



# Information Meeting

## *William Reid Overpass Memorial Drive over Brookline Street*

Virtual | Tuesday, January 6, 2026 | 6:30 P.M.

Project File No. 611987





# Zoom meeting controls



- Ask a question and share comments



- Drop down menu to check microphone and speakers



- Raise your hand - \*9 for users dialing in and Alt + Y to raise your hand



- If you are unable to access the internet or are having technical problems, please call into the meeting at 1 646.558.8656, Webinar ID: 848 3854 6130



- Use the View button in the upper right-hand corner to adjust the meeting view settings to your preference

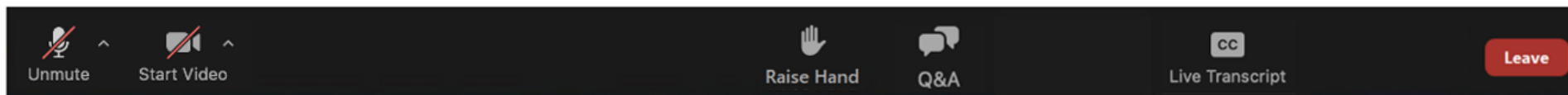


Live Transcript

- Closed captioning automatically generated by Zoom

If you have trouble with the meeting technology during the presentation, please call:

1.888.799.9666



# Public meeting notes and procedures

## Notification of video recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, images, audio, and/or chat transcript.
- All parts of this meeting are considered public record.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera and keep your microphone muted, or you may choose to excuse yourself from the meeting.

## Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.

**All questions and comments are welcome and appreciated.  
However, we do request that you refrain from any disrespectful comments.**

## Notice of MassDOT's policy on diversity and civil rights

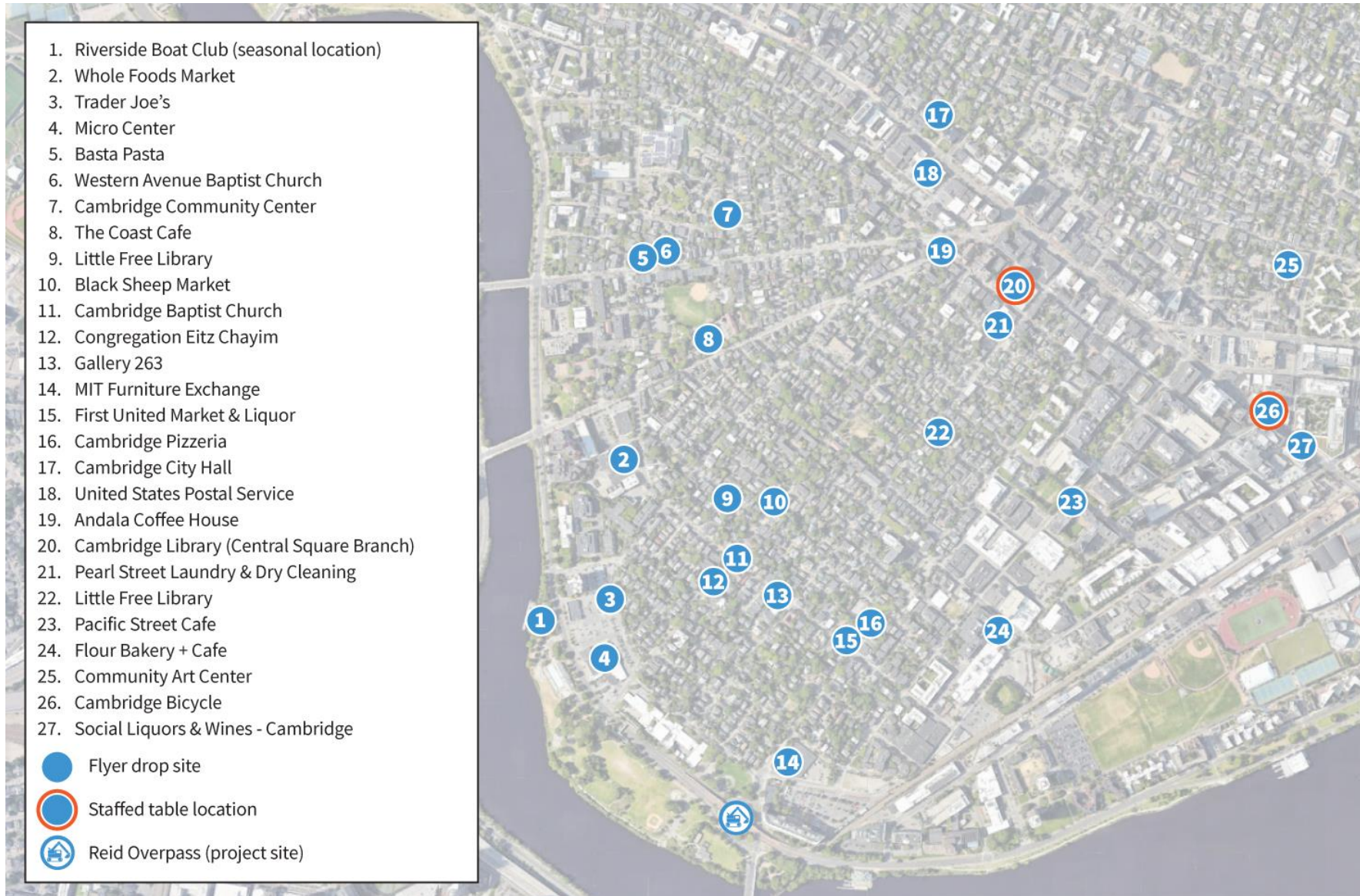
- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

**Thank you for joining our meeting. We appreciate your participation!**

## Public Information Meeting - Advertisement

- MassDOT email bursts
- Newsprint:
  - *Cambridge Chronicle*
  - *El Mundo*
- News websites
  - Cambridge Day
  - Cambridge Tab
  - El Mundo
  - El Planeta

# Public Meeting – Flyer Drops and Staffed Tables



## Staffed Tables:

- Cambridge Bicycle
- Cambridge Public Library - Central Square Branch

Flyer drops at 27 locations in the area around the bridge

## Project Team

- MassDOT
  - Josh Bartus – Project Manager
  - Matthew Jasmin – District 6 Office
- Consultant Design Team
  - Tony Timperio, PE (Benesch)
  - Karina Scheller, (Benesch)
  - Hutch Myers, (Benesch)
  - Gary McNaughton, PE (Bowman)
  - Erin Fredette, PE (Bowman)
  - Nathaniel Cabral-Curtis (WSP)



# Agenda

- Project Area & Overview
- Project Purpose & Need
- Existing Conditions
- Alternative Development Process
- Conceptual Alternatives
- Questions & Discussions





## Project Area / Project Limits

### MassDOT Project #611987 – Cambridge Reid Overpass Viaduct/Rotary



### **Notable Infrastructure**

- Reid Overpass Viaduct
- Grand Junction Railroad Bridge
- Recreational & Open Space
- Paul Dudley White Bike Path
- Institutional Facilities
- N/W: Morse School
- N/E: Commercial Building
- S/E: Goose Park
- S/W: MWRA Facility



# Project Purpose & Need



**Purpose:** Address the deteriorated viaduct structure and reconfigure the interchange to enhance safety, multi-modal accommodations, and traffic operations

The Project will consider two potential approaches

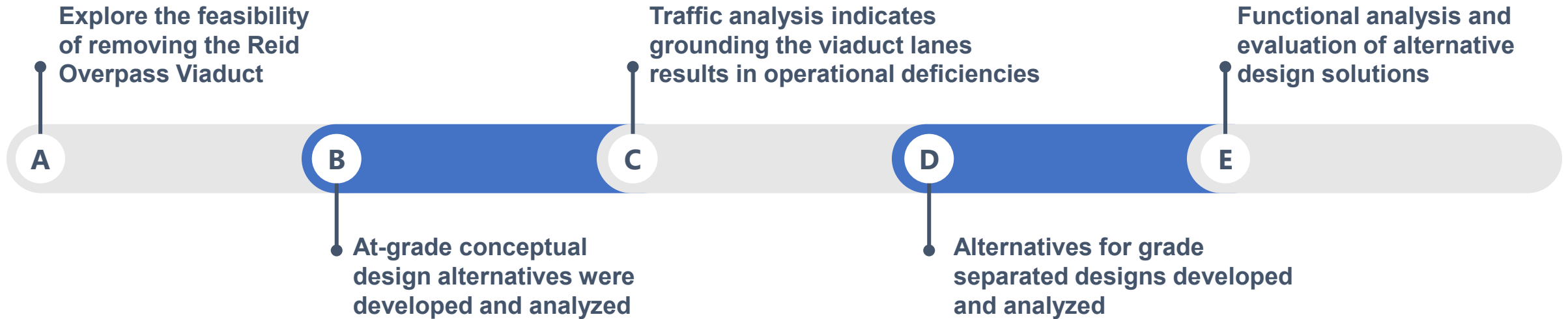
- A. Remove the bridge, reconfigure the interchange, and provide four lanes of at-grade traffic
- B. Replace the bridge and reconfigure the interchange below to improve functionality and safety.

