

Cape Cod Canal Area Transportation Improvement Program  
Public Information Meeting  
**November 16, 2021, 7:00 PM**  
**Zoom Transcript**

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We ask that you please state your name prior to sharing your comment or question.

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00:00:54.955 --> 00:01:00.689

You may also type your question or comment in the Q&A box and it will be read aloud to the project team.

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00:01:00.690 --> 00:01:09.089

If you are participating by phone this evening you may dial star-9 and we will call out the last digits of your phone number then unmute you.

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00:01:09.090 --> 00:01:22.378

We have a quite a few folks joining us tonight and we would like to hear from as many people as we can, so we ask that you please share only one question or comment at a time and limit comments to two minutes to allow others to participate.

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00:01:22.379 --> 00:01:30.232

With that I'll hand it over to MassDOT's Undersecretary Scott Bosworth to share opening remarks.

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00:01:30.233 --> 00:01:56.537

>>: Thanks so much, Makaela and thank you all. My name is Scott Bosworth and as Makaela said I'm the Undersecretary of Transportation. On behalf of Governor Baker, and Lieutenant Governor Polito and our Secretary of Transportation Jamey Tesler I welcome you and thank you for joining with us tonight. This is our second public engagement series and since the first one our team, with our partners has been hard at work. And you will be seeing, you know, the fruits of their labors tonight.

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00:01:56.538 --> 00:02:07.100

We want to thank all of you who have engaged so far and provided us with comments, and thoughts, and questions. And we look forward to that dialogue continuing as we go forward.

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00:02:07.101 --> 00:02:24.699

We are joined tonight by our partners at the Army Corps of Engineers led by Scott Acone and Federal Highway, Jeff McEwen. We are very grateful for the partnership we have with them. And it works great. And together we will deliver a terrific project.

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00:02:24.700 --> 00:02:42.249

I want to -- before I hand it over, I do want to thank our team at MassDOT, which is, you know, led by our administrator, highway administrator Jonathan Gulliver and our chief engineer Carrie Lavallee in leading this project and doing a very good job.

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00:02:42.250 --> 00:02:59.401

We look forward to staying engaged and at the end of this we'll be available for comment. And I want to thank our project manager Ryan McNeill who is going to take it over from here.

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00:02:59.402 --> 00:03:22.790

>>: All right, great thank you. Good evening and thank you for joining us tonight. My name is Ryan McNeill and I will be giving the majority of the presentation and I have several of my team members here to help answer any questions at the end of the presentation. This is the second round of stakeholder and public outreach meetings for the Cape Cod Canal Area Transportation Improvement Program. The general format for each round of meetings is to hold a state and federal delegation briefing,

16

00:03:22.791 --> 00:03:29.338

Multiple stakeholder meetings and at least two of these evening public meetings.

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00:03:29.339 --> 00:03:54.885

The agenda for tonight's meeting includes a brief overview of the program for those who weren't able to join us for the first round of meetings, an update on our public outreach efforts, existing conditions investigations. And then we'll begin to pivot forward and discuss program purpose and need and draft measures of effectiveness. At the conclusion of the presentation we'll open it up for questions.

18

00:03:54.886 --> 00:04:21.680

Program development is a partnership between the United States Army corps of engineers, the federal highway administration and MassDOT. The army corps of engineers owns and maintains the existing bridges and the canal. Federal highway is a partner to MassDOT in administering the federal aid highway program. MassDOT will lead the project delivery process, complete the alternative analysis, preliminary design and environmental permitting.

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00:04:21.681 --> 00:04:36.088

We intentionally call this a program rather than a project because it really includes more than just the bridges. The program also includes the approach roadway network, multi-modal improvements and utility relocations.

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00:04:36.089 --> 00:04:52.507

Factors that will effect the program development process include identification of funding, specifics about the co-lead federal agency agreement and setup, NEPA class of action and public interest and support.

21

00:04:52.508 --> 00:05:08.492

We are continually trying to increase the effectiveness of our stakeholder and public outreach efforts. On your screen in a moment you'll see a poll asking how you heard about this meeting and how often you travel over the bridges. If you could, please fill out this poll to help us better message meetings like this one.

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00:05:08.493 --> 00:06:51.612

I'll give folks about 30 seconds to complete the poll.

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00:06:51.613 --> 00:07:20.392

>>: Great. Thanks to those of you who filled in the poll. We have received approximately 300 comments and questions to date. Most half of these comments and questions came through the round one public information meetings we held back in June. The rest have come through e-mail, phone calls, and through our public comment forum that can be found on the program website. We encourage you to ask questions tonight and continue to reach out to the program through e-mail, phone, and the comment form.

24

00:07:20.393 --> 00:07:37.029

We're tracking the topic areas that we're hearing and questions and comments in an effort to understand what areas people are interested in and or concerned about. Common topic areas include property impacts, environmental, construction, and bridge alternative type.

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00:07:37.030 --> 00:07:52.168

Not surprisingly, the most common words that we are seeing in comments and questions include bridge, property, project, Bourne, and access.

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00:07:52.169 --> 00:08:38.825

We continue to collect existing condition information both at the bridges and through the program area. If you're participating in this meeting you're probably aware that the existing structures are over 80 years old and are functionally obsolete. The existing bridges and approaches are functionally obsolete because the lane and shoulder widths are substandard. The Army Corps of engineers owns the bridges and is responsible for ongoing maintenance and repair. These periodic maintenance efforts cause temporary but disruptive lane closures. Major rehab to the roadway decks and steel superstructure will be required if the bridges are not replaced. Major rehab would cause major impacts to traffic crossing the canal and full roadway closures would likely be required at each bridge for extended periods.

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00:08:38.826 --> 00:09:01.933

Facilities for people walking or biking on the existing bridges are deficient due to the narrow width and limited separation from traffic. Gaps exist in the sidewalk system and all approaches. Much of the existing sidewalk system is not conformed to the ADA and Architectural Access Board rules. Poor connectivity exists between the canal service roads and bridges.

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00:09:01.934 --> 00:09:24.222

We have collected a lot of existing traffic condition data and we are currently using the 2019 as the base year. We know that COVID drastically changed travel patterns during 2020 and into 2021. So, program development continues, we'll continue to update data as appropriate. We do know that summer traffic volumes on the Sagamore Bridge approach 80,000 vehicles per day.

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00:09:24.223 --> 00:09:34.873

And 58,000 on the Bourne Bridge. And traffic volumes on the Bourne Bridge have been steady since 2014. Most of the increased growth has been on the Sagamore Bridge.

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00:09:34.874 --> 00:09:53.937

And in addition to the traffic counts collected on the bridges themselves, we look to understand where people are coming from and where they are going to. We really want and need to understand local traffic patterns and not just those using the bridges. We have collected origin, destination information to determine bridge use and typical vehicle routes.

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00:09:53.938 --> 00:10:06.009

We can see that traffic traveling to the Cape tend to choose which bridge they use, based on the congestion. And that traffic leaving the Cape heavily favors the Sagamore Bridge.

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00:10:06.010 --> 00:10:32.772

Many people have seen these congestion heat maps before. They are a fairly effective way to show where congestion and backups occur. These two specifically show congestion experienced at the bridges on a typical summer Saturday. Red indicates areas where stopped traffic occurs. Green indicates areas where traffic is able to free flow. I imagine these figures match your experience travelling through the area on a summer Saturday.

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00:10:32.773 --> 00:10:48.511

While a summer Saturday represents the period with the heaviest congestion, we also want to understand traffic operations during other time periods. So we are studying summer and fall, a.m. and p.m. peak periods.

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00:10:48.512 --> 00:11:13.463

We also need to understand traffic safety under the existing conditions so we have a better sense of where improvements need to be made in the future condition. Total crashes between 2017 and 2019 were greater than 800. This number includes crashes on the bridges and the approaches including Belmont circle, Bourne rotary, Route 28 and Sandwich Road.

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00:11:13.464 --> 00:11:25.866

This figure shows the general location of crashes during that period. You can see that while some of the crashes are on the bridge many are within the existing roadway approach network.

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00:11:25.867 --> 00:11:42.991

This slide shows more detail on the locations and numbers of crashes that occurred in the project area. The blue circles show locations where the crash rate is lower than the district average for a similar intersection. And the purple circles show locations where the crash rate was higher than the district average.

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00:11:42.992 --> 00:11:54.533

There are three locations that experience crashes above the district average. Belmont circle, Bourne rotary, and the cranberry highway Adams street intersection.

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00:11:54.534 --> 00:12:15.479

We continue to investigate existing environmental conditions and are currently working on the assessment of threatened and endangered species habitat. Wetland resource delineation is essentially complete. And we are preparing an abbreviated notice of resource area delineation, an ANRAD, that we will be filing with the Conservation Commission later this year.

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00:12:15.480 --> 00:12:37.665

I'm not going to spend a lot of time diving into the next four slides. They are really designed to show some of the types of environmental considerations that we are keeping track of. If folks want to take a closer look at these slides this entire presentation will be on the program website in the near future. And in general, though, this slide is, ah, Sagamore Bridge north side.

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00:12:37.666 --> 00:12:50.885

The most prominent feature in this quadrant is the existing of large areas of open space and the presence of the Herring river ACEC in the Northwest of the bridge.

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00:12:50.886 --> 00:13:00.206

This figure shows the Sagamore south quadrant with the main feature being the open space at joint base Cape Cod.

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00:13:00.207 --> 00:13:16.651

This slide shows the Bourne Bridge north side in addition to the continued prevalence of the open space areas. You will see that the flood plains start to extend outside of the canal into the wetland areas.



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00:13:16.652 --> 00:13:27.368

This slide shows Bourne south. You can see joint base Cape Cod. And more areas of, ah, flood plains.

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00:13:27.369 --> 00:13:45.871

The main message that we want people to take out of the first half of this presentation is that the program team continues to collect existing condition data. It is this data, and the understanding of the on the ground conditions that will help us pivot forward toward development on the program purpose and need.

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00:13:45.872 --> 00:13:53.762

The program purpose and need is important because it provides a comprehensive understanding of why the project is needed and what it hopes to accomplish.

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00:13:53.763 --> 00:14:13.919

The purpose and need is particularly important under the national environmental policy act regulations, NEPA, because it is directly tied to the defining of a reasonable range of alternative that will also assist us in identification of a preferred alternative. The purpose and need can and will evolve over time.

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00:14:13.920 --> 00:14:36.326

MassDOT in collaboration with our federal partners at the Army Corps of engineers and the federal highway administration have begun the process of developing a draft purpose and need statement. But tonight we want to hear from you folks about your view of what the project purpose and need should be. Some general categories that we have initially identified as important are the structural condition of the existing bridges,

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00:14:36.327 --> 00:14:46.982

traffic safety and operations, multimodal connectivity, and emergency traffic management.

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00:14:46.983 --> 00:15:06.968

On your screen in a moment you will see a live poll where we are asking what you see as the top three priorities. If you think the program -- if you think there are program needs not covered under this list please feel free to provide a comment at the end of this presentation or by using the Q&A button or through any of the other avenues to contact the program team.

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00:15:06.969 --> 00:16:49.365

I'll give folks a minute or so to complete the poll.

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00:16:49.366 --> 00:17:01.679

>>: Great. Thanks to those of you who have completed the poll. We'll take that data and use it to help us inform, ah, program purpose and need.

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00:17:01.680 --> 00:17:14.019

Measures of effective will be used to guide the development and evaluations of alternatives. Alternative designs will be evaluated based on how they respond to these categories.

