



## MEMO

**TO:** Joseph Stasio, MassDOT Resident Engineer  
 Michael Ortler, Middlesex Superintendent  
 Richard Lenox, WSP Vice President/Senior Project Manager

**FROM:** Nathaniel Cabral-Curtis, WSP Senior Consultant

**RE:** I-495 Andover-Lawrence Bridge Replacements Public Information Meeting 2

**DATE:** June 5, 2024

## CONTENTS

Overview .....	1
Presentation.....	2
Discussion.....	10

## OVERVIEW

On Tuesday, April 23, 2024, members of the MassDOT and staff associated with the I-495 Andover-Lawrence Bridge Replacements held the project’s second public information meeting. The meeting was held at the Robb Senior Center, located at 30 Whittier Court in Andover. The project consists of the full replacement of the four bridges which carry I-495 over Route 28 and the two bridges which carry the highway over the MBTA Haverhill Commuter Rail Line. The purpose of the meeting was to provide the public with the opportunity to become acquainted with the construction phase of the I-495 Andover-Lawrence Bridge replacement project, and to offer an opportunity for the community to share their feedback. The presentation outlined the phases of construction, project timelines and milestones, information on the required closures and detours, and highlighted the measures being taken to help the project be a good neighbor.

The meeting was advertised through local newsprint, public access cable television, and WHAV FM, a radio station with a considerable “drive time” audience in the Merrimack Valley as well as MassDOT social media. Flyers for the meeting were dropped at 12 different locations in Andover, including flyer drops at 195 homes surrounding the interchange in Andover and Lawrence, and 18 different locations in Lawrence, totaling to 30 locations. State and municipal officials, community organizations, medical providers, schools, and service providers shared the information through their networks and websites. Interpretation was provided in Spanish and Vietnamese.

The meeting’s tone was neutral. Most attendees were satisfied with the information presented, but a few voiced their concerns about traffic impacts and congestion. Questions were asked regarding traffic studies, nighttime work hours and activities, detours, traffic impacts, drainage/flooding concerns and public outreach.



## PRESENTATION<sup>1</sup>

C: Nathiel Cabral-Curtis (NCC): We're at 6:10 PM—We have it on pretty good authority that there might be a little traffic on I-93, so we thought we'd give people a little bit of an extra cushion to come in; we've done this presentation a few times now so if we need to run, what my brother, the chef, would call the second sitting, we can do that.

My name is Nathaniel Cabral-Curtis, I work for WSP. We are a member of the design build team which is building this job for MassDOT. You might have seen me or some of my folks delivering flyers to alert you to this meeting. We have a presentation from our design side, our traffic engineering side, and our good folks from MassDOT. So, for the moment, I'm going to hand this off to our resident engineer, Joseph Stasio, he's going to take us through the first portion of this and we'll be handing it back and worth, and we will have plenty of time for the Q&A.

C: Joseph Stasio (JS): Thanks, Nate. Good evening, everyone. Thank you for joining us tonight. My name is Joseph Stasio with MassDOT District 4 Construction. We oversee this project in the field and our agenda for this presentation is as follows. We will start off with what we want to accomplish, and then we'll move on to how we will build this project, how will roadway users be affected, how to keep you informed, and then at the end we will have plenty of time for a Q&A. So, for our speakers tonight, as Nate mentioned, we have some representatives from MassDOT, myself, and Peter Tramontozzi here from District 4 Construction, Dan Fielding from Government Affairs is stuck in traffic, and Frank Welch couldn't make it this evening. From the design build team we have Erik Maki, he is the lead traffic engineer from WSP, we have Tim O'Toole from our general contractor, Middlesex. Nate, who you just heard from and Rich Lenox, who is the design manager.

I'm going to take a moment now to read our 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.

To participate, we ask that you listen and view this 30-minute presentation, ask any questions to the project team during the question-and-answer period, and submit comments into the comment box at the sign-in table out front. Any representatives of the media can direct media inquiries to [Jacquelyn.Goddard@dot.state.ma.us](mailto:Jacquelyn.Goddard@dot.state.ma.us).

So now I'm going to go over a little bit of background on how we got here. The six bridges in our project area date back to 1962, when this section of I-495 was opened to traffic. In 2011, MassDOT identified the need to replace the six bridges in our project area. While the bridges are safe for everyday use, they require frequent inspection and maintenance to maintain safety, and they are at the end of their useful lifespan. The new bridges will be built to modern standards and the current bridges do not meet those standards. From 2015 to 2021, MassDOT advanced the preliminary design, and we conducted some initial outreach in 2018, we held a 25% design public hearing in 2021, and then in February of 2023, we advertised this project for bids to design/build teams. In 2024 we initiated public outreach for this project, and that brings us to this meeting tonight, so I will hand this back over to Nate for a moment to go over our outreach process.

C: NNC: Thank you very much, Sir. So, you can see all of this, I'll let folks read it. I'm not going to drag you through everything, I'm sure you can see some logos there of entities which you're familiar and Andover TV is with us tonight. When we did this in Lawrence, their public access channel was good enough to come out and film this as well. Since our first email went out to stakeholders on March 25<sup>th</sup> – just about a month ago – we've tried to have a rolling drumbeat of notifications like the way fireworks go off at the Fourth of July show. This has been an effort to

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<sup>1</sup> "C" stands for comment, "Q" for question and "A" for answer.



get all of you down here – which you are – which is great. We want to make sure that this didn't sneak up on you, so we made every effort to cover the waterfront.

These are the locations where we dropped flyers and the difference is that if you have a red circle, that is a place where we had a staffed table. In your case, we used those as a sort of living meeting advertisement, we have some staff, we have our meeting flyers, and as people come in, we kind of give them a quick hit of information, and ask, "Do you know about this project? We're having these meetings, please come." One other thing that we did was we advertised everything for the project. If you saw, with the exception of the radio ads, which you wouldn't see anyway, but if you saw it in print, it always showed the Lawrence meeting and the Andover meeting together. So, if you couldn't come to one, you could get to the other. That was the goal there. For Andover, we had one staffed table at the library and then the other at the Stop and Shop. When we pick locations to do a staffed table or a flyer drop for that matter, we try to find things that are relatively local to the project and are something neutral where most everybody will feel comfortable, hence the grocery store or the library, you know, those are neutral places, those are places that don't bring up strong feelings in most people. Then the other thing that we did and unfortunately, because of how we broke these graphics, but we looked at the immediate project vicinity and some of this will be important in terms of when we have some of our detour graphics, but there are roughly 195 homes that really have front row seats on the project. So, some of you may be here tonight because you got a flyer served up directly to your front door.

Looking between the two communities, you can see that we have a few more locations since Lawrence since the density and how the population is set up is a little different, places where you don't have so many residential homes, but the sorts of places where people are going to go and maybe stand in line for a while and wonder what that flyer was about, like the YMCA, they're going to go swim with the kids and again it's taking a while to check in and you wonder what that flyer is. There is one place that we have, obviously, that day that my son and I came up to flyer, which was Good Friday, right at the end of March, it was sleeting, we do have an outdoor pool in Lawrence that would be used as a flyer drop in the summertime, but it would not have been much of a taker on that day. So that's one sort of seasonal site and again, grocery store, Public Library, places where we know people are going to be traveling in and out. That's where we had the staffed tables.