**Need:** The project is necessary to address the following key issues;

- ✓ Aging and Substandard Infrastructure
- ✓ Safety Concerns
- ✓ Traffic Congestion

**Goal:** Deliver a safer, more efficient, and modernized transportation interchange

# Overview



## **Key Items Completed:**

- City of Cambridge & DCR coordination meetings – November 2025
- Traffic count program completed (Includes pedestrian & bicycle counts)
- Prepared Intersection Control Evaluation (ICE) Stage 1
- Completed Preliminary Structures Reports (Reid Overpass Viaduct & Grand Junction Railroad Bridge)
- Attended Cambridgeport Neighborhood Association Outreach /Charette Meeting October 2024
- Ground and ROW Survey Underway
- Conceptual Alternatives Analysis





## Existing Rotary Conditions

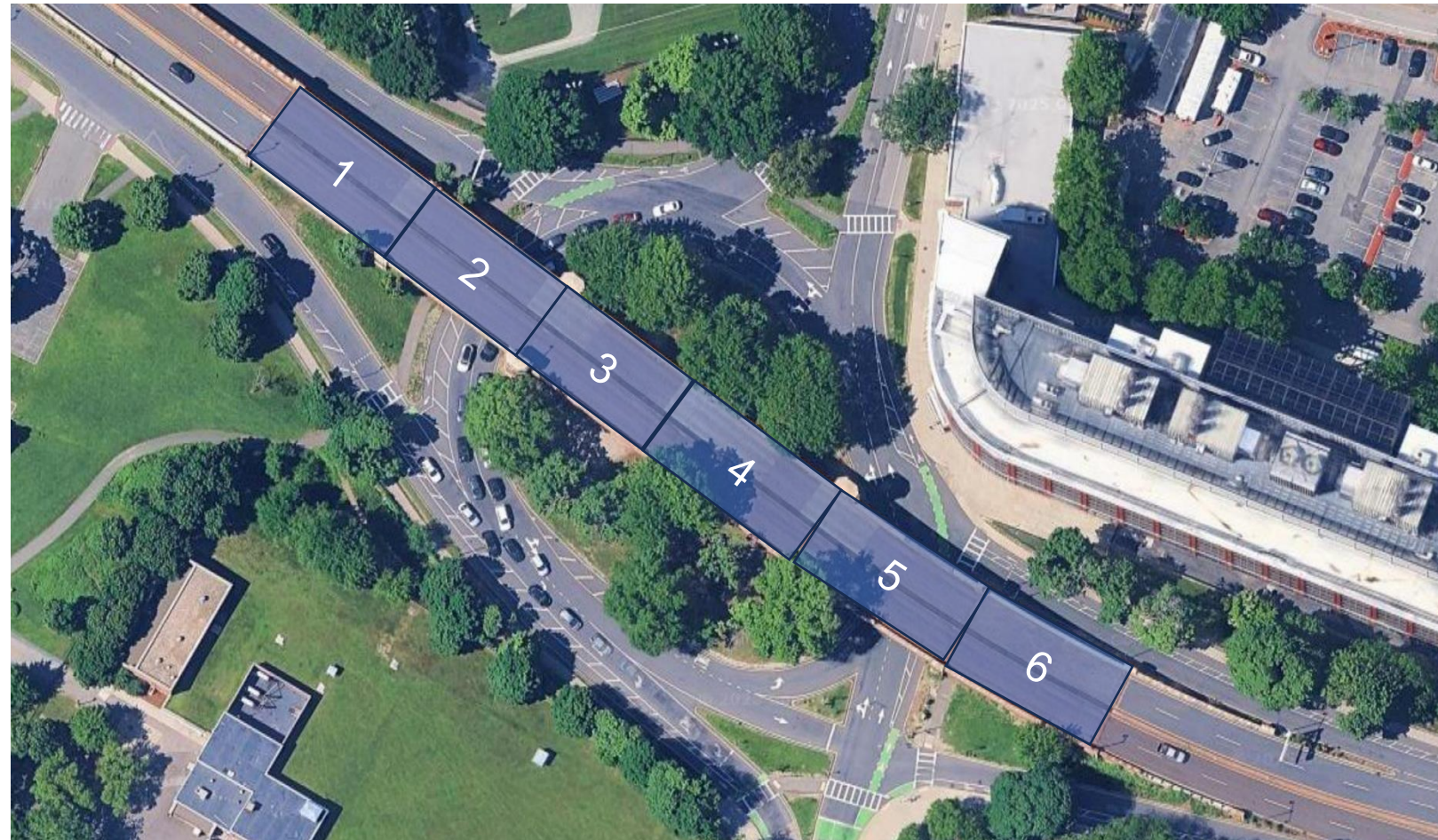
- Generally outdated design/geometry
- Lacks current standards for safety, efficiency, and multimodal accessibility
- Consistently experiences significant traffic delays





# Existing Reid Overpass Bridge Conditions

- Originally constructed 1940
- Six Spans, each 100 ft long
- Generally poor condition
- Condition Ratings
  - Deck = 5
  - Substructure = 5
  - Superstructure = 4
- Currently an 8-ton weight limit
- Access limited to passenger vehicles and light trucks
- Vertical clearance of 14'-5"





# Memorial Drive Bridge over Railroad



Grand Junction  
Railroad Bridge





# Memorial Drive Bridge over Railroad Conditions

- Originally constructed 1906
- Single span
  - Varying length 40 - 43.38 ft
- Overall Fair Condition Rating
  - Deck = 6
  - Superstructure = 5
  - Substructure = 6
- Minimum vertical clearance of 16'-2"







# Alternative Development Process

## Alternative Development Process

***Balancing operational goals with the needs of the surrounding area;***

- ***including its physical setting, community culture, and environment***
- ***to create a solution that works well for everyone.***

Alternative Development Process Consists of:

- Collection of existing conditions data
- Preliminary traffic operations analysis
- Stakeholder input
- Screening & Evaluation Assessment

Structured approach to evaluate what the interchange truly needs to balance:

- Functionality
- Community values
- Long-term viability



Owners	Users	Stakeholders
<i>Financially Responsible for funding the project</i>		<i>Financially affected by the project</i>
<i>Shares in the funding</i>	<i>Actively uses or maintains the project</i>	<i>Environmentally concerned about the project</i>
<i>Represents the Owner's Interests</i>		<i>Disturbed by a required change in habits or travel</i>
<i>Manages the Project</i>		
MassDOT (Reid Overpass Viaduct)	MBTA (47 Bus)	Businesses
DCR (Memorial Drive, Reid Rotary)	MBTA (CT2 Bus)	School District
Federal Highway Administration	CSX	Mass. Institute of Technology (MIT)
	Morse Elementary School (School Buses)	Morse Elementary School
	Emergency Responders	Boston Region MPO
	Adjacent Residents	Boston University (BU)
	Drivers	BU Boathouse
	Bicyclists	City of Boston
	Pedestrians	Institutions
	Truck Operators	Taxpayers
	Transit Users	Charles River Users
	Commuters (thru East/West traffic)	Volunteer Organizations
	Local Traffic	Social Service Organizations
	Cross Traffic (North/South traffic)	BU Bridge Safety Alliance
	Paratransit	Developers
	Utility Companies	Cambridgeport Neighborhood Association
	Cambridge Public Works	Environmental Groups and Organizations
	MassDOT Maintenance	MassDEP
	DCR Maintenance	US Army Corps of Engineers
	College Traffic	Mass. State Police
	Regional Traffic	Cambridge Human Service Programs
	Delivery Services	Magazine Beach Park
	MIT Athletics	Goose Park
	MIT Students	Adjacent Property Owners
	MIT Faculty	FEMA
	BU Students	Tourists and Visitors to the Community
	BU Faculty	MEPA
	BU Athletics	Local Business Owners
	Morse Elementary School (Parents)	Utility Companies
	Shared Use Path Users	MBTA
	Park Users	City of Cambridge
	Charles River Users	City of Cambridge PW
		MWRA