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00:17:14.020 --> 00:17:34.821

We started the measures of effectiveness process by identifying a list of nine general categories. These categories include mobility and operations, safety, constructibility, reliability, abutter impacts, environmental, resiliency and sustainability, multimodal connectivity, and cost.

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00:17:34.822 --> 00:17:59.950

These general categories will eventually have multiple, specific criteria under each one of them. For example, the environmental considerations category will have, ah, specific criteria focused on wetland impacts. Wetland impact quantities will be inserted into a measures of effectiveness table, a document that will assist the alternative process in determining a preferred alternative.

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00:17:59.951 --> 00:18:12.279

As the MOE evaluation categories and criteria are developed we'll continue to come out to the public and stakeholders to get your input on them.

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00:18:12.280 --> 00:18:43.181

Next steps for the program include continuing development of the project purpose and need, identifying the measures of effectiveness categories and specific criteria and developing a reasonable range of alternatives. The next round of these public information meetings will be held in the spring of 2022. In the meantime we always encourage folks to reach out to the program through, ah, through program e-mail or the public comment tool which can be found in the program website.

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00:18:43.182 --> 00:18:52.925

With that we are going to open it up for questions.

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00:18:52.926 --> 00:19:05.394

>>: So, yes, like Ryan mentioned, with that we are ready to get into the question and answer portion of tonight's meeting. And right now I would like to have Dan Fielding from MassDOT open up the floor.

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00:19:05.395 --> 00:19:17.538

As a reminder, please use the raise hand button to participate verbally. You will then be recognized and you will receive a notification on your screen to unmute at that time.

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00:19:17.539 --> 00:19:40.023

Please note that the notification will show up on your primary zoom screen just in case there are other windows that might be open. The Q&A box can also be used to submit written comments or questions. If you are participating by phone this evening, please dial star-9 to raise your virtual hand. And you can always submit comments or questions through the Q&A button, as well.

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00:19:40.024 --> 00:19:48.729

And so again, we ask that everyone please share only one comment at a time and limit your comment to two minutes to allow others to participate.

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00:19:48.730 --> 00:19:50.911

Dan?

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00:19:50.912 --> 00:20:23.306

>>: Yep. Thanks, Makaela, our team wants to take a chance to thank our state's congressional offices and Cape Cod state delegation, including Senator Moran, Senator Cyr, Representative Whelan, Rep. Diggs, Rep. Vieira, Rep. Peake, Rep. Xiarhos, and Rep. Fernandes. Their partnership and continued support are vital to our work goign forward. And we just want to take a second to recognize them and thank them for their advocacy thus far and moving ahead. Thanks, Makaela.

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00:20:23.307 --> 00:20:37.300

>>: Thank you. And so I see quite a few hands raised and some questions, ah, and comments in the Q&A. Please continue to raise your virtual hand. And share any comments or questions that you have, ah, written, as well.

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00:20:37.301 --> 00:20:56.365

So, our first written comment comes from -- or question rather comes from Robert who asks: What changes, if any, will happen to Route 3 South from mile marker 1.8 south to the bridge approach?

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00:20:56.366 --> 00:21:27.118

>>: Thanks for asking the question, Robert, it is a great one. And as I referenced at the beginning of the presentation today, uhm, I'm going to answer some of the questions that come in as we go through the questions and the comments. Ah, but I do have some of my more technical team members. This one I'm going to turn over to Dave Anderson with HNTB. Like I referenced at the beginning of the presentation, HNTB is helping assist us with the program management

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00:21:27.119 --> 00:21:42.210

and the kind of conceptual analysis and engineering for the project. Dave? Do you have a response for Route 3 South from mile marker 1.8? Do we have an answer to that at this point?

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00:21:42.211 --> 00:22:00.742

>>: You know, at this point it is really a little bit too early. Obviously what we are doing now is, you know, just beginning the process of looking at what the alternatives may be. So, you know, specific changes that may happen to a specific roadway segment, it is just a little bit too early for that.

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00:22:00.743 --> 00:22:02.635

>>: Okay. Thank you.

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00:22:02.636 --> 00:22:03.444

>>: Thank you.

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00:22:03.445 --> 00:22:13.142

>>: We next have a raised hand from Peter Meier. Peter, you should be unmuted and you should is a notification on your screen to unmute.

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00:22:13.143 --> 00:22:38.675

>>: Thank you very much. I'm here as a private citizen but also a member of the Board of Selectmen in Bourne, and I want to thank you for hosting this, ah, forum. So we can have a dialogue, uhm, my biggest concern is not only the bridges need to be replaced, but the infrastructure that goes with it, you know, feeding to and from it.

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00:22:38.676 --> 00:23:06.567

It is one thing to build a wider bridge of five lanes, but going from three lanes over the bridge back to two, you are not fixing the traffic impacts. If anything it may be creating more bottlenecks. So, I'm wondering as part of the planning of these bridges that do need to be placed, I'm hoping that the infrastructure on the surrounding roads are also being considered at the same time.

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00:23:06.568 --> 00:23:24.643

The traffic on and off the Cape affects all of us. People going back-and-forth to work. People going on vacation. And the list can go on. So, I'm just hoping it is part of the dialogue that we are looking at the big picture and not just the bridges, as well.

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00:23:24.644 --> 00:23:51.182

>>: Absolutely a great comment. Thank you, Peter, for sharing it. As I kind of referenced at the beginning of the presentation, we do consider this a program. It is not simply a bridge replacement project. The program includes the bridges for sure. But also, uhm, a fairly in-depth analysis of the approach roadway network existing conditions, but how improvements need to be made in conjunction with the bridges

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00:23:51.183 --> 00:24:10.265

and the entire roadway network through the canal area. To make sure that we don't fix the problem in one area and cause a problem in the other area. We want to look at it holistically from a program view and make sure that improvements we make really accommodate local and regional traffic well.

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00:24:10.266 --> 00:24:14.400

So, thank you for your comment.

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00:24:14.401 --> 00:24:30.707

>>: Great. Thank you. Our next written comment or question comes from Rachel who asks: How will the recent infrastructure bill impact the Sagamore and Bourne Bridge, but also all bridges on Cape Cod?

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00:24:30.708 --> 00:24:43.099

>>: That is a great question. It is one of the first questions I would ask if I was, ah, participating in this meeting. So, thank you for asking it. Undersecretary Bosworth, is this a question that you can assist with?

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00:24:43.100 --> 00:25:05.381

>>: Yes. Sorry about that, guys, yes. I would like to address that. The infrastructure act provides the Commonwealth with terrific opportunities to meet our infrastructure needs from Provincetown to Williamstown. And we are thrilled by it. And, ah, and we are still learning all of what is in the bill.

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00:25:05.382 --> 00:25:18.419

But clearly good opportunities are there. And when it comes to the bridges, I think it needs to be made clear that there is no direct funding for the bridges in the bill as, you know, as it is, ah, as it was signed into law.

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00:25:18.420 --> 00:25:39.518

There are opportunities. And we with our partners at the Army Corps of engineers and federal highway will seek every opportunity we can to find funds to dedicate to the bridges. We are very appreciative of our delegation for their work that went into getting that incredible bill passed. We will continue to work with them to find, you know, avenues to funding.

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00:25:39.519 --> 00:26:01.124

I do want to say that we are concerned because, you know, the, ah, the best opportunities are through the discretionary programs. And we as one of 50 states will, ah, are planning on looking to those discretionary programs for our federal -- for other projects throughout the Commonwealth and in particular, ah, the approaches to the bridges.

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00:26:01.125 --> 00:26:23.087

So, ah, so we are -- we will continue to work with the corps, and with our delegation to find dedicated funding for the bridges themselves, ah, going forward. And we are confident. We are very confident that this bill provides us with opportunity. And, ah, and we have a very creative group here assembled. And we are looking forward to , you know, looking at every opportunity we can to fund the bridges.

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00:26:23.088 --> 00:26:24.493

So, thank you.

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00:26:24.494 --> 00:26:30.181

>>: Great. Thank you.

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00:26:30.182 --> 00:26:36.934

We next have a raised hand from Glen Cannon. Glen, you can unmute.



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00:26:36.935 --> 00:27:02.818

>>: Thank you. My name is Glen Cannon, I'm the assistant town administrator in Bourne. You know, I would like to hit on how important these bridges are to the residents of Bourne and even beyond, you know, to the entire region. One of the questions about the structural conditions of the bridges. There is certainly a fear here if the bridges were even restricted to truck traffic, the economic impact they would have to the entire Cape Cod region. We would be devastated here.

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00:27:02.819 --> 00:27:27.606

Certainly in the Town of Bourne where we use these bridges every single day for everything from, you know, ah, trips to the grocery store, to our getting our children to school, you know, these bridges are significantly important along with Chairman Meier who really emphasized the, ah, the connectivity between the bridges and the approaches to the bridges. These have impact on us almost every single day.

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00:27:27.607 --> 00:27:40.726

You know, the Bourne and rotary on the Cape side, certainly one of the high crash locations on all of Cape Cod, one of the most dangerous intersections we have in town and in the region. So, we would like to see that addressed.

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00:27:40.727 --> 00:28:00.846

We want to see the multimodal aspect of it addressed, also. The crossing of the bridges. Ah, there are no bicycle accommodations at all on either bridge. There is a narrow sidewalk on both bridges. Uhm, but that -- and then that connection back to, uhm, to the bicycle network or the pedestrian network is non-existent sometimes.

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00:28:00.847 --> 00:28:29.825

So, we would like to see, ah, just to say how important this project is to us, again, in the entire region. You know, I think everybody who comes to the New England region, certainly the Boston region enjoys a trip to Cape Cod. So many people from Southeastern Massachusetts as well as everybody on the Cape.

We all rely on these bridges for our enjoyment of the Cape. And no one more so than the residents of Bourne who have to use these every single day for their daily lives.

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00:28:29.826 --> 00:28:40.609

I appreciate everything that MassDOT has done. We welcome the input. The MassDOT partnership has been great for us. And we continue to do the hard work that you are doing right now. Thank you very much.

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00:28:40.610 --> 00:28:48.067

>>: Great. Thanks for your comments Glenn.

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00:28:48.068 --> 00:28:59.033

>>: Our next, ah, question comes from Greg, our next written question, who asks: Now that federal funds have been approved when will the timeline be announced?

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00:28:59.034 --> 00:29:22.104

>>: Good question, Greg. Uhm, you heard Undersecretary Bosworth talk about the fact that we are excited about the federal infrastructure bills, but there are still some uncertainties about how that would apply to the MassDOT, Massachusetts and the bridges. Uhm, so those uncertainties still exist from a program standpoint.

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00:29:22.105 --> 00:29:46.271

And we have talked from the beginning, and including round one, and including during this presentation, one of the program development uncertainties is funding. There are a couple other major ones. But with those uncertainties still yet to be fleshed out, and the answer is not quite in front of us yet, but we have uncertainties about the end of the development of the program.

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00:29:46.272 --> 00:29:59.326

And unfortunately don't feel comfortable or able to give an accurate schedule for kind of when the program will develop through and when construction might begin.

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00:29:59.327 --> 00:30:30.935

I will say that even given those uncertainties, MassDOT along with our federal partners at Army Corps of engineers and federal highway are still committed to developing the project. And all the early action items that we have been talking about, ah, over the last year, over the last two years, uhm, we are acting on aggressively. They are the first steps towards program development. They need to happen regardless of, ah, the uncertainty surrounding funding and NEPA and lead federal agency.

