



**MassDOT Cape Cod Bridges Program
Round 4 Public Information Meeting
Tuesday, January 24, 2023, 6:00 PM
Held Virtually via Zoom**

Meeting Summary

The Massachusetts Department of Transportation (MassDOT) held a virtual public information meeting for the fourth round of the Cape Cod Bridges Program on Tuesday, January 24, 2023. The Program team provided an update on the Program, bridge types, proposed bridge lane configurations, potential bridge locations, and next steps. There was an opportunity for public comment and questions following the formal presentation.

1. Formal presentation

- Program team including Bryan Cordeiro (MassDOT Project Manager), John Smith (HNTB), and Dave Anderson (HNTB) provides a formal presentation on bridge types, proposed bridge lane configurations, potential bridge locations, and next steps.

2. Q&A

- Jason Cullinane (Office of MA Senator Susan Moran): Thank you for all the work you are doing on this. We really appreciate you pushing this effort forward. My question has to do with the inclusion of fuel that travel across the bridges and how natural gas moves from the mainland onto the Cape. Is that going to be included in the bridge structure in anyway or is that going to be an alternate route separate from the bridges?
 - Bryan Cordeiro (MassDOT Project Manager): Currently there are gas mains located on both bridges and at this time, we are anticipating that the new bridges will no longer have those gas lines going across them and that any gas lines will be located independent of our project area. They will be off the bridges and routed in a different direction.
 - Dave Anderson (HNTB): There have been several meetings between MassDOT and FHWA about this and coordination is ongoing.
- MJ Mastrangelo: I want to talk about the inboard and outboard split options which are not in accordance with the November meeting that said the existing bridge would remain operational and a new bridge would be constructed and that the existing bridge would be replaced. The options shown tonight do not show that scenario and that is very problematic. As part of that comment, we do not have, as selectboard member in Bourne, we are not

stakeholders. One of the problems that you have in grant applications is you are not meeting stakeholder requirements for participation so I hope you will work with the board of selectman in Bourne, the host community, to make sure we have adequate participation and discussions.

- Mark Kolonoski (HNTB): The Program team highly prioritizes stakeholder and public engagement. I think that is demonstrated by the involvement we have had so far. I think I saw there are over 600 people in attendance. Before each round of public information meetings that have occurred, there have been a series of stakeholder meetings that have occurred. We are aware that the Town of Bourne has these bridges in their backyards and that you will live with these bridges, construction, and the bridges once they are built as well. The Program team is anticipating more involvement. We have had a PIP that has led our efforts to date. Now with the FHWA on board as the lead federal agency, we are going back and reevaluating our PIP and we are determining the next steps going forward for the coming months going into the Spring. There will be another round of public involvement, probably in the second quarter of 2023 and this will allow for more opportunities to engage the Project team directly and have a more direct and transparent dialogue. We hear the town and their concerns and understand the sentiment and can commit to additional engagement going forward.
- Dave Anderson (HNTB): These are the concepts, and the goal was to convey the advantages and disadvantages of one side of the existing bridge versus the other. The exact location and how close we get to the existing bridges and whether it overlaps or not part of the design process. We want to communicate the density of development on the different sides of the existing bridges as far as property impacts, as well as where existing roadway connections are made and the advantages or disadvantages of being on one side or the other.
- John Smith (HNTB): These are schematic conceptual alignments we are showing to highlight impacts. In November, when we did show the cross sections, we did show partial overlap. It is going to be a part of the ongoing design and part of the public process as well. We are looking at all levels of overlap at these cross sections. It is important to note that when you talk about one bridge replacing the old bridge, know that the old bridge is narrow at just over about 50 feet wide. The cross sections that Bryan presented today are going to meet today's highway standards and be wider. So, even if there is a lot of overlap between the second bridge being built and the old bridge, the cross section will be quite wider at about 150 feet wide. The new cross sections are going to be about 150 feet wide compared to just over 50 feet. We wanted to highlight in these sketches conceptually what the possible impacts are, but there will be more work as design goes on to determine the degree of overlap between the new and old bridges.
- Judith Froman (Town of Bourne, Selectboard): I want to thank everyone for continuing this process. I want to publicly say that the selectboard has voted to have Peter Meyer as Chair, myself on the selectboard and on the Cape Cod Metropolitan Planning Organization, and Marlene McCollum who is Town of Bourne's Town Administrator, as point people to have another connection to the planning process. I am also the Vice Chair of the Cape Cod

Metropolitan Planning Organization that represents Bourne, Sandwich, Mashpee, and Falmouth so this connection could be helpful. I agree that there needs to be more public involvement and the steps have been smaller with a lot of experts getting their heads together and making sure changes have been implemented properly based on feedback so far. We are ready to move forward and more public participation.

- Bryan Cordeiro (MassDOT Project Manager): Thank you, Judith. Currently we have presented a lot of new topics and we are at a good point where we can reevaluate our public involvement process and we will be taking a closer look at that.
- Phil Goddard: I strongly disagree with the four bridges concept. I know this was done to expedite traffic relocation, but I do not think it is worth the trade off and having to live with four bridges and different fencing in the way. You could just squeeze the bridges together to just make the arch bridges wider.
 - Bryan Cordeiro (MassDOT Project Manager): Thank you.
- John Burnett: Where are these slides located?
 - Bryan Cordeiro (MassDOT Project Manager): The QR code in this presentation can be scanned with a mobile device to visit the program website. We also plan to post a Frequently Asked Question document. The website will be updated with materials from this presentation.
- John York: I would like to address project need, schedule status, and public input. Twenty months ago, you told us that there would a stakeholder advisory panel and that you would be putting it together two months after that. I do not think you ever publicly announced that you decided not to do that, and during this time, I don't believe you informed the public you decided that other than me or someone else who happened to call. Eight months after that, I discussed it with a selectman in the Town of Bourne, where I am from. The selectman assured me that that panel was going to be set up. Now we are at least eight months after you decided it was not going to be set up and apparently decided you did not need to inform us. I submitted 15 pages of comments to you today that took me two months to put together that I asked you two years ago and were left unanswered. I would like to have the 15 pages of comments regarding project need to be considered. If you took two years of my time to answer some of those questions, that I should not have to find out they are still unanswered. You are saying that what sounds like six months away, we will have some means set up for the Town of Bourne to communicate with you. It is disingenuous of you to go forward telling us there will be a process when you know this process should not be going forward without a proper stakeholder plan in place, so we know how to participate. I submitted one question through the online portal and the others through email. About a month after submitting my online question, an email appeared with a link to an answer and chat box. I immediately answered since it looked like there was an online chat. I am not sure how this function works. Until you can commit to knowing when you can talk to the Town of Bourne and when we can talk to you, I would say until you do that you do not have a PIP in place, and you should hold your process otherwise you are breaking the federal guidelines you are saying you have not.
 - Mark Kolonoski (HNTB): Thank you, that was a very thoughtful comment. Public engagement and effective engagement are priorities of the Program team. There was a PIP drafted prior to the FHWA coming on board as lead federal agency. That

PIP is now being reviewed and coordinated with FHWA and will be available for review. In terms of the Working Group, it was the intent, and still is the intent, of MassDOT to convene an advisory panel when the time is right. When the first idea was presented about 18 months ago in June 2021, it was the first time we publicly met and talked about convening that plan. There have been a lot of evolutions in the schedule and a lot that has evolved in terms of the pace of design and alternatives developments. Up to this point, it has not been appropriate to convene that panel until we had alternatives to discuss and to have meaningful dialogue with the members of that panel. MassDOT is committed to convening the panel and with FHWA as lead federal agency, we will move forward with that eventually.