## Alternative Development: Information Phase

- Defining the project's users, stakeholders and owners and their expectations

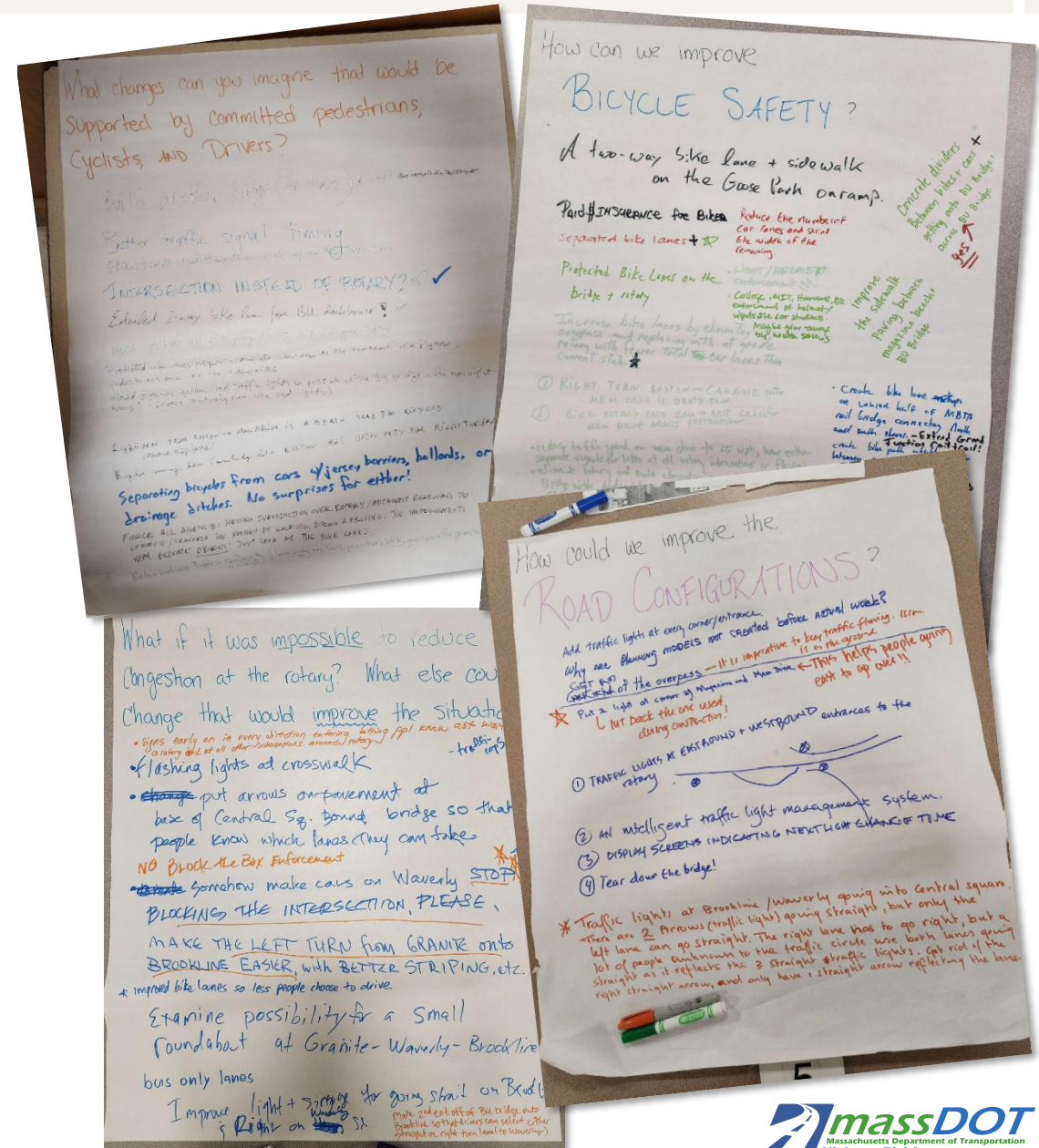
Constraints	Necessities	Desires
<i>Legal Requirement</i>	<i>Expectations that must be fulfilled by the project if constraints are not violated</i>	<i>Expectations that should be fulfilled if cost is not a factor</i>
<i>Standards of the Owner</i>	<i>Limitations or restrictions that are imposed by stakeholders but which can be violated</i>	
<i>Physical conditions of the site</i>		
<i>Commitments to stakeholders</i>		
Minimum Design Criteria	Minimize Right-of-Way (ROW) Acquisitions	No ROW Acquisitions
Maintain Environmental Constraints	Minimize Park Impacts	No Park Impacts
Comply with MassDEP Requirements	Minimize Flood Plain Impacts	No Flood Plain Impacts
No Negative Floodway Impacts	Maintain East/West Connectivity (all modes)	Maintain All Existing Access Points
Equal or better Ex Intersection Level of Service (LOS)	Enhance Safety (all modes)	Enhance Bicycle/Pedestrian Connectivity
Historic Preservation	Define Access Criteria (Corridor Management)	Overall Intersection LOS D or Better
Safety Standards During Construction	Improve Traffic Flow	Signalized Individual Turn Movement LOS D or Better
No Significant Park R/W Impacts	Improve Bicycle/Pedestrian Facilities	Wayfinding Signage for Destinations
No impacts to RR Profile	Overall Intersection LOS E or Better	Improve Drainage/Flooding
Equal or better safety for all users	Signalized Individual Turn Movement LOS E or Better	Facilitate Development/Redevelopment
	Maintain Viability to Businesses	Minimize Construction Impacts
	Integration of ITS	Highest and Best Land Use
	Accommodate Utility Infrastructure Improvements and Development	Create a Sense of Place
	Maintain Ex Lighting	Remove Reid Overpass Bridge
	Phased/Prioritized Improvements	Improve Lighting
	Enhance Aesthetics of Intersection	Improve Vertical Clearance RR Bridge (21.5')

## Alternative Development: Project Objectives & Vision

- Define the project vision by determining the constraints, necessities and desires.

# Public Outreach

- Cambridgeport Neighborhood Association (CNA). October 8th, 2024. Public Meeting
- Feedback gathered from participants via charrette and comment boards.
- Participants helped identify problems, needs and opportunities
- Obtained feedback on:
  - Multimodal safety and accessibility & connectivity
  - Neighborhood cohesion and aesthetic concerns
  - Traffic congestion and cut-through routes
  - Desire for simplified roadway geometry
- These insights informed the development of alternatives.





## Stakeholder Input – What Did We Learn?

- The overpass and rotary as they are today don't work well for any mode
  - Cyclists and pedestrians are forced into tight, uncomfortable spaces.
  - There isn't enough separation between travel modes.
  - The intersection is not intuitive, requiring last-minute decisions from all users.
  - The rotary creates confusion for drivers
  - The area under the bridge is poorly lit.

## Stakeholder Input – What Did We Learn?

### ➤ Opportunity for Real Change

- The overpass is nearing the end of its lifecycle — creating an opportunity to rethink the entire area.

### ➤ Shared Goals for the Future:

- Increase safety for all users
- Provide dedicated, separated facilities for each mode
- Expand sidewalks and enhance bicycle infrastructure
- Improve lighting throughout the corridor
- Create safer, simpler street crossings
- Reclaim excess roadway space for parkland



## Stakeholder Bridge Opinions: Keep, Remove, or Resize

- Some stakeholders support a future without the overpass today
- Others are cautious, citing:
  - Existing congestion and traffic delays
  - Cut-through traffic in residential streets
  - Safety concerns from driver frustration and congestion
  - Potential improvements to neighborhood streets
  - Value of separating regional and local traffic
  - Some stakeholders are in between, proposing a smaller, “right-sized” bridge as a compromise

## Proposed Approach for Reid Overpass

- Improve safety for all users and modes
- Align with community priorities
  - As expressed at prior public meeting
  - Through this public process
- Balance livability and mobility
- Foster a transparent public discussion on:
  - Alternative designs
  - Pros and cons of each option



1	4-Way Signalized Intersection
2	4-Way Signalized Intersection Memorial Dr EB/WB Left Turn Prohibited
3	4-Way Signalized Intersection Brookline St NB/SB Left Turn Prohibited
4	Multi-lane Roundabout
5	Single Point Urban Interchange (SPUI)
6	Partial Left Turn Displaced
7	Road diet along Memorial Dr
8	Grade Separated Roundabout Interchange
9	Grade Separated Diamond Interchange
10	Increase RR clearance (Double Stack)
11	2 thru lanes on Memorial
12	1 thru lane on Memorial
13	12ft lanes on Memorial
14	11ft lanes on Memorial
15	10ft lanes on Memorial
16	Remove Reid Overpass
17	Southbound flyover onto BU Bridge
18	At grade
19	Remove connection to BU Bridge
20	Eliminate access to Brookline St
21	Add Multiuse path
22	Improve access to Brookline St
23	Improve signage
24	Use temp bridge to maintain traffic
25	Remove feeder streets onto BU bridge
26	Remove feeders streets onto Rotary
27	Add traffic lights at every corner/entrance - <b>more clarity</b>
28	Add a traffic signal at the corner of Magazine and Memorial Dr
29	Add traffic lights at EB and WB entrances to the rotary
30	Add an intelligent traffic signal management system
31	Display screens indicating next light change time
32	Few less feeders onto the rotary circle
33	Remove feeder to BU Bridge
34	Lower traffic signals to minimize solar glare
35	No left turn sign for eastbound traffic on Memorial Dr
36	No left turn sign for northbound traffic on Brookline St
37	Improve signage - add sign to not block box at stop light
38	Improve Road striping/markings
39	Bus lane over BU bridge
40	Access overpass from Magazine St (avoid rotary)
41	Perpendicular signalized intersection vs rotary
42	Add barriers to separate vehicles from pedestrians & cyclists
43	Add bike racks at park
44	Create signalized intersection at Magazine with Memorial Dr with crosswalks
45	Reduce traffic speeds
46	Increase crosswalk width
47	Increase bike path width
48	Improve transit options
49	Pedestrian River Crossing
50	At grade pedestrian crossing
51	At grade cyclist crossing
52	Add Grand Junction/railroad bridge trail to Goose Park
53	Add open space by removing the overpass
54	2-way traffic on Glenwood
55	2-Way traffic on Tufts
56	2-Way traffic on Granite
57	Signalized intersection on Glenwood
58	Signalized intersection on Tufts
59	Signalized intersection on Granite
60	Rearrange lanes - Memorial on Harvard side of BU Bridge

61	Extend Grand Junction MVP to Boston side of river w/ Boston's bike network
62	Redesign Granite/Waverly/Brookline Intersection Access
63	Bus only lane
64	Concrete dividers between bike and car lanes
65	Improve sidewalk paving
66	Add bollards around rotary
67	Separate bike signals
68	Two-way bike lane & sidewalk on Goose Park onramp
69	Widen BU Bridge (to allow sepearted bike lanes)
70	Add a pedestrian & cyclist only bridge
71	Build another bridge
72	Build two bridges
73	Maintain bidirectional traffic on Henry St
74	Reconfigure neighborhood access
75	Add speed bumps on Kelly Rd
76	Relocate Pleasant St traffic light to Magazine St
77	Add signalized intersection at Magazine St
78	Reverse traffic on Glenwood
79	Reverse traffic on Glenwood when going upriver
80	Allow only school bus access on Granite
81	Close Granite St
82	Roundabout at Waverly and Brookline
83	Add EB LT at Amesbury
84	Upgrad signal at Amesbury
85	Add EB LT at Magazine St
86	Upgrade signal at Magazine St
87	Signal Interconnect
88	Separate ped bridge over river
89	Rearrange/rellaocate/reverse lanes on BU Bridge
90	Contra flow lanes on BU Bridge
91	Designated droppoff lane for BU Boathouse
92	Protected crosswalk/ped bridge/tunnel from BU Boathouse to Vassar Street
93	Turbo Roundabout
94	Turbo Roundabout with curb reveal in between lanes
95	Construct a pedestrian/bicycle tunnel under the intersection.
96	Construct protected crosswalk that bisects the intersection, limiting ped. crossings.
97	Redistribution of traffic amongst the adjacent corridor intersections (i.e. Magazine Street)
98	Construct a new traffic signal at Memorial Drive/Magazine Street.
99	Install "Bike lane begins" and "Bike lane ends" signage to guide bicyclists through design
100	Additional bicycle parking stations at Magazine Beach and park space.
101	Install Rec. Rapid Flashing Beacons (RRFBs) at the main ped. crossings for increased pe
102	Retime all pedestrians crossings according to current design standards and proposed d
103	Reconfigure the BU Bridge to be 2 lanes SB and 1 lane NB.
104	Prohibit all passenger vehicles on BU Bridge.
105	Construct a cantilevered bike/ped. lane extending from the BU Bridge.
106	Contruct mini-roundabout at adjacent Brookline/Waverly intersection.
107	Relocate access driveway at 644 Memorial Drive
108	Update signal timing on Commonwealth Avenue/BU Bridge; synch it with any propose
109	Increase multi-lane queue storage on BU Bridge approach to Commonwealth Ave
110	Bridge connecting WaverlyStreet to Vassar Street over railroad

# Screening & Evaluation Assessment

## Speculation Phase

*Brainstormed ideas to meet the identified functions. Utilize feedback receive from public. Document ideas generated.*

- 100+ ideas generated through the speculation phase.