A big thank you to everybody who shared our flyers. All of these folks are in the database in some form or another, everybody's been a big help. We did kind of a push a little bit north because Methuen is just to the north along Route 28. If you think about all the reminders that have been sent out when you saw all those emails at the top of the slide, a couple slides ago, all of those folks have been receiving emails since the 25<sup>th</sup> of March saying: "This is when this is coming, please share this." So, we really do appreciate this partnership. I will hand this back off to Joe to take you through some of the technical pieces of this.

**C: JS:** Thanks, Nate. So here is our project area. As you can see, we're running on the Andover Lawrence municipal border, Route 28 is down at the bottom of the screen there, that's the Route 28 interchange with the ramps and then up to the north, we have the Route 114 interchange over there, so that's Lawrence. We have the six bridges here labeled with the yellow boxes; Route 28 splits underneath I-495. There are four bridges right there and then the next two go over the MBTA Commuter Rail Haverhill Line. There is also some freight traffic on that rail line as well. So, the limits on I-495 extend for about a mile and that's going to be in between just past Route 28 and then up to Route 114. The limits of the roadway work on Route 28 are about 400 feet in either direction of the bridges on I-495, so we will only be working on a small stretch of Route 28 right below the bridges. We understand these are very busy roadways and what we do here has an impact on a lot of people. I-495, for example takes 57,000 vehicles per day in each direction. Route 28 takes 14,700 vehicles per day in each direction. It also provides access to homes, businesses, education, and medical care. The idea behind this project is to try to advance the construction with as little as impact as possible.

So, now I'm going to go over a little bit about what we want to accomplish here with this project. You've probably figured out by now that the main purpose of this job is to replace six bridges. The new bridges will have fewer joints and supports, they'll have completely new substructures all the way down into the earth. They'll be designed to modern standards, they'll be reliable and require less maintenance, with fewer impacts to the public over the long term, and we will be providing safe acceleration, deceleration, and merging between the I-495/Route 28 and I-



495/Route 114 interchanges. We'll do that by adding auxiliary lanes for entering and exiting the highway and also building fully compliant breakdown lanes which are not there today, so that will improve safety on the highway. We will be repaving all of the highway within our limits including new line striping and guardrail improvements; generally bringing the highway up to modern standards. We'll also be given an opportunity to improve bicycle and pedestrian accommodations on Route 28 underneath the bridges. Right now, there's no ability to fit bicycle lanes, so cyclists are just sharing the street. We will be improving that by providing bicycle and pedestrian areas underneath the bridges.

**Q:** No Name (NN #1): Can you go back one please? What is that? What is the area where the letters I-495 SB and I-495 NB, is that not a traffic lane? What is it?

**A:** JS: So that's an enlarged high-speed shoulder. When we get to the next slide, you'll see that in order to maintain three lanes of traffic throughout the construction, there is a point where the traffic is right there and that allows us to not have to close the lane on I-495 at any time during peak travel times. So, we're building the bridges extra wide.

**Q:** No Name (NN #2): So, will that be a travel lane eventually?

**A:** JS: There are no plans currently to make that a travel lane, but we're not prohibiting ourselves if that was a desire in the future.

**Q:** NN #2: How do you keep crowds off if there is this big open lane and there's traffic?

**A:** Peter Tramontozzi (PT): The extra space is just on the bridge, the bridge is a very short span, so the highway off the bridge remains just three lanes, it just widens at the bridge, it's an extended shoulder.

**C:** JS: So, you won't even have time to get in there, it's a very short span.

**Q:** NN #2: How much do you want to bet somebody gets in there?

**A:** JS: We can certainly look into putting some lines down to make it clear you shouldn't be in there.

**C:** Erik Maki (EM): And you'll see in a moment, as Joe said, you'll see why there's a real value to that extra space and I don't want to short sell what it does for future maintenance operations; it provides some very useful space for things. For example, in snow storage, things like that, it's always good to have extra space on the shoulders.

**C:** JS: So, going to our planned construction approach, it's a little bit unique. We are advancing this project with design build procurement, which is not standard. Our standard approach to procuring a job is design, bid, build. The way we normally work is MassDOT will hire an engineer or design the project ourselves to 100% final design, get it approved, then put it out to bid and contractors will provide a bid price just to construct the project exactly how we've drawn it up on the plans. That takes a long time, you have to finish the design before you start construction. With this process, we're using design/build so, we MassDOT, will develop the design up to only 25%. We provide a basic sketch plan and general requirements for the project and put that up to bid for engineering/contractor teams and the bid price that they provide us is to finish the design with their engineering partner and then construct the project. So, that saves us a lot of time on the front end because we only have to go to 25% design, and we can actually start construction while the design is being advanced on other parts of the project that are going to happen later in the project.

It also allows for a lot of innovation, flexibility and coordination between the engineering team and their contracting partner, and it helps with having innovative approaches which Nate will get into in a minute, but instead of us just dictating exactly how to build the job, you have three or more different teams and they come up with different plans. They might have better ideas of how to do something different in order to shorten the construction duration, reduce the cost, reduce impacts to the public and just make for a better job overall. So, the goal of design build really is to deliver the project in a shorter time frame and at a lower cost through all that innovation and with that I'll turn it back over to Nate to go over construction status.



C: NCC: Thank you very much. Before I do that, ma'am, if you're not comfortable standing, there's more chairs we can get you.

[Attendee confirmed they were comfortable standing]

C: NCC: I guess, like me, you've been sitting all day, so this actually feels good. I got you, very good, OK. I just wanted to make sure everyone is comfortable.

OK, so this is probably what you all came for, right? How is the roadway user going to be affected? When I worked on the Lowell Bridge Bundle, which was just up the road from here between 2009 and 2011, it featured what we call a split barrel. What that means is that to create a work zone, you wind up with a situation where, let's say, we've got our lanes and we want to keep three lanes, so we create two lanes over here and then we have a work zone protected by barrier on both sides, and then a single lane on the other side of that. Then you slide that configuration back and forth through construction to get the space you need. That has its challenges, sometimes you can get a lot of congestion and confusion because people realize, "Oh, I'm in the single lane and my exit is coming up and I'm going to miss it," and so they'll be cutting across lanes and doing crazy things. That could be bad or if somebody gets into that single lane and something goes wrong with their car, it overheats, the alternator belt falls off, well, now that lane is lost until everybody who's in front of that person clears out and a fairly expensive standby tow truck can back down and extract them. So, for anybody in this room who went to the 25% design public hearing a few years back, you saw a presentation which discussed a split barrel.

Some of the design/build innovation on this project is that through the overbuild that you saw a little while ago, we don't have to do that, we're able to keep three lanes going just like you have today in each direction during all peak hours of commuting on I-495. So that is a big win for this, and we think it will keep all of you moving during construction.