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00:30:30.936 --> 00:30:55.362

So, those uncertainties are not slowing us down at this point. They hamper us in giving a definitive timeline for overall program development, but the take away here should be that the development is excited about the program, the development is aggressively developing the program in conjunction with the Army Corps and federal highway administration. Again, the work that we are doing today, and over the last year,

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00:30:55.363 --> 00:31:12.959

and then into the future certainly all works towards getting the program to a point that when that funding and NEPA certainties are answered, we have gone two, three, four steps down the road.

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00:31:12.960 --> 00:31:34.763

>>: Great. Thank you. And thank you for the question. Please continue to share your comments or questions. If you would like to share a verbal question or comment please use your raise hand button on the bottom of your screen. You can also use the Q&A box, as well, to share a written comment or question.

103

00:31:34.764 --> 00:31:42.522

So, next I will go to Katherine Janssen who has a verbal comment or question. Katherine, you can unmute.

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00:31:42.533 --> 00:32:11.882

>>: Thank you very much. And thank you gentleman and ladies. I'm a private citizen year round in Falmouth and I'm also a board member of Mass. bike. I would like to know how the design protects bicycles on exits and entrances from the bridge, barrier protected from traffic, interested in learning where we are on that.

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00:32:11.883 --> 00:32:22.180

>>: Great question. And one of the purpose and needs that we identified in this presentation and that we asked you folks about was the multimodal accommodations.

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00:32:22.181 --> 00:32:28.158

We also spoke about the deficiencies in the existing multimodal accommodations.

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00:32:28.159 --> 00:32:41.150

Improving those conditions is something that we are excited about. As we work towards the future and considering development of reasonable ranges of alternatives and doing an alternative analysis.

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00:32:41.151 --> 00:33:15.489

We are not at the point today where we are, ah, ready to discuss or even spend a tremendous amount of time internally discussing about what those, uhm, improved accommodations are going to be. But, ah, we will be out in front of you in the future, ah, maybe as early as this spring to start to show initial

concepts development, and how those concepts, ah, improve travel for all users, not just the vehicular traffic

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00:33:15.490 --> 00:33:33.626

but also the multimodal bicycles, pedestrians, through the area and across the bridges. So, that is, ah, something that we are working on diligently. We are aware it is certainly a program purpose and need. And more to come on that.

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00:33:33.627 --> 00:33:35.086

>>: Great. Thank you.

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00:33:35.087 --> 00:33:51.295

Our next question comes from Paul who asks: Is there still consideration for utilizing the old bridge after deck changes to allow four lanes one way in peak period?

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00:33:51.296 --> 00:34:04.074

>>: So, that is a question that may pre-date my involvement in the project. Dave Anderson, is that something that you have a little bit of history on that you can speak to?

113

00:34:04.075 --> 00:34:27.583

>>: Well, what we do know is the Army Corps of engineers through the major rehabilitation evaluation report looked real hard at the condition of the existing bridges and, you know, essentially the conclusion of their efforts was that the costs associated with rehabilitating the existing bridges would exceed the cost of replacing them in their entirety.

114

00:34:27.584 --> 00:34:43.460

So, uhm, so, you know, we are -- we intend to the maximum extent possible to rely upon that work that the Corps did do. And I would say that makes the recommendation pretty challenging.

115

00:34:43.461 --> 00:34:58.955

>>: Agreed. There is a reason why we are here. That the existing structures are 85 years old. And need some work. Thank you for the question, Rick. I'm sorry. I'm not sure who that was.

116

00:34:58.996 --> 00:35:08.918

>>: Our next question, our next verbal question comes from Lee Hartman. Lee, you should have a notification on your screen to unmute.

117

00:35:08.919 --> 00:35:37.017

>>: Hi. I'm Lee Hartmann, I'm the director of planning and development in Plymouth. I want to point out that we have exit three, new exit three, it used to be exit two on route three, and now during peak summertimes we have quite a challenge with Cape Cod traffic coming through our community. We welcome our visitors, but it is something that's an issue already. So, I would just like to be on record that for speaking on behalf of the Town of Plymouth, as you look at mitigation and moving forward, especially

118

00:35:37.018 --> 00:35:55.830

during construction time, that intersection, that location for exit three, on route three, is a very critical concern of ours, and again look forward to working with MassDOT on solutions to the current problem. Solving those as part of the overall package. Thank you.

119

00:35:55.831 --> 00:36:03.465

>>: Great comment. We will definitely keep track of that. Thank you.

120

00:36:03.466 --> 00:36:17.051

>>: Our next question comes from Rick in the Q&A. And Rick says I have children that attend school on both sides of the bridge. How will this impact getting them to school on-time?

121

00:36:17.052 --> 00:36:52.065

>>: Yeah, Rick. I suspect your question is primarily focused on construction period, ah, impacts and access and crossing. At this point it is definitely too early for us to understand what, ah, what construction period access and travel times in, ah, and bus routes and such will be. But we recognize, and we have heard quite a few times from the town that, ah, that the town exists on both sides of the canal. And there is constant travel over the bridges

122

00:36:52.066 --> 00:37:11.899

on a daily basis from local residents including school children on buses. So, that is something that we will consider as we determine what the constructibility looks like, and what kind of accommodations need to be made to keep traffic moving through the area during construction.

123

00:37:11.900 --> 00:37:36.305

>>: Great. Thank you. And thank you for the question. Again, as a reminder, if anyone would like to share a comment or question verbally, please use the raise hand button on the bottom of your screen. You can also send in a comment or question at anytime in writing using the Q&A box. And if you are joining us by phone this evening, please dial star-9 to raise your virtual hand. And we'll call on you at that time.

124

00:37:36.306 --> 00:37:45.773

So, our next raised hand is from Representative Xiarhos, you should have a notification on your screen to unmute.

125

00:37:45.774 --> 00:38:18.235

>>: Thank you everybody. Really just a comment. This is fantastic. It is exciting. And I know it is a big challenge. But as, you know, a state Representative, that both bridges are in my district, I want you to know that we are here to help you make them happen. And number one, get the funding. So, ah, so we know that we are happy that this, ah, federal funding came. But as one of the earlier speakers said, it is not guaranteed for these bridges.

126

00:38:18.236 --> 00:38:47.747

I want you to know that we want to make sure that we get that funding. For the bridges. And I think also the comments that Peter and Glen made from Bourne. And I think you touched on it. It is so important to all of us. Plymouth. Sandwich. The whole Cape. Everyone who visits here. The bicycle riders. All good points. And just keep in mind that people who live in Bourne, not only are they split, let's say, by the bridges,

127

00:38:47.748 --> 00:38:58.525

and you mentioned they go over them. But many of them go over the Bourne Bridge many times a day. To go to school or church or shopping.

128

00:38:58.526 --> 00:39:25.571

So, it is a huge issue. We have waited a long time. And, ah, and I'm excited to see it start. And want to help you and all of us make them happen as, you know, as swiftly and as smartly as we can. It is really a making history. And, ah, and I'm proud to be part of it. Please reach out anytime as we move forward. Thank you.

129

00:39:25.572 --> 00:39:36.666

>>: Definitely appreciate the support. And, ah, and any avenues to help get funding are certainly appreciated.

130



00:39:36.667 --> 00:39:44.966

>>: We next have a verbal comment or question from Suzanne Goldberg. Suzanne you should have a notification on your screen to unmute.

131

00:39:44.967 --> 00:39:53.966

>>: Hi. Uhm, my question comes from Steve Hunt who is with me. Steve, go ahead.

132

00:39:53.967 --> 00:40:05.732

>>: Here's my question. I saw that you had a number of vehicles traveling on both bridges. Is that broken down by heavy vehicles versus passenger vehicles?

133

00:40:05.733 --> 00:40:15.125

>>: That is a great question and one that I'm going to defer to my favorite traffic engineer that we have on the call with us. Alex Siu can you answer that

134

00:40:15.126 --> 00:40:34.282

>>: The volume shows the total vehicles. It includes passenger vehicles, light trucks, heavy vehicles, all of the above.

135

00:40:34.283 --> 00:40:51.312

>>: Thank you. And our next question is in the Q&A. Which roads will it be necessary to talk homes and what will happen to the old bridges?

136

00:40:51.313 --> 00:41:01.248

>>: I can answer that question or try and answer that question. It is a fantastic question. We received that question, uhm, multiple times during round one as well and between the two rounds.

137

00:41:01.249 --> 00:41:35.495

The answer is the same at this point. It is too early to determine, ah, what the impacts will be. Upon development of alternatives. We are still in the phase of transitioning from collecting existing condition data to developing purpose and need. And measures of effectiveness. The purpose and need will help the department understand the true purpose and need, what the real objectives of the project are. And then once we understand that, and we want to continue to get your input on that.

138

00:41:35.496 --> 00:42:13.854

Once we understand that, we can start to develop a reasonable range of alternatives for the bridges and the approach work. We need to wait until we understand what those alternatives are before we can determine if there are property impacts or wetland impact or endangered species habitat impacts or conflicts with utilities. A whole slew of things different that will be evaluated during the measure the effectiveness process that we talked about tonight. It is a fantastic question. One that we are anxious to get to. It is too early to have an assessment of what property impacts will be at this point.

139

00:42:13.855 --> 00:42:31.547

>>: The next question comes from John who has a verbal comment or question. John, you should have a notification on your screen to unmute.

140

00:42:31.548 --> 00:43:03.027

>>: I thank you. Yes. John Doble. I've asked this before and it sounds like I might have gotten this answered relative to being an abutter. Yes, very concerned, ah, been here for, ah, oh, 37 years. Ah, be the first location or the first residents would be on the east side, ah, of the existing Bourne Bridge on the Cape side. Through the new construction of the bridge and the infrastructure.

141

00:43:03.028 --> 00:43:09.680

Once again, I'm going to ask the same question, I guess it is too early for us to be receiving any type of an answer --

142

00:43:09.681 --> 00:43:11.500

>>: When will we --

143

00:43:11.501 --> 00:43:19.161

>>: When will we, can you give us a timeline so we can probably plan for the future if that is possible?

144

00:43:19.162 --> 00:43:23.238

>>: Thank you. I wish I could have more concrete answers for folks because

145

00:43:23.239 --> 00:43:52.669

>>: I realize that this is where you live. This is your home. This is your property. And I will reiterate my statement from a couple minutes ago. We just don't have enough information. We had not fleshed out or developed the reasonable range of alternatives to know what those impacts might look like. As soon as we know we anticipate and intend to come out to the public in a meeting format like this. And show folks the alternatives and what those impacts might be.

146

00:43:52.770 --> 00:44:17.068

The question of when ties back into some of the uncertainties that we still have in the program. We have talked about the funding uncertainties. We have talked a little bit about the co-lead federal agency uncertainties. We do know that our federal partners at the Army Corps of engineers and federal highway administration will be co-lead federal agencies.

147

00:44:17.069 --> 00:44:53.765

However, the details that surround the, ah, the co-lead arrangement have, ah, have yet to be developed. And we know our federal friends are working hard on that. But until we know exactly how, ah, that is going to be, ah, run, uhm, until we know whose NEPA processes, ah, the NEPA process is going to be run through, and until we know things like class of action, whether the program is going to require an environmental assessment or an environmental impact statement, there are just too many uncertainties at this point

148

00:44:53.767 --> 00:45:04.385

to be able to give you an answer of when we will know and be able to share with you what those impacts and what they may be. I'm sorry I don't have a better answer for you there.