Screening Reasons (PRELIMINARY)	
R1	Violates Constraint
R2	Not Feasible
R3	Too Expensive
R4	Low Public Acceptance
R5	Low Benefit
R6	Duplicate Idea
R7	High Cost/Low Benefit
R8	Outside Scope/Beyond Study Area
R9	Low Agency Acceptance
R10	Lack of Detailed Information
R11	Environmental Complications
R12	High Risk Solution
R13	Adverse Schedule Impact
S	S = Selected for further consideration
DS	DS = Design Suggestion
AG	AG = As Given

## Alternative Development: Screening & Evaluation Assessment

### Screening Criteria

*Screen ideas for further evaluation.*

*Reduce the list to a reasonable number of alternatives to be evaluated.*

- Ideas either selected (S) for further consideration or rejected (R). In addition, ideas that violated the project constraints were eliminated.





# Screened Alternatives

# Screened Alternatives

## TWO PRIMARY DESIGN STRATEGIES

### Approach A – At-Grade Alternatives

- **Alternative A1 – Signalized Intersection:**  
A four-legged signalized intersection managing movements from Memorial Drive, Brookline Street, and the BU Bridge
- **Alternative A2 – Multi-Lane Roundabout:**  
A two-lane modern roundabout designed to facilitate continuous circulation
- **Alternative A3 – Partial Displaced Left Turn:**  
shifts left-turn movements upstream of the main intersection, improving traffic flow and reducing signal phasing complexity

### Approach B – Grade-Separated Alternatives

- **Alternative B1 – Single Point Intersection:** A layout that consolidates all traffic movements into a single signalized intersection beneath a new viaduct structure
- **Alternative B2 – Multi-Lane Roundabout Under Viaduct:** A multi-lane roundabout beneath a new viaduct structure, offering simplified circulation, enhanced safety, and minimized conflict points
- **Alternative B3 – Tight Diamond Intersection:** A conventional diamond intersection featuring short ramps and closely spaced signals beneath a new viaduct structure

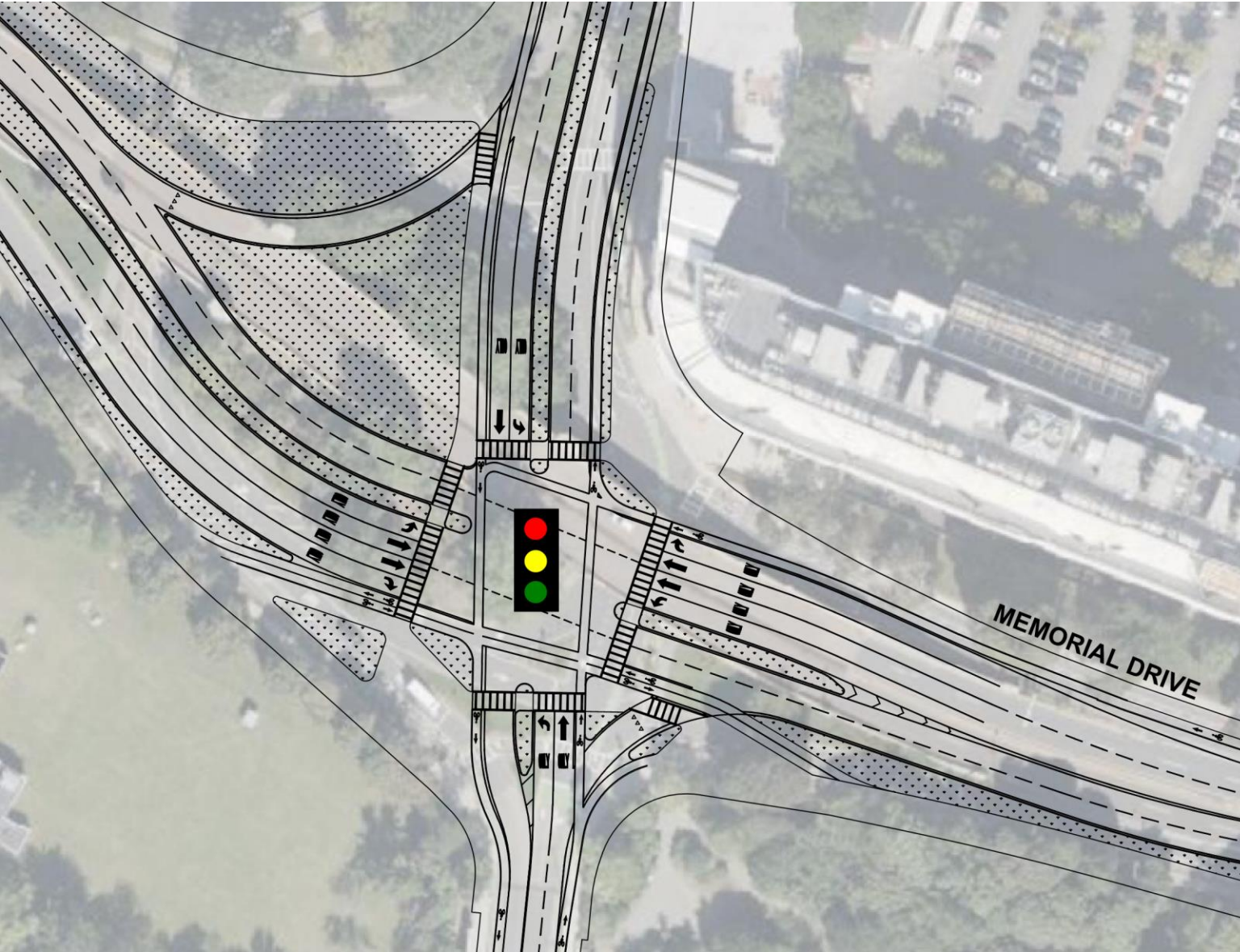


# Screened Alternatives

## Alternatives Removed from Further Consideration

- **Alternative A1 – Signalized Intersection:**  
A four-legged signalized intersection managing movements from Memorial Drive, Brookline Street, and the BU Bridge
- **Alternative A2 – Multi-Lane Roundabout:**  
A two-lane modern roundabout designed to facilitate continuous circulation enhancing safety and reducing delay