So, this is the highway that exists today. We've taken this section going over Route 28 just because that's where the interchange is and it's very noticeable as opposed to the railroad bridges which you can sail over without even necessarily knowing they're there, but the section down there would be similar. The other thing is as I go through this, each stage has a more or less about a year long duration. The picture you're going to see is and this is a technical term, represent the stagiest part of that stage, right, it's the most exemplary part of the that stage, it will take us a while to get from Point A to Point B before you see something in the real world that looks like the pictures you see tonight. So, as you're looking through this, keep that in mind.

So, this is the highway as it exists today. This is stage one, between this summer (2024) and fall of 2025. So, the first steps are going to be work in the median. What happens is the barrier on the existing bridges on the inside of the bridges that gets removed, a new temporary barrier is put in and all the traffic gets squeezed a little bit to the side. Yes, still three lanes, but the first step is really to get these sections of the new structure built in the median. So that's between Summer 2024 and Fall 2025.

Now we go to stage two, and you start to see what that extra structure is for, so this is Fall 2025 to Fall 2026. There's a shift in the northbound lanes, that's folks traffic heading towards Haverhill, they get scooped up and shifted away from the Andover side of the highway, towards Lawrence. The space they were in is vacated. That old section of the bridge is taken down and the new section of the bridge is constructed. Again, that's stage two, in fall 2025 and Fall 2026.

For stage three, now that we've got our new bridge over here, we take our northbound folks going towards heading up towards Haverhill, we squeeze them back towards Andover. The southbound traffic is pushed onto the space where the northbound traffic was. That's between Fall of 2026 and Summer of 2027. That's when the sidewalk improvements and the bicycle lanes are established in our sections of Route 28, north and south.

Lastly, between Summer and Fall of 2027, traffic moves back to the exterior and where you had those labels that brought up the question just a little ago, the cars are moved out of that purposeful overbuild and it gets used as Joe described it being used. One thing to think about is there could be because of when this finishes there could be some activity which, like landscape restoration, which happens in the Spring of 2028 just because if you go throw out a



bunch of grass seed in November, you're not going to get much luck, but this is your final configuration. At this point, I'm going to call up our lead traffic guru, Erik Maki, who's going to walk you through our detours.

**C:** EM: Thanks, Nate! There will be some unavoidable traffic impacts on both I-495 and Route 28 during bridge demolition and construction, however, the restrictions and detours I will discuss are manageable and most importantly, are scheduled to occur off peak, later at night. These will be short term detours and will be implemented at night, after 9:00 PM, when traffic volumes are greatly reduced. All normal traffic patterns will be restored by 7:00 AM the next morning. The detours I am going to show you will only get used a handful of times, about a dozen or so over the four years of the job, so for the vast majority of the time all lanes will be open on I-495 and all the ramp connections will be available, just like today.

Local drivers like yourselves know the area well and may take alternate routes, but we are required to have signed detours to prevent confusion, congestion, and cut through traffic for people who don't know their way through town. Don't feel like you have to memorize all of these detours or ramp names. Part of Nate's public outreach later in the job will be to put these detours out on email and on the project website prior to being implemented. In addition, there will be plenty of signs out for the detour routes. As we walk through the detours, you'll hear me refer to things like Ramp A, B, C; unlike streets in your town, highway ramps don't have names, they just have letter designations. Again, no need to memorize these, they will be part of later outreach. Basically, what I'm going to walk through now are the detours that are necessary when we're doing the bridge work on I-495 over each side of Route 28 or sometimes we're doing work on a particular set of ramps and that would cause us to close down those ramps and do a detour. Generally what you're going to find is what I'm discussing, a detour for the closure of Route 28 is also going to apply to the closure of Ramp E or when I'm doing southbound Route 28, it's also going to apply to the closure of Ramp B, so as I walk through these things, you're going to see that there's some repetition and I think you'll get the scheme pretty quickly.

So, the first one is the closure of Route 28 southbound at the I-495 southbound off ramp B. This detour will be used when working on the bridges on over Route 28 southbound takes place. This detour uses Andover Street, Route 114, High Street and Haverhill Street to bypass the closed portion of Route 28. Traffic which is coming south on I-495 and wants to get into Andover will be directed to use the I-93/I-495 interchange to reverse direction to connect to Route 28 using Ramp A. Again, just as a reminder, these detours are only at nighttime after 9:00 PM.

The next one is when we were doing work on the bridges over Route 28 northbound takes place. For local traffic coming north from Andover, the movement is the reverse of what we just stepped through for the southbound and uses the same roadways. The detour will direct motorists to Haverhill Street to Route 114 to Andover Street and then back to Route 28. For traffic headed to I-495 southbound using Ramp D, they will be directed to go north on I-495 to the Route 114 interchange and use the ramps to reverse direction. For traffic heading northbound on I-495 to go north on Route 28 using Ramp E, they will be directed to continue to the Route 114 interchange and then follow the detour already in place for Route 114 to Andover Street.

**Q:** No Name #3 (NN #3): How does this affect the thousands of ambulances going up Route 28 everyday?

**A:** EM: So again, this is just at nighttime.

**C:** NN #3: We'll they don't stop at night. Trust me they don't.

**C:** EM: Oh, I know, but the point of waiting until after 9:00 PM to implement the detour is that there's much less traffic on the road.

**Q:** NN #3 – So how will the ambulances get through? So, they'll have to follow the detour to get through, right?

**A:** EM: So again, it's only about a dozen times over the course of the three years that we'll have to implement these detours.

**Q:** NN #3: Will it just be one night?



**A:** EM: It could be multiple nights in a row, but it would be a shorter time. It wouldn't be for months or weeks, it would be one or two or three nights. We, Nate, and all of us would be coordinating with the emergency service providers and local hospitals. And that's the benefit of the overbuild that Nate went through in that we're keeping the traffic up on I-495 rather than bringing it down onto local streets, but when the cranes are demolishing the bridge, we have to close the road for public safety.

**C:** NCC: And they are in our database. So, your local hospitals, your healthcare providers, they're involved in this and when these things happen, you'll get annoyed with the amount of you know, kind of, "Hey, remember us, here it comes," They'll know and you'll know, and obviously if you have a vehicle with sirens on it, it's a little different than if you're just trying to follow the detour. The first responders will get these maps just like you will.

**C:** EM: Ramps C and D merge into a single ramp before they access I-495 southbound and may need to be closed for short duration for drainage and utility work. Ramp C collects traffic Route 28 southbound, heading towards Andover, and Ramp D collects traffic from Route 28 northbound heading towards Lawrence. The Ramp D detour was already discussed on the prior slide so for traffic coming from Lawrence that would normally use Ramp C, the detour is to take Andover Street to Route 114 to the interchange with I-495 where they can take the ramp to go south along the interchange. For any traffic coming from Lawrence that missed the first option, it would follow the detour signs to continue past Ramp C and make the next left turn on the I-495 going north and then use the Route 114 interchange to reverse direction.

The next one is the I-495 off Ramp E takes northbound traffic to Route 28 heading northwards Lawrence and was discussed on the prior slide. If the ramp needs to be closed by itself, we will use the detours previously shown by sending drivers up to the next interchange and have them get off onto Route 114 northbound to Andover Street and then from there to meet up with Route 28.