149

00:45:04.386 --> 00:45:24.954

>>: Our next questions come from Tim who asks how will the canal service road traffic be affected during construction? It is continually utilized now by athletes, fishermen, bikers, walkers. Good to assure use during construction.

150

00:45:24.955 --> 00:45:39.406

>>: Great question. We have all been down on the canal service roads. We have seen the usage. We have seen its beauty. Uhm, we are, uhm, cognizant of all of that and need to, ah, to do our best to preserve that during construction.

151

00:45:39.407 --> 00:46:11.601

Uhm, construction -- construction impacts, construction staging cannot be determined until we determine what we need, what we think we are going to be constructing. So, on one hand I will tell you that we are aware of the resource that is there. And so we will -- we will tie that into a kind of construction staging, constructibility analysis, but also tell you that we don't know what those are at this point.

152

00:46:11.602 --> 00:46:23.346

>>: Thank you. And thank you for the question. We next have a verbal comment or question from Robert Wilson. Robert, you should have a notification on your screen to unmute.

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00:46:23.347 --> 00:46:50.683

>>: Yeah. Hi. My name is Rob Wilson. I'm from Centerville. Uhm, I have a lot of comments, but I think I'll just restrict it to my favorite one which is, uhm, having a triple level bridge so that it comes onto a level, goes out to a level, and a local level for Bourne. So that basically Bourne doesn't have to get on the highway to get over the bridge.

154

00:46:50.684 --> 00:47:20.737

So, kind of inside with that is to have a -- for the bicycles that are going over the bridges to have access to the canal bikeways, it is kind of hard to get to from the bridges. And if we cork screw down on the piers, assuming there will be some supports there to go from the bridge to the bicycle lane without having to, ah, to go anywhere near a road.

155

00:47:20.738 --> 00:47:27.179

Uhm, that is all for now. I'll write a letter later.

156

00:47:27.180 --> 00:47:56.282

>>: All right. Thank you, Robert. Looking forward to getting a letter with the details. But I would say the questions, uhm, an the reasons and the logic behind the questions that you are asking, uhm, connectivity, local connectivity, regional connectivity, bicycle and pedestrian connectivity are questions that we are asking ourselves as we start to determine what the reasonable range of alternatives are.

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00:47:56.283 --> 00:47:58.314

>>: Next question?

158

00:47:58.315 --> 00:48:19.459

>>: Yes. The next question is from John. And I will quickly mention again ways to participate in tonight's meeting. If you have a verbal comment or question please feel free to use the raise hand feature on the bottom of your screen. You are also welcome to type in a question or comment into the Q&A. And if you are joining us by phone this evening, please dial star-9 to raise your virtual hand.

159

00:48:19.460 --> 00:48:32.458

So, with that our next written comment, ah, comes from John who asks is there somewhere that we can see the conceptual plans for the bridges or has the project not gotten that far yet?

160

00:48:32.459 --> 00:48:58.496

>>: I'll take that. The project has not gotten that far yet, John. Once we do get to that point we'll certainly make them available, ah, through public information meetings like this one, but also on our website. We certainly will want input from users, residents, constituents, interested parties on those alternatives once we get to the point where we -- where we have them developed.

161

00:48:58.497 --> 00:49:23.522

And I'll take this opportunity to remind folks that, ah, that, you know, that the presentation was focused around purpose and need. It is the next logical step in program development. It, ah, it is a major step in program development. Purpose and need, again, gives us an understanding and a starting point for developing the reasonable range of alternatives.

162

00:49:23.523 --> 00:49:37.875

So, I encourage folks to continue to share with us either through this format or, ah, or through e-mail or through our website what you feel like the, ah, the important portions of the program purpose and need should be.

163

00:49:37.876 --> 00:49:50.180

We shared with you some of the high-level ones today, but as we continue to develop the purpose and need, ah, we want -- we continue to want to hear from you folks.

164

00:49:50.181 --> 00:50:17.286

>>: Great. And our next question or next raised hand is from Paul Cunningham. Paul, you should have a notification on your screen to unmute. Paul, you should have a notification to unmute. If there are any technical difficulties we can always come back.

165

00:50:17.287 --> 00:50:29.788

>>: I got that right there. I missed that little button on the left there. So, as I mentioned I was a town meeting member and I also live at white cliffs country club which is an early stop there as you get off the bridge, off the Sagamore Bridge.

166

00:50:29.789 --> 00:50:58.589

And, uhm, the -- we are very interested in how these roads will come together. There has been previous talk, I guess in other meetings that it won't be a 3A. 3A will be forced into three so that everybody comes down, you know, looking like three or four lanes at once going over. And of course this is a great example is the, uhm, the tappan zee bridge in New York. That is certainly a beautiful bridge. Anyone who goes over it.

167

00:50:58.590 --> 00:51:18.378

Controlled by the lights. They change them. And we go back up here Thursdays at noontime. We barely get out of the country club. They are backed up there. So, ah, so as they do at the tappan zee they change the lights and you get four or five lanes going over and only one returning and then they flip them on Sunday and so forth.

168

00:51:18.379 --> 00:51:26.142

And, uhm, is that bridge, ah, a conceptual good design for us to think of?

169

00:51:26.143 --> 00:51:32.111

>>: Dave, do you think you can handle this one? Answer this question?

170

00:51:32.112 --> 00:52:00.124

>>: I think that everything's on the table, right, at this early stage. You know, our goal is to, as Ryan mentioned, is to get your feedback on the, ah, on the program purpose and need, you know, we saw the polling. We heard what was important about traffic operations, emergency traffic management, you know, we take that into consideration, and then of course in evaluating the alternatives, those measures of effectiveness also involve, uhm, you know, an evaluation of the reliability and

171

00:52:00.125 --> 00:52:11.001

The ability of people to get across the bridges. So, I would just say that everything's on the table at this point.

172

00:52:11.002 --> 00:52:13.564

>>: Thank you. And thank you for the question.

173

00:52:13.565 --> 00:52:23.701

The necessity question comes from Brian who asks what is the rationale for turning over the ownership of the bridges to the state?

174

00:52:23.702 --> 00:52:36.737



>>: Great question. We do have some of our partners with the Army Corps of engineers here. Uhm, Scott, do you mind jumping in on that?

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00:52:36.738 --> 00:52:38.661

>>: Sure. Thanks, Ryan. Can you hear me okay?

176

00:52:38.662 --> 00:52:40.718

>>: Yep.

177

00:52:40.719 --> 00:53:07.195

>>: Yeah. So, several years ago we realized the bridges were at the point where we needed to make an investment decision, whether rehabilitation was more cost-effective than replacement. At that time, uhm, we approached MassDOT and we had some of the earliest discussions about what that would look like, how we would evaluate that and the path forward.

178

00:53:07.196 --> 00:53:33.955

And it made sense, I think, to all, uhm, for this project to go forward if replacement was truly going to be, ah, the outcome of the evaluation, ah, for the corps to look to divest the bridges from the corps of engineers portfolio. And the primary reason for that is two-fold. Part of it is funding. And I'll get to that in a minute.

179

00:53:33.956 --> 00:53:50.845

And the other part of it is the Commonwealth now controls Route 6 on both sides of the Sagamore and then, uhm, controls the roads on both sides of the Bourne. And so it just makes sense to have one entity own the bridges and the roads and all traffic associated with it.

180

00:53:50.846 --> 00:54:13.249

On the funding side, from the corps of engineers perspective, these two bridges are not our primary responsibility at the Cape Cod canal. Marine traffic is. And so when we look for funding for the bridges, we are fighting against other federal navigation projects like Boston Harbor, New Bedford harbor, Providence harbor, and on and on and on.

181

00:54:13.250 --> 00:54:31.287

So, it is very difficult for to us get significant funding for bridges. We have been lucky. We continue to make the case that we need funding to keep the bridges safe for the traveling public and we have been able to get the money we need for that. And we are grateful for that. But that is really the driver behind it.

182

00:54:31.288 --> 00:54:33.216

>>: All right. Thanks.

183

00:54:33.217 --> 00:54:42.038

>>: Thank you. We next have a raise hand from Mary Jane. Mary Jane you should have a notification on your screen to unmute.

184

00:54:42.039 --> 00:54:57.777

>>: Thank you very much. Ah, Mary Jane Mastrangelo. I am a resident of Bourne and I am a member of the Board of Selectmen. I want to talk about three impacts of the bridge condition. Uhm, one is workforce impacts.

185

00:54:57.778 --> 00:55:09.811

We have commuter times both to Cape Cod in the morning and leaving Cape Cod in the afternoon. That are severely impacted by the limits of the bridges.

186

00:55:09.812 --> 00:55:25.304

We have seasonal impacts. Ah, coming to Cape Cod in the season and leaving Cape Cod at -- on the weekend, both to and from are huge impacts.

187

00:55:25.305 --> 00:55:43.772

We have repair impacts. Ah, the bridges require lane closures, significantly most spring and most fall they take it out of the season. But these impact businesses and they impact times.

188

00:55:43.773 --> 00:56:02.474

Uhm, it is important in our town because school children cross the bridges every day to access from their home to their school. These bridges are so important and we need them to be functional.

189

00:56:02.475 --> 00:56:39.038

My personal impact is when I leave my home, if I need to go to a meeting in town in Buzzards Bay, unimpeded it is 20 minutes. And any of the impact times it is 60 minutes or more. These bridges are so important to our lives and to our sustainability. These projects are so important and we really need them to be done. Thank you.

190

00:56:39.039 --> 00:56:44.645

>>: Thank you for your comments. Good comments.

191

00:56:44.646 --> 00:57:08.371

>>: Thank you. We next have a question from Frank who asks will bridge replacement as designed increase traffic flow? And if so, have you studied how the volume increase might impact the quaintness,

livability, and desirability of old Cape Cod as a desirable place to live as well as a desirable vacation location?

192

00:57:08.372 --> 00:57:14.418

>>: That is a good question, Frank. Mark Kolonoski, can you jump on that?

193

00:57:14.419 --> 00:57:55.905

>>: Absolutely, thanks Ryan. We are still very early on in program development. We saw there some graphics that indicated some of the traffic data collection efforts that have been occurring over the past few months so we have a better understanding of the existing condition -- and start to define what a project purpose and need is, then we'll dive into our alternatives development process. So, we are not yet there yet to know what the traffic impacts of the alternatives will be. I will say as we embark on environmental review under the national environmental policy act or NEPA the project team will be looking at social, economic, and environmental impacts

194

00:57:55.906 --> 00:58:08.006

of the project. So, those social effects that you were referring to in the question will certainly be something that we are taking into account in that robust analysis under our NEPA review process.

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00:58:08.007 --> 00:58:11.660

>>: Great. Thanks Mark.

196

00:58:11.661 --> 00:58:22.040

>>: Thank you. We next have a raised hand from Phil Goddard. Phil, you should have a notification on your screen to unmute.

197

00:58:22.041 --> 00:58:50.980

>>: Good evening. Thank you for holding this forum. Phil Goddard, Monument Beach. This may be thinking outside the box. I mentioned this a few years ago. Ah, in my mind with, I think, 60% of the traffic coming down 495 trying to get over to Route 6 in the summer, ah, it is a major, severe impact on Sandwich Road that affects Route 28. I deal with it obviously every day because I live and work in Monument Beach.