## Alternative A1: Signalized Intersection – *(Not Carried Forward)*

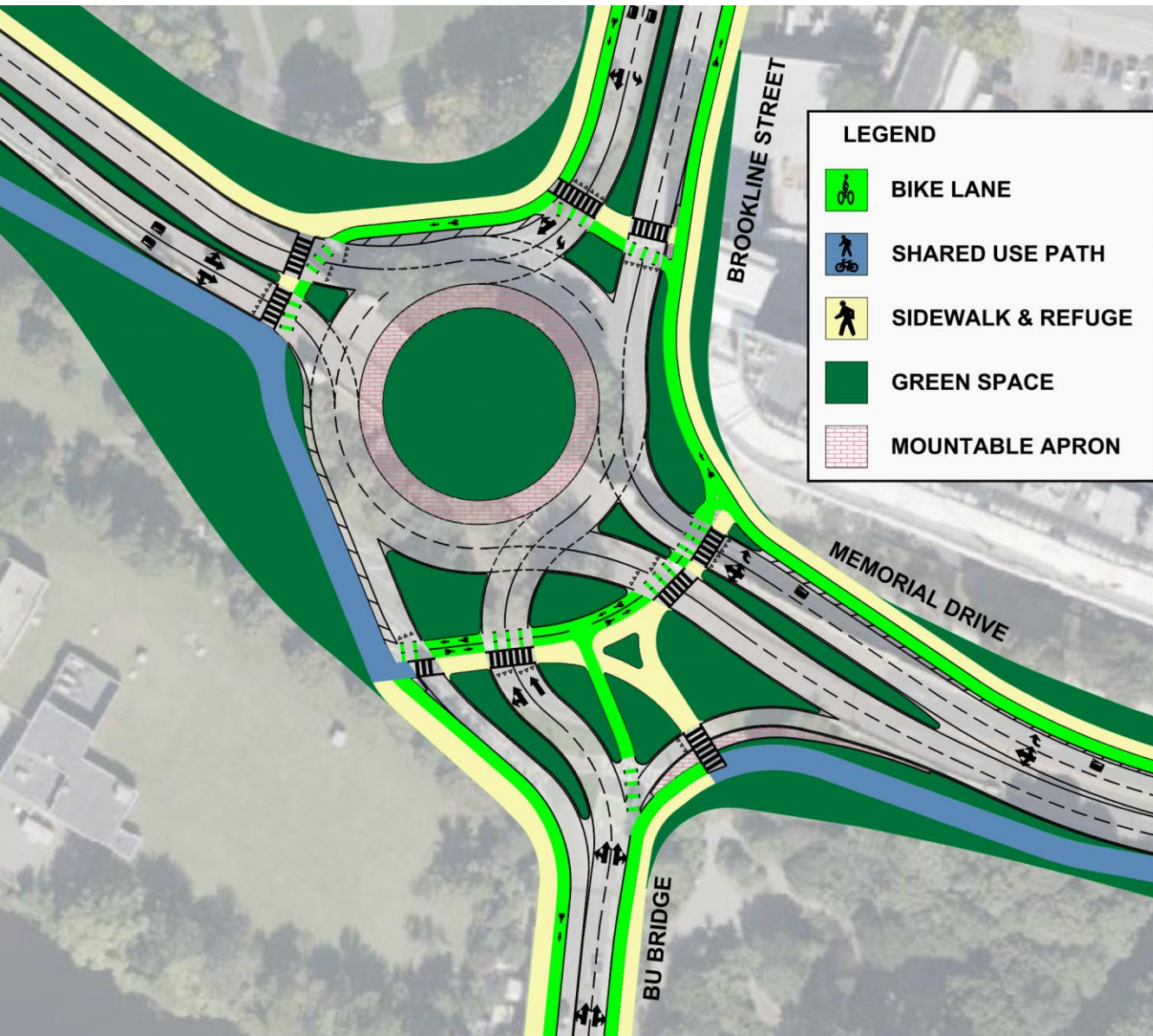


### ***Critical Limitations:***

- **Cycling/pedestrian crossings long**
- **Opportunities for accessible greenspace are limited**
- **Introduction of Memorial Drive traffic overloads the intersection:**
- **Poor overall operations**
- **Extremely long queues which do not clear during peak hours**
- **Opportunities for the box blocking we observe today**
- Increase fuel consumption and emissions as compared to today
- Lends itself to off-peak speeding
- Out of keeping with the community's goal for safer, multimodal and context-sensitive design nor the city's vision of progressive infrastructure



## Alternative A2: At-Grade Two-Lane Roundabout–(Not Carried Forward)



### Critical Limitations:

- High traffic volumes from Memorial Drive exceed roundabout capacity
- Operational results show significant delays and long queue lengths
- Two circulating lanes increase potential conflict points
- Grade Challenges: The steep grade of Memorial Drive over the CSX railroad introduces complications for grading of the circle
- The roadway alignment at the BU Bridge features pronounced curvature impacting lane alignment and poses challenges to MBTA buses

# Advancing Alternatives

## DESIGN CONCEPTS

- **Alternative A3 – Partial Displaced Left Turn:** shifts left-turn movements upstream of the main intersection, improving traffic flow and reducing signal phasing complexity.
- **Alternative B1 – Single Point Intersection:** A layout that consolidates all traffic movements into a single signalized intersection beneath a new viaduct structure
- **Alternative B2 – Multi-Lane Roundabout Under Viaduct:** A multi-lane roundabout beneath a new viaduct structure, offering simplified circulation, enhanced safety, and minimized conflict points
- **Alternative B3 – Tight Diamond Intersection:** A conventional diamond intersection featuring short ramps and closely spaced signals beneath a new viaduct structure



# Alternative A3: At-Grade - Partial Displaced Left Turn (PDLT)



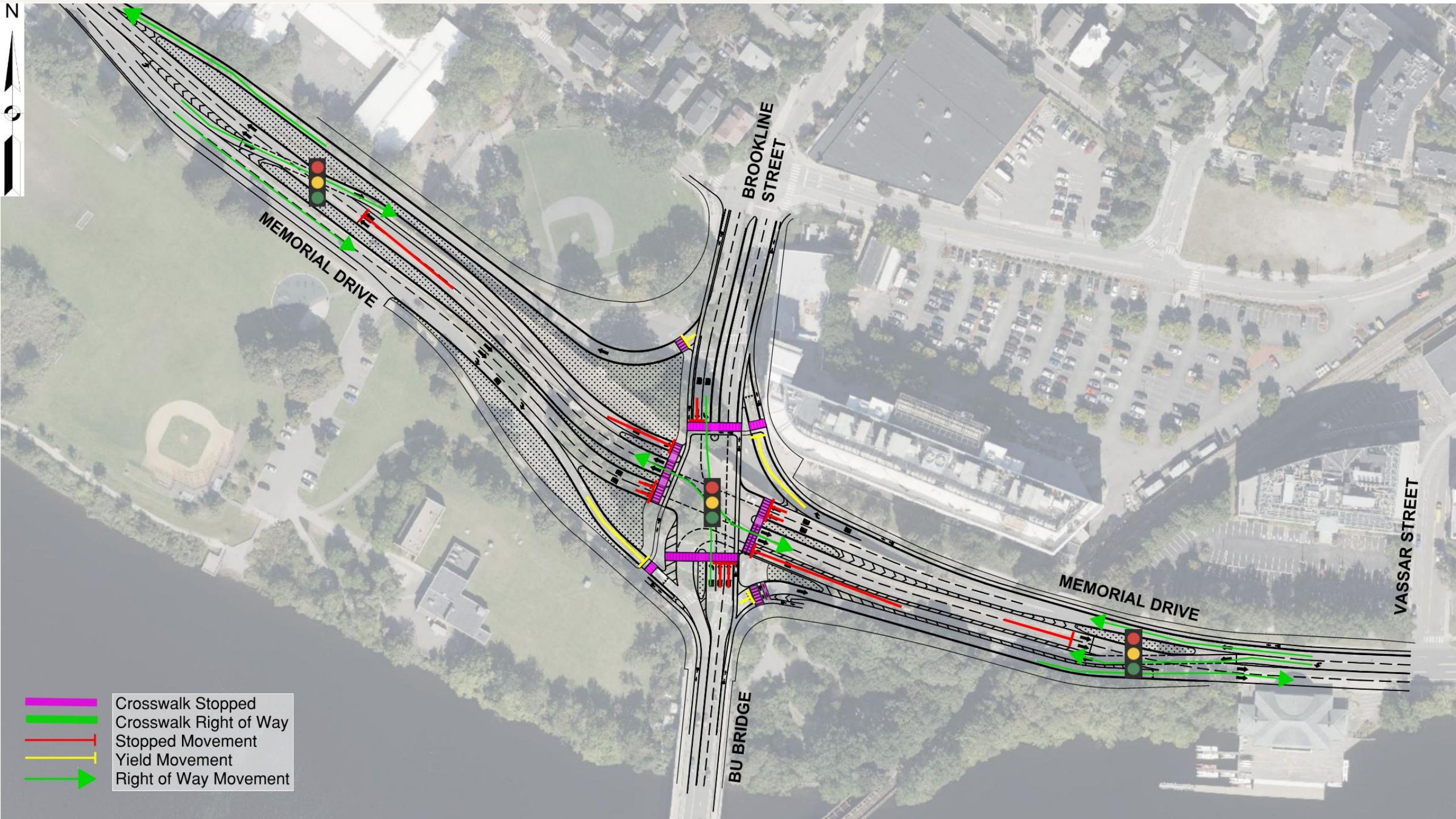
## Benefits:

- Improved traffic flow & capacity resulting in acceptable Levels of Service
- Separates left turns reduces conflicts and crash potential
- Dedicated bike lanes
- Refuge islands for pedestrians with signal phase protection
- Minimized conflicts → lower crash potential → enhance safety
- Timing can be coordinated with adjacent signals & adaptable to changing traffic conditions
- Matches Cambridge community's vision of innovative forward-thinking infrastructure

## Limitations:

- Requires more space - constraints with nearby properties
- Unfamiliar configuration for drivers
- Pedestrian crossing distance





- Crosswalk Stopped
- Crosswalk Right of Way
- Stopped Movement
- Yield Movement
- Right of Way Movement