Ramp F takes traffic from Route 28 northbound to I-495 northbound. When that is closed traffic has two options. The first is to travel along Haverhill Street to Route 114, where drivers can get onto the Interstate heading north towards Lowell. The other option for drivers that might have missed the Haverhill Street is to follow the detour signs to use Ramp D to get onto I-495 southbound and use the ramps at the I-93 interchange to reverse direction to head north.

For the reversal of South Union Street, this image shows a larger map of the section of Route 28 immediately north of I-495 highlighted by the blue box. There are some unique challenges associated with this area when we have work taking place on Route 28 northbound, I'll go over those now.

There are two images on this slide, the one on the left represents the existing conditions and the one on the right, is our anticipated detour condition when Route 28 northbound is closed. There are homes along Shepley and Binney Street, as well as businesses like Stewart Electrical Contracting and Macco Auto Body Shop, which can only be accessed by traveling north on South Union Street because it's a one-way street. However, when we have to close Route 29 northbound under I-495, there's not really a good way for residents of Shepley Street or Binney Street to get back to their street. To make sure they have access, we will convert a short stretch of South Union Street to a two-way operation.

I want to emphasize a couple of things about this change. This change would be coordinated with both Andover and Lawrence and publicized before it happens; the homes and businesses will receive flyers to alert and remind them. The change will only be implemented during the overnight hours after most folks have already returned back home after 10 PM, and we will have two police details present while the change is in effect to help keep everyone safe to direct traffic.

This is the last detour slide. This detour is due to the temporary reversal of South Union Street that I just mentioned on the previous slide. Effectively, this is for when we convert that short section of South Union Street for southbound direction to allow traffic to go northbound, motorists will be detoured to South Street, then South Broadway up to Andover Street and over to Route 114 where they can connect back to South Union Street where it operates with two-way traffic. Now I'll pass it back to Nate.



C: NCC: Thank you, Sir. Much appreciated. I'm sure we'll hear more from you in a few minutes.

So, as I mentioned earlier, we know there are homes that are right close to this and that's why we've picked out those 195 homes that really have these front row seats. We talked about how we're going to maintain mobility during construction, now I want to mention how we will maintain livability. So, there's going to be real time traffic monitoring on I-495. I'm sure that all of you've seen it, it's those signs that say: this many miles in and this many minutes or, you know, this far to the next interchange, this many minutes. Drivers will tend to sit through things like that if they know, "all right, I'm going to be delayed this long, I'm not going to go looking for some back road." I don't know if you saw on all those detour graphics as Eric was moving through them, there will be both VMS or variable message signs, and static signs to communicate the closures to drivers. So if you're on one of those detours, you will really be able to navigate quite nicely from sign to sign, that's the whole point of having that many so that people can be confident, "Hey, I'm on the detour route, it's dark, I'm not going to go off down one of those residential streets and take my chances, I'll just stick with running from sign to sign."

They can't demolish the bridges silently, there's no way to do that. There is a noise plan and a dust control plan, which are subject to MassDOT approval and enforcement. The contractor has to adhere to those, as you can probably guess, there were three noise levels, there's a day, there's in the evening, and there's a night. I'm sure you can figure out which one gives you the most latitude and which one gives you the least. We have to try and keep things as quiet as possible during the nighttime slot. As Joe said, these are all fresh bridges. We get the questions sometimes "Why don't you do it like Fast 14?" Because Fast 14 was just putting a new decks on the old supports, this is going all the way down, everything's fresh, brand new when we're done. So, while that's happening, those bridge piers, the old ones will be kept wet so that you do not get dust leaving our site and winding up on your car, on your lawn, in your house, etc.

All those changeable message signs, VMS, boards, also, those are going to be solar powered, so you will not have those running all night with the noise and smell of a gasoline generator to keep the lights on. The noise levels are monitored, and we also have a live wire with New Hampshire DOT. We provide them all of our information, they have their own policies and procedures, we don't want to dictate how they get things out, but they have agreed to at least share our information in those areas in Southern New Hampshire that they feel are appropriate. The gentleman, who is the custodian keeping the facility open tonight, he comes down from Southern New Hampshire to work here, so hopefully he will see something from them. I will check with him in a few weeks and see how we're doing.

So, this is our view ahead. The expectation is that we would begin work towards the end of May assuming that the weather keeps cooperating and everything else goes the right way, that's what we are targeting. Work for the first 30 days will be the mobilization of equipment into the corridor, establishment of the work zone, clearing and grubbing, you know, moving some of these volunteer trees and things out of the way so that we can get in there and do what we have to do. The signs will go in for traffic control. There is also utility installation to happen along the commuter rail, but that can happen without impacting train service, so, if you're a regular Haverhill Line rider, that's not going to bother you.

Just a quick reminder, this is really, it's more or less these four big buckets of construction. All of this is going to be broken down. You know, we're going to go through all of this bit by bit together and I'll talk a little bit more about that in a minute, but just as a reminder, we start off in the median between Spring 2024 and Fall 2025. Between Fall 2025 and 2026, the northbound lanes, that's folks going towards Haverhill gets shifted into the median and in the vacant space we build the new northbound bridges. Fall 2026 and Summer 2027, the new northbound bridges that we just built in stage two open. The southbound lanes, that's folks going towards Lowell, those shift into the median, we build the southbound bridges, we add in the improved sidewalks and bicycle accommodations on Route 28. Between Summer and Fall of 2027, traffic moves into its final positions. The improved shoulders merging lanes and existing lanes all emerge, and if anything that cannot be accomplished once it starts cooling off in the fall, such as replanting the medians needs to, that will hang over into the following spring of 2028.

OK, so how are we going to keep you informed?

[Audience member raises hand]





**Q:** NCC: We're so close to the end, can you hang on or are you planning to leave?

**A:** No Name #4 (NN #4): No, no, I just, it had to do with the median work.

**C:** NCC: OK. Great, we are three slides from the end and then we can just go for it on the Q&A. We have somebody taking minutes, it makes their life easier, I started off doing that, so it's for her.

So, this is how we're going to keep you informed. Once we get going, there will be a regular update issued to you via email or the website, however you want to get it. MassDOT usually does these every two weeks, so every other Friday you'd get something or every other Thursday you'd get something. With this those updates are happening weekly, they really want everybody to know they understand that impacts. So, every week you'll get something which will tell you here's what we did last week, here's what you can expect for next week. This email is up and running. We've already been communicating with some of you folks through it. That comes to a number of us. It can take a little while for us to get you an answer depending on the complexity of what you ask. Normally the way that works is that comes to me, it comes to Joe, it comes to our legislative liaison, and once we see it, I'll go around to the necessary technical people and get the answer and it'll go back for an accuracy check to make sure that in massaging it into a readily accessible form I didn't obscure the meaning. Once that's done, the answer goes back out to the person who sent it.

This website is up and running. Again, there's nothing there for this now, but when we get started with actual work, there'll be an update posted to this weekly and that will include any of the detours if they're being implemented in that time period.