- Erica Blonde (HNTB): When you submit a comment to the comment form, we work as a team to formulate an appropriate response and when you get the link, we have replied to your comment. That is not a live chat. It is a thread to show you your comment, what we said, and then it gives you an opportunity to submit another comment to us. That goes through the process of us and making sure we formulate an appropriate response. We are absolutely prioritizing responding to messages, and we are trying to improve our turnaround time. We received 350 comments come in at the last meeting, which is fantastic to see, but it does take time to make sure that we are adequately responding to everyone. If you have other questions, you have my contact information, and I can help at any time.
- Michael Schiavi: Was a tunnel, or tunnels considered as an alternative to Bridge replacements? Tunnels would seem to be safer, less expensive in this straightforward application, less intrusive and easier to construct (i.e., dredge the canal and manufacture with prefabrication as was done for the Ted Williams tunnel in Boston). Thank you.
 - Bryan Cordeiro (MassDOT Project Manager): Yes, I believe a tunnel evaluation was evaluated in the USACE's MRER.
 - Dave Anderson (HNTB): It was part of the MRER and something we looked at as well. If we were to go back to look at the Program Purpose and Need, the tunnel would not allow us to have bikes and pedestrians in the tunnel and we would not be able to serve that part of the Purpose and Need about improving multimodal connections. In addition, the topography rises quite a bit immediately outside of the canal. To be able to meet the grade of being deep enough to go under the canal and have grades come up to meet up with the existing roadway would be an extremely long approach and make it difficult to make connections with the local roadway network. There were also cost considerations as far as the initial capital costs with construction and maintenance costs associated with ventilation and drainage.
- Scott Gustafson: I am a Plymouth resident and live about three miles from the Sagamore Bridge. I deal with both the Sagamore or Bourne bridge every single day and have worked on the bridges as a construction worker in the past. I applaud MassDOT, USACE, and the FHWA for this presentation. One thing I noticed when looking into why this project did not receive federal funding outside of the \$1.6M for the planning grant, whereas a bridge in Ohio received \$1.35B and is going to receive another \$250M in MEGA funding and this is concerning. The Goldstar Bridge in Connecticut received \$158M through their application,

and the Bourne and Sagamore Bridge did not get anything. The two things I saw in the other applications were that they addressed some issues on labor standards and project labor agreements. In the application for the Bourne and Sagamore there was nothing. It said MassDOT does not enter into project labor agreements. It is concerning that this may be one of the reasons the Bourne and Sagamore project received the lowest score. Is it possible to add project labor agreement, labor standard, or economic benefit language into the applications or to mention utilizing local minority contractors? You need to have the labor to advance this project.

- Bryan Cordeiro (MassDOT Project Manager): We are unsure why we were denied funding under the bridge investment program and the INFRA program. We are still waiting to hear back from USDOT to have a formal debrief since they offered this to applicants to strengthen other applications. We will make sure to remain as competitive for other funding opportunities that come up in Spring and Summer 2023 through notice of opportunities.
 - Dave Anderson (HNTB): I can only say that those decisions get made at the highest level of government, so I am not aware of what the decision-making process is like for this.
- John Hallgren: How could we submit a sketch of an idea to make the arch-type bridge more resemble the existing ones without major changes to the basic design?
 - Bryan Cordeiro (MassDOT Project Manager): If you wanted to submit a comment of that nature, I am unsure of the functionality of the comment form so it might be better to submit as an attachment at massdotmajorprojects@dot.ma.us.
- Janey Norton: Thank you for all the information. I attended one of the forums a year ago and asked about what the planning was regarding public schools, like Upper Cape Tech High School, which are in the impacted construction zone. I was baffled that none of the presenters seemed aware of this or had a plan. Someone said they would reach out to the town officials, and I do not believe that happened. It has been disheartening that elected officials have to attend these meetings to learn this information. There is so much more than just access to the Cape, businesses, and residents. There are five schools with hundreds of students who will be impacted, so I want to know what the plan is, and have you considered this?
 - Bryan Cordeiro (MassDOT Project Manager): We meet with the Town of Bourne before each of these public meetings. We understand people's comments about public involvement and improving this. Regarding your question about school systems in and around the project area, we are aware of the schools. We are talking about the mainline tonight and the locations of where the bridges could be located. We are looking at what the effects on schools as well as we talk about the approach roadway network and the interchanges and that is likely going to be a part of the round five installment public meetings sometime in quarter two of 2023 where we can have more discussions about the facilities you described.
- Ken Peal: Is there a chance that the Army Corps may need to impose a weight limit for vehicles using the old bridges? That would cause serious hardship to Cape Cod citizens and businesses, and it would up the priority for replacement of the bridges.

- Scott Acone (USACE): We do inspect the bridges every other year and do routine maintenance to keep the bridges open for the current traffic loads. If we find that for the safety for the travelling public there are repairs that would require us to limit that weight, we will do that. It is a risk with any old bridge. We do have maintenance planned in March of this year to help us prevent that from happening. We intend to do that until the bridges are replaced.
- Mark: Hi, I am Mark and I am a resident of West Yarmouth, and I traverse the bridge quite frequently. I know when the original bridges were installed in the early 1900s it was decided it would be toll free because the Canal benefited more than just Massachusetts. When the new bridges are built, will tolls be initiated for anyone, including residents?
 - Dave Anderson (HNTB): It's my understanding at the present time tolls are not under consideration. It's hard to know what the future will bring, but they are not currently under consideration.
- Shannon Viveiros: If increasing the capacity is not an objective, why isn't it? Does anyone suggest that current capacity is sufficient for today and tomorrow's needs?
 - Dave Anderson (HNTB): As a starting point, the purpose and need does talk about improving operations and cross-canal mobility. Our cross section and lane configuration that we described. Although it doesn't add new through lanes, those entrance and exit lanes are going to be very important to improving safety, and that will include reliability as the presentation discussed earlier. The cross section was intended to be consistent with adjacent roadway section and with driver expectation and I think what was shown meets both of those. I think although it isn't a stated goal within the purpose and need to increase capacity, there will be improvements in what was shown today regarding the cross section going across the canal as well as how we make the connections to the local roadways.
 - Alex Sui (HNTB): You mentioned connecting to the existing connector roadways, making sure that the cross section is consistent with the roadways. Under existing conditions, a lot of the congestion that's there now due to the connections, how people come on and off both the entrance and exit ramp. Improving the safety of those ramps will inherently improve operations as well. It's something we're going to be discussing further as we evaluate our trends.
- Mark Kelly: There are several questions about the idea of an overlook. It seems people think this overlook is for traffic, while I assume the overlook is only for the pedestrian and bicycle lane. You might want to clarify this for everyone.
 - Bryan Cordeiro (MassDOT Project Manager): That's a fantastic comment. That's correct. When I described the overlook or pullover area during the cross-section portion of the presentation, that was with the discussion of the shared-use path. That would only be for pedestrians and cyclists as part of the shared use design. We do not intend to do anything like that for vehicles. That is out of the question.
- Maynard Johnson: How about adding some artwork into the design along the sides. Cutouts of Turtles, sharks, sailboats etc. Make it interesting instead of just steel. This could replace a wire fence.
 - Bryan Cordeiro (MassDOT Project Manager): We have not completed our overall bridge design yet. We are still seeking input on other aspects of bridge design. There