198

00:58:50.981 --> 00:59:21.127

And so, my question or just comment for consideration is not only the local roads, but I think traffic coming down route 495 north of 44 they should be encouraged or informed that they can crossover to route 3 with the connector if it is 44 that was done. And I'm sorry to the Representative from Plymouth, putting more traffic in Plymouth but that would get them to line up at the Sagamore where they want to go, trying to crossover and sandwich road is an enormous impact,

199

00:59:21.128 --> 00:59:53.485

that is a one lane road. And the other comment is we have an exciting opportunity for environmental, ah, innovation here with the bridges. I'm talking, like, glass and the concrete, recycled asphalt pavement, all those things that need markets for local recycled content that the state DEP is working on. I would urge that to be integrated, unified within the state system. And lastly could you speak to will these bridges ever be tolled?

200

00:59:53.486 --> 00:59:59.103

>>: Great comments. Each I will try to briefly address them individually.

201

00:59:59.104 --> 01:00:37.584

So, the first question about, uhm, I think it was about -- up route 495 is an example of why we are, again, another example of why we are calling this a program. We are looking at not just the bridges, but the adjacent approach roads and local roadway network. Realizing that where you are talking about is a little bit further out of the program area. But opportunities may, ah, exist to be able to provide advance signage with improvements in technology and ITS and signage.

202

01:00:37.585 --> 01:00:46.959

And travel times. The opportunity made just to, uhm, to take a look and consider whether that makes sense in this location.

203

01:00:46.960 --> 01:01:13.194

The second comment regarding construction materials is a good one and thank you for your comments. And we will -- as we get much further down the road and determine what the actual engineering is behind, ah, the bridges replacement and approach roadways and retaining walls and such, material composition will certainly be part of the conversation.

204

01:01:13.195 --> 01:01:37.982

And the question about tolls, I'm not qualified to answer. Nobody has talked to me about tolls. And nobody has proposed to me that we are considering tolls. We are looking heavily to the, ah, Federal Government primarily the Army Corps of engineering to provide funding for the project.

205

01:01:37.983 --> 01:01:40.535

>>: Thank you. And thank you for the question.

206

01:01:40.536 --> 01:01:48.140

Our next question is what is the expected lifespan of these newly constructed bridges?

207

01:01:48.141 --> 01:02:30.187

>>: Well, I can answer that generically. Typically our design life for a bridge replacement is 75 years. These are obviously significant bridges that we don't -- that none of us want to replace again in our lifetimes or our children's lifetimes. So, 100-year design life may be more appropriate here. But we are

still considering what is best for these bridges. Again, that is in the realm of questions that we will be considering in the future as we work through the purpose and need and development of alternatives.

208

01:02:30.188 --> 01:02:38.676

>>: Thank you. We next have a raised hand from Jane Curtin. Jane, you should have a notification on your screen to unmute.

209

01:02:38.677 --> 01:03:01.061

>>: Thank you. Uhm, and Jane Curtin from Chatham. Just a question. I witnessed the, uhm, fore river bridge in Quincy, the new bridge being constructed for years and years and years but they kept the old bridge up. Until it was ready to switch over to the new one. Is that a possibility or too soon to tell?

210

01:03:01.062 --> 01:03:05.442

>>: Dave? Do you want to answer that?

211

01:03:05.443 --> 01:03:06.472

>>: Sure.

212

01:03:06.473 --> 01:03:37.149

>>: Obviously there are a lot of different ways to get across the canal. But what we do know is that no matter what we do we can't make the situation worse. At any point during the construction we need to ensure that there are at least the two lanes in each direction. And their lanes are at least existing or wider. That would be the goal. And there is a number of different possibilities as to how that would occur, as far as the potential for building new bridges completely off-

213

01:03:37.150 --> 01:04:07.338

Line or building half the bridge off-line and moving the traffic over to the newly constructed structure and demoing the existing bridges. There are a lot of different ways of doing it. It is certainly -- again, I apologize for being repetitious, but when you go back to the measures of effectiveness, we talked about constructibility, we talked about reliability and highway operations, that is what we would be doing. Looking at how the different ways and different alternatives, how they impact the public, the duration of that impact,

214

01:04:07.339 --> 01:04:18.652

and that is all part of the kind of process to determine what is the best way to get across the canals.

215

01:04:18.653 --> 01:04:20.173

>>: Great. Thank you.

216

01:04:20.174 --> 01:04:34.824

>>: Thank you. Our next question is from Gail who asks are the roadways feeding the bridges going to have the same number of lanes? Merging lanes are a large part of the current backup issues.

217

01:04:34.825 --> 01:04:59.870

>>: Another great question, Gail. And folks are asking really good questions, and I apologize not having answers for some of them. It is not that -- it is because we are not at the point where we have answers to them. They are questions that we have for ourselves as we develop the alternatives. But until we know what the replacement, the potential replacement may look like, and what the approach roadways look like,

218

01:04:59.871 --> 01:05:17.226

and what the existing and projected future traffic volumes look like, we won't have an answer to a question like that. But it is a good question. And at some point in the future we will have an answer to it.



219

01:05:17.227 --> 01:05:40.133

>>: Thank you, Gail, for the question. And again, as a quick reminder to everyone, if you would like to share a comment or question verbally, please use the raise hand button at the bottom of your screen. You are also welcome to share a written comment or question using the Q&A box. And if you are joining by phone this evening please dial star-9 and that will raise your virtual hand.

220

01:05:40.134 --> 01:05:50.166

Next we'll go to a, ah, a verbal comment or question from George Slade. George, you should have a notification on your screen to unmute.

221

01:05:50.167 --> 01:05:51.753

>>: Thank you.

222

01:05:51.754 --> 01:06:16.418

>>: I'm a select board member in Bourne and we will essentially become the host community for the program as we say it. We are concerned because we are -- this is all going to happen within the Town of Bourne. However, we are very adamant, at least I'm personally adamant about being a partner in this whole program. We want to see the end product.

223

01:06:16.419 --> 01:06:46.275

But the surface roads, uhm, I'm perfectly happy with the bridges themselves, the design of the bridge, I think it does solve just about everything as long as you have the approaches handled properly. But I'm thinking mainly of, ah, of McArthur boulevard, which is south of the Bourne Bridge, I'm sure you know, that is about three miles of a series of acceleration and deceleration lanes where you have to cross. That is just one

224

01:06:46.276 --> 01:07:18.655

of the holistic issues I would like to see solved or at least made better when this all happens. I realize it is a big task, but this does not just affect the people in the Town of Bourne and, ah, or joint base, ah, Cape Cod, but it affects everybody. And I think, ah, that the people who lived in Chatham and down Cape, you know, all over, ah, the -- this wonderful sand pit of ours will be affected if the surface roads are not properly addressed.

225

01:07:18.656 --> 01:07:50.327

We hope as town officials at least we will have some, ah, some levity in appointing people to participate in the, ah, in the decision-making. Like I said, we are looking at this as a partnership. We don't have any intention, or I don't personally have any intention of slowing things down because, ah, we have this, ah, uhm, insular attitude. I certainly don't want to come across as that. But we want to see a holistic approach.

226

01:07:50.328 --> 01:07:55.867

And I think you mentioned it yourself. I think I got that from one of the adjectives you used.

227

01:07:55.868 --> 01:08:02.900

Thank you for hearing me. I don't know if there is anything to clarify with my question, but I appreciate it.

228

01:08:02.901 --> 01:08:29.180

>>: No. It is a great comment. And we recognize as well as you that Bourne straddles the canal and the majority of the work is going to be within your town and we certainly consider you a stakeholder and a partner. And we will continue to reach out and have not only conversations in these forums, but individual conversations with you folks at the stakeholder level, as well. Thank you for your comment.

229

01:08:29.181 --> 01:08:45.737

Yes. Thank you. We next have a comment in the Q&A from Kristof who lives in Bourne settlement along sandwich road and they are concerned with how they already get trapped between the bridges in the summertime with backed up traffic in either direction. So, the comment gets to the hope that the design planning can come up with a better connecting roadway or expand sandwich road from single lane in both directions to two lanes in each direction.

230

01:09:15.737 --> 01:09:15.738

So that hopefully those going further on the Cape don't get stuck in traffic headed off Cape and vice versa. So, thank you Kristof for that question, or that comment rather. We appreciate that.

231

01:09:15.739 --> 01:09:17.165

>>: Absolutely. Good comment.

232

01:09:17.166 --> 01:09:45.450

>>: I want to reiterate the conversation we had both at the last meeting and this meeting that we are considering not just regional traffic but local traffic and connectivity to the bridges, through the bridges, across the bridges to the other parts of town and parts from -- from your part of the town to the next part of the town as part of the transportation programming for the program. So, thank you for your comment.

233

01:09:45.451 --> 01:10:07.379

>>: We need have a raised hand from David Howard. David, you should have a notification on your screen to unmute.

234

01:10:07.380 --> 01:10:24.480

David, if there is not a notification on your screen to unmute, we can come back. You can also type in your question if you would like into the Q&A and we can also respond that way, as well. So, we will circle back with David.

235

01:10:24.481 --> 01:10:32.517

Our next question comes from Robert who asks how long will the studies and design take?

236

01:10:32.518 --> 01:11:08.800

>>: Another good question. And unfortunately the answer is similar to others that we have given about some of the uncertainties in the program. And studies and design, in particular, are very dependent on, uhm, on not as much funding, but class of action under NEPA. And lead federal agencies. So, to provide an accurate answer to that today, until we have, uhm, more certainty on those items is not something we can do.

237

01:11:08.801 --> 01:11:18.638

>>: Thank you. We next have a raised hand from Carlton Foss? You should have a notification on your screen now to unmute.

238

01:11:18.639 --> 01:11:50.565

>>: Yes. I live in Woods Hole at the end of the route from all the traffic that crosses the bridges. And I'm wondering if there is anyway to encourage the trucks that are delivering large freight deliveries to the ferries not to go over the bridges but rather to go to alternative places that they could -- where boats could go to the Vineyard. And we've been looking into those. Is there anyway that the construction

239

01:11:50.566 --> 01:12:17.660

could be -- whether the people who are funding the construction or working on the construction could encourage the trucks not to go over the bridges? And how much has the truck traffic impacted the bridges? And the roads to and from? Thank you.

240

01:12:17.661 --> 01:12:27.426

>>: Uhm, so I'm not -- Dave, is that something you can help answer?

241

01:12:27.427 --> 01:12:53.098

>>: Uhm, let's see. I don't -- I don't know, I don't know if Alex or Mark. I'm sure part of our environmental analysis we do look. Here's what we know that although the purpose and need is not complete, we know that we need to address these bridges and our focus is on the bridges and how to get across the canal.

242

01:12:53.099 --> 01:13:06.918

But we also know what we do there has regional impacts. And, uhm, and who the users are of the facilities and what their origins are and what their destinations are is important.

243

01:13:06.919 --> 01:13:27.776

I'm not certain the extent to which we can influence, uhm, a lot of those decisions by the individual users, but I'm sure that is something we think about when we do our traffic analysis, do the analysis under environmental study as far as the socioeconomic impacts, and that type of, ah, analysis.

244

01:13:27.777 --> 01:13:54.427

>>: This is Scott Bosworth. I'll just chime in, too. It is very complicated. The steamship authority who runs the freight and passenger ferries, that is separate authority regulated by statute and to the communities which it operates out of. I think the question is a good one and worthy of some research on our team to see if there are opportunities to perhaps, ah, do more shipping out of New Bedford, for instance, where they are currently allowed to

245

01:13:54.428 --> 01:14:15.672

Embark from. So, it is run by a board of the communities that the steamship touches, which obviously they would have a say. I think it is worthy of us looking into it. And I think we'll do so and be prepared to answer that in our third session of these, ah, in the spring. So, thank you.