We also have a trilingual hotline, this is hosted by AnswerNet, which is just down the road in Billerica; it's nice to use a local vendor. If you go and try and dial this right now, it's not active yet because we're not doing anything yet, but once we have firmed up exactly what we're going to start probably about two weeks out, we'll turn that on so that we can iron out any bugs that it has, but these folks are professionals. They run these hotlines all the time, I don't anticipate any problems. This is an over-the-top example, but just to give you a sense of when to use the hotline; again it's a bit of a clump on the head, over the top and wouldn't happen, but just so you can keep it in mind. If you want to know if there is a detour this weekend, use the email, if you see something on fire in the work zone, call the hotline.

## DISCUSSION

**Q:** NCC: You are a member of the selectboard, is that correct?

**A:** Selectboard Member: Yes.

**C:** NCC: Great, then you get to speak first. I will bring this to you and fire up the other microphone.

**Q:** Selectboard Member: Well, thank you for the presentation. I guess one of my questions has to do with the configuration of the ramps. It looks like things are pretty much staying the same... We're not reinventing how that all works?

**A:** NCC: We would not be doing that. It's the same configuration and at the end, I think there's some adjustments to it, but it's minor adjustments. It's not like it's going to turn into a diverging diamond.

**C:** Selectboard Member: That's my only question at this point.

**A:** EM: The only difference would be there's an auxiliary lane that's going to be proposed on both sides, northbound and southbound. So, when you come on, you'll have a longer merge area to get onto the main line and likewise, coming off the highway, because they'll be connected with a longer distance to get off.

**Q:** No Name #6 (NN #6): If we're taking Route 28 and going northbound on I-495 and then getting off at Route 114, is that going to be not an acceleration, but a deceleration, we'll just be able to stay right on that, right? That's going to be continued because it's how to get to Market Basket, that's the way you have to go, it's here (points to location).



**A:** EM: Right, yes, it would be much easier for you to stay in that right lane the whole way. It's basically a merge on and off.

**Q:** NN #6: But it's connected, right?

**A:** EM: Yes.

**C:** NCC: All right, one more little courtesy, if you got here in a police car that you drove, you also have priority. If you have anything you want to say.

**Q:** Andover Safety Office Glenn Ota (GO): I don't need it. So did I understand that there's some traffic circulation graphic with marked bike lanes?

**A:** EM: Yes, the final condition there will be marked bike lanes on Route 28 under I-495, they're not separated

**Q:** No Name #7 (NN #7): Thank you. I believe there is a MassDOT project that's from Route 133 from Route 28 up to the West Parish Church, and Glenn, maybe you would know when that's starting, but they sound like they're going to be overlapping?

**A:** Peter Tramontozzi (PT): That's still in design, possibly 5, maybe 10 years away.

**C:** NN #7: All right, this should be done, by then. I might not be alive by then.

**A:** NCC: Oof, that's grim. I hope you'll see the end of our job. O.K. next.

**Q:** No Name #10 (NN #10): Given the proximity of some of the residents, are there any takings proposed?

**A:** EM: No.

**A:** NCC: None. We're not coming closer to anybody's house.

**C:** NN #10: Thank you, OK.

**Q:** No Name #11 (NN #11): Can we see the project limits slide, please? Can I approach that?

**C:** NCC: O.K. I've got you, I'll flip to the slide and here's the laser pointer.

**Q:** NN #11: So, traffic that heads north here, they're effected by a lane drop. They've got to swing right and then come back left and then come around to get on to the highway. That lane drop is to accommodate traffic that comes off of the ramp and then makes a left hand turn to go up the street. Usually, that track is the kind of traffic that is handled by a ramp like this so that you would not be forced to have a lane drop and forced into swinging right to let the traffic in and swinging left and then coming onto the ramp. Did the traffic engineer take a look at that? Is that anything that could have been included as part of this project?

**A:** EM: The project is really keeping the lane configuration on Route 28 the same. What you're really talking about is Route 28 coming southbound, you can basically make that U-turn to go back.

**C:** NN #11: No, I'm talking about the traffic heading northbound and the loss of a lane as you head north. If you want to make a left turn and want to get onto southbound I-495, it's two lanes coming up Main Street, you swing right and the left lane is lost because traffic is coming.

**C:** GO: The left lane is to reverse the direction to go back.

**C:** NN #11: That doesn't seem to be a healthy situation.

**C:** No Name #12 (NN #12): It's not part of I-495. It is a reverse direction, like Glenn said, Route 28 traffic. It has nothing to do with I-495.

**C:** No Name #13 (NN #13): It's something for the Town of Andover to think about.



**C:** No Name #14 (NN #14): Route 28 is a state route.

**C:** NN #11: It's a safety hazard.

**C:** EM: Well, you would really take the next ramp to get to Route 28 North if I understand what you're saying.

**Q:** NN #11: Which way do I do?

**Q:** EM: I think you're talking about this ramp here and then coming down and then coming back up. Is that what you mean?

**C:** NN #11: I'm addressing the traffic that's heading north on Route 28. So what happens?

**C:** NNC: To the white line right here, you come down and see the white line right there. So, as you're coming up from Shawsheen Village, the left lane turns back. That's to reverse direction just as you said.

**A:** EM: There is no real changes planned for that section of the road.

**C:** NN #11: That's a shame it wasn't addressed because that's not a healthy situation... If you looked at the accidents they had there for crossing and coming up both state routes, it would have been nice if it was part of the project, but I understand that it's already in bid and we're going forward.

**C:** NCC: I mean, it's outside our limits but you know there's people here from MassDOT district for that reason. Dually noted, we appreciate the comment.

**Q:** No Name #15 (NN #15): Just a brief question, I think I heard the answer already, but I just want to make sure. If you're going north on Route 28, I understand you're going to make part of it that's now one way into two ways, and I also heard that there will be someone directing traffic. Understanding that that person is going to be there from 9:00 PM to 7:00 AM in the morning, is that correct?

**A:** EM: Yes, that is correct. That's when the work is being done on I-495 directly over Route 28. There's no way to get to that northbound piece of Route 28 or Shepley and Binney street directly north of the highway. So the only way to get there is if we reverse that ramp that comes down from South Union Street. We'll have police officer control during that time, but again, that would be the overnight period where it won't affect most people, but we certainly need to provide a way to get there.

**Q:** NN #15: But you will have police officer direction during the entire time? That's going to be confusing.

**C:** NCC: Well, the other good thing about that highlighted zone, see that little orange box on the map on the screen, so that's the work zone. Anybody who might be coming up from Andover, they're being detoured away from that before they even get there. So, it's not like there's a flow of traffic coming from Andover moving at speed and suddenly encountering a two-way condition when they're used to one. So really, the people who, as Eric said, are using this is the residents of Shepley and Binney Street. You know, let's say you've got to get to CVS in the middle of the night because somebody suddenly spikes a fever, it's people who are going to be moving in and out of these streets at a slow speed under police direction. It would be a little different if the highway underneath there were open, but it's closed because we're doing things above it that would be otherwise not safe. So again, it's people are already moving at a slow speed and they're moving in and out of that highlighted work zone space.

**C:** NN #15: Thank you so very much.

**Q:** No Name #16 (NN #16): My question is pretty simple, 57,000 cars going both ways on I-495 and you're going to shift lanes. Is there going to be congestion and more backups that there already are on northbound and southbound? And if there are, are people going to go off the roadways and use cut throughs? I have a second follow up.