is a lot of other things we need to consider. One of those things is aesthetics. We will consider those things moving forward.

- Cherie Medeiros: Why is MassDOT taking over the new bridges instead of the Army Corp? What is the advantage of this change?
 - Bryan Cordeiro (MassDOT Project Manager): That is a great question. This was decided at other levels of DOT and the Army Corps. I don't think I can specifically comment on the details behind it.
 - Scott Acone (USACE): That is a great question. The Corps does own and operate the existing bridges. As most of you know, the Corps is not a highway and bridge design and construction firm. We dredge navigation channels and harbors, build dams, and do water resources projects. Since it's not in one of our core missions, we thought it was better to work with others who do this all the time. We first engaged FHWA with MassDOT to talk about a partnership to deliver the best bridges in the best way. That's how the partnership came to be and how the decision was made.
- Todd Dufanny: I've seen plans for the replacement of the Bourne rotary to be similar to that of what was done with the old sagamore rotary. Is there another option for traffic flow that doesn't include all of the traffic lights? It seems to bottleneck during busy times.
 - Bryan Cordeiro (MassDOT Project Manager): I think that's getting a little into the approach roadway network and the interchange. I don't think we're ready to talk about that at this time. I think we want to save that for a later round of meetings where we're able to design out different concepts of the interchanges and have discussions about it. I think that's something we want to talk about in the coming months when we discuss those interchanges
- Floranne Reagan: In Boston, a significant amount of money has been put into creating bike lanes. In doing so, significant concrete barriers have been put in place and lanes have been eliminated making it even more difficult to be a good driver. These bike lanes are empty the vast amount of the time! While it is relevant to have bike and pedestrian access across the bridges, please don't overemphasize these lanes. Money is limited so please focus on the constituents that will fully utilize the new bridges, drivers.
 - Bryan Cordeiro (MassDOT Project Manager): Dually noted. Thank you.
- Paul Alfano: Can you please comment on Congressman Lynch's comment on costs of the bridges?
 - Dave Anderson (HNTB): So as everyone knows, the applications that were submitted under the IIJA for federal grants, all of them included an estimated project cost of \$3.9B. As you can imagine at this early stage, it's very difficult to know what's going to be built. When one doesn't know exactly what's going to be built it makes it hard to estimate the cost. We did make great efforts to identify plausible ways of getting across the Canal and making the roadway connections and identifying a wide range of complexities that may occur and come up with an estimate of what the construction costs would be. It was also important to identify other costs associated with the Program, such as design cost, property acquisition cost, relocation of utility costs, escalation when the construction will be performed, and understand the need for contingencies considering very little is known about the project at this time. Considering the stage of development, a very detailed estimate was prepared and

reviewed by a consulting firm, FHWA, and the Corps. Ultimately, the value included in the application was consistent with the expectations of all the parties involved. Considering the early stage of Program design, a very robust effort to identify a reasonable cost that took into consideration all those factors that I described earlier.

- Raymond: Hi, thank you for taking the time to hear my question. I'm a Bourne resident who lives in a potentially impacted area. Based on the project timeline today, if we assume the major milestones are achieved, when would residents and potentially impacted areas expect to see signs of construction beginning? And, again, based on the expected timeline, what would the expected duration of construction be?
 - Bryan Cordeiro (MassDOT Project Manager): That's a great question. I know we discussed that overall construction timeline during round three. I want to make sure we're consistent there.
 - Dave Anderson (HNTB): In the applications that were submitted under the grant Program we provided a schedule that anticipated request for proposals for a Design Build contract in September of 2025. It's important to know all the things that need to fall into place before we know when that will really happen. As we sit here today, funding has not been identified and that's obviously an important step. It will also be important to think about as the funding becomes available what's the most appropriate way to package the construction contract as far as one large contract, multiple smaller contracts, how should they be spread out. What's going to be built hasn't been determined yet. There are a lot of pieces of the puzzles to fall into place, but these applications did include that date in September. Construction would likely start within a year of that date. And again, there's so many unknowns about what the construction package would look like. Somewhere between six-seven years for the entire construction process is an approximation at this point.
- Rosanna Mastera: The new dimensions of the lanes is 12 feet. What are the current dimensions of the bridges now?
 - Bryan Cordeiro (MassDOT Project Manager): Right now, the lanes are 10 feet and as we mentioned those did not meet current design standards and they do not align with the adjacent roadway segments. So, we are building the 12-foot lanes to be consistent with those things. It does result in widening the bridge, that wider cross section. This is our one opportunity to replace these structures with new ones so they should meet current codes. That why we chose 12 feet at this time. In terms of the overall cross section of the bridges, I don't have the existing widths of the bridges currently.
 - John Smith (HNTB): The existing has four 10-foot lanes and then a very small sidewalk and then the trusses. It's around 50 feet wide. We're thinking our new bridges where the cross sections are shown, there'll be one shared use path. So, there will be one bridge that's wider than the other. One will be 66 feet and the other will be 84 feet so if you add that up it gets to about 150 feet so it's quite a bit wider than what's there at each crossing.
- Janey Norton: Will the new bridge design eliminate our ability to see the canal, boat traffic and bridges as we drive over?

