

Cape Cod Canal Area Transportation Improvement Program
Public Information Meeting
November 18, 2021, 7:00 PM
Zoom Transcripts

1

00:00:01.860 --> 00:00:08.940

Makaela Niles: Welcome everyone, thank you for joining us this evening, I would like to open with a few procedures for tonight's meeting.

2

00:00:09.780 --> 00:00:20.250

Makaela Niles: First, please note that this virtual public meeting is being recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video,

3

00:00:20.610 --> 00:00:31.110

Makaela Niles: Still images, audio and or chat transcript and by continuing attendance with this virtual public meeting you are consenting to participate in a recorded event.

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00:00:31.860 --> 00:00:39.840

Makaela Niles: All recordings and chat transcripts will be considered a public record, if you are not comfortable being recorded, please turn off your camera.

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00:00:40.110 --> 00:00:46.890

Makaela Niles: Keep your microphone muted and refrain from utilizing the Q&A box. Else you may excuse yourself from the meeting.

6

00:00:47.520 --> 00:01:02.310

Makaela Niles: A few other important notes, please note that you will be automatically muted upon entering the meeting, and there will be time for questions and answers at the end of the presentation and I will talk more about how to participate shortly.

7

00:01:03.570 --> 00:01:04.680

Makaela Niles: Next slide please.

8

00:01:08.310 --> 00:01:13.590

Makaela Niles: We have interpreters who are translating tonight's meeting into Spanish and Portuguese.

9

00:01:14.070 --> 00:01:23.640

Makaela Niles: If you require this service, please click the interpretation button at the bottom of your screen, the globe icon, and select which language you wish to hear.

10

00:01:24.060 --> 00:01:34.860

Makaela Niles: At this moment, I would ask all English speakers to select English as their chosen language, this will allow you to hear translated non English comments during Q&A.

11

00:01:35.880 --> 00:01:44.670

Makaela Niles: You can view closed captions by clicking the closed captions feature and selecting either show subtitle or view full transcript.

12

00:01:45.240 --> 00:01:55.260

Makaela Niles: Show subtitle will display captions at the bottom of your screen and you full transcript will display the meeting's audio transcription in a window to the right.

13

00:01:55.980 --> 00:02:07.260

Makaela Niles: If you have any it questions throughout the presentation, please contact zoom technical support at 888-799-9666.

14

00:02:07.650 --> 00:02:13.530

Makaela Niles: If you would like to share a question or comment during the Q&A period, there are a few ways to do so.

15

00:02:14.010 --> 00:02:20.220

Makaela Niles: If you would like to participate verbally, please use the raise hand button at the bottom of your screen.

16

00:02:20.700 --> 00:02:26.700

Makaela Niles: You will then be recognized and you will receive a notification on your screen to unmute at that time.

17

00:02:27.270 --> 00:02:35.400

Makaela Niles: Please note that the notification will show up on your primary zoom screen, just in case other windows may be open, such as the Q&A box.

18

00:02:35.970 --> 00:02:46.350

Makaela Niles: We ask that you please state your name prior to sharing your comment or question, you may also type your question or comment in the Q&A box and it will be read aloud to the project team.

19

00:02:46.980 --> 00:03:00.540

Makaela Niles: To utilize the ASL services, please share comments or to share comments or questions, please let the program team know through the Q&A box and then the team will provide video sharing capabilities.

20

00:03:01.290 --> 00:03:10.860

Makaela Niles: If you are participating by phone this evening you may dial star nine and we will call out the last digits of your phone number then unmute your audio.

21

00:03:11.370 --> 00:03:19.050

Makaela Niles: We have a quite a few folks joining us tonight, and we would like to hear from as many people as we can, ahead of the meeting's end at 9pm.

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00:03:19.500 --> 00:03:34.530

Makaela Niles: So we ask that you please share only one comment or question at a time and limit comments to two minutes to allow others to participate and so with that I will hand it over to MassDOT's Undersecretary Scott Bosworth to share opening remarks.

23

00:03:36.240 --> 00:03:48.990

Scott Bosworth: Thank you Makaela and good evening, ladies and gentlemen, as Makaela said, my name is Scott Bosworth I'm the Undersecretary of MassDOT and i'm joined this evening and hosting with our Assistant Secretary Jon Lenicheck who you'll hear from later.

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00:03:50.100 --> 00:04:00.420

Scott Bosworth: I would also like to acknowledge that our partners from the army corps of engineers, led by Scott Acone and federal highway led by Jeff McEwen

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00:04:01.290 --> 00:04:09.120

Scott Bosworth: are taking part, this evening, and will be available for questions later on, but most of all i'd like to thank you all for taking part in tonight's session.

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00:04:09.690 --> 00:04:16.170

Scott Bosworth: And for those of you who have submitted comments letters emails texts and other.

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00:04:16.980 --> 00:04:27.660

Scott Bosworth: Other information to our system we really appreciate it, it really helps us engaging Community concerns and interest and ideas so keep it coming tonight, the second round.

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00:04:28.110 --> 00:04:35.820

Scott Bosworth: Will the second night of our second round series, so we will be providing you with updated information from the last sessions.

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00:04:36.600 --> 00:04:48.720

Scott Bosworth: and hopefully it'll enlighten you on on where we are and where we're heading and i'd like to just say also that we are thankful to our congressional delegation and our state legislative delegation many who may be on tonight.

30

00:04:49.230 --> 00:04:57.570

Scott Bosworth: for their help, this is going to take all of our all of our efforts to to pull off a building two more iconic bridges so.

31

00:04:57.930 --> 00:05:04.200

Scott Bosworth: i'm going to turn it over now to our program manager for MassDOT Ryan McNeill who will lead you through the presentation.

32

00:05:04.740 --> 00:05:14.460

Scott Bosworth: Thank you very much, and one last request a little later in the evening the patriots will be playing so if there are scores, please put it in the chat box Okay, thank you.

33

00:05:19.560 --> 00:05:31.470

Ryan McNeill: Great Thank you and thank you for joining us tonight, my name is Ryan McNeill and all the 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.

34

00:05:32.280 --> 00:05:38.760

Ryan McNeill: This is the second round of stakeholder and public outreach meetings for the Cape cod canal area transportation improvement Program.

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00:05:39.210 --> 00:05:48.810

Ryan McNeill: The general format for each round of these meetings is to hold the state federal delegation briefing multiple stakeholder meetings in at least two these evening public meetings.

36

00:05:50.070 --> 00:05:56.520

Ryan McNeill: Your 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.

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00:05:56.970 --> 00:06:10.740

Ryan McNeill: and update on our public outreach efforts and 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 question.

38

00:06:15.660 --> 00:06:22.830

Ryan McNeill: program development is a partnership between the United States army corps of engineers, the Federal highway administration and MassDOT.

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00:06:23.370 --> 00:06:33.240

Ryan McNeill: 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.

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00:06:33.720 --> 00:06:42.000

Ryan McNeill: MassDOT will lead the project delivery process, complete the alternative analysis preliminary design and environmental permitting.

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00:06:44.220 --> 00:06:56.220

Ryan McNeill: 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 multimodal improvements and utility relocation.

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00:06:57.300 --> 00:07:09.450

Ryan McNeill: factors that will affect the program development process include identification of funding specifics about the Co lead federal agency agreement is set up nepa class of action and public interest in support.

43

00:07:13.320 --> 00:07:22.380

Ryan McNeill: We're 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.

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00:07:22.740 --> 00:07:32.490

Ryan McNeill: 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 i'll give folks about 30 seconds to complete the poll.

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00:08:28.080 --> 00:08:30.840

Ryan McNeill: Great thanks to those of you who filled in the poll.

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00:08:31.650 --> 00:08:41.520

Ryan McNeill: We have received approximately 300 comments and questions today almost half of these comments and questions came through the round one public information meetings we held back in June.

47

00:08:42.120 --> 00:08:53.580

Ryan McNeill: The rest have come through email phone calls and through our public comment form that can be found in the program website, we encourage you to ask questions tonight and continue to reach out to the program through email phone in the comment form.

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00:08:56.910 --> 00:09:04.830

Ryan McNeill: we're tracking the topic areas that we're hearing any questions and comments and an effort to understand what areas, people are interested in in and or concerned about.

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00:09:05.430 --> 00:09:23.490

Ryan McNeill: Common topic areas include property impacts environmental construction and bridge alternative type, not surprisingly, the most common words that we're seeing and comments and questions include bridge property project Bourne and access.

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00:09:28.740 --> 00:09:34.620

Ryan McNeill: We continue to collect existing condition information both at the bridges and through the program area.

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00:09:35.040 --> 00:09:41.250

Ryan McNeill: If you're participating in this meeting you're probably aware that the existing structures are over 80 years old and are functionally obsolete.

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00:09:41.880 --> 00:09:47.700

Ryan McNeill: Existing bridges and approaches are functionally obsolete, because the lane and shoulder width are substandard.

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00:09:48.180 --> 00:09:58.020

Ryan McNeill: The army corps of engineers on the bridges and is responsible for ongoing maintenance and repair these periodic maintenance efforts cause temporary but disruptively enclosures.