246

01:14:15.673 --> 01:14:18.874

>>: Great. Thank you. And thank you for the question.

247

01:14:18.875 --> 01:14:32.168

Our next question comes from Kelly who asks could you point to any similar projects that may model what the bike ped lanes on the new bridges will look like?

248

01:14:32.169 --> 01:15:04.961

>>: I don't think there are any similar projects. This is fairly unique to us. Plus I'm not sure, we haven't developed our improved accommodations to the point we would know what they look like, are going to look like, to the point where we could share similar improvements on other projects. That will certainly be coming in the future over the next year or so.

249

01:15:04.962 --> 01:15:15.578

>>: Great. Thank you. We next have a raised hand from Belinda, you should have a notification on your screen to unmute.

250

01:15:15.579 --> 01:15:38.526

>>: Hi. Thank you. This is her husband Ian. I am the President of Walden park community association. First of all, obviously thank you for a meeting like this. It is very helpful. I wanted to make a comment which can lead to obviously some future communication. It should be made aware that even though we are hearing tonight there is a lot of planning that still has to go on.

251

01:15:38.527 --> 01:16:04.786

We are very much in the pre-planning stage, it is important to note that at least from our perspective of 165+ homes, we have been seeing many, many bits of, uhm, of diagrammatic information coming down the pike about what these bridges will be. Making it seem that we have already been through that, uhm, formation stage. That the DOT knows, uhm, has a good idea what these bridges will look like.

252

01:16:04.787 --> 01:16:27.516

And also please understand or please know that there are even homeowners in our association who have received letters that said, uhm, it may be, uhm, ah, it may occur that your home might be taken by eminent domain for these bridges. And there are at least two or three homeowners that received that letter and that was over a year ago. So, understand that, ah, of being, ah, in this position I am on the Board of Directors

253

01:16:27.517 --> 01:16:51.095

I get questions from homeowners in this association of 165 homes being very concerned that, uhm, what is the future of our neighborhood? We sit, we abut route 3, and we have seen many diagrams showing a slice of our neighborhood might be taken, our entrance way might be completely changed, so our future plans as a board have been heavily impacted.

254

01:16:51.096 --> 01:17:21.190

So, I guess my comment and, ah, and concern, or something to be raised or get feedback from is understand that -- know information coming down has already been, ah, sent out, somewhat disseminated by us, and I want you to comment on the fact of why we are receiving letters and also maybe make a comment as to some of, uhm, ah, these diagrams or information that we have already been receiving for the past year-or-two. Thank you.

255

01:17:21.191 --> 01:17:56.248

>>: I would be very interested to see the eminent domain letters. That doesn't sound like something we would have sent out. Doesn't sound like anything that we are really close to being prepared to send out.

And I've already said that we don't know what the reasonable range of alternatives are going to look like. To be able to, ah, to define what the impacts are going to be. So, that seems fairly far in the future before we are able to pinpoint what impacts to specific residences may be

256

01:17:56.249 --> 01:18:18.812

And what impacts to specific roadway access may be. So, if you can reach out to the program team, ah, aside from this meeting, if you go to our website, we'll share the contact information again at the end of the meeting. If you can reach out to us specifically on that, I would really like to see specifically what those letters say.

257

01:18:18.813 --> 01:18:32.858

Again, we are not at the point where we are prepared to send anything, anywhere near prepared to send letters like that out because we just don't know what those impacts are going to be yet.

258

01:18:32.859 --> 01:19:10.309

And I also recognize that some folks may feel like we are rehashing conversations that have been had over the last five to ten years. And I would like to make -- I would like to make a distinction between a planning study and program development process. Planning studies are really important to our transportation program planning. They are a higher level analysis of the conditions on the ground. The problems that need to be solved. And potential future solutions.

259

01:19:10.310 --> 01:19:41.430

But they really stay pretty high-level. And we have transitioned with round one of this public outreach that we commenced back in the spring or beginning of the summer, we transitioned from the planning stage to program development stage. While we may be revisiting some of the general topics that have been discussed over the last five or ten years, we are diving much more in-depth into existing conditions and determining purposes and need and taking a much sharper pencil

260

01:19:41.431 --> 01:20:04.960



From an engineering standpoint to what the program needs to look like, what the alternatives can look like. Including ground survey and wetland delineation and property boundaries. So, again, I -- I encourage you to reach out to the program outside of this meeting. I'd like to have a conversation with what those letters specifically say.

261

01:20:04.961 --> 01:20:29.364

I apologize if you feel we are kind of revisiting things. We are looking at them quite a bit more in-depth so we have a better understanding and stronger foundation for what the alternatives analysis and preferred alternative, uhm, determination and the future design really looks like.

262

01:20:29.365 --> 01:20:38.813

>>: Thank you. We next have a comment or a question from Eveleen.

263

01:20:38.814 --> 01:21:14.236

>>: Hi. This is Eveleen. And my interpreter will be speaking for me. Thank you. I'm Eveleen and I live in Bourne. I live very close to the, ah, bridges. And there is a terrible traffic. If there is going to be a new bridge, I know it is an issue, but at any rate I did hear from Ryan and I'm very glad that I was in this meeting. I didn't find out until last-minute, but I'm very, very glad to join.

264

01:21:14.237 --> 01:21:34.624

So, I did want to add, there are 7 Deaf people who live in our local area. And we want to join future meetings like this. We want access. And we want to know so that we can better prepare. We don't want to be ignorant of what is happening.

265

01:21:34.625 --> 01:21:39.757

So, will you provide interpreters for future meetings?

266

01:21:39.758 --> 01:21:41.018

>>: Absolutely.

267

01:21:41.019 --> 01:21:57.384

>>: Sorry. And just to add, uhm, uhm, and I would like to add my name and my friend's names, the other Deaf people that I know, so that we are able to be involved about future meetings in the future. Yes. Thank you.

268

01:21:57.385 --> 01:22:27.293

>>: Great. Eveleen, thank you for joining us tonight. Sorry if it was last-minute. We would definitely like to get your contact information and your friends contact information. At the end of this presentation we'll have some contact information for the program team. That you can reach out to. We have kind of e-mail blasts notifications of this meeting. We put them on our website. We blast out those e-mails specifically far enough in advance with the hope that we give people

269

01:22:27.294 --> 01:22:40.338

Enough notice that they can, ah, attend these meetings, participate in these meetings, and yes we'll have ASL interpreters, obviously at this meeting and meetings in the future. Thank you. I'm glad you were able to make it.

270

01:22:40.339 --> 01:22:49.490

>>: That was great. Thank you so much. Really appreciate it. Thank you. And I will join. All right. I'll sign off.

271

01:22:49.491 --> 01:23:09.395

>>: Wonderful. Thank you so much. And our next question comes from Judith who asks how do you plan to work with the Route 6 side of the Sagamore Bridge and the businesses near the Christmas Tree Shop to minimize negative impact to their businesses?

272

01:23:09.396 --> 01:23:17.720

>>: Hi, Judith, good question. Uhm, Dave or Mark do you have an answer to this?

273

01:23:17.721 --> 01:23:39.166

>>: Yeah. I'm happy to jump in here, Ryan. I think this again all comes back to where we are going from the planning process into project development. And having that better understanding of purpose and need. And I apologize if I sound like a broken record. Once we really do have that reasonable range of alternative. Then really engaging with those stakeholders, with those businesses, and where the potential impacts do lie.

274

01:23:39.167 --> 01:24:05.281

Again, bringing it all back to that NEPA process and understanding that we need to look at the social and environmental and economic impacts of the proposed actions. So, it will certainly be an engagement. We are going to take a really hard look at it. And, you know, we will -- everyone will be engaged, uhm, at some point, uhm, in the coming months here.

275

01:24:05.282 --> 01:24:37.005

>>: And just want to add that this is tied to the measures of effectiveness, as well. When we talk about the categories where we look at abutter impacts, those abutter impacts are not just, uhm, actual physical property takings, but impacts to access, how people get in and out of the business, or private property. And then the socioeconomic impacts, as well. So, that is something that we intend to do at all four quadrants where these bridges touchdown.

276

01:24:37.006 --> 01:24:40.274

>>: Great. Thank you. And thank you for the question, Judith.

277

01:24:40.275 --> 01:24:50.130

Our next question comes from Andrea who asks is there an agreement on which side of the existing bridges new bridges will be constructed?

278

01:24:50.131 --> 01:24:53.048

>>: Dave, do you want to jump in on this?

279

01:24:53.049 --> 01:25:26.170

>>: Sure. Uhm, we know that is part of the evaluation that we need to do. You know, it kind of starts with the main line of how we get across the canal and that comes first and we need to look at, uhm, you know, both sides of the bridge. I mentioned before talking about construction, that kind of partially offline or fully offline. But obviously at this point whether we are, uhm, to the east side or the west side of the bridge, we are certainly too early for that.

280

01:25:26.171 --> 01:25:30.047

>>: Yep. Good answer. Thank you.

281

01:25:30.048 --> 01:25:57.169

>>: Thank you for the question. We'll plan to get through as many of these comments and questions as we can ahead of our stop time tonight at 9 p.m., but that is certainly not the end of the participation with this process. And as Ryan mentioned a little bit earlier, there are multiple ways to stay informed and connected with this process. And we'll bring back up this slide to show the contact information for the team

282

01:25:57.170 --> 01:26:09.682

and ways to comment after this meeting, as well. And so with that our next question comes from Sharon who asks will smart lights be installed at all surrounding intersections?

283

01:26:09.683 --> 01:26:30.150

>>: Yeah, Sharon, another good question that, ah, that is probably more appropriate to ask and answer as we get into design development. We will certainly consider your comment and consider it as we do design development.

284

01:26:30.151 --> 01:26:34.660

>>: Great. Thank you.

285

01:26:34.661 --> 01:26:45.800

So, our next question comes from Roger who asks what is the timeframe during which disbursement decisions from the infrastructure bill will be reached?

286

01:26:45.801 --> 01:26:54.442

>>: Undersecretary Bosworth, if you are still here, is that a question that you can asked with? I do not have an answer to that question.

287

01:26:54.443 --> 01:26:59.473

>>: I apologize. Would you restate the question? I was distracted.

288

01:26:59.474 --> 01:27:08.504

>>: Roger's question is what is the timeframe during which disbursement decisions from the infrastructure bill will be reached?

289

01:27:08.505 --> 01:27:35.633

>>: A little bit complicated. As we know the bill was signed into law, but the money will not be available until it is actually appropriated. So, Congress will have to deal with that. Likely will either deal with it in December when a continuing resolution needs to be acted on. Or a, ah, transportation appropriation act is, ah, is given. Is passed. When that does happen, there is going to be a significant increase in funds to the Commonwealth through formula funds.

290

01:27:35.634 --> 01:28:02.117

Existing programs of which some of those funds will be dedicated to the effort that you've heard tonight. But they won't get the bridges built. So, immediately we will continue to look at, we'll continue to, but really in earnest begin to work on discretionary programs. We don't have a timeline right now from the Federal Government on when those programs notices of funding availability will be put out.

291

01:28:02.118 --> 01:28:31.360

We suspect they will be quick and we will react quickly. As I mentioned earlier, our partners at federal highway and Army Corps are excellent in working together and putting those discretionary applications together. We'll look for other legislative opportunities to, ah, to, you know, to find funds or to dedicate funds directly to these bridges because it will be necessary, and we believe, to, ah, to actually, ah, to accomplish the, ah, the construction of both bridges and the approaches.

