the abutments? Right now, there is like a U-Turn for the bicyclists that might not be as comfortable for bikers. Should we change that?

The bridge must be beautiful. These are other bridge examples. We will also hopefully have one in the breakout groups that shows even more examples. These are shown because they give inspiration for what can be done. Again, when we are talking about overlooks, there are so many ways to do it. Should we have a canopy? Should we have seating areas? Should there be signage? I was speaking to a gentleman that already gave me ideas for a narrative for signage. Those are the things that we would love to do. How can the bridge engage more with the river activities? Let us know everything, especially the things that are not so obvious. There are so many ways to do the signage. The signage can be interpretive, and it can talk about the three bridges that have been here over the years. I believe this next one will be the fourth bridge. Would that history be nice to show here? How about the city itself? There are two cities that have now become one right, so that might be nice to have as part of this bridge, because when people are going across the bridge, they can experience other layers that might not be there if you were to just cross a bridge.

Railings are also important because they create a distinct look. The barriers between the walking area and the road are important, so tell us if they need to be higher for more protection or if you want it to be more open. These are



different railings. It can be traditional or modern. Lighting will be very important. We will talk about it in the breakout groups later during the discussion. We have many more ideas about potentially using lighting to showcase the bridge, not only during the day, but at night. It could be a destination area.

C: EK: I am going to hand it over to Nate to close us out, but the smallest comment could become very important. I live in Everett, Massachusetts. I was on a citizen Advisory Board 20 years ago when they were trying to rebuild the area of the Malden River. They had 100 acres that they could work with, and it was all old industrial. They had to take a barge out of the river. One of the first structures that went in was the Tufts Boathouse. The normal boathouse that you see opens up in the back and has a ramp right down to the water. They were building a beautiful linear park. With the city, the developer gave the 50 feet from the water into his property to become a park for the city and it was going to be a linear park that was perhaps half a mile long. One of my suggestions was, they had this beautiful walkway along the river and then they were going to stick the structure right in the middle and cut off access to the river for the distance through the Tufts property so we asked if there was something to do about it and what the architect did was he pulled the boathouse further out from the river. He allowed the access path to be continuous along the river and then be rotated the building so that the boats actually came out parallel to the river and then were carried down onto the dock. At no point was the path broken. Then he added benches along the area of the boathouse so that people interested in watching the activity could sit and enjoy it. That was a very simple comment, where they were going to build this boat house, they were going to put a ramp down, and we asked, well could you do something a little different and it changed dramatically. Small comments you may think do not make sense or will not be listened to, but every little comment could make a big difference. We really appreciate the comments. When you are sitting at the tables tell us information like that.

Q: NCC: At this point, we are going to go into the breakout groups. If we could have the folks who are leading at each breakout station, just stand up and say which station it is so folks know where to go first. We will do 20 minutes and then we will turn the tables. We will start at this end of the room and work our way back. Over here we have...

A: Kathy Lynch (KI): bridge design and open space and connections.

Q: NCC: Back here we have...

A: Paul Gwiazda (PG) Construction phasing.

Q: NCC: All the way to the back we are talking about...

A: Eric Maki (EM): Traffic connections and the cross-section elements on the bridge.

C: NCC: So, three groups.

Q: Jerry Laviyas: My name is Jerry Levias, I live in the Bradford section. I am retired from Mass General, Level One Hospital. Maybe I missed something, because I was not at the first meeting, so forgive me if I sound redundant. My concern, and I think some of the other people here may be concerned, is we have one ladder truck that can go across the bridge currently for a fire, so is there a group here that can address some of those concerns to us?

A: NCC: In the back, and just for your level of comfort because we understand this is important, we met with the city and continually meet with the city, and when I say we met with the city back in December and we stay in touch with them that means the Police Department, that means the Fire Department, and they brought that exact same concern to us back in December. One of the things that we are doing is working on how we stage the construction of this so that you are still able to put that ladder truck across into Bradford. We heard that and we take it very seriously. By all



means talk to the phasing folks, and talk to Eric about the traffic, bring that concern but we have heard it. All right, go for it folks, please do not all run to one table, there will be plenty of time.