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00:09:58.470 --> 00:10:12.930

Ryan McNeill: Major rehab to the roadway decks and steel superstructures will be required if the bridges are not replaced major rehab would cause major impacts to traffic crossing the canal full roadway closure likely be required, and each bridge for extended periods.

55

00:10:15.750 --> 00:10:21.240

Ryan McNeill: The facilities for people walking and biking on the existing bridges are deficient due to the narrow with limited.

56

00:10:21.600 --> 00:10:36.630

Ryan McNeill: separation from traffic gaps exist in the sidewalk system at all approaches, much of the existing sidewalk system is not compartment to the Ada and the architectural access board rules for connectivity exists between the canal service roads in the bridges.

57

00:10:38.820 --> 00:10:43.050

Ryan McNeill: we've collected, a lot of existing traffic condition data and are currently using 2019

58

00:10:43.890 --> 00:10:55.140

Ryan McNeill: as the base year, we know that coven drastically changed travel patterns during 2020 and into 2021 it's a program development continues, will continue to update data as appropriate.

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00:10:55.680 --> 00:11:11.730

Ryan McNeill: We do know that summer traffic volumes on the sagamore bridge approach 80,000 vehicles per day and 58,000 and the bourne bridge traffic volumes on the bourne bridge have been steady since 2014 most of the increased growth has been where the sagamore bridge.

60

00:11:13.410 --> 00:11:25.050

Ryan McNeill: In addition to the traffic counts collected on the bridges themselves, we want to understand where people are coming from and where they're going to we really want and need to understand local traffic patterns and not just those using the bridges.

61

00:11:25.440 --> 00:11:41.460

Ryan McNeill: we've collected origin destination information to determine bridge use and typical vehicle routes, we can see the 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 segment bridge.

62

00:11:43.230 --> 00:11:49.980

Ryan McNeill: Many people have seen these congestion heat maps before they're a fairly effective way to show where congestion and backups occur.

63

00:11:50.460 --> 00:11:59.580

Ryan McNeill: These to specifically show congestion experienced that the bridges on a typical summer Saturday red indicates areas where stopped traffic occurs.

64

00:11:59.940 --> 00:12:08.880

Ryan McNeill: Green indicates areas where traffic is able to flee for free flow imagine these figures match your experience traveling through the area on a summer Saturday.

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00:12:10.470 --> 00:12:23.670

Ryan McNeill: or Sunday or Saturday represents the periods with the heaviest congestion, we also want to understand traffic operations during other time periods so we're studying summer and fall am and PM peak periods.

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00:12:25.260 --> 00:12:36.090

Ryan McNeill: We also need to understand traffic safety, under the existing condition, so that we have a better sense of where improvements need to be made in the future condition total crashes between 2017 and.

67

00:12:37.230 --> 00:12:47.850

Ryan McNeill: Were greater than 800 this number includes crashes on the bridges and the approaches, including belmont circle born Rotary 28 sandwich road.

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00:12:50.430 --> 00:13:00.450

Ryan McNeill: This bigger shows the general location of crashes during that period, you can see that while some of the crashes around the bridge, many are within the existing roadway approach network.

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00:13:02.340 --> 00:13:13.980

Ryan McNeill: The slide shows more detail on the locations and numbers of crashes that occurred in the project area, the blue circle show locations where the crash rate was lower than the district average for similar intersection.

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00:13:14.430 --> 00:13:28.470

Ryan McNeill: The purple circle show locations where the crash rate was higher than the district average, there are three locations that experienced crashes about the district average belmont circle born Rotary and the cranberry highway Adams street intersection.

71

00:13:31.020 --> 00:13:38.010

Ryan McNeill: We continue to investigate existing environmental conditions and are currently working on the assessment of threaten an endangered species habitat.

72

00:13:38.550 --> 00:13:50.340

Ryan McNeill: The wetland resource delineation is essentially complete in we are preparing an abbreviated notice of resource area delineation and read that will be filing with the conservation Commission later this year.

73

00:13:52.620 --> 00:14:02.460

Ryan McNeill: not going to spend a lot of time diving into the next four slides they're really just designed to show some of the tight types of environmental considerations that we're keeping track of.

74

00:14:02.880 --> 00:14:09.240

Ryan McNeill: If folks want to take a closer look at these slides this entire presentation will be on the program website in the near future.

75

00:14:09.750 --> 00:14:25.200

Ryan McNeill: In general, though this slide is sagamore bridge North side, the most prominent feature in this quadrant is the existing of large areas of open space in the presence of the herring river ACEC in the north northwest of the bridge.

76

00:14:27.480 --> 00:14:35.220

Ryan McNeill: This figure shows the sagamore South quadrant with the main future being the open space at joint base Cape cod.

77

00:14:37.590 --> 00:14:52.590

Ryan McNeill: This slide shows the Bourne bridge North side, in addition to the continued prevalence of the open space areas you'll see that the floodplain start to extend outside of the canal into the upland areas.

78

00:14:54.630 --> 00:15:01.410

Ryan McNeill: This slide shows born south, you can see, joint base Cape cod and more areas of floodplains.

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00:15:03.810 --> 00:15:11.460

Ryan McNeill: 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.

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00:15:12.060 --> 00:15:20.160

Ryan McNeill: It is this data and the understanding of the on the ground conditions that will help us pivot forward toward development of the program and purpose in the.

81

00:15:22.830 --> 00:15:29.970

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

82

00:15:30.450 --> 00:15:36.480

Ryan McNeill: The purpose and he was particularly important under the national environmental policy act regulations nepa.

83

00:15:36.870 --> 00:15:48.210

Ryan McNeill: Because it is directly tied to the defining have a reasonable range of alternative will also assist us an identification of a preferred alternative, the purpose of need can and will evolve over time.

84

00:15:51.210 --> 00:16:01.050

Ryan McNeill: MassDOT is a collaboration with our federal partners at the army corps of engineers and the Federal highway administration have began the process of developing a draft purpose and needs statement.

85

00:16:01.470 --> 00:16:06.510

Ryan McNeill: But tonight we want to hear from you folks about your view of what the project purpose and need should be.

86

00:16:07.050 --> 00:16:19.380

Ryan McNeill: Some general categories that we've initially identified as important, or the structural condition of the existing bridges traffic safety and operations multimodal connectivity and emergency traffic management.

87

00:16:23.400 --> 00:16:29.940

Ryan McNeill: On your screen in a moment you'll see a live poll, where we are asking that you identify what you see as the top three priorities.

88

00:16:30.330 --> 00:16:37.680

Ryan McNeill: If you think that our program there are program needs that are not covered under this list, please feel free to provide a comment at the end of this presentation.

89

00:16:38.190 --> 00:16:47.130

Ryan McNeill: or by using the Q&A button or through any of the other avenues to contact the program team i'll give folks a minute or so, to complete the poll.

90

00:16:50.430 --> 00:16:56.400

Ryan McNeill: Great thanks to those of you who have completed the poll will take that data and use it to help us informed.

91

00:17:54.030 --> 00:17:55.920

Ryan McNeill: program purpose and need.

92

00:17:59.820 --> 00:18:10.020

Ryan McNeill: Measures of effectiveness will be used to get guide the development and evaluation of alternatives alternative designed will be evaluated based on how they respond to these categories.

93

00:18:12.510 --> 00:18:18.060

Ryan McNeill: We started the measures of effectiveness process by identifying a list of nine General categories.

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00:18:18.540 --> 00:18:30.000

Ryan McNeill: These categories include mobility and operations safety construct ability reliability of butter impacts environmental resiliency and sustainability.

95

00:18:30.420 --> 00:18:38.430

Ryan McNeill: multimodal kind of activity in cost these general categories will eventually have multiple specific criteria under each one of them.

96

00:18:39.060 --> 00:18:47.850

Ryan McNeill: For example, the environmental considerations category will have specific criteria focused on wetland impacts.

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00:18:48.180 --> 00:18:57.960

Ryan McNeill: Well, an impact quantities will be inserted into a measure the effectiveness table and document that will assist the alternative analysis process and determine preferred alternative.

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00:18:58.530 --> 00:19:06.480

Ryan McNeill: as the moe categories and criteria are developed we'll continue to come out to the public and the stakeholders to get your input on them.

99

00:19:10.740 --> 00:19:22.650

Ryan McNeill: Next steps for the program include continuing development of the project purpose and need identifying the measures of effectiveness categories and specific criteria in developing a reasonable range of alternatives.

100

00:19:23.130 --> 00:19:38.490

Ryan McNeill: The next round of the stakeholder and 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 the program email or the public comment tool which can be found on the program website.

101

00:19:41.640 --> 00:19:43.980

Ryan McNeill: With that we're going to open it up for questions.

102

00:19:53.340 --> 00:20:01.230

Makaela Niles: Thank you and, like Ryan mentioned with that when you're ready to get into the question and answer portion of tonight's meeting.