292

01:28:31.361 --> 01:28:48.484

I will say our legislature has been very generous with us in transportation in general, so we have already allocated money through our, you know, through our own state funds, including our bond bill that will continue to be made available to keep the project moving along swiftly.

293

01:28:48.485 --> 01:28:51.085

>>: Great. Thank you.

294

01:28:51.086 --> 01:29:01.336

>>: Thank you. Our next question comes from Cathy and there is also another question, ah, right underneath that relates to the same kind of topic. So, I'll kind of combine those two questions together.

295

01:29:01.337 --> 01:29:11.345

So, Cathy asks, are you considering a two-level bridge so that the bridge is not so wide?

296

01:29:11.346 --> 01:29:15.878

>>: Dave, do you want to answer that?

297

01:29:15.879 --> 01:29:39.541

>>: Sure. Uhm, you know, one of the things we know is going to be a challenge with any type of, uhm, bridge crossing the canal is we definitely need to maintain the vertical clearance. We know that, uhm, the canal operations and the users of the canal, that must be maintained at all times and it is of critical importance.

298

01:29:39.542 --> 01:30:08.628

So, getting from the height one would need to go over the canal and then to touch back down is a challenge. And one of the things that happens when you do stack one roadway on top of another is that becomes even more challenging. And if you can picture that where those roadways would touchdown on either the Cape Cod side or main line side get further and further away from the canal.

299

01:30:08.629 --> 01:30:11.604

>>: Thank you. And thank you for the questions.

300

01:30:11.605 --> 01:30:28.836

Our next question comes from Heidi who asks when constructing the new bridges do you plan to rebuild them where they are? If so, does that mean travel will be limited to one bridge for the duration of the construction? Or do you plan to construct the new bridges in different areas?

301

01:30:28.837 --> 01:30:40.962

>>: That is a little bit of a similar question to one that we have answers. And it is a little bit early to give a definitive answer. Dave, would you elaborate a little bit on our current thinking? And the approach?

302

01:30:40.963 --> 01:31:04.582

>>: Sure. Our thinking is that no matter what, the existing bridges would remain in place until there is an alternate location where traffic can go and then we would demolish the existing, and there are a number of different ways of accomplishing that from constructing all of the lanes associated with a new structure adjacent to the existing bridge, and when that work is complete then demolishing the existing bridge.

303

01:31:04.583 --> 01:31:19.873

Or perhaps building a portion of the new bridge, it is envisioned that the new bridge would be wider than the existing, and then one could move traffic over to a portion of the new bridge when the traffic is there and then demolish the old bridge.

304

01:31:19.874 --> 01:31:44.688

The main idea is we really don't know whether we are going to be on the east side or west side or whether we are going to straddle the existing or be completely offline. We know no matter what we need to make sure that we are either maintaining or making better the availability of lanes for people to cross the canal.



305

01:31:44.689 --> 01:31:48.438

>>: Great. Thank you.

306

01:31:48.439 --> 01:32:25.839

>>: Our next question comes from Alayna who asks, uhm, about -- also about eminent domain on the property. So, it was -- so, as -- let me read this directly. Who would like to have this question answered because they have had letters sent to them that were not very clear so they want to get a -- she wants to get a better sense of, ah, of that kind of right of way process. Ryan, if you could kind of cover that topic again?

307

01:32:25.840 --> 01:32:33.283

>>: Yeah. Thank you. And this is similar to a question that the gentleman answered, ah, on the phone.

308

01:32:33.284 --> 01:32:54.293

Uhm, Alayna, I would encourage you to reach out to the program team separately. I'd like to see that letter. I suspect that there is a little bit of confusion between a right of way and eminent domain letter which is what your question is asking and what I think the previous gentleman was asking.

309

01:32:54.294 --> 01:33:26.033

About a year ago we did send right of entry letters. And the right of entry level is a letter that we send folks to let them know that we may be accessing their property for, uhm, non-destructive things like , ah, collecting ground survey. Delineating wetlands. Uhm, kind of walking through and determining what the existing condition of the property and the surrounding area is in.

310

01:33:26.034 --> 01:33:52.242

We sent hundreds of those right of entry letters to let folks know that we may be accessing their property. And just because you got one of those does not really mean much other than we collected ground survey throughout the entire program area so we have an understanding of what the real on the ground conditions are as we develop alternatives in the design.

311

01:33:52.243 --> 01:34:22.730

I'm hoping that there is a confusion, ah, a couple of folks part that those right of entry letters mean that there is an eminent domain taking there. And that is not what those right of entry letters meant or are interpreted or intended to mean in anyway. It is really an avenue for us to let folks know we will be accessing their property for non-destructive reasons. Primarily ground survey.

312

01:34:22.731 --> 01:34:55.994

So, if your letter specifically talks about right of way or eminent domain or specific property takings, I really want to see those letters. And help kind of, ah, understand where they may have come from. Again, the program is not at the point where we are anywhere near the point where we are able to determine specific property impacts. I encourage you to reach out to the program team through the ah, through the contacts that we'll throw up at the end of the presentation.

313

01:34:55.995 --> 01:35:25.322

>>: Ryan, if I can add. This question does come up so prominently. You know, one of the things that all of us understand is how important it is to property owners to know as soon as possible what is going to happen. And we are committed to sharing with you what we know as soon as we know something. We are just not there yet. But we do understand that. We understand that you have decisions to make and you want to know those impacts. And as soon as we are in a position where there's meaningful information that we can share

314

01:35:25.323 --> 01:35:51.794

this team is going to share it. And I would also just mention that, uhm, you know, MassDOT, uhm, understands the right of way acquisition process. If there is a situation where a property owner is affected in some form of acquisition is necessary, MassDOT is well experienced in the federal laws and

state laws around the acquisition process. And all of those laws are designed to protect the property owner.

315

01:35:51.795 --> 01:35:59.373

So the main thing is as soon as we have something meaningful to share that is what we'll do, we'll share it.

316

01:35:59.374 --> 01:36:01.917

>>: Absolutely.

317

01:36:01.918 --> 01:36:14.489

>>: Thank you. Our next question comes from Sue who asks is there any value to keeping the original bridges to be used as bike ways or pedestrian roadways?

318

01:36:14.490 --> 01:36:27.822

>>: So, I think we answered a similar question to this earlier. And Dave jump in. But I think we recognize that the condition of the existing bridges is such that they either need a major rehabilitation or replacement.

319

01:36:27.823 --> 01:36:37.766

So, continuous upkeep into the future for bike and ped roadways is probably not a reasonable part of the alternatives.

320

01:36:37.767 --> 01:36:53.511

However, as we develop the design for the new bridges and the roadway approaches, we are going to have a heavy emphasis on bike and ped accommodations and connectivity.

321

01:36:53.512 --> 01:36:55.695

>>: Great. Thank you.

322

01:36:55.696 --> 01:37:07.281

Our next question comes from Edward who asks, ah, having taken the Chesapeake Bay bridge multiple times, what about boring tunnels instead of building bridges?

323

01:37:07.282 --> 01:37:23.058

>>: Sure. This is a question that we've heard before. I'm not sure if one of our friends from the Army Corps wants to answer it. Or Dave if you want to jump in on that.

324

01:37:23.059 --> 01:38:01.307

>>: Yeah. I can start. Uhm, I am fairly certain that through that MR/ER process tunnels were looked at. And as you mentioned previously, the extent to which we rely on the work of the MRER as we move forward remains to be seen. But in evaluation and understanding of what the initial capital costs are associated with a tunnel and the long-term maintenance costs associated with the tunnel, some of the other challenges associated with multimodal accommodations.

325

01:38:01.308 --> 01:38:20.120

To a certain degree it is something that will have to be looked at. Whether it is relying entirely on the MRER or doing additional work with environmental process moving forward. I do believe some work has been done looking at tunnels previously.

326

01:38:20.121 --> 01:38:54.857

>>: Dave, this is Craig from the Army Corps. We did look at tunnels as potential structure. And determined that, you know, that during our MRER process it was not a viable option. With the understanding that a big part of the bridges is connectivity. And the interest in the public getting back-and-forth through a tunnel to each side of the canal was not, uhm, not preferential.

327

01:38:54.858 --> 01:39:10.026

>>: Thank you. Thank you for the question. The next question comes from Heidi who asks what is the condition of the train bridge? Does that also need to be replaced or will it need to be replaced in the near future?

328

01:39:10.027 --> 01:39:29.209

>>: Yeah. This is Craig again. I can take this one. The train bridge just underwent its own major rehabilitation in the early 2000s. So, we continue to maintain the, you know, the railroad bridge just like we do, ah, the, ah, Bourne and Sagamore.

329

01:39:29.210 --> 01:39:50.067

So, you know, for the time being we do not anticipate re-doing a new train bridge. It goes to the standard sort of major rehabilitation evaluation process. Every fifteen or twenty years when we take a look at the condition. But we continue to maintain it an it is working order.

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01:39:50.068 --> 01:39:50.070

>>: Great.

331

01:39:50.071 --> 01:39:53.553

>>: Thank you. And thank you Heidi for the question.

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01:39:53.554 --> 01:40:07.534

The next question comes from Judith who asks is there any consideration to encourage freight vehicles to be transported by boat to minimize truck traffic?

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01:40:07.535 --> 01:40:26.358

>>: At this point from a program level, no. I suppose it is something that we can consider as we further and better understand truck traffic and truck destinations and origins. But at this point, no. That is not a consideration.

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01:40:26.359 --> 01:40:29.116

>>: Thank you.

335

01:40:29.117 --> 01:40:40.451

>>: Our next question is from James who asks are there any plans or ideas for relocating exit one mile marker 55 and the Belmont rotary or is it too early?

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01:40:40.452 --> 01:40:49.549

>>: Sure. Dave, can you jump in and talk about how our program area covers that

337

01:40:49.550 --> 01:41:15.805

>>: Yeah. You know, thinking about how a, uhm, proposed structure would cross the canal, there is going to have to be a lot of modifications to the geometry of the main lines. And as a result those connections as to how, uhm, we connect up with the local roadway network. We need to look at a bunch of different ways of trying to establish those connections.

338

01:41:15.806 --> 01:41:37.777

And then when we have a range of those alternatives that are consistent with the program purpose and need, we would then apply the measures of effectiveness that we were talking about earlier and trying to get to the point where we can really hone in on what is the alternative that best serves the public with the smallest amount of impacts.

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01:41:37.778 --> 01:41:50.403

So, yeah, we are looking at all four quadrants and how we reestablish those connections between the local roadway network and main lines that go across the canals.

340

01:41:50.404 --> 01:42:08.202

>>: Great. Thank you. And thank you for the question. The next question comes from Monica who asks once construction begins will there be an effort to coordinate with nearby towns to try to eliminate overlap of other road construction that would further impact traffic patterns?

341

01:42:08.203 --> 01:42:42.142

>>: Yeah. Monica, there certainly will be. We recognize that this project, ah -- we recognize that construction is dirty and inconvenient. And as ramifications outside of the specific construction areas. As we understand better what construction will look like, we'll -- what construction staging is going to look like, we will certainly be coordinating with other projects throughout the project area and our district construction folks do a great job of this already.

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01:42:42.143 --> 01:43:00.704

We have construction projects all over the state, multiple in each town, and as a requirement of the contracting, ah, there is a coordination with other project requirements. And this one is certainly no different.

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01:43:00.705 --> 01:43:02.957

>>: Thank you. And thank you for the question, Monica.

344

01:43:02.958 --> 01:43:19.727

Our next question is from Roseanne who asks have you considered including rail options in this project? Considering the long timeline for the project it would be great to include future ways of travel and environmental improvements.