- Bryan Cordeiro (MassDOT Project Manager): I'm not sure, that depends on the fencing and barriers that will come out at final design. I'm not sure if I'll be able to say that at this time. Keep an eye out for future where we'll discuss design of the bridges.
- Karen Doble: It is challenging to get the full impact of the three options when you are not given the total possible road configuration. I would strongly suggest that new roadways should be wrapped behind the Upper Cape Tech, which would provide an additional entrance and exit to the school and then continue to the roadway to connect to the mid-cape avoiding Sandwich Rd which would provide the children of our community a means for the Bourne community to get our children to school during the construction process. In addition, the local resistance would be able to get to work and run our daily lives. We all know that just one accident on either bridge totally destroys movement. We have needs to be able to function and meet our responsibilities during this process.
 - Bryan Cordeiro (MassDOT Project Manager): That is something we should save to address during the next instalment of meetings where we will discuss the approach roadway networks and interchanges rather than here where we're just talking about the main highways and bridges over the Canal. We do hear this comment and will explore what you have to say further during future meetings.
- Christie Sanatory: Great, thank you. I'm the executive director of the Cape Cod Commission. Thanks to the FHWA, MassDOT, and study team for this round of public meetings and for the update on the status of the design process. We're looking forward to beginning the discussions of the details as we know many of the details matter to the region, in particular to the town of Bourne. For example, we care about what the changes mean for buses serving the Bourne schools. We care about what this means for the residents and businesses in the shadow of the current bridges. And we care about the ability of the pedestrians to safely cross the bridges. These are details that have a must be addressed as the project discussions evolve with appropriate community engagement. We also must however not lose sight of the big picture. The long-term viability of our region and its people are tied to the fate of these 87-year-old structures. Without expedient replacement, the region faces the immediate reality of major rehabilitation with major traffic impacts and the same substandard bridges after or continued degradation, which would lead to weight restrictions or worse. It's not a question of if the bridges need to be replaced, it's a question of how it can be done in an expedient manner and in the best long-term interest of the region and its people. Lastly, we were very encouraged that the Cape Bridges Program received a \$1.6M planning grant from federal highway administration and the equally important announcement that the FHWA will serve as the lead federal agency. This charts a path forward with more permitting certainty and opportunities for federal funding. Thank you for the opportunity to comment tonight and we look forward to the continued discussions on the Canal area bridges.
- Makaela Niles (MassDOT): There are a few comments about views while driving, and will there be a flat space in the middle of the bridge where pedestrians can rest and enjoy the view?
 - John Smith (HNTB): It's something we're investigating very carefully as part of our process and there will be more discussions going forward. The early intent is to provide overlook flat space with a place to rest along the shared use path for bikes and pedestrians. We also think the likely types of fencing that might be along the bridge to protect pedestrians could be open and provide a better view than what's

there now looking at current state of the art fencing. Our intent is to discuss it further with everyone but to allow an open view for vehicles, pedestrians, and cyclists.

- John: When you mentioned the width and existing diagram. I think these should be revised for the next meeting because the present ones show you'd be taken 200-300 feet on either side for inboard or outboard and basically blowing away the Market Basket and Christmas Tree shop. When in fact, you might only be having to take 80 feet on the Market Basket side and 20 feet on the Christmas Tree side. I watched the November meeting, and when I saw this tonight, I was concerned you have not done the diagrams to correctly reflect the situation. I would seriously ask you to do that. Also, there should be some ways that the questions in the chat be answered tonight or in text or some other way.
 - Bryan Cordeiro (MassDOT Project Manager): We have been uploading those into our online comment tool and have been responding to those via the online comment tool to our ability. Regarding the roadway locations, Dave?
 - Dave Anderson (HNTB): We point out the Market Basket. The Market Basket itself is likely outside any of the options discussed. The strip mall located closer to Route 6 would be the one impacted to clarify. The second question about the extent of that overlap between the existing and proposed and construction staging are all things we're going to be looking at as the design progresses. We're optimizing the design to ensure we're minimizing impacts to properties while at the same time ensuring the design is one that from a constructability standpoint can be accomplished by still maintaining all the traffic connections that need to be made. Having focused on the overall duration of construction and things of that nature. It's part of the design evolution.
- Renee Gratis: How will the flow of traffic be managed so as not to utilize entrance/exit lanes?
 - Bryan Cordeiro (MassDOT Project Manager): That's an interesting question. It comes down to striping and stuff like that. Maybe we could speak to examples we have around that state and other areas.
 - Dave Anderson (HNTB): It is a fairly common practice to have those entrance and exit lanes when there is an onramp and then in close proximity and off ramp. It becomes quite intuitive where the traveler should be. I know one was recently constructed on 495 and that they're all around the state. Joe or Alex anything you'd like to add? You'll find its intuitive where you're supposed to be. Its aware and apparent that if they're going through the two lanes that they are to use and designated of that purpose. And then people entering are aware that they need to get over and merge with the traffic.
 - Alex Sui (HNTB): In terms of the design, we're still in the conceptual design process so we'll be further evaluating how that entrance and exit ramp work. In terms of some examples that Dave had given, there would be geometric and physical obstructions to prevent people from continuing through in the third lane. Only two lanes would be allowed through on the bridges to the adjacent roadways where they touch down.
- Stephen Buckley: I am from Chatham, and I put in a comment saying that MassDOT, as with any other state DOT, needs an approved PIP to receive federal funds. MassDOT does not post their PIP on the MassDOT website. So, the people who say they are not being properly engaged should be able to access the PIP and they could post it and people could be referred to it. They can see whether the procedures are being followed and there is more

than one metric, not just the number of people of showing up. It is about the depth of discussion, and this should be measured and included in your survey.

- Bryan Cordeiro (MassDOT Project Manager): I do not claim to be an expert in terms of federal funding requirements. MassDOT needs to have this overarching public participation plan in place and approved by the FHWA to receive federal funds. A project specific PIP is something different, and I am not saying we do not need to have. We need to put all our thoughts into writing in terms of how we plan to engage the public and stakeholders, but we are working on with FHWA and intend to have one finalized.
- John Hallgren: Why would the grade level be different between the two? These should be twin twins and look as much identical as possible as the current ones do.
 - Dave Anderson (HNTB): The selected design speed for the Sagamore bridge is 60 mile-per-hour (mph) and the guidance for that design speed, the type of terrain, the function of the roadway, 4% is the appropriate grade on Bourne. A 55-mph design speed was selected in consideration of different characteristics of McCarthy Boulevard compared to Route 25, 3, and 6. That is why a slightly steeper grade was used there, but there is a desire to not go steeper than the 4.5% in interest of the ADA and the Architectural Access Board and other matters part of the presentation.
- Anonymous: Is there a bridge that has a similar style of entrance and exit lanes in the region that you can suggest has the style you are proposing? Are the entrance lanes you are describing like the Braga bridge in Fall River, for example?
 - Dave Anderson (HNTB): There are certainly instances where the ramps dictate this, and it may or may not be associated with the bridge. It can occur in any instance where that proximity of a ramp coming on and coming off are close enough that a continuous lane is more appropriate.
 - Joseph Cahill (HNTB): Anytime there are interchanges close to each other, where the entrance and exits ramps acceleration and deceleration lanes get so close that they start to influence one another, it is recommended that there is an auxiliary lane between the two interchanges to make the weaving move efficient and safer.
- Anonymous: Has there been consideration given to modifying lane configuration to include a HOV lane? Is there concern about creating induced demand with the current lane proposal?
 - Bryan Cordeiro (MassDOT Project Manager): The project team currently is not evaluating including an HOV lane. Induced demand is not part of the Program's Purpose and Need and Alex Sui mentioned the benefit the exit and entrance lanes would have for safety and traffic operations. It is not significant enough to allow for increased capacity and it is not what our analysis is indicating currently.
- Joel Freedman: Why is there a pedestrian and bike lane only on one side of the bridge? Would it not be better and safer to have one-way lanes for this on each side of the bridges?
 - Bryan Cordeiro (MassDOT Project Manager): We do have two directional shared use paths across the state. That is a standard procedure we have been proposing across the state. I would say that the two directional single shared use path is in line with standard complete streets features we have been proposing. That plays into the