103

00:20:01.560 --> 00:20:10.020

Makaela Niles: And right now I would like to have Jon Lenicheck from MassDOT open up the floor, as a quick reminder please use the raise hand button

104

00:20:10.470 --> 00:20:18.420

Makaela Niles: To participate verbally, you will then be recognized and you will receive a notification on your screen to unmute at that time.

105

00:20:18.840 --> 00:20:25.980

Makaela Niles: Please note that the notification will show up on your primary zoom screen in case there are any other windows that might be open.

106

00:20:26.550 --> 00:20:37.110

Makaela Niles: The Q&A box can also be used to submit written comments or questions and if you're participating by phone please dial star nine to raise your virtual hand.

107

00:20:37.470 --> 00:20:47.460

Makaela Niles: And again, we ask that anyone that everyone share only one comment and our time limit comments to two minutes to allow others to participate. Jon.

108

00:20:49.680 --> 00:20:54.960

Jon Lenicheck: Appreciate that Makaela. i'm Jon Lenicheck, Assistant Secretary for intergovernmental at MassDOT.

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00:20:55.950 --> 00:21:05.340

Jon Lenicheck: And I wanted to begin by echoing what Undersecretary Scott bosworth had said at the outset to thank and recognize the efforts of the Commonwealth Congressional delegation.

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00:21:06.000 --> 00:21:23.250

Jon Lenicheck: And as well the Cape cod area state delegation wanted to recognize my name the Cape cod states area delegation Senator Susan Moran, Senator justin cyr, representative TIM whalen, representative kip diggs.

111

00:21:24.270 --> 00:21:25.770

Jon Lenicheck: Representative David Vieira.

112

00:21:27.870 --> 00:21:29.220

Jon Lenicheck: Representative Sarah Peake.

113

00:21:31.440 --> 00:21:33.060

Jon Lenicheck: Representative Steve Xiarhos.

114

00:21:34.140 --> 00:21:36.660

Jon Lenicheck: And representative dylan Fernandes.

115

00:21:38.940 --> 00:21:47.760

Jon Lenicheck: we'd like to offer the opportunity for any of these elected officials to offer comments at this time, if they are present and would like to do so.

116

00:21:49.110 --> 00:21:49.800

Jon Lenicheck: Thank you Makaela.

117

00:21:53.400 --> 00:22:04.380

Makaela Niles: Great Thank you jon so with that I see a few raised hands, and we also have a few comments and questions in the Q&A box so we'll start with Nic.

118

00:22:04.740 --> 00:22:18.780

Makaela Niles: who asked curious about the extent and impact of utility relocation is there any opportunity to try and introduce fiber access to these communities through the relocation project.

119

00:22:21.540 --> 00:22:35.160

Ryan McNeill: Thank you for your question Nic. Thank you, thank you for asking it so we're aware of quite a few utilities that cross the bridges currently and throughout the area Dave could you add a little bit to that question.

120

00:22:37.350 --> 00:22:45.390

Dave Anderson: Sure, just in general, of course, our focus will be on how the different alternatives, we look at impact the existing utilities that are there.

121

00:22:46.200 --> 00:22:59.430

Dave Anderson: On the ground, today, and how they may need to be relocated and then also, of course, you know if there are opportunities as the program advances that there are private utility company owners that are interested in expanding how they.

122

00:23:00.480 --> 00:23:03.060

Dave Anderson: provide their services to a wider.

123

00:23:04.170 --> 00:23:08.850

Dave Anderson: audience then we'd be happy to work with them and to the extent we can to make that work.

124

00:23:14.490 --> 00:23:21.540

Makaela Niles: Thank you next have embraced hands from Michael Sorenti. Michael you should have a notification on your screen to unmute.

125

00:23:23.820 --> 00:23:41.460

Michael Sorenti: I thank you for having this meeting, I have a question, I guess, do you feel there's an imbalance on the bridges, seeing that the sagamore bridge for really only service what's the north of it and the bourne bridge should service basically the whole rest of the country.

126

00:23:43.020 --> 00:23:47.580

Michael Sorenti: And that you said, if there is an imbalance, are you going to try to balance it out.

127

00:23:48.600 --> 00:23:52.380

Michael Sorenti: and would that make any changes to sandwich road.

128

00:23:58.650 --> 00:24:04.950

Ryan McNeill: I think i'm going to ask one of my traffic engineers to weigh in on that maybe maybe amy that's something you can weigh in on.

129

00:24:05.520 --> 00:24:13.560

Ryan McNeill: But in general we're collecting existing conditions, a data, so we know what the regional traffic wants to do with a local traffic wants to do.

130

00:24:13.920 --> 00:24:30.390

Ryan McNeill: What their preferences are today what those volumes are today in the existing condition and going into the future and, as we develop a reasonable range of alternatives for both the roadways and the bridges in the connectivity to the local network.

131

00:24:31.500 --> 00:24:39.720

Ryan McNeill: That balance and those volumes will certainly be part of the equation amy did I answer that Okay, is there anything we should add to that.

132

00:24:53.370 --> 00:25:00.300

Ryan McNeill: All right, amy amy's having some technical issues, so if she pops on we'll ask her to weigh in on that, but in general.

133

00:25:01.620 --> 00:25:11.880

Ryan McNeill: that's we're keeping track of the existing volumes projecting the future volumes really trying to understand where people are coming from and where people are going to from a local and regional.

134

00:25:13.980 --> 00:25:18.960

Ryan McNeill: perspective and we'll kind of develop the alternatives to accommodate that.

135

00:25:20.550 --> 00:25:29.220

Makaela Niles: Great Thank you, we have a comment in the Q&A for Paul, Paul says, I live in Howard canal view apartments.

136

00:25:29.850 --> 00:25:41.550

Makaela Niles: As do 39 other families and Paul would like it to be known that it is the only affordable non section eight housing apartment complexes that Paul knows of.

137

00:25:42.060 --> 00:25:55.680

Makaela Niles: it's a great community of hard working people and fantastic property management and they're concerned, of how the bridge might impact the apartments and concerned about how future families who are in the same position.

138

00:25:56.370 --> 00:26:03.600

Makaela Niles: may be able to afford living in Community and asked that mass take this into consideration in the planning process.

139

00:26:05.130 --> 00:26:09.810

Ryan McNeill: it's a great one and Paul, thank you for your input we are aware of the canal view apartments.

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00:26:10.950 --> 00:26:18.420

Ryan McNeill: My global statement on impacts to specific properties, is that we are in the purpose and need.

141

00:26:18.990 --> 00:26:24.300

Ryan McNeill: Measures of effectiveness developing range of alternatives stage of the process.

142

00:26:24.720 --> 00:26:30.090

Ryan McNeill: And really more towards the beginning of that we're really trying to determine purpose in need like we've discussed.

143

00:26:30.480 --> 00:26:39.360

Ryan McNeill: During the presentation and, as we understand what the need of the prop project is and what the future is going to look like impacts to.

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00:26:39.960 --> 00:26:56.670

Ryan McNeill: The canal new apartment impacts to businesses impacts to private residence, these will all certainly be considered as we view and develop and compare alternatives so again, thank you for your comment, we are aware of the apartments.

145

00:26:58.170 --> 00:27:04.980

Makaela Niles: We next have a raised hand from Glenn Cannon, Glenn you should have a notification on your screen to unmute.

146

00:27:06.450 --> 00:27:13.830

Glenn Cannon: Thank you, my name is Glenn cannon i'm the assistant time administrator and born, I want to start off by thanking MassDOT for holding these meetings.

147

00:27:14.130 --> 00:27:24.690

Glenn Cannon: I can tell you, last night I was on a joint base Cape cod meeting with john bechard from master and he did a great job of explaining the process and encouraging folks to speak out.

148

00:27:25.290 --> 00:27:32.700

Glenn Cannon: And i'm really here to to again encourage the residents of born to speak out, this is a very important process, this is a very important step.

149

00:27:33.150 --> 00:27:39.600

Glenn Cannon: I know, sometimes it gets frustrating residence halls want to see the alternatives, they want to know exactly what's happening in their neighborhood.

150

00:27:40.320 --> 00:27:52.500

Glenn Cannon: But the purpose in need right now that masters trying to get through to our delegation and to the people who are going to be appropriating funds for this project as again so very important step for that process to happen so.

151

00:27:54.120 --> 00:28:02.910

Glenn Cannon: You know I think like like Ryan mentioned, you know we're concerned to certainly with the structural condition of the bridges that's where it all begins and ends, you know I think we all now and.

152

00:28:03.240 --> 00:28:06.570

Glenn Cannon: decided that the bridges, need to be replaced because of that structural condition, but.

153

00:28:07.080 --> 00:28:14.580

Glenn Cannon: i'd go on to that you know traffic safety is a is a big concern here in the town of born for the residents who who use this whole system.

154

00:28:15.060 --> 00:28:22.950

Glenn Cannon: You know, every single day many high crashed locations are associated with this system, you know, including the Bourne Rotary to belmont circle.

155

00:28:23.640 --> 00:28:31.470

Glenn Cannon: You know scenic highway can be very dangerous, I know, residents here also to they're very much concerned with the multimodal connections.