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01:43:19.728 --> 01:43:54.011

>>: Sure. Roseanne, I can try to answer that. Currently, ah, rail options crossing the, ah, future potential bridges is not being considered. There are other, ah, there are significant challenges to that. On one hand we already have a rail bridge to the south of this location. And the on the other hand from a, ah, from a bridge development standpoint we have specific grades, slopes and grades that vehicular traffic

346

01:43:54.012 --> 01:44:05.598

bike traffic, pedestrian traffic can -- can handle. And generally that grade changes in the four to five to six percent range.

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01:44:05.599 --> 01:44:24.883

We have challenges today I think coming up over from -- from the land up over the bridges getting high enough to, ah to, accommodate the, ah, the, uhm, the ship traffic that navigates the canal.

348

01:44:24.884 --> 01:44:57.226

Railway traffic has a significantly lower slope, maximum slope that they are able to navigate. And I don't specifically know what it is. But it is on the order of half-a-percent to one percent. So, to be able to include rail traffic across these bridges the approach network, the approach rail line would have to



extend back miles and miles for these bridges. And so that is not something that the program is currently considering.

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01:44:57.227 --> 01:44:59.785

>>: Thank you. And thank you, Roseanne, for the question.

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01:44:59.786 --> 01:45:30.388

Our next comment comes from Renee who is -- who serves as chair on Bourne's finance committee. And Renee just asks that we -- that the team please consider also planning where the next replacement bridges will go 100 years in the future and designate those areas as not buildable so there will be less loss of residences and businesses. This project has many financial impacts to the Town of Bourne and it is good to be forward thinking and prepared to avoid as many

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01:45:30.389 --> 01:45:37.818

Financial impacts as possible. So, thank you, Renee, for raising that. And thank you for your comment, as well.

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01:45:37.819 --> 01:46:10.530

Our next comment, our next question rather, comes from Mark who asks -- who asks presumably the Bourne transfer station cannot be relocated. Recognizing that presently it is on an access road to the Bourne Bridge, does that create any unique challenges or difficulties in the design of this program?

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01:46:10.531 --> 01:46:19.397

>>: Uhm, I'm not sure if I have a good answer to that question. Dave or Mark is this something you can weigh in on there?

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01:46:19.398 --> 01:46:44.228

>>: I would say it is certainly something we want to be coordinating with the Town of Bourne and others regarding understanding how the transfer station is used and how it is presently operated. I don't have a response except for it is one of the many things to be coordinating with the Town of Bourne on.

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01:46:44.229 --> 01:46:50.086

>>: Great. Thank you.

356

01:46:50.087 --> 01:47:03.452

>>: Thank you. Our next question comes from Kelly who asks do you have a cost estimate for new construction? Or any sense of the total cost could be?

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01:47:03.453 --> 01:47:06.970

>>: Dave, do you want to take that one?

358

01:47:06.971 --> 01:47:33.190

>>: Sure. Uhm, well, what I can do is provide costs that are out there from previous work. As we have all heard throughout this presentation, we are still a long way from knowing exactly what it is that is going to be built. So, obviously without knowing exactly what is going to be built it is very hard to indicate how much it may cost. But what we do know, and again I'll refer back to the army corps of engineers MRER report.

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01:47:33.191 --> 01:48:03.232

Ah, they determined a cost of approximately \$1.2 billion for replacement of the bridges and the immediate roadway approaches. This did not include costs associated with how those connections are made as I was referencing earlier how those main lines connect with the local roadway networks. But

another data point we do have is that, uhm, MassDOT's office of transportation planning, uhm, completed a planning study

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01:48:03.233 --> 01:48:40.088

looking at the four quadrants and various roadway improvements at those four quadrants. And I'm not saying that is what will be built. I'm citing it as a reference point that they came up with a cost of around \$300,000. \$300 million for those improvements. Uhm, 1.2 billion + 300 -- 1.2 billion plus 300 million is 1.5 billion. So, that is just a reference point. You know, that doesn't account for inflation and what ultimately

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01:48:40.089 --> 01:49:00.233

gets built could be something very different. But those are two documents out there that are available on MassDOT's website. And you can always take a look at those and get an understanding of, uhm, how those numbers were derived and what they mean.

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01:49:00.234 --> 01:49:03.480

>>: Great. Thank you. And thank you for the question.

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01:49:03.481 --> 01:49:27.373

Our next, ah, comment comes from Peter who asks, ah, with the construction creating traffic impacts, is there anyway that the state and federal partners can work with Waze, Apple maps, et cetera, to not send traffic down local roads where people can't get out of drive ways and public safety have trouble getting to a 911 call.

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01:49:27.374 --> 01:49:31.442

>>: Great question, Peter. Amy, can you handle that?

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01:49:31.443 --> 01:49:49.641

>>: Absolutely. Uhm, hi Peter. Uhm, just a little background. I work in the traffic and safety section for MassDOT and I work closely with the Waze, the Apple, the Google mapping comes to provide updates.

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01:49:49.642 --> 01:50:19.973

While they are open and amenable to making changes and edits when it comes to road closures, ramp closures, exit renumbering, uhm, they do not work with us when it comes to asking them to not send traffic down certain roadways specifically neighborhood roadways. It is a proprietary algorithm that they use based on travel times. And they don't change those.

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01:50:19.974 --> 01:51:02.348

So, we are unfortunately, uhm, caught between a rock and hard place with that one. I'll give you an example. We have sent them information about truck restrictions on local neighborhood roads. And they will not put them in the system because their response is that Waze and these different mapping agencies are for vehicular traffic, not for truck traffic. So, they will not change the routes within their systems. But we will work closely with those mapping companies during the construction process to let them know which roads may be closed.

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01:51:02.349 --> 01:51:04.687

I hope that helps.

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01:51:04.688 --> 01:51:06.327

>>: That is good. Thank you.

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01:51:06.328 --> 01:51:07.299

>>: Definitely. Thank you.

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01:51:07.300 --> 01:51:19.628

Our next question comes from Sue who asks do you anticipate that Thursday's meeting will have different content or similar content to tonight's?

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01:51:19.629 --> 01:51:47.849

>>: Yeah. I can answer that question. The content for Thursday meeting will essentially be identical to the content presented tonight. We, again, we want to get out in front of folks. We want to inform folks of what we are trying to do. And we want to receive your questions and your input and your ideas. So, we wanted to have two meetings. We intend to have two meetings for each -- public meetings for each of these rounds.

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01:51:47.850 --> 01:52:01.935

But the information presented on Thursday will -- it will be identical to tonight. Just giving people who couldn't attend tonight's meeting the opportunity to participate in the meetings.

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01:52:01.936 --> 01:52:14.448

>>: Great. Thank you. The next question is from Deborah who has have historic preservation laws been considered on the historic bridges given their age?

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01:52:14.449 --> 01:52:17.722

>>: Mark, can you help with that?

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01:52:17.723 --> 01:52:50.071

>>: By all means. Thank you. MassDOT, Army Corps, they are all very much familiar with the regulations that govern historic resources. Specifically 106 of the national historic preservation act. And

section 4F of the US Department of Transportation act. I will point out it is not just the bridges that are under consideration when thinking about impacts to historic resources, but also all the historic resources within the entirety of the project area.

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01:52:50.072 --> 01:53:08.238

So, MassDOT, Army Corps of engineers, they have met with the Mass. Historical Commission, that coordination will continue now throughout the development process and into the historic review. And into other environmental reviews.

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01:53:08.239 --> 01:53:30.222

Uhm, so, yes, ah, these considerations are being given, and as we really engage into those sections, uhm, section 106 and section 4F reviews we will get much more, uhm, detailed into that level of analysis, determining what the specific impacts are going to be, and if and how when needed they would be mitigated.

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01:53:30.223 --> 01:53:31.560

>>: Great. Thank you.

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01:53:31.561 --> 01:53:43.777

Our next question comes from Gail who asks there are numerous ambulance runs to Boston hospitals for emergency care, are fire departments from Cape towns part of the planning process?

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01:53:43.778 --> 01:54:07.924

>>: Yep. Great question, Gail. I can take that one. Uhm, we noted earlier in the presentation that, uhm, that emergency access and emergency, uhm, ah, pathways and roadways are an important part. And as we further develop the purpose and need as we further develop a reasonable range of alternatives we will be meeting with the emergency services in the area.

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01:54:07.925 --> 01:54:11.431

>>: Great. Thank you. And thank you for the question again.

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01:54:11.432 --> 01:54:23.169

Our next question comes from Pam who asks will the new bridge designs accommodate larger ships? Like cruise ships or car carriers and big tankers?

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01:54:23.170 --> 01:54:33.160

>>: Good question. Uhm, Dave or Craig is that something that you can maybe -- maybe that is best answered by the Army Corps.

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01:54:33.161 --> 01:55:07.570

>>: Sure, Ryan. This is Craig Martin. Uhm, the new bridge designs, we have in the, ah, in the canal we have 135 foot air draft, that is the difference between the bottom of the bridge and the water level. That is a requirement within the Cape Cod canal. That will, ah, continue to be a requirement for the bridges going forward. We have limitations on the size of the vessel that is can go through the canal. For safety concerns there is high tidal currents.

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01:55:07.571 --> 01:55:34.614

We want to make sure we have the appropriate size vessels. We are not planning to deepen the canal. And to account for sea level rise would be incorporated into the, uhm, potential design, but no we are not expecting to make the air gap larger to accommodate larger vessels.

387

01:55:34.615 --> 01:55:59.573

>>: Thank you. And thank you for the question. Our next question comes from Kristof an since we have two minutes remaining this is a, ah, good question to kind of end on here. Kristof asks is there an e-mail

notification sign-up that they can fill out to get notifications for when there are more meetings or announcements specific to this project?

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01:55:59.574 --> 01:56:18.002

>>: Thank you for the segue, Kristof. Erica, would you like to talk about additional ways to get in touch with us.

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01:56:18.003 --> 01:56:20.023

>>: Okay. Are you able to hear me?

390

01:56:20.024 --> 01:56:20.990

>>: Yes.

391

01:56:20.991 --> 01:56:22.322

>>: Great. Thank you. Sorry about that.

392

01:56:22.323 --> 01:57:03.374

Yes. Thank you for the great question. The website is, uhm, [mass.gov/cape-bridges](http://mass.gov/cape-bridges). And I put that in the chat, as well. And it works if you Google it. And thank you for bringing up that slide. That information is also listed on the slide. There is a comment form. We encourage everyone to use that. Spread the word with neighbors and colleagues. You will get a response to your comment if you request one. And then we also have the, uhm, the e-mail address for our legislative affairs representative Dan Fielding if you need to get in touch with us by email.

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01:57:03.375 --> 01:57:11.678



We look forward to a lot more meetings like this and hearing your comments through the comment form and forums like this. Thank you very much.

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01:57:11.679 --> 01:57:17.697

>>: Thank you.

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01:57:17.698 --> 01:57:46.327

>>: Okay. With that I appreciate everybody's participation in this meeting. Ah, lots of good comments. Lots of good questions. If we didn't get to you we encourage you to either attend Thursday's meeting or reach out to us through the avenues on your website. Tell your friends. Keep involved. We are here to, ah, to listen, and consider your comments and questions and concerns.

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01:57:46.328 --> 01:57:49.313

And encourage you to keep participating as we move forward.

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01:57:49.314 --> 01:57:50.737

>>: Thank you.

398

01:57:50.738 --> 01:57:57.040

Thank you very much.