- overall width of the shared use path and that the width we provide can accommodate safe two-way travel.
- Dave Anderson (HNTB): It is a goal to improve these multimodal connections, make the appropriate connections to the roadway network, and make the appropriate connections down to the canal access road. It can get challenging to get from the low grade at the low access roads all the way up to the existing bridges. It can get more complicated to do that on both sides. We will also be able to identify the appropriate width that will adequately accommodate usage of the shared use path.
 - Anonymous: Could the current bridges be used for pedestrian and bicycle traffic? Additionally, they could be used for emergency vehicles when traffic on the new bridges prevents emergency vehicles from crossing the bridge.
 - Bryan Cordeiro (MassDOT Project Manager): Last time, the USACE answered this question, and I will have Scott Acone answer to remain consistent answers given at other meetings.
 - Scott Acone: It sounds counterintuitive, however pedestrian traffic on bridge increases maintenance requirements. Part of the reason for new bridges, is the economies that come with new bridges. They are expensive to build, but the maintenance costs go down when you get rid of old bridges. In consideration of climate change, the old bridges would become a potential restriction to the height of vessel traffic in the canal.
 - Anonymous: Does the Bourne rotary go away?
 - Bryan Cordeiro (MassDOT Project Manager): With Dave's presentation on roadway locations for the main highways, a lot of approach roadway segment realignment will need to occur. There will be a lot of work to the approach roadway to reconnect them to the new alignment of the highway. We do plan on showing interchange concepts at another public meeting, tentatively set for quarter two this year.
 - Anonymous: Please clarify if the Bourne Split option is literally putting the new bridge on both sides of the old Bourne bridge?
 - Bryan Cordeiro (MassDOT Project Manager): The split option does have a constructing one barrel of the new bridges on one side and one barrel on the other side. But the existing bridge will get demolished at some point during construction. Each barrel would be far apart from on another compared to the other inboard and outboard options.
 - Robert Connolly: was any consideration given to alternative locations? Straightening 495 could bring it closer to the power line crossing and give a bridge increased elevation for the canal.
 - Bryan Cordeiro (MassDOT Project Manager): I do think the consideration here would result in a lot of highway realignment work.
 - Dave Anderson (HNTB): I believe that was part of work that was done a while back when a public private partnership was looked at. I believe it was also looked at in the 2019 Cape Cod study. In both instances, it carried with it a lot of environmental impacts and significant costs as well.
 - Robert Connolly: Was any consideration given to combining the bridges? Wouldn't it save money by building one large bridge?

- John Smith (HNTB): We did look in-depth at possibilities for a single wider bridge and two twin bridges. All of our analysis showed there were many advantages for doing double bridges for the staging to keep connections going, the difficulty of building a wider bridge - the floor system is very deep, and the members are very deep. A single bridge would be right at the edge of feasibility and much more costly. It would not be feasible to float in the bridges with a wider bridge. There were just a lot of reasons why it was decided doing twin bridges lead to much more of an efficient design.
- Ellen Nosal: To the naked eye, it looks like four lanes of travel in each direction. How will bridge travelers see that differently?
 - Bryan Cordeiro (MassDOT Project Manager): We have two through travel lanes proposed in each travel direction at each crossing. There is four if you count both the Bourne and the Sagamore, but there's two for each crossing.
- Paul Denoncourt: Would both bridges be done simultaneously or at the same time?
 - Bryan Cordeiro (MassDOT Project Manager): We're still evaluating that
- How involved is the MA delegation in DC in advocating for this project?
 - Bryan Cordeiro (MassDOT Project Manager): Unfortunately, we don't have a representative from our legislative office affairs. They'll be at the Thursday meeting. From my perspective, we're very engaged with informing the delegation. We brief them prior to every one of these meetings. Our upper management continues to be in constant contact with them. We can answer that question in better detail on Thursday.
- MJ Mastrangelo: Thank you. I'm concerned that these two bridges that are critical to the health and safety of Cape Cod residents and the economy of Cape Cod are not getting the support they need to move forward. One of the problems that has been pointed out is a lack of participation that meets federal guidelines. Yes, you have meetings that have stakeholder participation. But that is not the same as having stakeholder involvement in the decision-making process. I want this project to move forward. It is critical to the viability of Cape Cod. So, we need to work together to create a stakeholder process that works and there is a template for the Joint Base Cape Cod.
 - Bryan Cordeiro (MassDOT Project Manager): I think we understand what you're saying there for sure. You're mentioning that there could be a template for the stakeholder engagement plan as part of a process that occurred with the JBCC. I think we understand what you're saying there for sure. We've gotten a few questions about our non-compliance regarding public involvement. Mark, can you answer that and dispel some concerns?
 - Mark Kolonoski (HNTB): I want to provide a little bit of clarification because there's been a few comments around the Program having a non-compliant public involvement process and that being a reason why the project was not selected for this round of discretionary funding. I want to make it clear that that has not been conveyed to the Army Corps or MassDOT from DOT as being a reason for the Program not being selected. We do have FHWA and USACE as partners on the Program Team and will be continuing the robust public involvement that has occurred to date. I do want to provide that clarification that a noncompliant PI was not a concern raised as a part of the grant application.

- Jennette Barnes: How would you respond to people who say that the exit-entrance lanes would essentially be third lanes and allow more traffic, and that "if you built it, they would come?" (More traffic to Cape).
 - Dave Anderson (HNTB): They would only exist between an on ramp on one side of the Canal and an off ramp on the other side of the Canal. They're not particularly long. It becomes intuitive when you're using the road, which lane you're supposed to be in. It's very apparent with the people that are traveling in and through the Canal that the destination further away that they are to be in the two travel lanes. It becomes apparent someone wishing to take the exist on the other side of the Canal that they should begin to merge into the entrance/exit lane. Similarly, someone that's entering or getting onto the mainline to cross the Canal will need to merge to the left to enter into travel. The thing to remember is this is not a big, long entrance/exit lane. It only exists between an on ramp and an off ramp. It just so happens it exist where the bridge occurs.
- Jeffrey Picard: Why was having three through lanes in each direction excluded from the bridge objectives?
 - Bryan Cordeiro (MassDOT Project Manager): Mainly because we did not want to increase highway capacity. It was not listed as one of the purposes and needs of the project. That's why we did not carry any alternatives with three lanes forward.
- is it possible to use energy-collecting technology to collect energy transmitted into the road by vehicle traffic? I've heard about this technology in other countries. Thank you.
 - Bryan Cordeiro (MassDOT Project Manager): I'm not sure if that's possible. I don't know if anyone else has anything to add? I'm not aware of that technology, but I think that's something we could look further into.
- Katherine Jansen: How wide is the shared use path? I am concerned that, especially with a grade, we'll have contention between slower cyclists going uphill and faster cyclists going downhill. Will you separate with a barrier or other method to ensure safety?
 - Bryan Cordeiro (MassDOT Project Manager): We're still evaluating with the width of the shared use path would be. We share the same concerns and want to get this right. We're looking to get feedback that could be discussed in a future, more-targeted, meeting. We need to show each option and discuss the pros and cons. We'll seriously take that into consideration moving forward.
- Julie Keene: Channel 5 News tonight states there's not enough money. You showed some funding, but stated additional money would come from other sources, do you know what other sources those would be? If taxpayers are one part of the answer, any ideas on how that would work especially for Bourne Citizens?
 - Bryan Cordeiro (MassDOT Project Manager): We're advancing the Program as much as we possibly can to make more process with our project development process and identify sources of funding from the state or other federal funding sources, like the USACE. We're doing that to be as competitive as possible for these discretionary grant sources from USDOT, the IJIA. We want to gear up for the next round of funding opportunities, potentially this spring or summer. We want to have an even better and more competitive grant application in hopes that we do receive funding in future years.