156

00:28:31.800 --> 00:28:42.990

Glenn Cannon: Between the bridges and the canal pass and what hopefully will be what they call vision at eight here and that's a bike path connecting woods hole coming North up through the town of Bourne to the.

157

00:28:43.380 --> 00:28:50.940

Glenn Cannon: To the Cape cod canal then over the sandwich and out to provincetown basically wrong along route six along the spine route six so.

158

00:28:51.480 --> 00:29:00.930

Glenn Cannon: to connect the bridges into that system would be a great thing and then again I was at a meeting last night joint base Cape cod, there was the fire chief association.

159

00:29:01.410 --> 00:29:10.710

Glenn Cannon: President and he was very concerned about emergency management traffic with the bridges, you know in can certainly concerned, you know as you can imagine, with his role.

160

00:29:11.070 --> 00:29:15.810

Glenn Cannon: of any kind of storm event any kind of emergency, where we had to evacuate the Cape.

161

00:29:16.440 --> 00:29:28.920

Glenn Cannon: You know there's only the two automobile bridges, which the majority of folks are traveling on So those are critical try needs so again, I want to say thank you to MassDOT I want to thank you to keep up the hard work and then we appreciate it.

162

00:29:30.270 --> 00:29:33.660

Ryan McNeill: Great, thank you for your comments when look forward to continuing to work with you.

163

00:29:38.160 --> 00:29:51.300

Makaela Niles: Next we have a comment in the Q&A in response to one of the polls that was shared earlier Nic says program need not listed: climate considerations/longevity.

164

00:29:54.270 --> 00:29:55.230

Ryan McNeill: Thank you for your comment.

165

00:29:55.710 --> 00:30:08.520

Ryan McNeill: exactly the kind of thing we're looking we're looking from the public from the stakeholder from the constituents, we have some general categories and ideas from from program purpose and need, and we want to hear from you as well, so thank you for that.

166

00:30:09.720 --> 00:30:19.800

Makaela Niles: And as a quick reminder to everyone if you'd like to share a comment or question you're welcome to use the raise hand button at the bottom of your screen.

167

00:30:20.160 --> 00:30:32.970

Makaela Niles: You can also use the Q&A box as well to submit a written comment or question, and if you are participating by phone this evening, please dial star nine to raise your virtual hand.

168

00:30:33.360 --> 00:30:41.130

Makaela Niles: And so, with that our next raised hand is Mary Jane Mastrangelo, Mary Jane you should have a notification on your screen to unmute.

169

00:30:43.680 --> 00:30:44.820

Mary Jane Mastrangelo: Thank you um.

170

00:30:46.080 --> 00:30:50.430

Mary Jane Mastrangelo: I want to talk about a couple things first of all, lane closures.

171

00:30:51.630 --> 00:31:04.530

Mary Jane Mastrangelo: For repairs are very disruptive to workers, businesses and people living within the Community of Bourne and they are required spring and fall.

172

00:31:05.190 --> 00:31:20.250

Mary Jane Mastrangelo: Every year, and are very disruptive also I also want to say that, due to the high cost of housing on the Cape many workers on the Cape need to travel from off Cape.

173

00:31:20.760 --> 00:31:39.330

Mary Jane Mastrangelo: To the Cape to get to work, and as a result, there are traffic backups coming on to the Cape in the morning and then going off Cape in the afternoon and this commuter traffic.

174

00:31:41.490 --> 00:31:41.910

Mary Jane Mastrangelo: It.

175

00:31:43.080 --> 00:32:02.970

Mary Jane Mastrangelo: It creates real delays in people traveling within the Community, but also when there were lane closures it's intensified, so this, this is a real problem within our Community, and it is something that.

176

00:32:03.990 --> 00:32:05.850

Mary Jane Mastrangelo: The bridges and.

177

00:32:08.010 --> 00:32:17.430

Mary Jane Mastrangelo: we're doing the bridges will really help alleviate because it is really an issue for us all, right now, thank you.

178

00:32:18.840 --> 00:32:27.480

Ryan McNeill: Thank you for your comment, Mary Jane it's it's again a piece of the puzzle that we're looking for input from you folks tonight.

179

00:32:27.900 --> 00:32:41.670

Ryan McNeill: And what i'm hearing is that the short term, lane closures, as the corps of engineers does routine maintenance on the bridges to keep them safe and travel across the bridges local travel across the bridges.

180

00:32:42.600 --> 00:32:59.010

Ryan McNeill: At all times, but particularly during those maintenance activities is an issue and that ties specifically into the purpose and need of the project, the purpose and need is to consider and address the issues that you that you've alluded to, so thank you for that.

181

00:33:02.640 --> 00:33:16.350

Makaela Niles: Next, have a question in the q&a from David who asks, is there a possibility of there being alternative modes of transportation to be considered for these future projects, for example, trains.

182

00:33:17.490 --> 00:33:21.060

Ryan McNeill: yeah David I can I can give a try providing an answer for that.

183

00:33:22.200 --> 00:33:29.670

Ryan McNeill: The there's kind of two pieces to that question, the first piece is, is there a possibility of there being alternative modes of transportation, to be considered.

184

00:33:30.180 --> 00:33:42.240

Ryan McNeill: For the program and the answer is yes we've identified it as part of the purpose and need for us alternative modes of transportation multimodal connectivity.

185

00:33:42.630 --> 00:33:50.370

Ryan McNeill: So in that vein yes it's going to be part of the considerations and we're going to see what we can do with the.

186

00:33:51.180 --> 00:34:03.270

Ryan McNeill: With the with the constraints that we have with the canal, and the bridges and the approach work regarding trains trains specifically crossing these two bridges are not being considered.

187

00:34:04.410 --> 00:34:14.580

Ryan McNeill: And without getting too technical it's primarily due to the slopes, the grades that trained need to be able to travel on their tracks and.

188

00:34:16.110 --> 00:34:30.330

Ryan McNeill: To be brief, cars can ascend grades much steeper than trains can and to accommodate a train track across these bridges that line would need to be extended.

189

00:34:31.500 --> 00:34:36.210

Ryan McNeill: far, far from the bridge and we haven't done the calculations on it, but far, far from the bridge up.

190

00:34:36.630 --> 00:34:48.990

Ryan McNeill: Up to where it would come from and the impacts both environmental impacts and property impacts would be significant. That being said, we do know that the train bridge that crosses the canal does.

191

00:34:50.160 --> 00:35:02.310

Ryan McNeill: carry the commuter rail and some commuter traffic, and I think that's probably a question better asked for rail and transit division to see what types of plans they think they may have in the future for that line.

192

00:35:04.680 --> 00:35:13.470

Makaela Niles: Thank you Ryan and thank you for that question, we next have a raised hand from Robert Wilson, Robert you should have a notification on your screen to unmute.

193

00:35:15.600 --> 00:35:18.210

Robert Wilson: Well yeah hi my name is rob Wilson from Centerville.

194

00:35:19.410 --> 00:35:25.890

Robert Wilson: Last night I attended the meeting on the replacement of the bridges 495 in Andover.

195

00:35:27.210 --> 00:35:30.120

Robert Wilson: They started in 2005 and they're not going to start.

196

00:35:31.410 --> 00:35:33.150

Robert Wilson: Construction until 2028.

197

00:35:34.770 --> 00:35:46.170

Robert Wilson: Because they're just a 25% design i'm worried that the corps of engineer says that these bridges need will need serious help, starting in 2025 and.

198

00:35:47.280 --> 00:36:02.910

Robert Wilson: It is like 2022 now so i'm not sure i'm seeing that we're going to get any replacement bridges before the core it's going to need to start doing work on the old bridges and I think that's going to cause a little bit of problem.

199

00:36:05.040 --> 00:36:06.120

Robert Wilson: Thanks.

200

00:36:06.150 --> 00:36:13.980

Ryan McNeill: thanks for your your question, Robert I think it's a two part answer all the answer on behalf of MassDOT and then i'll ask.

201

00:36:14.400 --> 00:36:26.790

Ryan McNeill: Scott Acone with the corps to to provide a response on the corps' behalf we talked at the beginning of the presentation tonight that there was some some some uncertainties surrounding the program development.

202

00:36:27.870 --> 00:36:34.590

Ryan McNeill: Those uncertainties include funding which you've identified other uncertainties that we have right now include.

203

00:36:35.610 --> 00:36:43.860

Ryan McNeill: Lead federal agency, we know that it's going to be a Co lead federal agency between the army corps and federal highway administration.

204

00:36:44.280 --> 00:36:50.970

Ryan McNeill: What exactly that co lead federal agency looks like and means for the program development, we do not know yet.

205

00:36:51.930 --> 00:37:09.450

Ryan McNeill: Another uncertainty is nepa the national environmental policy act class of action, it may be an EA maybe an EIS so those are the uncertainties MassDOT is facing trying to look forward and projecting a reasonable schedule for the program development that being said.

206

00:37:10.740 --> 00:37:17.730

Ryan McNeill: it's an important program it's an important project for the administration for the department, and so the program team.

207

00:37:18.570 --> 00:37:28.080

Ryan McNeill: is working hard every day to advance the first several steps of the program and the first step of several steps include.