MEMORIAL DRIVE

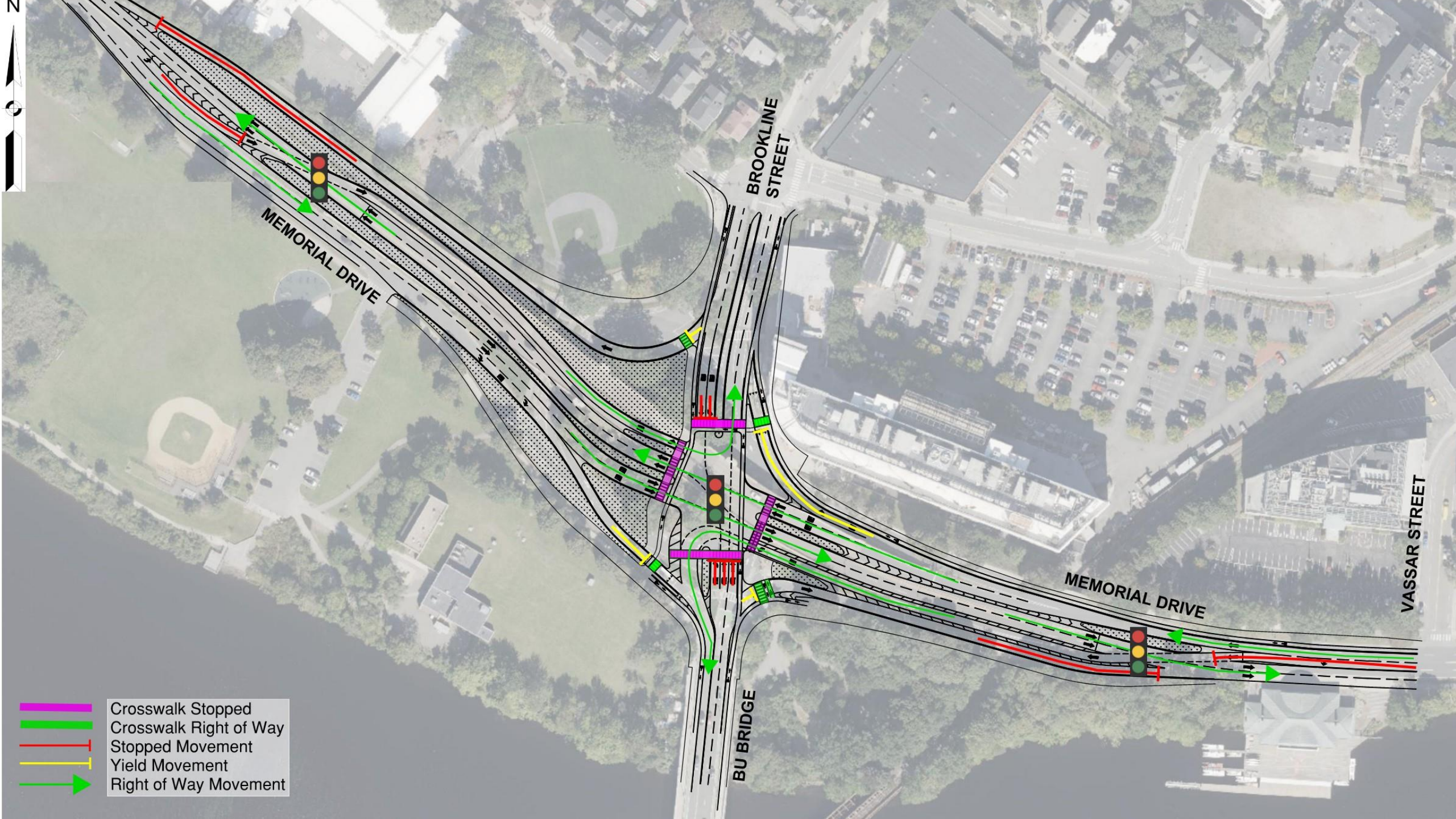
BROOKLINE STREET

VASSAR STREET

MEMORIAL DRIVE

BU BRIDGE





MEMORIAL DRIVE

BROOKLINE STREET

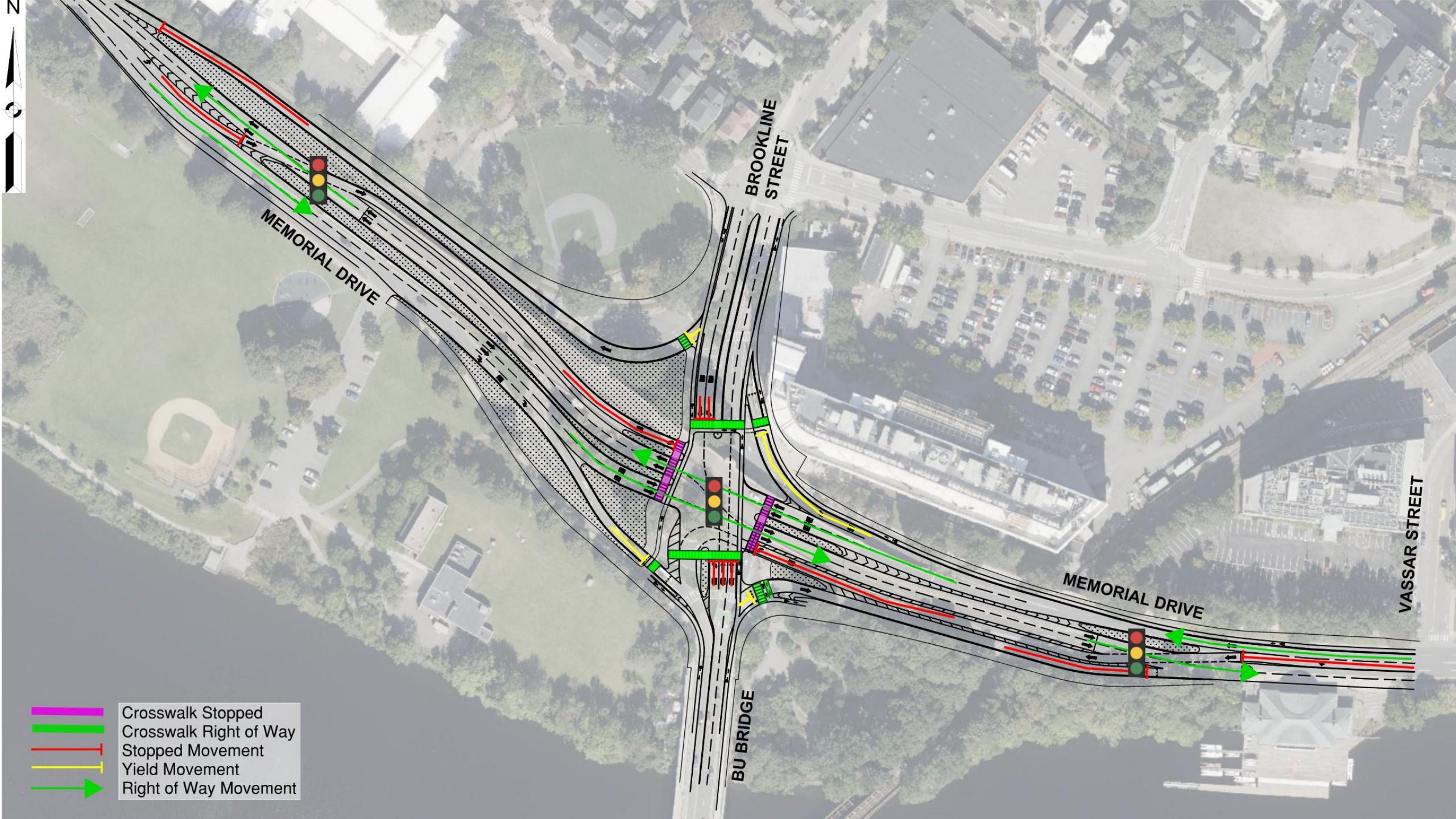
VASSAR STREET

MEMORIAL DRIVE

BU BRIDGE

- Crosswalk Stopped
- Crosswalk Right of Way
- Stopped Movement
- Yield Movement
- Right of Way Movement





MEMORIAL DRIVE

BROOKLINE STREET

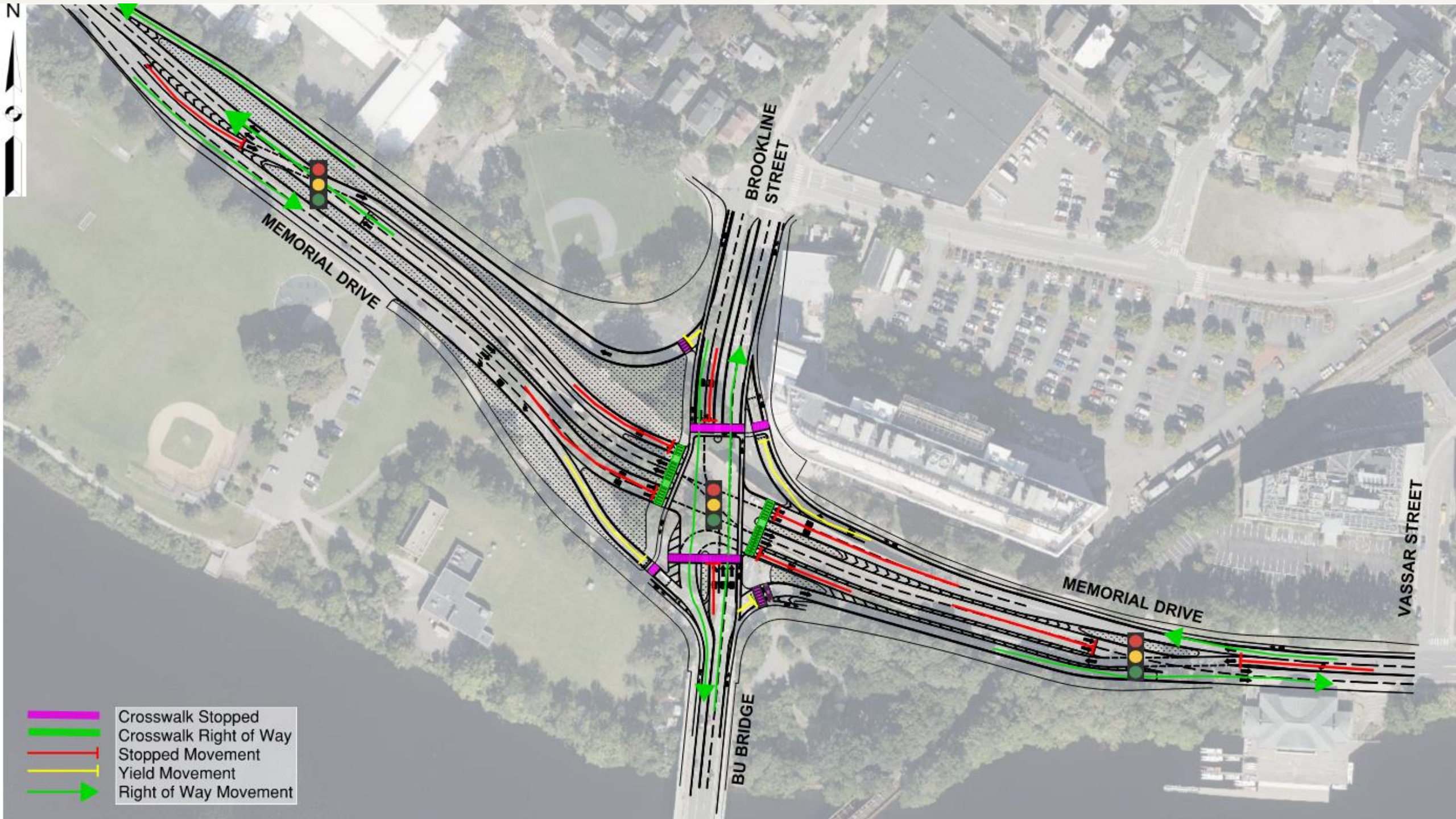
VASSAR STREET

MEMORIAL DRIVE

BU BRIDGE

- Crosswalk Stopped
- Crosswalk Right of Way
- Stopped Movement
- Yield Movement
- Right of Way Movement