Program Team:

- Bryan Cordeiro – MassDOT Project Manager
- Makaela Niles – MassDOT
- Adetoyin Olaoye - MassDOT
- Fitz Denton – MassDOT
- Linda Schoffield – MassDOT
- Cassandra Ostrander - FHWA
- Craig Martin – USACE
- Scott Acone – USACE
- Kevin Walsh - Stantec
- Dave Anderson – HNTB
- John Smith – HNTB
- Joseph Cahill – HNTB
- Alex Siu – HNTB
- Mark Kolonoski – HNTB
- Erica Blonde – HNTB
- Paul Nelson – HNTB
- Paige Sopher – HNTB
- Patrick Marvin - HNTB
- Sara Stoja - HNTB

Translators:

- Melissa Toth – American Sign Language
- Lisa Gentile – American Sign Language
- Paola Yañez - CART
- Debora Borges - Portuguese
- Alexandra Fortich – Spanish
- Laura Lozano – Spanish
- Rafael Freire - Portuguese

Attendees:

- | | |
|----------------------|------------------------|
| 1. Aaron Lowe | 10. Alex Machi |
| 2. Adam Lupino | 11. Alexander Klein |
| 3. Adam Villone | 12. Allen Daniel |
| 4. Adele Horwitz | 13. Allen Himmelberger |
| 5. Alan Isherwood | 14. Alyssa MacDonald |
| 6. Alan Zall | 15. Amalia Amado |
| 7. Albert Gabrielli | 16. Amy Barry |
| 8. Alessandra Keller | 17. Amy Sharpe |
| 9. Alex Jesudowich | 18. Amy Sokolow |
| | 19. Andrea Towle |

20. Andrew Clarke
21. Andrew Nelson
22. Ann McGrath
23. Anna Kostrov
24. Annette Miner
25. Anthony DeFelippis
26. Anthony Esposito
27. Anthony Sadera
28. Arthur Liatsos
29. Arthur Spruch
30. Audrey Wood
31. Barbara Clem
32. Barbara Dinn
33. Barbara Gignac
34. Barbara Olsen
35. Barry Johnson
36. Ben Fields
37. Benjamin Thomas
38. Bill Cottle
39. Bill Hanson
40. Bill Sheerin
41. Bill T.
42. Bob Kroeger
43. Bob Louzan
44. Bob McNally
45. Bob Mullin
46. Bob Niccoli
47. Bob Ravenelle
48. Bob Seay
49. Bob Sheridan
50. Bob Spencer
51. Bob Wright
52. Bobbie Ribatt
53. Bonnie Brady
54. Brad Snyder
55. Bradford Simmons
56. Brandon Mastera
57. Brandon Rayno
58. Brendon Bricklin
59. Brian Cleary
60. Brian Handy
61. Brian Kennedy
62. Brian Sullivan
63. Brian Whicher
64. Bruce Johnson
65. Bruce Silva
66. C M
67. Carl Harrison
68. Carleton Pearl
69. Carol Fiocco
70. Carole May
71. Catherine Marengi
72. Cathy Romboli
73. Celia Echave
74. Charles Floyd
75. Charles Marken
76. Charles Noyes
77. Charles Spooner
78. Charles Swanson
79. Cherie Medeiros
80. Cheryl Nedd
81. Chet Yacek
82. Chris Dixon
83. Chris Southwood
84. Christopher Baker
85. Christopher Heinz
86. Christopher Raber
87. Chuck Filliettaz
88. Clifford Baker
89. Clifton Boyd
90. Clyde Tyndale
91. Colbi Edmonds
92. Colin Zick
93. Colleen Kilfoil
94. Colton Atkinson
95. Cullen OBrien
96. D Prentiss
97. Dale Dean
98. Dan Fielding
99. Dan Paquette
100. Daniel Bigda
101. Daniel D'Angelo

102.	Daniel Doherty	143.	Donald Costello
103.	Daniel Prior III	144.	Donald Hassett
104.	Daniel Roy	145.	Donald Roberts
105.	Danielle Smith	146.	Donald Seymour
106.	Darrell King	147.	Donald Velozo
107.	Daryl	148.	Donna Rau
108.	Dave Malloy	149.	Donna S
109.	David Breski	150.	Donna Savino
110.	David Cronin	151.	Dorothy De Young
111.	David Glenn	152.	Doug Butler
112.	David Howard	153.	Doug Prince
113.	David McNamara	154.	Douglas Johnson
114.	David Moore	155.	Dr. Ken Terkelsen
115.	David Nolan	156.	Duncan Lowe
116.	David Obuchowski	157.	Dyan Kurtz
117.	David O'Connell	158.	Ed Baumann
118.	David O'Connor	159.	Ed Dunn
119.	David P Sampson	160.	Ed Hollingshead
120.	David Proud	161.	Ed Reiner
121.	David Race	162.	Eddie Alvarado
122.	David Root	163.	Edmund Chapman
123.	David Worden	164.	Eduardo Somera
124.	David Young	165.	Edward Barker
125.	Deb Rose	166.	Edward Brown
126.	Deborah Arak	167.	Edward Lavelle
127.	Deborah Wright	168.	Eleanor Fothergill
128.	Deborah Young Kroeger	169.	Elise Phillips
129.	Denise Judelson	170.	Elizabeth Nicol
130.	Denise Toomey	171.	Elizabeth Parent
131.	Dennis Baker	172.	Elizabeth Savill
132.	Dennis Coffey	173.	Elizabeth Whelan
133.	Dennis DeGabriele	174.	Ellen Love Pendleton
134.	Dennis O'Neill	175.	Ellen Marder
135.	Dennis Prebensen	176.	Ellen Nosal
136.	Desk Boston25	177.	Elmer Clegg
137.	Diane Sharron	178.	Emily Surette
138.	Dianne Tsitsos	179.	Emma Healey
139.	DJ Cence	180.	Emma Loughlin
140.	Dolores Fallon	181.	Eric Williams
141.	Domenic Nicotera	182.	Erik Anderson
142.	Don Holm	183.	Erin Carey