208

00:37:28.650 --> 00:37:35.100

Ryan McNeill: The information that you may have heard during round one the public outreach identify that identification of existing conditions.

209

00:37:35.790 --> 00:37:47.340

Ryan McNeill: Those steps include tonight again continuing the existing condition condition data analysis and investigation and the identification of project purpose and need and.

210

00:37:47.940 --> 00:37:58.380

Ryan McNeill: determining measures of effectiveness, which we'll eventually use to compare alternatives against each other, it also includes development of alternatives.

211

00:37:58.680 --> 00:38:15.240

Ryan McNeill: Coming out to you folks and discussing those alternatives with you and eventually coming to an agreement on a preferred class of action, so the department is excited and active on the project, and we are working through those first several several steps fairly aggressively.

212

00:38:17.250 --> 00:38:27.960

Ryan McNeill: But, but this and those uncertainties regarding funding and nepa class of action, certainly are still there and Scott, are you on is is the rest of that question, something you think you can help with.

213

00:38:29.040 --> 00:38:38.400

Scott Acone: Sure thanks Ryan, hopefully, everybody can hear me so i'm Scott Acone i'm the deputy district engineer with the US army corps of engineers.

214

00:38:39.810 --> 00:38:42.450

Scott Acone: So 2025 is our estimate.

215

00:38:43.920 --> 00:38:53.130

Scott Acone: that's our target for when we would begin major rehabilitation but it's only an estimate, you know the bridges are 85 years old.

216

00:38:53.730 --> 00:39:01.950

Scott Acone: We inspect regularly we just completed an inspection of the sagamore bridge and we'll continue to inspect them and keep them safe.

217

00:39:02.700 --> 00:39:20.070

Scott Acone: And as long as we're moving forward with design and plans for construction for replacement bridges, we'll do everything we can to not have to undertake anything more disruptive than the temporary lane closures, that we currently do when we need to make repairs.

218

00:39:21.120 --> 00:39:21.990

Scott Acone: So hope that answers it.

219

00:39:25.470 --> 00:39:41.190

Makaela Niles: Thank you, the next have a question from Nic who asks does multimodal connectivity possibly include connection to rail crossings to support possible future MBTA expansion or expansion or regional bus services.

220

00:39:42.720 --> 00:39:54.300

Ryan McNeill: that's another great question Nic, Thank you and so that's one of the items we as we further program development and identify the existing services that are out there.

221

00:39:54.960 --> 00:40:08.010

Ryan McNeill: identify what maybe our alternatives or our preferred alternative might look like and then try to identify the opportunities for connection between what we're building and.

222

00:40:08.910 --> 00:40:18.840

Ryan McNeill: Future MBTA expansion plans or bus service expansion as well that's something that we certainly need to and want to consider, it's a little bit further down the line.

223

00:40:22.620 --> 00:40:31.200

Makaela Niles: Thank you and thank you for the question we next have a raised hand from Jim Cullen, Jim you should have a notification on your screen to endure.

224

00:40:32.670 --> 00:40:34.620

jim cullen: Thank you um.

225

00:40:37.110 --> 00:40:42.570

jim cullen: My question is a follow up to the question that was just asked, and the one from Mr Wilson.

226

00:40:43.860 --> 00:40:54.270

jim cullen: How does the funding question impact the urgency and speed of analysis.

227

00:40:55.140 --> 00:41:12.150

jim cullen: and B, when the army corps of engineer says we might be able to move out 2025 to a later date for major repairs, but says, in the meantime we're going to keep the bridge safe, are you folks want to put that writing, since it seems incongruous to me.

228

00:41:13.560 --> 00:41:29.040

jim cullen: That you can estimate a date for major rehabilitation of the bridges and at the same time, say, we can guarantee will keep them safe until we do that, I don't understand that just from a consumer perspective i'm not an engineer.

229

00:41:30.540 --> 00:41:49.170

jim cullen: And we know that this bridge won't start in in a minimum of five years from now, just based on everybody's concerns about their neighborhood this the that the taking of property and all that, so I don't know if both groups, the DOT and army corps would be willing to respond to that, but.

230

00:41:50.460 --> 00:41:58.560

jim cullen: It just seems concerning to me in terms of all these estimates and that everything will be just fine until we get around to it.

231

00:42:03.840 --> 00:42:07.740

Ryan McNeill: yep good question follow up question, I think, for you Scott.

232

00:42:09.690 --> 00:42:10.350

Scott Acone: For sure.

233

00:42:12.180 --> 00:42:15.870

Scott Acone: was trying to think of a good analogy, and I guess here's the best analogy, I can give you.

234

00:42:18.000 --> 00:42:34.740

Scott Acone: You bring your car in for regular service and you check your brakes, and you know your brakes might normally last 50,000 miles sometimes they might last 35,000 miles sometimes they might last 70,000 miles.

235

00:42:36.090 --> 00:42:49.620

Scott Acone: The bridge is a similar type of a thing so we're we're anticipating when we need to do, major repairs, based on the condition of the steel, the condition of the connections, the concrete everything that goes into a bridge.

236

00:42:51.270 --> 00:43:00.810

Scott Acone: But the only way we really know when we need to address something is by doing the regular inspections, and so we thoroughly inspect each bridge every other year.

237

00:43:01.170 --> 00:43:07.770

Scott Acone: In accordance with national standards, these are requirements that are required of all highway bridges.

238

00:43:08.610 --> 00:43:26.160

Scott Acone: And so we comply with that, our engineers make their best estimate, and you know, six, seven years ago 2025 was our best estimate for when we thought we needed to plan to be able to do a major rehab, it could be 2025 it could be 2023.

239

00:43:27.450 --> 00:43:28.680

Scott Acone: It could be 2030.

240

00:43:29.700 --> 00:43:39.180

Scott Acone: So the inspections really drive, what we need to do, and we can continue to make repairs, we can we can fix individual Members and replace concrete.

241

00:43:39.810 --> 00:43:49.290

Scott Acone: And do other things, to ensure that the bridges are safe and that's our that's our responsibility as bridge owners, we will make sure that traveling public is safe when they cross the bridges.

242

00:43:52.200 --> 00:43:52.830

Ryan McNeill: Thank you Scott.

243

00:43:54.750 --> 00:43:59.850

Makaela Niles: Our next question comes from Michele who asks, will you toll the bridges.

244

00:44:01.560 --> 00:44:11.490

Ryan McNeill: yeah Michele I can I can take a stab at this in my level in granted on the program manager, but that doesn't mean much on most days.

245

00:44:12.030 --> 00:44:28.200

Ryan McNeill: And my level nobody's talking about tolling the bridges, we are focused on again the existing condition to the existing bridges and determining purpose and need and looking forward into coming up with the reasonable range of alternatives and selecting and preferred alternative.

246

00:44:29.460 --> 00:44:36.510

Ryan McNeill: tolling the road is not something that i've heard anybody talk about in the department and it's certainly not on the radar for the program team.

247

00:44:39.720 --> 00:44:48.000

Scott Bosworth: And Ryan, Scott bosworth here if I also may address that if if that's Okay, we in we have a challenging.

248

00:44:49.920 --> 00:44:54.840

Scott Bosworth: effort to fund the bridges, the partnership that we have with the Federal Government is strong.

249

00:44:55.950 --> 00:45:02.280

Scott Bosworth: And we believe that we will be successful in finding the funds and get your getting funds allocated for the bridges.

250

00:45:03.180 --> 00:45:14.880

Scott Bosworth: But it is a challenge we will be competing against every state for funds capital funds to build projects so while we're not planning on and we do not intend to toll the bridges.

251

00:45:15.300 --> 00:45:33.150

Scott Bosworth: It, it is a possibility should there be a shortfall in our efforts, again, we are not planning it we in we would very much prefer not to, but in the end it, it has to be on the table, if we're not successful get full funding for the bridges out of the Federal Government.

252

00:45:37.590 --> 00:45:44.910

Makaela Niles: Thank you have a raised hand from Stephen buckley, Stephen you should have a notification on your screen to unmute.

253

00:45:46.620 --> 00:45:47.670

Stephen Buckley: Okay, can you hear me.

254

00:45:48.630 --> 00:45:48.810

Ryan McNeill: Yes.

255

00:45:50.280 --> 00:45:50.820

Stephen Buckley: Okay, thank you.

256

00:45:52.740 --> 00:45:54.030

Stephen Buckley: I wanted to point out that.

257

00:45:55.230 --> 00:45:58.410

Stephen Buckley: The way the project is framed.

258

00:45:59.490 --> 00:46:03.750

Stephen Buckley: it's only involving congestion and the.

259

00:46:04.770 --> 00:46:06.420

Stephen Buckley: canal area.

260

00:46:07.710 --> 00:46:15.060

Stephen Buckley: And, as everybody knows, most people who visit the Cape, particularly in the summer don't stop in Bourne.

261

00:46:16.380 --> 00:46:19.350

Stephen Buckley: They go flying through to the rest of Cape cod.