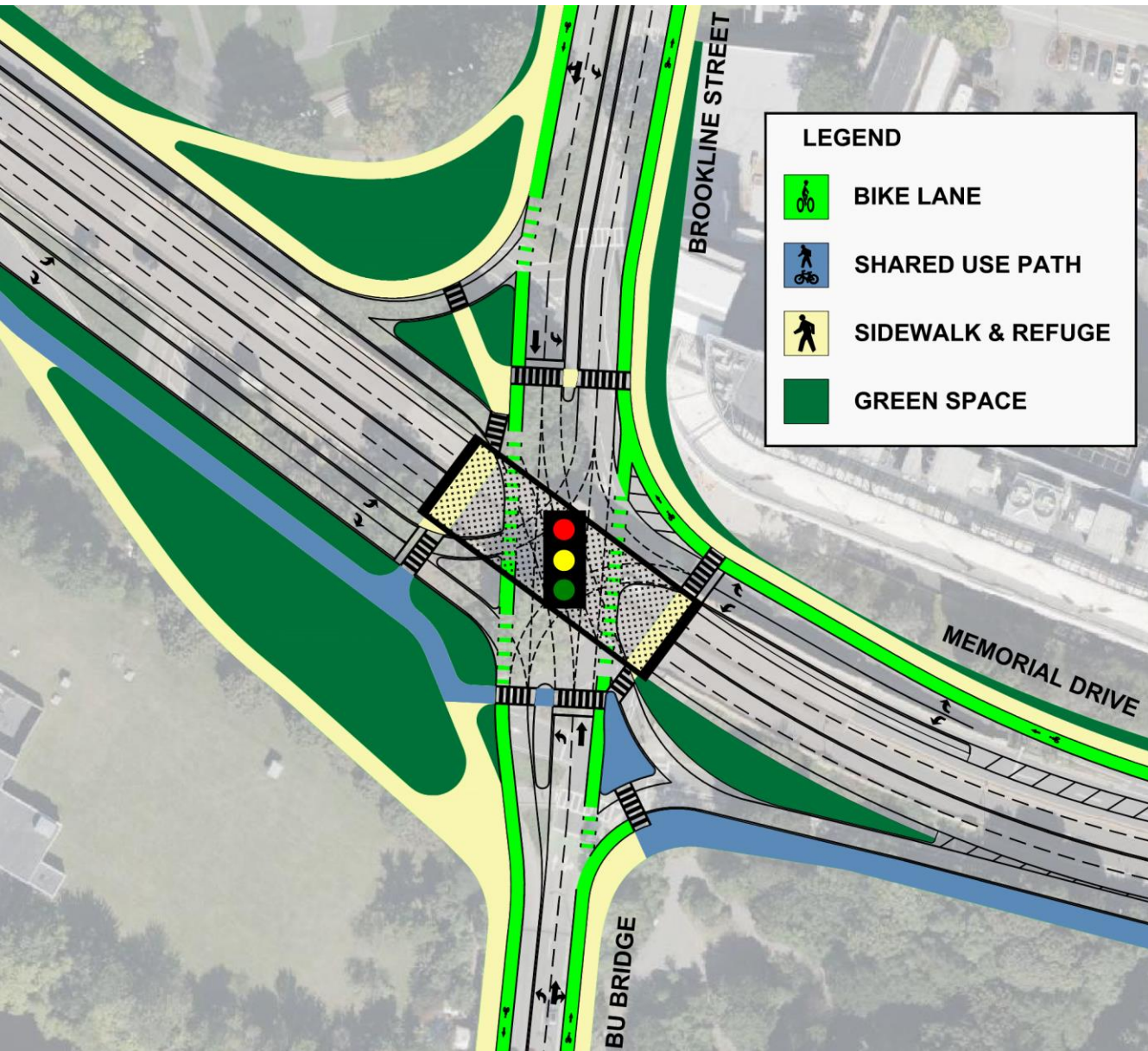




- Crosswalk Stopped
- Crosswalk Right of Way
- Stopped Movement
- Yield Movement
- Right of Way Movement



## Alt. B1: Single Point Intersection with Bridge



### **Benefits**

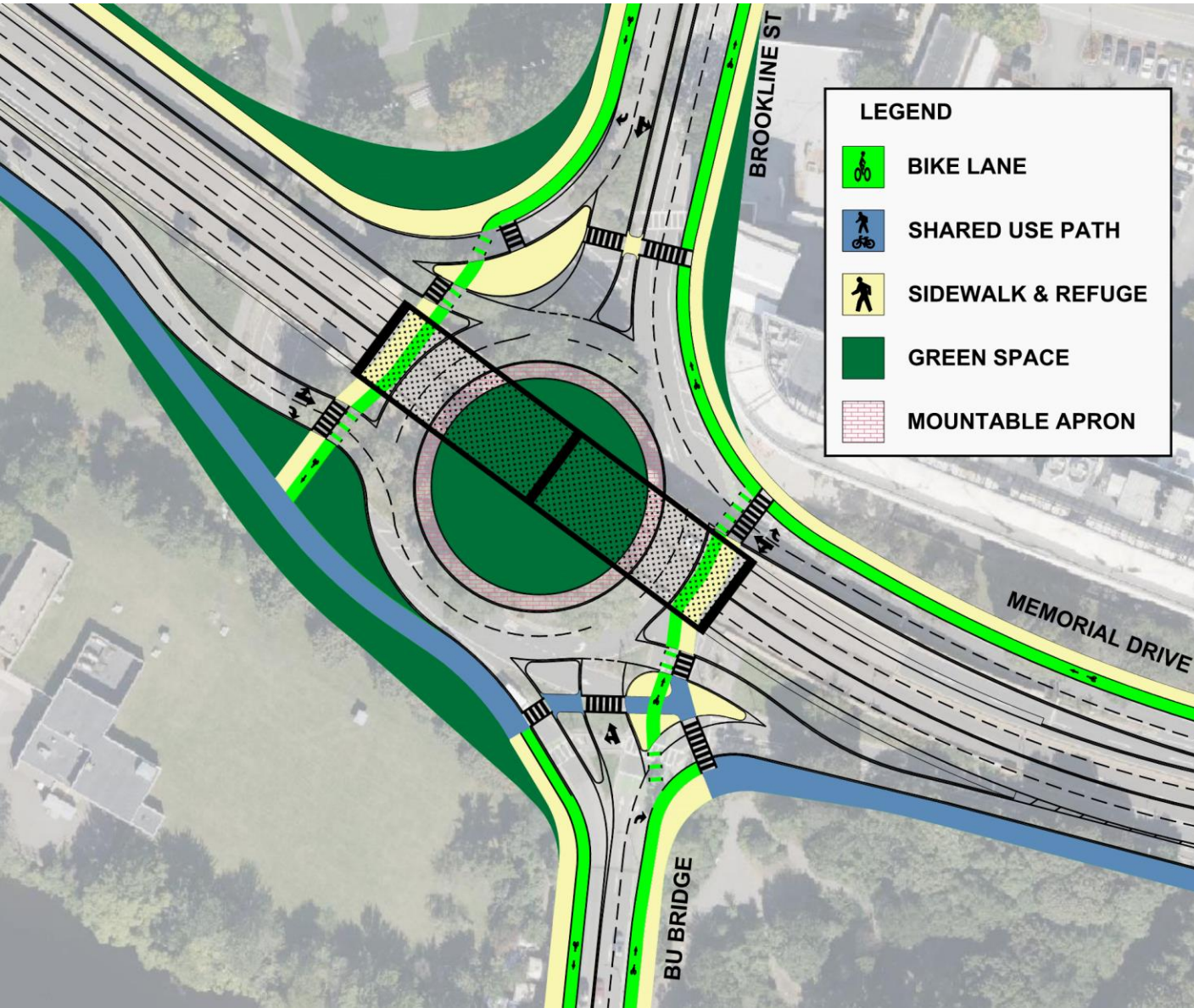
- Keeps Memorial drive traffic above & out of intersection
- Reduces conflict points and congestion.
- Provides dedicated bike lanes
- Continuous accessible sidewalks and crosswalks with protected pedestrian phases
- Shorter bridge reduces cost and visual impact

### **Limitations**

- Elevated structure creates visual and physical barriers, limiting improvements at street level
- Additional ROW likely required
- Complex construction staging