184.	Eunice Gilardi	225.	J Conley
185.	Evan Costa - CCC Staff	226.	J Dunn
186.	Fayssal Husseini	227.	Jack Emberg
187.	Floranne Reagan	228.	Jack Haynes
188.	Franics McMillan	229.	Jack Mallaghan
189.	Francis Sullivan	230.	Jacque La Cour
190.	Frank Mahady	231.	Jacqueline Mitchell
191.	Frank Mattaliano	232.	Jacquelyn Goddard
192.	Fred Hancock	233.	Jake Nieviera
193.	Frederick Miller	234.	James Garrity
194.	Frederick Moseley	235.	James Poore
195.	Gabbie DiNardi	236.	Jamison O'Neill
196.	Gail Lopez	237.	Jane Curtin
197.	Gail Worsfold	238.	Jane Niederberger
198.	Gailc	239.	Jane Raymond
199.	Gary Bua	240.	Janet Kelley
200.	Gary Maloney	241.	Janey Norton
201.	Gary Markowitz	242.	Janice Lynch
202.	Gary Martin	243.	Janice Marks
203.	George Gerodimos	244.	Jason Cullinane
204.	Gerald Leary III	245.	Jay Enos
205.	Glen Berkowitz	246.	Jeanie VanderPyl
206.	Glen Townsend	247.	Jeanne Lesperance
207.	Glenn Spragg	248.	Jeanne McNett
208.	Grace Davin	249.	Jeanne Severdija
209.	Grace Leva	250.	Jeannie
210.	Grace Lin	251.	Jeff Hamel
211.	Grady Culhane	252.	Jeff McGill
212.	Greg Beck	253.	Jeff Ziskowski
213.	Greg Bilezikian	254.	Jeffrey Bilezikian
214.	Greg Hanson	255.	Jeffrey Paul
215.	Greg Torok	256.	Jeffrey Picard
216.	Gregor Wollmann	257.	Jeffrey Shrimpton
217.	Gregory Hunter	258.	Jennette Barnes
218.	Gregory Lauer	259.	Jennifer Copeland
219.	Harcourt Family	260.	Jennifer Govoni
220.	Heidi Schmidt	261.	Jennifer McGrail
221.	Helaine Goudreau	262.	Jeremy Johannesen
222.	Helen Curtis	263.	Jerry Brown
223.	Helen Flanders	264.	Jill Erickson
224.	Henrietta Trantum	265.	Jill McLaughlin

266.	Jim	307.	Jolynn Lussier
267.	Jim Ferrier	308.	Jon C Petersen
268.	Jim Leonard	309.	Jordan Velozo
269.	Joan Garofalo	310.	Joseph Calabrese
270.	Joan Gould	311.	Joseph DeLuca
271.	Joan OConnell	312.	Joseph Kraemer
272.	Joanne Carpenter	313.	Joseph Mirabello
273.	Joanne McDonnell	314.	Joseph Perkins
274.	Joe Grilli	315.	Joseph Taccogna
275.	Joe Iniguez	316.	Joseph Tauras
276.	Joe Sullivan	317.	Joshua Freeman
277.	Joel Freedman	318.	Joy O'Connor
278.	joey pagliarani	319.	Joyce Botti
279.	John	320.	Judi Powers
280.	John Burnett	321.	Judith Bartha
281.	John Caron	322.	Judith Froman
282.	John Carroll	323.	Judith Jenney
283.	John Cecil	324.	Judith Terry
284.	John Coughlin	325.	Judy House
285.	John D. Harris	326.	Julia Gillis
286.	John Desmond	327.	Julie Keene
287.	John Gregg	328.	Julie Kratochvil
288.	John Hallgren	329.	Julie Vers
289.	John Hauss	330.	K C
290.	John Hendrickson	331.	Karen Lamy
291.	John Hession	332.	Karen Larson-Sullivan
292.	John Irving	333.	Karen Wilson
293.	John Leydon	334.	Karin Dauphinee
294.	John Lyons	335.	Karyn Lothrop
295.	John MacPherson	336.	Katherine Jansen
296.	John Madden	337.	Katherine Patch
297.	John McCaffrey	338.	Kathleen Chane
298.	John Montrym	339.	Kathleen Sullivan
299.	John Parmentier	340.	Kathleen Thomas
300.	John Robert Leonelli	341.	Kathryn Krier
301.	John Sarnosky	342.	Kathryn Shea
302.	John Sasonoff	343.	Kathy Bell
303.	John Sheehan	344.	Kathy Fox Alfano
304.	John Vitagliano	345.	Kathy Jensen
305.	John Watters	346.	Katie Weithman
306.	John York	347.	Keith Gerhardt

348.	Ken Cheitlin	389.	Lisen Cameron
349.	Ken Coelho	390.	Liz Hartsgrove
350.	Ken Lewis	391.	Lois & Bob
351.	Ken Murphy	392.	Louis Bombaci
352.	Ken Peal	393.	Louis Gallo
353.	Ken Vogel	394.	Lynda Martell
354.	Ken White	395.	Lynda O'Brien
355.	Kenneth Lehman	396.	Lynn Erdos
356.	Kenneth Santos	397.	Lynn L
357.	Kenny Rogers	398.	M Seel
358.	Kevin Courtney	399.	Marcia Rothwell
359.	Kevin Dunn	400.	Marcie Redmond
360.	Kevin F. Coughlin	401.	Marguerite Eckhouse
361.	Kevin Fuller	402.	Maria Tarini
362.	Kevin Piccini	403.	Maria Teresa Balagtas
363.	Konstantin Ignatiev	404.	Marie Oliva
364.	Kris Jerome	405.	Marilyn Archibald
365.	Kristen Morrison	406.	Marilyn Rossi
366.	Kristin Greenwood	407.	Marinetti Matos
367.	Kristina Hanes	408.	Mark Carchidi
368.	Kristy Senatori	409.	Mark Fobert
369.	Kyle Bergeron	410.	Mark Gaudreau
370.	Langdon Allen	411.	Mark Kelly
371.	Laura Donahue	412.	Mark Kozma
372.	Laura Sutherland	413.	Mark Labresh
373.	Laura Wing	414.	Mark Liddell
374.	Lawrence Mello	415.	Mark Romboli
375.	Leah Grodstein	416.	Mark Simmons
376.	Len Schwarz	417.	Mark Spengler
377.	Lenny Rowe	418.	Mark Sundman
378.	Liam Brister	419.	Marty Bruemmel
379.	Liam Horsman	420.	Mary Allard
380.	Liese Siemann	421.	Mary Betts
381.	Liliana	422.	Mary DeVeau
382.	Linda Cebula	423.	Mary Ellen Coulter
383.	Linda Fox	424.	Mary Fernandes
384.	Linda Latham	425.	Mary Fernandes
385.	Linda Romano	426.	Mary Lou Renner
386.	Linda Stapp	427.	Mary Sylvain
387.	Linda Vaillette	428.	Mary Waldron
388.	Lisa Robbins	429.	MaryKate Herron