262

00:46:20.430 --> 00:46:30.300

Stephen Buckley: i'm in chatham lower Cape cod, so I understand from the perspective of people in Bourne let's just get these people out here.

263

00:46:31.950 --> 00:46:51.300

Stephen Buckley: But when you widen the bridges and increase the capacity by 50% the capacity to handle 50% more traffic at peak capacity, then that means in the summer there could be something around 50% more people coming to Cape cod.

264

00:46:52.650 --> 00:46:57.600

Stephen Buckley: And if you relieve congestion, even for a little while with new bridges.

265

00:46:59.010 --> 00:47:00.060

Stephen Buckley: Then, that means.

266

00:47:01.380 --> 00:47:12.870

Stephen Buckley: That it's the word is going to get out everybody on the other side of the canal, the rest of the United States is going to hear about the fact that hey it's easier to get Cape cod now.

267

00:47:14.340 --> 00:47:20.520

Stephen Buckley: And the easier you make it for people to come to Cape cod in the summertime or any other time.

268

00:47:21.360 --> 00:47:38.820

Stephen Buckley: The more people will come, and if you want to find out more about this traffic engineers know all about this it's called induced traffic Google it and that's the part that they don't want to tell you, and the study that was done is that nobody knew we'll come to Cape cod.

269

00:47:40.080 --> 00:47:41.970

Stephen Buckley: or traffic over that was bridges.

270

00:47:43.290 --> 00:47:58.620

Stephen Buckley: As if nobody's discouraged now, and they are so it needs to be framed in that way and and and it's unprofessional and unethical, I think, to have a study that ignores induced traffic, thank you.

271

00:48:03.660 --> 00:48:04.770

Ryan McNeill: Thank you for your comments.

272

00:48:06.570 --> 00:48:13.350

Makaela Niles: We next have a question from Rachel who asks do you plan to add a Rotary with the replacement of the Bourne.

273

00:48:17.550 --> 00:48:27.090

Ryan McNeill: yeah I can I can try and answer that question Rachel with a big dose of uncertainty.

274

00:48:27.960 --> 00:48:40.440

Ryan McNeill: And I try to remind folks where we are in the program development we are really at the identify collection collection of data on the existing conditions traffic volumes wetlands so forth.

275

00:48:41.310 --> 00:48:50.400

Ryan McNeill: determining what the purpose need for the program is, we have not developed any alternatives to the point where we know.

276

00:48:51.480 --> 00:49:10.380

Ryan McNeill: anywhere near to the point where we know whether a particular intersection will be a Rotary or a signal or bypass lanes or whatever it may be, so the answer to that question is we don't know yet at something that will be evaluated in the future, as we develop a reasonable range of alternatives.

277

00:49:13.560 --> 00:49:19.980

Makaela Niles: We next have a raised hand from janice marks, janice you should have a notification on your screen to unmute.

278

00:49:21.240 --> 00:49:25.620

Janice Marks: Hi thanks so much, my question is about speed limits.

279

00:49:26.790 --> 00:49:42.030

Janice Marks: For anybody who lives in this area, you know that the speed limit on the bourne bridges 40 miles an hour, but almost no one uses that speed to cross the bridge which makes it extremely dangerous for any kind of head on collision, people are.

280

00:49:43.320 --> 00:49:53.250

Janice Marks: Going at highway speeds, as they approach the bridge if there are no traffic back ups and they might be going as fast as 70 miles an hour as they approach the bridge.

281

00:49:53.970 --> 00:50:07.830

Janice Marks: So I wonder, are there guidelines for speed limits on bridges as they're being redesigned and how do you handle the deceleration to go on to local roads from coming off interstate highways.

282

00:50:09.570 --> 00:50:14.220

Ryan McNeill: Great question Janice Thank you and I'm going to turn into one of our traffic engineers Alex Siu.

283

00:50:15.510 --> 00:50:18.810

Ryan McNeill: Probably a pretty broad answer but I'll let Alex get into it.

284

00:50:19.860 --> 00:50:26.310

Alex Siu: Sure, yes, thank you Ryan speed limits are something that we're going to be taking a look at so as we're going through.

285

00:50:26.820 --> 00:50:35.310

Alex Siu: and coming up with a range of different alternatives we'll be looking at functional classification of a roadway and the the design speeds of the roadway so.

286

00:50:35.970 --> 00:50:47.130

Alex Siu: As we're going through obviously it's very early to start talking about posted speed limits and the intended speeds on the roadway that we are proposing, or the improvements that we're going to be proposing.

287

00:50:48.240 --> 00:50:57.990

Alex Siu: So, but as we go through we're going to be taking a look at the design speeds and what the roadway should be designed for for given type of connection or roadway.

288

00:50:59.040 --> 00:51:00.660

Alex Siu: As a part of this program.

289

00:51:01.710 --> 00:51:02.940

Alex Siu: Hope that answers your question.

290

00:51:06.720 --> 00:51:21.660

Makaela Niles: Thank you, we next have a question from Robert young and undersecretary bosworth touched on this a little bit earlier but Robert asks will the recent federal legislation approved help with bridge replacement funding.

291

00:51:27.060 --> 00:51:28.770

Scott Bosworth: Thank you, and thanks for the question.

292

00:51:29.910 --> 00:51:32.940

Scott Bosworth: We are thrilled we as a commonwealth are thrilled.

293

00:51:34.170 --> 00:51:43.770

Scott Bosworth: With the infrastructure investment and jobs act that was recently signed into law, it is a great opportunity for us to address many of our needs across the Commonwealth.

294

00:51:45.030 --> 00:51:57.630

Scott Bosworth: Transportation needs, as well as resiliency and clean air initiatives and goals the bill does not I just need to be clear that does not contain any direct funding for the bridges.

295

00:51:58.320 --> 00:52:03.180

Scott Bosworth: There are, however, many opportunities to compete for funds, and we will do so with vigor.

296

00:52:03.540 --> 00:52:16.140

Scott Bosworth: And we will do so with our partners at federal highway and army corps of engineers and we will continue to work with our delegation which, of which we are very happy and pleased and thankful for all the efforts that they have.

297

00:52:16.590 --> 00:52:25.410

Scott Bosworth: waged to get us to this point so we we plan on competing for every discretionary program that fits this.

298

00:52:25.950 --> 00:52:39.690

Scott Bosworth: program and we will we will do so, so the answer the question is, while it doesn't have direct funding for the bridges, there are lots of opportunities for us to to compete for and ultimately be awarded funds for the bridges.

299

00:52:44.790 --> 00:52:51.270

Makaela Niles: Thank you, we next have a raised hand from Donald, Donald you should have a notification on your screen to unmute.

300

00:52:52.440 --> 00:53:00.540

Donald Critchfield: hi my name is Don Critchfield and I live in sandwich this is borderline heresy and maybe even insane but.

301

00:53:00.900 --> 00:53:08.940

Donald Critchfield: Is it possible that the canal has outlived its usefulness, certainly the satellite navigation resolves some of those.

302

00:53:09.330 --> 00:53:22.290

Donald Critchfield: Problems are some of the reasons they were the canal was put it in in the first place, I can see the sagamore and the bridge from my house and, most of it appears to be petroleum, which is why they invented pipelines.

303

00:53:22.770 --> 00:53:28.080

Donald Critchfield: You put the sagamore jetty rocks underneath the bridge do the same thing at the Bourne bridge.

304

00:53:28.710 --> 00:53:44.160

Donald Critchfield: And you the marinas that you create at both ends with the bridge pay for the dredging you need and you've got a great little lake in the middle, that you can turn into the sandwich bourne regatta. Thank you for listening.

305

00:53:48.180 --> 00:53:53.550

Ryan McNeill: Great, thank you for your comment Don i'm not sure if Corps wants to jump in on that or not.

306

00:53:55.680 --> 00:54:00.270

Scott Acone: So I Ryan, it's Scott again i'll just share that i'm.

307

00:54:01.980 --> 00:54:11.700

Scott Acone: You know, we regularly talk to the shipping industry and the canal is still vital to their ability to deliver goods and serve goods and products.

308

00:54:12.630 --> 00:54:29.550

Scott Acone: between New York and Boston and including all the New England states in a cost effective manner, and so it is it's not outlived its usefulness for that near shore marine traffic and goods, thanks.

309

00:54:30.630 --> 00:54:31.110

Ryan McNeill: Thank you.

310

00:54:32.640 --> 00:54:37.290

Makaela Niles: Thank you, and as a quick reminder to everyone if you'd like to share a comment or question.

311

00:54:38.040 --> 00:54:46.800

Makaela Niles: Please use the raise hand button at the bottom of your screen, you may also submit questions or comments, using the Q&A button.

312

00:54:47.100 --> 00:55:05.220

Makaela Niles: And if you're joining us by phone this evening, please dial star nine and that will raise your virtual hand so with that our next question is from Charles who asks, would you please provide an overview of the estimated overall timeline from design to completion of construction.

313

00:55:06.600 --> 00:55:18.180

Ryan McNeill: yeah I can take that Charles and unfortunately we can't give a good strong concrete answer to that, and the reason why we can't is because of all the uncertainties that we've we've talked about a couple of times now.