BREAKOUT GROUPS

After the brief presentation, attendees were asked to disperse to one of the three tables, bridge aesthetics, open space and connections, construction phasing, and traffic and cross-sections. Attendees were given 20 minutes at each station and then asked to move to the following table. The project team recorded all questions, suggestions, and concerns at each breakout group to help advise the final bridge design.

The bridge aesthetic, circulation, and open space group led by Etty Padmodipoetro, Kathy Lynch, and Don Kindsvatter received substantial feedback to prompt the design process of the new bridge. The participants expressed interest in integrating art, murals, and vegetation, particularly pollinator plants, into the bridge design and showed a preference for the arches, lighting, and overlooks. Attendees requested a smoother transition from the approaches to the bridge and noted the sharp turn at the southwest corner of the bridge for bicyclists. Participants suggested increasing the width at the bridge's southern end for the rail trail and enhancing the trail's appeal underneath the bridge. Attendees requested additional access to river from the trail for boating and fishing activities. Attendees understood the need to relocate the towers and suggested the towers be placed at each end of the bridge or one tower at the south end of the bridge in the vegetated area. Participants also recommended replacing the towers with an overlook that incorporates wind barriers. One attendee envisioned the towers as black, with a copper roof, displaying signs reading "Welcome to Haverhill." The project team found that participants desire a bridge that commemorates the history of the old Basiliere Bridge while incorporating modern elements that reflect the features of downtown Haverhill.

The construction phasing group, led by Paul Gwiazda, gathered valuable feedback, suggestions, concerns, and insight to help advise the most effective approach for the bridge replacement. The construction phasing group walked attendees through the planned phases of construction at the opening of each rotation. Attendees inquired about the length of each phase, the safety measures placed during construction, connectivity to the rail trail during work, and utility relocation. Attendees raised concerns about bicyclist and pedestrian connections throughout construction, emergency service vehicle use and response time during construction. Participants conveyed concerns about river erosion and environmental impact such as the Atlantic Sturgeon migration. It was also suggested to boost boater safety by placing netting beneath the bridge to address debris potentially falling during construction. Attendees expressed their preference to have a four-lane bridge and requested coordination with other nearby projects. Participants shared concerns about traffic congestion from north to south of the bridge starting at the Merrimack Street and Water Street intersection. Attendees notified the project team of the frequent accidents at the northern intersection, inquired about the width of the north intersection, and notified the project team about the higher volume of pedestrian traffic on the west side of the bridge.

The traffic and cross sections group, led by Eric Maki, received extensive feedback from the public on the bridge's current usage and potential new features. The consensus among attendees throughout each rotation favored a four-lane bridge, taking into account future traffic demands. One attendee explained that the right southbound lane feeds into the right-only lane and that having one southbound lane reduces the merging conflict. Regardless of the lane configuration chosen, the need for clearer signage was emphasized, along with wheelchair accessibility on the new sidewalk. Attendees shared mixed opinions regarding the bicycle and pedestrian connections. Suggestions included mixed-use paths, separate paths for cyclists and pedestrians, a shared-use path on the bridge's east side instead of the west side, adding buffers between the bicycles and pedestrians, and a wider sidewalk on one side to accommodate cyclists. Concerns were raised about the bridge's width and ensuring safe bicycle and pedestrian access during construction. Attendees shared concerns about cyclists choosing the most convenient path regardless of the connections designed for them. Participants conveyed concerns about the connections beyond the bridge, particularly



regarding the sharp turn for cyclists at the bridge's ends. Attendees mentioned higher bicycle traffic on the bridge's west side and inquired if bicycle and pedestrian traffic were considered alongside vehicle traffic volume. The potential use of rumble strips to separate travel ways for the various modes was mentioned, but the noise associated posed a concern among attendees. Questions were raised about if the width and location of the sidewalk chosen would consider the vicinity of businesses and residents. Participants posed questions regarding snow plowing, explaining the current practice is pushing snow off the bridge through the railing and wondered how this would be managed considering the new railing and potential raised sidewalks. Attendees raised concerns about emergency services using the bridge during construction and the other construction projects occurring in the area.