**A:** EM: Thank you. Sure. That's a great questions and that is primarily why we redesigned the traffic control to get rid of the split barrel, so we are maintaining those three lanes in all directions.



**Q:** NN #16: Right, but if it's shifted right, they're shifting within a half mile, will it slow down and cause congestion? You're saying no, I think it's going to cause congestion.

**A:** EM: I can't say 100% that there would be absolutely no changes from today's conditions, but there's no loss of capacity and we are putting up fencing, so folks won't slow down to rubberneck.

**Q:** NN #16: Well, you're saying no, but I think it's going to cause congestion. It's already congestion, so there you go. It is certainly congested... the whole area. My second question, and maybe this should go to the town we have here, I know we have a selectboard member here, but has the Town of Andover completed a traffic safety impact assessment for local Andover roadways given this project? That's my first question. If yes, where can the residents of Andover find this study assessment? If no, when do you expect to have an assessment? And if no plan for an assessment, why not? I welcome either of those people to respond.

**A:** GO: That section of Route 128 is maintained by MassDOT. We already know by the conversation how they intend to handle it.

**C:** NN #16: So, the traffic impact assessment... I'd like to see it.

**A:** EM: We did a traffic study for the project and the gentlemen has a copy. It's not a town wide study, it's a study for the project area and what that study shows is that because the project is keeping the same number of lanes, it will veer into this crossover, same as other highway projects, but drivers will be able to maintain the same speed that they do today so that doesn't lead to diversions and lots more congestion.

**Q:** NN #16: Another question, assuming that we are replacing piers and embankments, that's not going to be done in an overnight period, correct? It's going to take some period of time to build these embankments, so you're going to have to cut down lanes on Route 28.

**A:** EM: They're being built behind barrier.

**Q:** NN #16: So, you're not going to cut off any of the lanes or any of the roads or anything like that?

**A:** EM: No, there will be a barrier and the Route 28 traffic will shift over. There's three lanes under there today, one of them is a lane that gets added from the ramp, so that will be removed temporarily and the ramp traffic will come in under yield control.

**Q:** NN #16: So when you're building the piers and embankments, there will be no impact to the existing Route 28?

**A:** EM: It will still stay two lanes for Route 28 through traffic through that work area. You'll be driving through an area that does have a barrier down one side of it.

**C:** NN #16: There will be work going on so that will slow the traffic.

**A:** EM: I don't think so, I mean it happens all the time.

**C:** NN #16: You guys hear this?

**A:** EM: It's going to be straight lanes through there, a little bit narrower and a slight impact, but the study that you have shows that it's acceptable and that there is not going to be huge delays as a result. Also the piers are being built further apart and behind the existing ones. So the new ones will be built first before they take out the old ones and the road will get a little wider, that's how we are adding the bike lanes.

**C:** NCC: OK. Thank you.

**Q:** No Name #17 (NN #17): Hi, I live on Binney Street and yes, I received your flyer. So, this past summer during a storm in August, our backyard, which has a culvert for I-495 on one side, the MBTA on the other, and the other side is Shepley Street. During a severe rainstorm last summer, our backyard flooded to five feet of water. Since that happened, our yard, basement, and my car was totaled in my driveway. So, my concern is we've been working with Representative Frank Moran on this to speak to Lawrence. We live in Andover, and we've been working with the



Lawrence, the MBTA and the state, but my fear when we talk about new substructures going down into the earth, how's is that going to impact water like rainwater flowing into my yard? Also has there been a hydrology report done and if so, is that available? Thank you.

**A:** EM: I'm going to pass that over to Rich. He's one of the other engineers working on the structural and drainage aspects of the project.

**A:** Rich Lenox: Hi, good evening, everybody. Thank you. Yes, a full drainage analysis and hydrology assessment has been done relative to the drainage for both the temporary and the proposed conditions. We can discuss with Joe and Peter here, whether in terms of making it available, but the entire system has been analyzed. We are including some stormwater basins that are designed for certain segments of the project to contain and store and infiltrate some of the flows. Part of that requirement is not to increase the amount of flow that's leaving the site. That has been accounted for in design.

**Q:** No Name #18 (NN #18): What exactly happens if something happens? What does the state do to make sure that she's taken care of during that time? If something really does happen to go wrong, she's going to have a mess over there.

**Q:** NN #17: Thank you for that. I would also want to add that during the project, we appreciate the analysis and trying to mitigate any effects that the project may have. What is the long-term plan for making this a more sustainable living environment? It's an area that's served by a single storm drain that's draining two town and highway systems and it's not sufficient. Are there proposals? Is there a plan in place to improve it long term to improve the drainage in this area?

**A:** JS: So, thank you for those questions. So, I think there was an inquiry related to this that made it our way in the past. We did do a camera inspection of that culvert crossing that goes underneath the highway and it's difficult to determine if these things are maintenance related, if something just needs to be cleared out or if it needs to be upsized. It definitely is not something that's part of this project and would have to be pursued separately. So we are aware of it and all I can say is that we are available for you to contact us if you do have any issues during the course of the project. You know how to contact us, we have a direct communication with the district and if it's anything related to what we're doing, we'll certainly address it as soon as we can.

**C:** NN#17: I'd just like to say that's disappointing. We have been very vocal in trying to interact and advocate for a subject as good as we can. We're stuck in the middle of multiple municipalities and multiple stakeholders that seem to be wanting to do this and it's a shame, this really to me seems like the perfect opportunity to get in there and do something better rather than say, it's something for future discussion. When will this substructure ever come up again? You're rebuilding the pillars down into the ground, that's not a project that you're going to want to repeat in the near future and we've had flooding four times in less than a year.

**A:** JS: I'm sorry to hear that and just so you know, I've actually experience flooding at my own home so I know exactly what you guys go through and it's horrible. When we replace these bridges, we're going to be installing piles that are not going to conflict with the drain line. So really, none of this job is, it's just out of scope of this project but we're not saying that we're dismissing your concerns at all and we are aware of it and your concern is heard.

**A:** Joe Assenza (JA): I can speak to the drainage a little bit. The drainage in that section of town, is town owned so they couldn't really, it's not within their wheelhouse to address it.

**C:** NN #17: They told us it was the state.

**A:** JA: There's two drain lines over there. There's one that comes out from under the highway, that is state owned I believe, but the one that runs back behind the houses, that's town, but the only flow out is through that state resource. That's the only thing that drains water away from the area to the Shawsheen. Their house really is down in a hole at the end of the street, so with the added impervious area of the overbuild, that's something you need to think about.



**A: JS:** The way we do the drainage design is we typically tie into the existing drain network and then we check it to make sure that it can handle the flow. I'm not sure if that pipe specifically was looked at but we can look into that. Want to add to that, Rich?

**A: RL:** I would have to go back and take a look specifically to be sure, but I do know that we're putting a basin in the infield between here and between the ramps and that little triangle area there [highlighting areas with the laser pointer]. So, there's going to be a basin just to the right of that little triangular wedge between the ramps. I believe we're directing a little bit more flow and accounting for that overbuild as this gentleman was talking about towards that basin. I want to go back and kind of take a look at the plans to confirm exactly how different that may or may not be compared to the current condition.