314

00:55:19.200 --> 00:55:32.160

Ryan McNeill: availability of funding lead federal agency and class of action, each one of those items has a fairly significant effect on the program development process.

315

00:55:33.120 --> 00:55:42.690

Ryan McNeill: Again, what I can tell you is that the department, the administration our partners at federal highway and army corps of engineers are working diligently on the first multiple steps.

316

00:55:43.560 --> 00:55:57.480

Ryan McNeill: we're going to get as far as we can in tow, we have to stop and so to give a an overall program development schedule would be irresponsible and and then quite likely inaccurate.

317

00:56:01.200 --> 00:56:07.770

Makaela Niles: Next, we have a phrase time from john York john you should have a notification on the screen to unmute.

318

00:56:10.080 --> 00:56:30.810

john york: hello, yes, my question is about the current Memorandum of Understanding between the ACOE and MassDOT, as I understand they're currently to MOIs one has to do with maintenance of the roadway right now, and the other has to do with planning towards building a new bridge.

319

00:56:31.410 --> 00:56:31.800

john york: And that.

320

00:56:31.860 --> 00:56:40.080

john york: And also, there may be future MOI my question about the MOI has to do with the army corps engineer.

321

00:56:41.040 --> 00:56:49.050

john york: army corps of engineers obligation to provide pedestrian access across the canal at the previous meeting it was established, the June meeting.

322

00:56:49.440 --> 00:56:55.440

john york: was established, the army corps of engineer is obligated to provide pedestrian access across the canal.

323

00:56:56.370 --> 00:57:08.400

john york: Does the Memorandum of Understanding transfer that obligation to MassDOT or does it simply provide for mass do key to assist the ACOE in fulfilling that obligation.

324

00:57:09.180 --> 00:57:19.530

john york: If MassDOT fails to fulfill that obligation, who is responsible to ensure the obligation is fulfilled, is that the ACOE or MassDOT.

325

00:57:25.380 --> 00:57:29.580

Ryan McNeill: Good question and I personally don't do not have an answer for that john.

326

00:57:31.110 --> 00:57:41.940

Ryan McNeill: i'm not sure if Scott Acone there's a couple folks on the call today with us that have more of a history dating back to when those were put into place.

327

00:57:42.990 --> 00:57:43.980

Scott Acone: Yeah Ryan.

328

00:57:44.190 --> 00:57:44.940

Scott Acone: Scott.

329

00:57:44.970 --> 00:57:45.330

Scott Acone: From.

330

00:57:45.360 --> 00:57:47.490

Scott Acone: From the corps perspective.

331

00:57:49.500 --> 00:57:54.780

Scott Acone: And i'm not sure where you know the obligation to provide pedestrian.

332

00:57:57.840 --> 00:58:03.960

Scott Acone: passage came from, but we we've said from the beginning in our evaluation of.

333

00:58:05.040 --> 00:58:12.360

Scott Acone: Alternatives to replace the bridges that one of the considerations that we would look at would be.

334

00:58:12.840 --> 00:58:26.070

Scott Acone: An ability for pedestrians bicycle traffic, whatever it happens to be to be able to cross that bridge to connect both sides of the canal and that's still the plan so Ryan I don't know if you have anything else to add or Dave does.

335

00:58:27.960 --> 00:58:37.230

Ryan McNeill: yeah, so I would just add that, regardless of obligation, it is a goal of the program to improve.

336

00:58:38.160 --> 00:58:56.520

Ryan McNeill: pedestrian and bike access, not only are crossed the bridges, but through the canal area, and you, you you saw that we mentioned it, as part of the purpose and need all that statement of earlier in the presentation and it's something we're actively looking to improve.

337

00:59:01.380 --> 00:59:03.690

Makaela Niles: The next have a question from Jeffrey.

338

00:59:04.710 --> 00:59:17.670

Makaela Niles: Who says it's most likely unrealistic to build the two bridges concurrently, at this time is one bridge considered more critical to resolve it's deficiency and therefore will be built first.

339

00:59:19.710 --> 00:59:22.830

Ryan McNeill: And it's great question Jeffrey, Dave, Dave Anderson you mind taking this.

340

00:59:23.760 --> 00:59:25.410

Dave Anderson: job, I think.

341

00:59:26.760 --> 00:59:36.390

Dave Anderson: You know at this stage things go in a lot of different directions, but I do think it's entirely likely that it would be possible to have both bridges under construction, at the same time.

342

00:59:36.750 --> 00:59:43.110

Dave Anderson: And, of course, you know the way a replacement structure would be built it would built in a way that.

343

00:59:43.890 --> 01:00:02.610

Dave Anderson: That existing bridge is not taken out of service until there is a new structure for that traffic to go to so you know that's just an approach that that we would be taking that at any stage of the construction there would be at least the same number of lanes able to get across the canal.

344

01:00:04.200 --> 01:00:07.200

Dave Anderson: As far as which one would go first, I would just note.

345

01:00:08.760 --> 01:00:15.930

Dave Anderson: The army corps of engineers prepared the MRER report documenting the need to replace the bridges.

346

01:00:16.590 --> 01:00:30.750

Dave Anderson: When they were looking at what their future maintenance may look like they've identified the sagamore is a bridge sagamore bridge as the bridge that they would likely do a major rehabilitation on first.

347

01:00:31.650 --> 01:00:47.700

Dave Anderson: So that's probably an indicator of which one from a structural standpoint, one may wish to go to first but still I do think it's entirely likely that there would be solutions that would allow both of them to occur concurrently provided the funding was available.

348

01:00:50.610 --> 01:00:50.850

Ryan McNeill: Great, thanks Dave.

349

01:00:52.710 --> 01:00:59.010

Makaela Niles: Next, have a ruse harm from john hallgren turn you should have a notification on your screen to unmute.

350

01:01:00.750 --> 01:01:01.680

John Hallgren: Yes, good evening.

351

01:01:04.230 --> 01:01:14.280

John Hallgren: i'm for the first time i'm all use the bridge twice a year, normally cuz I come up from Florida, and I go back to Florida, but this week, I had a chance to use it.

352

01:01:15.300 --> 01:01:24.930

John Hallgren: During the summer and I had a chance to stop to the market basket there for the first time I just hope that supermarket will be having a chance to survive that's one.

353

01:01:25.530 --> 01:01:32.520

John Hallgren: Part of it The other thing I would like to throw in is those bridges are very photogenic.

354

01:01:33.180 --> 01:01:39.960

John Hallgren: And there were obviously you know they're immediately recognized worldwide as where they are which bridges, they are.

355

01:01:40.800 --> 01:01:54.930

John Hallgren: let's not replace them with a generic looking bridge that just doesn't stand out as something unusual Therefore, I would propose looking at the design of the current bridges from the side.

356

01:01:56.010 --> 01:02:04.770

John Hallgren: How about the idea of a double Decker bridge, where one basically let's say the upper lane comes on the Cape and the lower level goes off the Cape.

357

01:02:05.460 --> 01:02:15.990

John Hallgren: So it would be somewhat similar looking in a way from the profile from the current bridge but also then be much narrower in terms of total width.

358

01:02:19.140 --> 01:02:33.120

Ryan McNeill: Great thanks for your thanks for your input John and I'll answer that generally by saying that we are well aware, and we are residents and many of us travel over those bridges as well, we are very aware of the visual.

359

01:02:35.850 --> 01:02:39.780

Ryan McNeill: beauty of those bridges and it's kind of a regional.

360

01:02:41.550 --> 01:02:56.220

Ryan McNeill: Regional symbols they're important to the Commonwealth their important to the residents they are important to the people traveling over it, and that certainly will be a consideration as we develop alternative bridge types for consideration, so thank you for your comment.

361

01:02:59.550 --> 01:03:16.380

Makaela Niles: We have a question from Kelly regarding property impacts Kelly asks how will my house be affected when I am 20 250 feet from the bridge in backyard is approximately 100 feet from the highway.

362

01:03:18.960 --> 01:03:27.300

Ryan McNeill: We We thank you question Kelly, and when we get every time we come out and chat with folks and unfortunately today where we stand it's difficult to.

363

01:03:27.930 --> 01:03:35.070

Ryan McNeill: it's not impossible to answer that question accurately one I don't specifically know where your House is two.

364

01:03:35.850 --> 01:03:44.100

Ryan McNeill: As I stated, we don't know what the reasonable range and alternatives, what the alternatives are going to look like whether they're closer to your home, whether they're further away from.

365

01:03:44.490 --> 01:03:51.390

Ryan McNeill: Your home, whether will whether will be a bike path will whether it will be a roadway whether there will be a bridge or structure there so.

366

01:03:51.930 --> 01:04:00.210

Ryan McNeill: Being able to accurately answer that is not something we can do today, but again, as we develop our alternatives we're certainly going to come out.

367

01:04:00.960 --> 01:04:08.100

Ryan McNeill: In front of you folks in formats like this and show you what those alternatives looks like show you what the benefits with the cons.