DISCUSSION

C: NCC: Folks are starting to wrap up. All right so very briefly everyone, you all have been here for two hours and given us your time and we appreciate it. One of the things that I told people when I was handing out flyers is that we are pitching this a little early, so if you do not like driving too late at night this will be good for you, or if you have got little ones at home, you can get home to them. This is the project website. The presentation from tonight is in the process of migrating up there, maybe it is up there now. We sent it in before we left. I am going to pass it to Eamon to talk about the additional outreach. I am going to leave this slide right here, again this e-mail comes to me and the project team members, so it is not a black hole. I recognize how that makes people nervous.

C: EK: A lot of people ask how do I remember this? I see some people taking photographs. The fact is if you go online and you put MassDOT, Basiliere Bridge in a search engine, it is going to take you here. It will get you those e-mail addresses and it is on the handout. It is in lots of locations so if there is something that you remember that I did not say or if you did not want to speak up during the different sessions, send those emails to us because we are trying to accumulate as much information as we possibly can. Get online, send us an e-mail if you think of something later or if you want to reiterate what you said originally and maybe somebody did not take it down correctly.

C: NCC: Each person who was the note taker for one of the groups, I am going to ask everybody to give a quick overview. I am going to run mine first. I sat with Etty, Kathy and Don, in bridge aesthetics. I think we heard some pretty good stuff. We are comfortable with making it a bit more modern, but we need a structure that responds to the fact that Bradford has an older look and downtown is getting a newer look. We want something that really riffs and tips its cap so to speak to the old structure particularly around the arches. We heard that people like that arched look and like that rounded look. I think everybody understood the fact that we are going for fewer piers in the river because it is giving us a problem now. Even if we have fewer piers, we want to stick with the arches. We heard some interesting comments about brown and gold, working those in, because they are city colors. We want to have something that references the towers in some way. We like seating. We like overlooks. We like lighting but we want to make sure that the lighting does the job, lets people see, that it makes the bridge look attractive, but we also do not want to make it so that people who live near the bridge can read a newspaper at midnight without having their lamps on, so we have to strike that right balance. That is what we got high-level on aesthetics. The only other thing is there is a desire to get the view when you are passing along the Bradford Rail Trail. We want it to be more open to the river so there is a sense of being able to really access the water, touch the water, maybe even fish in the water if that is what you like. With that, I will ask the constructional phasing group to go ahead and report what they heard.

C: PG: We have some feedback here on construction phasing. A couple of main points that we heard are there seems to be a lot of focus on traffic and traveling from north to south so starting at the Merrimack Street, Water Street intersection and traveling forward, towards Middlesex Street. Another one was about the schedule, asking about how long each stage is going to take. Then just pedestrian connections in general, making sure that every stage has a proper pedestrian connection.



C: EM: On the traffic cross section table in the back, we heard a lot of feedback from folks concerned about the number of lanes over the bridge for cars. People really want to keep four lanes for cars. Concerns about emergency vehicles going in both directions. There was some recognition about heading southbound towards Bradford that there is a right turn pocket there, but a lot of folks say that they tend to drive it as two lanes anyway and then kind of sneak in at the end. There was a concern about taking away that right turn pocket. As far as pedestrian and bicycle access across the bridge, a lot of people like the option of four lanes for the cars and slightly wider sidewalks, but is there a way to separate bikes from the pedestrians on those sidewalk spaces? There was a lot of discussion about that things tend to be more towards the west as far as the loop that people do. Could the westerly sidewalk be wider than the one on the east? That was mostly the feedback.