**C: NCC:** I think we have work that has been done and we can get specifics to share with you. I've had flooding at my own home which involved the sewer backing up so I feel your pain. If you gave us your information, put a little check mark or something next to it and we'll see what we can provide you, just as we got this gentleman the functional design report. Drainage sometimes is a little bit more sensitive because it's underneath stuff that can be a place where you don't want people to monkey around but we'll look at what we've got to come up with something. Does that seem like a reasonable approach?

**Q: Selectboard Member:** Is it possible that you'd be able to follow up with them directly once you take a look at it? Maybe go out and look at the house and tie it all together?

**A: JS:** Yeah, absolutely. If you could put maybe a triangle next to your name or some kind of identifying mark?

**Q: NN #17:** Do you have cards that you'll be giving out?

**A: JS:** I don't but we can give them something.

**C: NCC:** Yes, if you want to send us an email, you absolutely can but as long as we have your contact information, we can reach out to you. I mean that will come right to my desktop. It goes to Dan, who's at the back, our government affairs person and it also goes to Joe, so all three of us see and we've all had some experience with this. If you write me, we'll pick up the ball and we'll figure out what we can do. There's a community briefing that we're doing for an organization and in Lawrence, they asked for it at the last meeting, they're holding their regular annual meeting, maybe that date makes sense after we've had a chance to caucus and figure out what we could do.

**Q: No Name #20 (NN #20):** Just aside, if this is a 25% design, that means you've got 75% leeway. You should be able to find in that 75% a way to help these people with this situation, right? You said you're doing 75% of the design work when you're doing the build so that it can get done faster, but respond to things as they rise. This sounds like they should be able to be taken care of and not just a we'll talk to you, there should be some way to really get some guarantees to these people.

**A: NNC:** Joe, do you want to mention anything about the design milestones and how that all works just so that we're being upfront?

**A: JS:** Just to clarify, I know that this is a bit different. The bid price for the project is based off of the 25% design so we provide everything in there that the contractor needs to price up the job, so the scope is in there. The project limits are in there, the scope is in there. I know it sounds like we can change things now, but we couldn't make a change like that without incurring additional cost. I'm not dismissing it, but, but that's not the way the job would have been bid.

**Q: NN #20:** You don't have a contingency?

**A: JS:** We do have a contingency, it's not necessarily for adding scope, but the point is taken and we're definitely going to take a look into it.

**Q: NN #1:** Would it be possible to have a joint meeting with the Town of Andover, so everybody is in the same space together?



**A:** JS: I don't see why not.

**C:** NCC: If you could just send us some information and we'll go from there.

**Q:** NN #16: It's the town's responsibility. Where are they? What are they doing?

**Q:** NN #1: It was just explained that the pipe in question was actually owned by the state but by the town.

**C:** NN #16: Well then probably that official is here.

**C:** NCC: We got it, we will go to work on this folks. Where I live in Forest Hill in Boston, we have the MBTA, DCR and we have MassDOT and the City of Boston. Sometimes it can be hard to figure out who's supposed to shovel that particular piece of sidewalk and who owns what parcel can be very strange so I feel where you're coming from. I'm sorry you've had issues trying to find exactly where to go. Let us try and pick up the ball and run with it a little and see what we can come up with; I don't want to put folks from Andover on the spot if I commit to anything sight unseen. Let's wrap our heads around what's been done in terms of the drainage piece that Rich has thought about in both terms of what you can expect during construction and afterwards, and then we can take it from there.

**Q:** No Name #21 (NN #21): Are the working hours going to be 24/7 or 24/5?

**A:** JS: We have different working hours depending on which roads that we're working on. Any non-standard work hours would have to be approved by MassDOT so that would be outside of Monday-Friday and we would have to reach out to the Town if we were going to work through a weekend.

**Q:** NN #21: So, it's normally going to be 24 /5?

**A:** JS: We have no plans right now to work on the weekends. We plan to work eight-to-ten-hour shifts at night depending on the operations that are going on Monday to Friday.

**Q:** NN #21: That Monday to Friday, what time does that start?

**A:** JS: I don't want to commit to anything for sure, but in general a night shift would start Sunday night and it would end on Friday morning. So, it would start between 7:00 PM at the earliest and 9:00 PM at the latest on Sunday night. Again, that's all dependent on what road we're working on, what direction of the road, etc., we have traffic data that tells us what time we can go out there and that would be an eight-to-ten-hour shift. So, you're looking at 7:00 – 5:00, maybe 9:00 – 5:00 at night, Sunday through Thursday, overnight. The daytime shift is anywhere from 6:00 to 7:00 AM to 3:00 to 5:00 PM.

**Q:** NN #21: The other question I have, where are you going to stage all this equipment and is it going to have any impact on traffic in Andover?

**A:** JS: We have staging areas inside the work zone. We'll have things in the median behind the barrier during stage one. For example, we're going to have the traffic shifted and whatever stage that we're working in, we'll have equipment all through the median area. We're also using an area of Exit 104, that's a loop ramp, there's no residential area over there or anything, it's the off ramp from I-495 northbound at Exit 104, I think it's Merrimack Street, so we're going to use that to be our main lay down area for storage.

**Q:** NN #21: Is that Exit 104?

**A:** JS: Yes, 104.

**C:** NCC: And just so folks know, if you want to see it, if you go and google MassDOT Hyde Park River Street, you can see a bridge repair which is currently active. It's substantially different, it's a much simpler structure, it's over the electrified northeast corridor Amtrak line so it has some unique challenge, but what you can see what a biweekly lookahead looks like and it provides working hours on there. Joe rightfully does not want to tell you working hours



right now sight unseen without knowing exactly what we'd be doing. Once we get down to that sort of granular level, we'll be able to deliver that kind of information.

**Q:** JS: And Nate, can you just go to the project limits slide? I want to show one more thing.

**C:** NCC: Absolutely.

**C:** JS: Some of these areas along the loop ramps along Route 28 we will also have equipment stored. I just want to make sure I didn't forget that when we're working around those bridges, we will definitely have equipment over there.

**Q:** No Name #22 (NN #22): So, it will have impact on traffic because you have to move that if you have to move sand and dirt and everything else across the highway?

**A:** JS: Occasionally, we will be bringing in materials, yes, but we'll be behind a barrier so they would basically just pull off to the right. If it's anything that requires a lot of material to be coming in, we're going to go to night shift for that and if we have to close any lanes we're going to be working nights.

**Q:** No Name #23 (NN #23): On the median work, obviously you haven't mentioned it yet, but I would think that the immediate work between Route 28 and the MBTA bridge, the median is going to be between both of those, right?

**Q:** JS: You're saying this area right here?

**A:** NN #23: Yes.

**A:** JS: When the traffic gets shifted to the median, it's going to be between both of those. It'll be a very gradual shift, just getting back to this gentleman's point, the project limits start way back here in part to facilitate that shift. So, you will start to shift over ever so slightly all the way back here, by the time you get to these bridges, you will be fully in the median (all three lanes), you will stay in the median and then you will start to shift back ever so slightly.