## Alt. B2 - Multi-lane Roundabout with Bridge



### **Benefits**

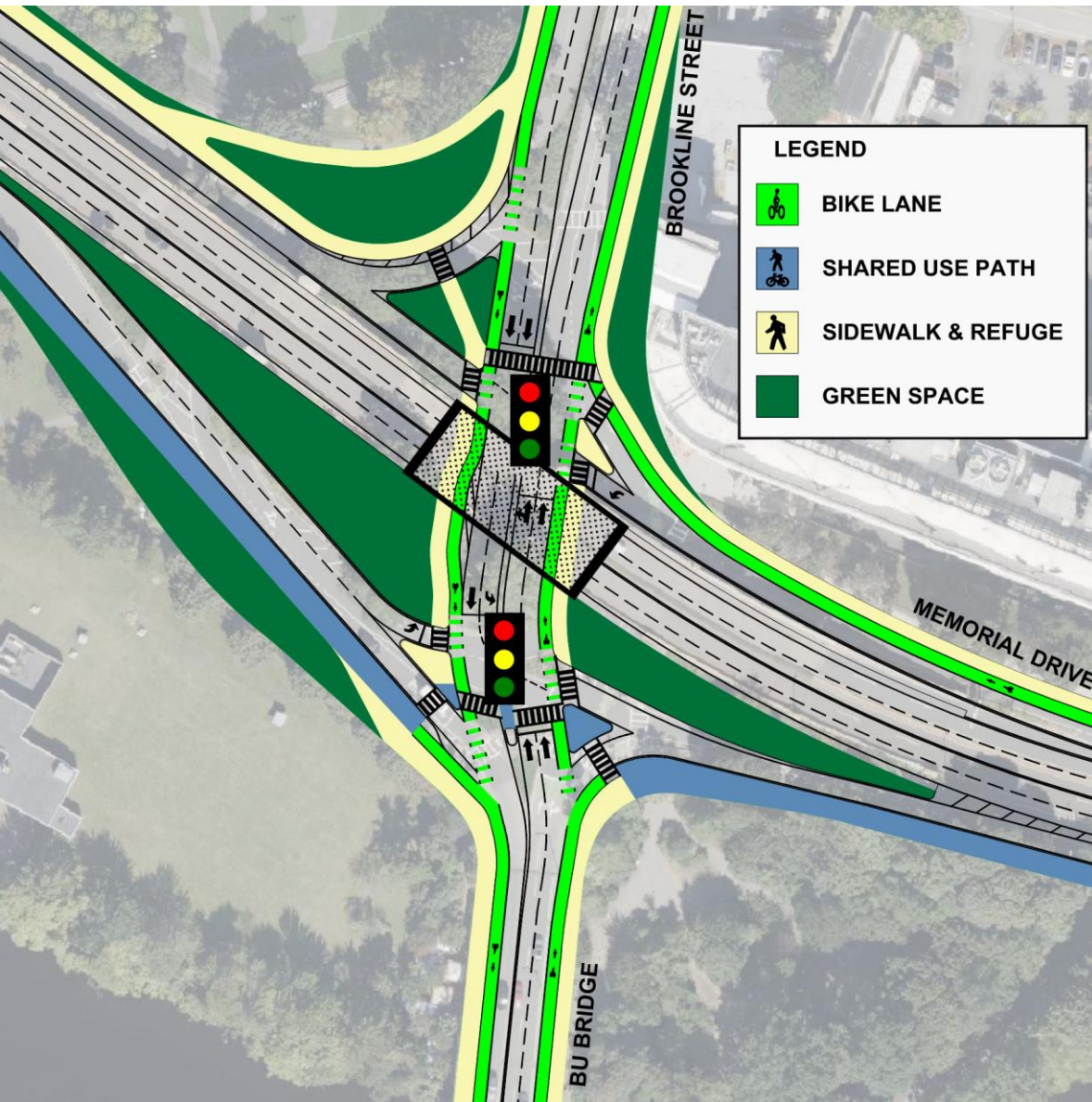
- Keeps Memorial Drive traffic above & out of intersection
- Reduced conflict points
- Minimizes conflicts & crossing distances for peds/bikes
- Lower idling and emissions
- Efficient local circulation below
- Aesthetic/Landscape opportunities

### **Limitations**

- Complex bridge/ramp design increases cost
- Potential ROW impacts near abutments
- Tight geometry limits large vehicle movement
- Requires careful ped/bike connectivity under structure and at crossings



## Alt. B3 – Tight Diamond Intersection with Bridge



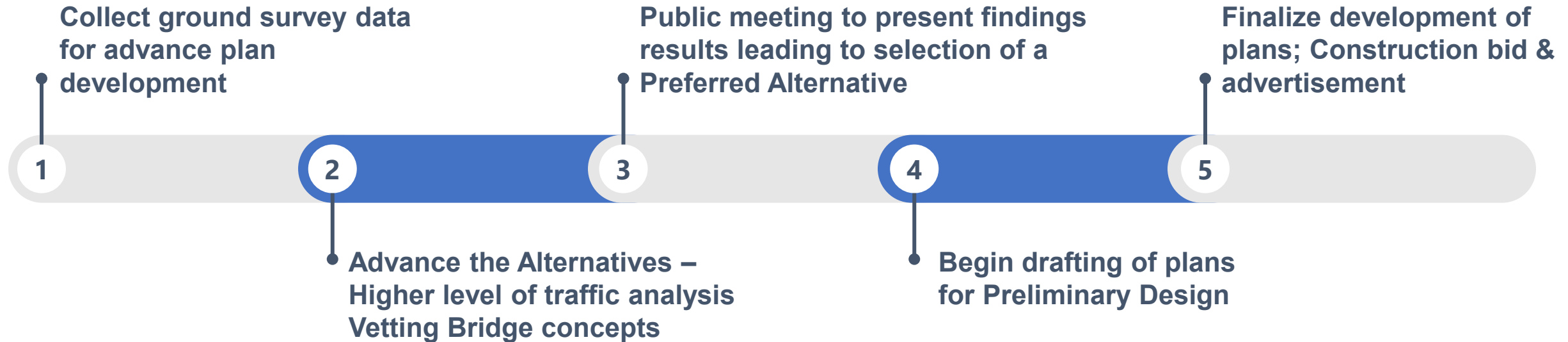
### ***Benefits***

- Improved overall traffic operations
- Typical intersection design offers familiarity for drivers
- Smaller bridge reduces cost and visual impact

### ***Limitations:***

- Closely spaced signals,
- Challenges:
  - Short ramps & tight turns impacts sightlines
- Community Fit: Conventional design is inconsistent with Cambridge's multimodal, context-sensitive vision.

## Next Steps







# *Thank you!*

*William Reid Overpass  
Memorial Drive over Brookline Street*

Virtual | Tuesday, January 6, 2026 | 6:30 P.M.

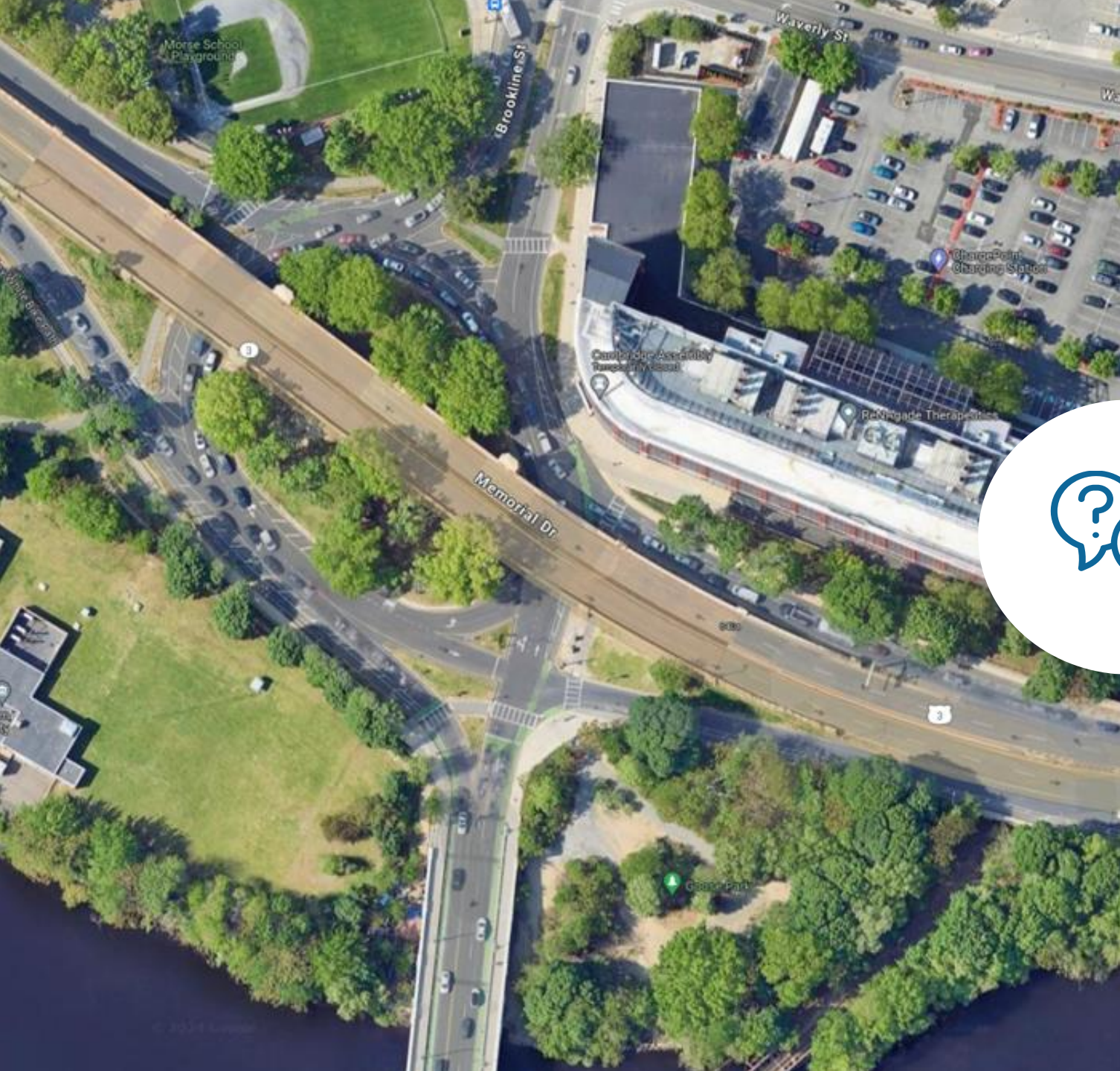
Project File No. 611987





# How to reach us?

- Submit written comments to:  
Carrie Lavalley, P.E., Chief Engineer  
MassDOT  
10 Park Plaza  
Boston, MA 02116  
Attention: MAJOR PROJECTS, PROJECT FILE NO. 611987
- Submit email comments to:  
[cambridgereidoverpass@dot.state.ma.us](mailto:cambridgereidoverpass@dot.state.ma.us)
- Project website launching in January  
Will be announced via Gov-Delivery  
Make sure you share your email address with us



# Questions and answers



## Questions and answers



- “Raise your hand” to be unmuted for verbal questions (Alt + Y on keyboard)



- Submit your questions and comments using the Q&A button



- Please state your name before your question



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate



- To ask a question via phone, dial \*9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn

**All questions and comments are subject to disclosure for public records.  
Please use these functions for project related business only.**