C: EK: Like I said earlier, if you have any further feedback, access the site and get your name on that e-mail list if you want the updates that get pumped out. For the next meeting we have you will instantly get that but also as we move forward there will be updates that will get published.

Q: NN #2: When we signed in and we wrote our email on that, are we now on the email list?

A: NCC: Yes, sometime tomorrow or the day after, but yes.

C: EK: If you do not get one of those emails and you hear your neighbors did, you might have to contact us again.

Q: NN #3: The last meeting I signed up for them and did not get any emails.

A: NCC: We did put everything in there but if you would like, sit with me at the end of the meeting. I can bring it up on my phone and we can drop you in and make sure we did not put it in there with a typo. We squinted at it, and we could have put a J where there should be a T or something like that. It also depends on how aggressive your spam filter is.

Q: EK: When is our next meeting with the city approximately?

A: NCC: I'm not sure, it depends on how fast everybody can output something from this evening.

Q: EK: Do we have any idea schedule wise when?

A: EM: I think we are probably about a month or so away. We have some work to do, and whatever we come up with, we will share it with MassDOT.

Q: EK: Okay, so like six weeks to two months away before we will come back?

A: EP: Yes, that will work for us.

C: EK: I thank you all for coming out and spending two hours with us and giving us all the information that we need. We now have a starting point, and that is what we needed. We did not want to put a bridge out there without your input, and we thank you for it. All the information you gave us, they may not do it exactly as you want but combined, we will get the best product. Thank you very much.



NEXT STEPS

The second workshop will be held on Thursday, May 18, 2023, at 5:30PM at the UMass Lowell Innovation Center. Topics for discussion will be on the new bridge's type and appearance, lane configurations during and after construction, bicycle and pedestrian accommodations, and connections to adjoining cycling and walking amenities.

Appendix 1: Meeting Attendees

First	Last	Affiliation
Mary		Resident
Gary	Albanese	Resident
Melina	Barnett	Haverhill City Council
Andrew	Benkert	WSP
Ed	Beverly	Resident
Amy	Bourdon	Resident
Nathaniel	Cabral-Curtis	WSP
Nicholas	Campana	WSP
Peter	Carbone	Resident
Maria	Costano	Resident
John	Cuneo	Resident
Gary and Julie	DeLong	Resident
Lisa	DeMeo	Resident
Keith	Desroches	WSP
Patrick	Devaney	Resident
William F.	Donovan	Resident
Ed	Dube	Resident
Dick	Early Jr.	Resident
Dana and Linda	Fiestos	Resident
Emil	Geithner	Resident
Barbara	Greenwood	Resident
Paul	Gwiazda	WSP
Richard	Hansen	Resident
Andrew	Herlihy	City of Haverhill
Michael	Katsulis	Resident
Colin	Kennedy	Resident
Eamon	Kernan	MassDOT
Leah	Kostick	WSP
Rick	LeBlanc	Resident
Richard	Lenox	WSP
Gary	Levasseur	Resident
Jerry	Levias	Resident
Jean	Longfellow	Resident
Jack	Lynch	Resident



First	Last	Affiliation
Kevin	Lynch	Haverhill Police Department
Kathy	Lynch	Urban Idea Lab
Erik	Maki	WSP
John	McCarthy	Resident
Kate	McGregor	Resident
Geoffrey	McGuirk	WSP
John	Nolan	Resident
Larry	Olasky	Resident
Etty	Padmodipoetro	Urban Idea Lab
Joan	Parah	Resident
Paul	Pasucci	Resident/MassDOT
Frances	Pernillo	Resident
John	Pettis	City of Haverhill
Pam	Price	City of Haverhill
Domenic	Privitera	WSP
Sasha	Severino	Office of Representative Vargas
Mike and Marie	Soraghan	Resident
Lyne	Sundell-Dube	Resident
Eric	Tarpy	Haverhill Fire Department
Bob	Tracy	Resident
Carl	Turner	Resident
Greg	Weiss	Resident
Emily	Weiss	Resident