**Q:** No Name #24 (NN #24): OK, so during that section, it's going to be about a year to construct that. Once the northbound gets shifted into the median, it's going to be about a year. What's going to happen to the Route 28 northbound on ramp to I-495? How is it going to get into the median?

**A:** JS: There will be a transition to get that ramp into the median. It will cut through the work zone, so it will be delineated by striping and drums so that is accounted for in the construction staging design.

**Q:** NN #24: And the same thing when it shifts several years from now from I-495 southbound, when southbound gets moved into the median, we're still going to have access to the Route 28 southbound ramp, right?

**A:** JS: Yes, the ramps will be extended across to meet wherever the highway is at that time. Just one other thing on the shifts too, we've successfully implemented these shifts on the Whittier Bridge project on I-95 and just up the road on I-495 in Haverhill and we haven't had evidence of substantial traffic impacts based on the shifts.

**Q:** NN #24: Which bridges are going to be done first?

**A:** JS: So, all of them will be worked on simultaneously. We will work in a strip basically, so you might be able to speak to this Tim. I'm not sure how much into the scheduling we've gotten yet, but I would envision a train where you're driving piles at one bridge and that operation is going to move. Everything will be done in the median and in a train fashion until everything in the median is done so we don't have a specific one that we're going to start on, but there is going to be work on going on all of them.

**Q:** NN #24: Are you going to all northbound bridges first and then all southbound?

**A:** JS: It will be all three bridges, but it will be part of the northbound and part of the southbound in Stage 1, so you can go to that slide, this is the highspeed barrier for northbound, this is the highspeed barrier for southbound. The bridges are almost touching each other, but this little piece is a part of the northbound structure and this is going to be the off ramp to Route 28 northbound. So, this is Ramp E and then the three lanes of the highway will be actually





on the final new southbound bridge and this will be the picture that will happen at all three of those bridges. So we're building a small piece of northbound and southbound and all three bridges at once.

**C:** Tim O'Toole (TM): Right, it's essentially, its own structure. So, there's not going to be much impact to either southbound or northbound until that structure has been construction and then we go to shift traffic. In that Stage 1, there's really no impact to northbound or southbound because of its own structure. It's not going to be tied into that at all. We need to do a lot of construction, piles and build walls to be able to hold that structure, so there's nothing that's impacting those northbound or southbound in that whole Stage 1.

**Q:** No Name #25 (NN #25): Is there going to be lighting at these intersections when you get finished?

**A:** JS: Yes, we are installing lighting.

**Q:** NN #25: Is that going to impact the neighborhood? We have houses that are close.

**A:** JS: We have lighting experts, and we have provisions for nuisance lighting. I can tell you that lighting is designed in a way to not impact the residential neighborhoods, but I don't think we have a lighting expert here that can get into the details of it.

**C:** EM: I know the lighting is going to go in the middle of the highway, it's not going to go on the outside. We'll have some on the ramps as well.

**Q:** No Name #26 (NN #26): Are you going to use high mast or low mast lighting?

**A:** RL: It is not high mast, these are 40-to-50-foot standard poles that we're using.

**Q:** NN #26: Because I know there's a whole issue in some of these communities about whether you're using high mast or low mast because of the impact on the community so I know it can be an issue.

**A:** RL: Yeah, I'm not the leading lighting, but I do know enough of the design. It's not the high mast lighting. Like Joe pointed out, it's 30- or 50-foot poles, and as Eric could point out, for the majority that we've implemented, I guess between the bridges, it's going to be in the median and then it will disperse to the outside. We're cognizant of the light pollution so that there's not that spill over and trying to contain the light to where it's supposed to go as much as possible.

**Q:** No Name #27 (NN #27): What's the ultimate span on these bridges?

**A:** JS: The largest one is the one over the MBTA, it's about 70 feet.

**Q:** NN #27: Are you going to do away with the columns?

**A:** JS: Yes, so right now they're all three span bridges and we are changing them to all single span bridges with saw and seal joints, so there will be minimal maintenance and you won't feel anything when you drive over it. The abutments actually flex with thermal loads so it eliminates the need to have an expansion joint in the bridge. It's a very clean, low maintenance design for shorter spans.

**Q:** Selectboard Member: Is there an equivalent of similar work that's been done nearby? Like in Haverhill on I-495, there's been bridge work done between Route 125 and the River Street Exit. I'm just curious so we can understand what the experience looks like.

**A:** JS: I can't think of any very close to here. I was involved in one in Amesbury, but that's a bit up the road. It was the I-95 over Main Street in Amesbury, and the exact bridge design as this, well different substructure but same beams and same superstructure.

**C:** NCC: Okay, going once, going twice? OK I want thank everybody for coming out tonight. I do want to say that all of this information is available on the fact sheets, it's on the website. I saw people frantically taking pictures, but that's all up there. I'm going to flash that up again just so you know, if you're included to take a picture with your phone, you can do that. If you shoot the QR code, that will take you to sign up for updates. Like I said, the hotline



will get activated I'm guessing sometimes around May 15/20. We'll send out an email to let you know when it's active, but thank you all for coming, we appreciate it.

## NEXT STEPS

The project team will provide a briefing at the June 10<sup>th</sup> monthly meeting of the Lawrence West South Neighborhood Association on June 10<sup>th</sup>, 2024. Thereafter, the project's next public involvement will be to engage the community through Gov-Delivery and the project website to alert them to upcoming construction. Emails will be sent two weeks and one week before construction begins. The hotline will be activated at the two week mark.



## APPENDIX 1: MEETING ATTENDEES

<b>First</b>	<b>Last</b>	<b>Affiliation</b>
Rob	Antico	MassDOT
Thomas	Applebly	Andover Resident
Joe	Assenza	Town of Andover
Bill	Bauner	Andover Resident
Ajita	Bhat	Andover Resident
Eric	Botterman	Millennium Engineers
Pam	Boutin-Skene	Andover Resident
Nathaniel	Cabral-Curtis	WSP
Jenny	Caceres	Andover Resident
Glenn	Cairns	Andover Resident
Doug	Cummings	Andover Resident
Melissa	Danisch	Andover Resident
Ron	Eski	Andover Resident
Lucille	Giannone	Andover Resident
Jane	Gifan	Andover Resident
Joseph	Gifin	Andover Resident
Karen Ann	Glennor	Andover Resident
Roland	Gubriash	Andover Resident
Randy	Hanson	Andover Resident
Dick	Hanson	Andover Resident
Ethan	Hildebrand	Andover Resident
Matt	Lennon	Andover Resident
Rich	Lenox	WSP
Molly	Lewis	Andover Resident
Sean	Murphy	Andover Resident
Kerry	O'Kelly	Andover Resident
Tim	O'Toole	Middlesex
Glenn	Ota	Andover Police Department
Susan	Prince	Andover Resident
Jim	Reardon	Middlesex
Sophia	Schintzel	WSP
Cynthia	Sirois	Lawrence Resident
George	Stan	Resident
Joseph	Stasio	MassDOT
Ted	Stillwell	Resident
Peter	Tramontozzi	MassDOT