430.	Matt Sawicki	471.	Nancy Wendlandt
431.	Matt Stout	472.	Neil I'm
432.	Matthew Kozma	473.	Nick Amico
433.	Maureen Lovett	474.	Nick Kolesnikoff
434.	Maureen Mclaughlin	475.	Norm O'Brien
435.	Maureen Peters	476.	Norman Eaton
436.	Maureen Reed	477.	Paige Sopher
437.	Maureen Sakakeeny	478.	Pamela Chmielinski
438.	Maynard Johnson	479.	Pamela Getchell
439.	MC	480.	Pamela Mulveyhill
440.	Melissa	481.	Pano V
441.	Melissa Ferretti	482.	Pat
442.	Melissa Phillips	483.	Patrick Archibald
443.	Meryl Brown	484.	Patrick Nickerson
444.	Michael Becotte	485.	Paul Alfano
445.	Michael Carchidi	486.	Paul Coleman
446.	Michael Coppe	487.	Paul Cunningham
447.	Michael Emmer	488.	Paul Denoncourt
448.	Michael Hanlon	489.	Paul Gazaille
449.	Michael Klehm	490.	Paul Groundwater
450.	Michael Leger	491.	Paul Mulroney
451.	Michael Loffredo	492.	Paul Muther
452.	Michael Paiewonsky	493.	Paul Parkosewich
453.	Michael Rausch	494.	Paul Rioles
454.	Michael Schiavi	495.	Paul Scorzelli
455.	Michael Secor	496.	Paul Silvia
456.	Michael Sparkes	497.	Paul Tilton
457.	Michael St. Mary	498.	Paul Tyrell
458.	Michael Valliere	499.	Paul Wagner
459.	Michael Visconti	500.	Paul Ward
460.	Michaela D'Agostino	501.	Paula Perrone
461.	Michele I	502.	Pearse
462.	Michele Regan	503.	Peg LeGendre
463.	Mike	504.	Peggy McCarthy
464.	Mike Giery	505.	Peter Allgeier
465.	Mike McGrath	506.	Peter Levy
466.	Mike Pelletier	507.	Peter Meier
467.	MJ Mastrangelo	508.	Peter Palmieri
468.	Monique Ward	509.	Peter Steiger
469.	Myra Killeen	510.	Peter Yazzie
470.	N T	511.	Phil Goddard

512.	Philip Walker	553.	Roger Brunelle
513.	Rachael Clifford	554.	Roger Flood
514.	Rachael Waterman	555.	Ron Blair
515.	Radu Luca	556.	Ronald Held
516.	Raeleen Bandini	557.	Rosann Case
517.	Raymond Avitable	558.	Rosanna Mastera
518.	Renee Gratis	559.	Rosanne
519.	Rich Childs	560.	Ross Cristantiello
520.	Rich Croak	561.	Russ Levreault
521.	Richard Almeida	562.	Russ Tarascio
522.	Richard Della Barba	563.	RuthAnne Biggs
523.	Richard Holmes	564.	Ruthie Dzialo
524.	Richard Leibowitz	565.	RV
525.	Richard Mclean	566.	S Barney
526.	Richard Minutillo	567.	Sally Curtin
527.	Richard Murphy	568.	Sally Huffman
528.	Richard Packard	569.	Samantha Gray
529.	Richard Sandstrom	570.	Sandy Hoover
530.	Richard Shock	571.	Savas Kiriakidis
531.	Richard Whelan	572.	Scott Gustafson
532.	Richard Ziino	573.	Scott Harman
533.	Rick Camuso	574.	Scott Murphy
534.	Rick Hayes	575.	Scott Vandersall
535.	Rick Ncri	576.	Shannon Viveiros
536.	Rick Reeder	577.	Sharon Benjamin
537.	Rik Ahlberg	578.	Sharon Lamoureux
538.	Rita Spiegelman	579.	Shaun Handy
539.	Rob Mitchell	580.	Shelley Dawicki
540.	Robert Barat	581.	Stephanie Harding
541.	Robert Bishop	582.	Stephanie Rogers
542.	Robert Casselberry	583.	Stephen Baldwin
543.	Robert Cifello	584.	Stephen Buckley
544.	Robert Connolly	585.	Stephen Collins
545.	Robert Coutts	586.	Stephen Crossman
546.	Robert Edmunds	587.	Stephen Ippolito
547.	Robert Fizek	588.	Stephen Mealy
548.	Robert J. La Trémouille	589.	Stephen Mellin
549.	Robert Nocera	590.	Stephen Morrell
550.	Robert Palmer	591.	Steve Voluckas
551.	Robert Young	592.	Steven Cavanaugh
552.	Rodney Farber	593.	Steven Donahue

594.	Steven Tupper	635.	Tracey Fraser
595.	Sue Gray	636.	Tricia Middaugh
596.	Sue Lederhouse	637.	Trina Novak
597.	Sue Sweeney	638.	Tristan Israel
598.	Susan Baracchini	639.	Trudy Cushing
599.	Susan Bloom	640.	Victoria Bowen
600.	Susan Boyle	641.	Victoria Judd
601.	Susan Day	642.	Victoria Sittig
602.	Susan Fuller	643.	Vince Thornton
603.	Susan Lewis	644.	Vincent Rosata
604.	Susan McDonald	645.	Walker Armstrong
605.	Susan Moeller	646.	Walter Lastowski
606.	Susan Paslaski	647.	Warren Rutherford
607.	Susan Quirk	648.	Wayne Lamson
608.	Susan Warner	649.	WDY Correia
609.	Suzanne Shermer	650.	Weithman Robert
610.	Sydney Ko	651.	Wendy Bierwirth
611.	Talley Hargrave	652.	Wendy Northcross
612.	Taylor Bacigalupo	653.	Wesley Ewell
613.	Taylor Sulik	654.	Whitney McNamara
614.	Ted Berk	655.	Will Kohler
615.	Theodore Pomeroy	656.	Will Plikaitis
616.	Therese Marshall	657.	William Daly
617.	Thomas C Webster III	658.	William Durkin
618.	Thomas Dorazio	659.	William Flynn
619.	Thomas Gilmore	660.	William Hertwig
620.	Thomas Luz	661.	William O'Halloran
621.	Thomas Nally	662.	William Reed
622.	Thomas Prichard	663.	William Secher
623.	Thomas Schermerhorn	664.	Willy Burgess
624.	Thomas Spellman	665.	Zach Palmer
625.	Tim Dunn	666.	Zane Razzaq
626.	Timothy Timmermann		
627.	Todd Duffany		
628.	Tom		
629.	Tom Cahir		
630.	Tom Falvey		
631.	Tom Luft		
632.	Tom Odjakjian		
633.	Tom Quigley		
634.	TR		