368

01:04:08.520 --> 01:04:21.390

Ryan McNeill: With property impacts are going to be and and at that point we're more than happy to have a conversation with you about your particular home and the particular proximity to the infrastructure that might occur at that.

369

01:04:24.450 --> 01:04:31.020

Makaela Niles: We next have a raised hand from Andrew Jones Andrew you should have a notification on your screen to unmute.

370

01:04:32.940 --> 01:04:34.230

Andrew Jones: Hello there.

371

01:04:35.430 --> 01:04:50.160

Andrew Jones: Andrew Jones i'm actually originally from sandwich but now I live off Cape still in Massachusetts, but I still travel the bridges quite frequently and have to agree that they are the most nicest bridges to travel over.

372

01:04:51.240 --> 01:05:00.480

Andrew Jones: And I think my question would go more Scott and this kind of bounces off, I think it was Mary Jane who said something about the traffic.

373

01:05:01.650 --> 01:05:09.990

Andrew Jones: Has it ever been considered to until we are able to get the situation and taking care of them in the bridges replaced.

374

01:05:10.920 --> 01:05:24.990

Andrew Jones: Have you ever considered doing the construction at night, because I know i've i've traveled to Florida as a child several times, and you go through many states and the highways, are doing all their traffic work at night.

375

01:05:29.580 --> 01:05:50.160

Scott Acone: Thanks Andrew that that's a great question and it's actually the first question we ask every time we need to do maintenance, so when we can do a temporary lane closure you know, maybe we're doing some superficial repairs, we can put down a steel plate, or we can you know fill the pothole.

376

01:05:51.270 --> 01:05:58.260

Scott Acone: We do that at night, and we do it with crews that that only work during the night and we're off the bridge before morning traffic comes.

377

01:05:59.130 --> 01:06:18.780

Scott Acone: However, as the bridges age what we find is, we need to do more substantive repairs and so when we permanently close a lane for a period of time it's because inside that work zone is a hole that goes all the way down to the canal, and we can't close it.

378

01:06:20.100 --> 01:06:29.970

Scott Acone: With just you know, a night or two, we need to have it open for an extended period to replace expansion joints, replace steel, make repairs that are much more substantial.

379

01:06:31.020 --> 01:06:36.270

Scott Acone: So great question and we do try to consider that every time we make repairs and we try to minimize that impact.

380

01:06:40.800 --> 01:06:53.040

Makaela Niles: Great Thank you next have a question from Tabatha and Yvonne who asked are you planning to set up universal signs to alert people trying to cross the bridge by foot, bicycle etc.

381

01:06:54.990 --> 01:07:10.560

Ryan McNeill: hey can you can you Bob, thank you for the question it's a good one, and it is one that we certainly will be considering as we get past the purpose and need and alternatives development process and get into.

382

01:07:11.700 --> 01:07:13.230

Ryan McNeill: analyzing alternatives.

383

01:07:14.700 --> 01:07:26.400

Ryan McNeill: Selecting a preferred alternative and taking that alternative to preliminary and then final design, signage is critically important is an integral part of our.

384

01:07:26.670 --> 01:07:41.430

Ryan McNeill: Traffic operations and safety, both from a vehicle standpoint but also bicycle and pedestrian standpoint, and so the answer is yes, we plan on doing what we can, where we can to make connections, clear and safe.

385

01:07:45.030 --> 01:07:51.960

Makaela Niles: Thank you, we next have a raised hand from Paul mcgrath, Paul you have you should have a notification on your screen to unmute.

386

01:07:58.260 --> 01:08:08.490

Paul M. McGrath: yeah i'm just thinking about the sunshine skyway bridge in Florida, which was replaced with a with a very large.

387

01:08:09.990 --> 01:08:22.500

Paul M. McGrath: Modern replacement, but they kept the old bridge or a portion of the old bridge and used it as a pedestrian and recreational fishing type of.

388

01:08:23.940 --> 01:08:35.460

Paul M. McGrath: park almost and I wonder if there would be some opportunity to continue to use the old bridges in that manner, thank you.

389

01:08:38.670 --> 01:08:49.290

Ryan McNeill: yeah Paul, thank you for the question and the comment we're not at the point where we're able to really think hard about what the future of those structures will be.

390

01:08:49.740 --> 01:09:09.240

Ryan McNeill: However, I will tell you fairly clearly that we we've talked quite a bit tonight about the condition of those bridges, the condition of those bridges is why we are here tonight and leaving them in place is really not a consideration at this point.

391

01:09:13.110 --> 01:09:26.220

Makaela Niles: Thank you, our next question comes from Chris who says i'm near the sagamore bridge, so the question is specific to that, do you have an estimated start of work date.

392

01:09:27.180 --> 01:09:43.980

Makaela Niles: With the start of work meaning the work requiring traffic detours, what's surrounding road infrastructure will handle the majority of the detour traffic, and do you foresee the need to signalize the approach to the sagamore similar to what has been done in the past.

393

01:09:45.330 --> 01:09:50.700

Ryan McNeill: yep another great question Chris and I see this came in about 45 minutes ago, so I may be.

394

01:09:51.060 --> 01:10:00.030

Ryan McNeill: Repeating things that you've already heard, but particularly to your questions about start dates and specific traffic detours and signalization.

395

01:10:00.510 --> 01:10:12.120

Ryan McNeill: Those are questions we're not at the point yet where where we're ready or or able to answer them we're still in the purpose and need data gathering stage and, as we move forward into.

396

01:10:12.690 --> 01:10:23.880

Ryan McNeill: Identifying alternatives and selecting your preferred alternative the questions that you have are good ones and I understand how important they are from a nearby resident standpoint.

397

01:10:24.300 --> 01:10:34.110

Ryan McNeill: they're just not questions we have answers to at this point, but we will have answers for them to the future and will be in front of you kind of providing that information at that point.

398

01:10:37.020 --> 01:10:48.840

Makaela Niles: Thank you, our next question is from James who asks what considerations are there to protect and preserve the surrounding land and water environment during the program execution.

399

01:10:51.360 --> 01:11:00.660

Ryan McNeill: And thanks for the question James we've got a couple of our environmental folks on the call mark or Kevin would you like to take a stab at answering this.

400

01:11:01.170 --> 01:11:02.550

Mark Kolonoski: Sure thanks Ryan.

401

01:11:04.080 --> 01:11:12.930

Mark Kolonoski: I want to refer back to some of the slides that Ryan spoke to earlier on this evening, when we were looking at those maps of environmental considerations.

402

01:11:13.560 --> 01:11:23.970

Mark Kolonoski: And then moving on into the slides describing the measures of effectiveness, and so the project team is very much aware of the environmental sensitive areas.

403

01:11:24.690 --> 01:11:43.380

Mark Kolonoski: That are within our study area, those considerations on all of them be at the natural the historic Community resources are going to be given you know very much a priority when identifying and evaluating our range of alternatives.

404

01:11:44.580 --> 01:11:52.500

Mark Kolonoski: So we did have those environmental considerations identified as, as a category in the measures of effectiveness.

405

01:11:53.970 --> 01:11:59.820

Mark Kolonoski: So kind of beyond that, as we are right now early on in the project development process.

406

01:12:00.630 --> 01:12:08.670

Mark Kolonoski: And then moving forward into once we do get through environmental review under the national level, the national environmental policy act and at the state level.

407

01:12:08.970 --> 01:12:21.030

Mark Kolonoski: there's also a number of state environmental permits that the project team will be required to obtain specific to wetland resources or sensitive habitats or historic resources.

408

01:12:21.570 --> 01:12:29.520

Mark Kolonoski: And then moving on to eventual construction MassDOT does have you know a number of standard specifications that go into.

409

01:12:30.660 --> 01:12:46.350

Mark Kolonoski: Construction contracts that that require various protection measures to be put in place during construction activities, so all of that to say yes throughout the entirety of the project environmental considerations and protections will continue to be a priority.

410

01:12:51.060 --> 01:12:55.080

Makaela Niles: Thank you. We have a another question about some considerations.

411

01:12:55.770 --> 01:13:07.890

Makaela Niles: This question comes from Joel who asks will MassDOT be taking into consideration additional factors other than engineering and traffic in the planning and design of the bridges.

412

01:13:08.430 --> 01:13:19.230

Makaela Niles: Like the symbolic and iconic nature of the impact and the importance of these bridges will have as a literal and figurative gateway to the Cape.

413

01:13:22.920 --> 01:13:33.120

Ryan McNeill: yeah great question Joel and mark i'm going to ask you to weigh in on this one as well, you mentioned during your response to the last question, the measure of effectiveness and the.

414

01:13:33.840 --> 01:13:41.790

Ryan McNeill: types of items in categories that will be considering as we develop a compare the alternatives can you weigh in a little bit more on Joel's question.

415

01:13:42.450 --> 01:13:54.390

Mark Kolonoski: Yes, certainly, I mean we with the project team, MassDOT, federal highway administration, the army corps of engineers everyone recognizes the iconic nature of these bridges, in fact, if you.

416

01:13:56.550 --> 01:14:08.340

Mark Kolonoski: If you go on to the project website, if you can Google Cape cod bridges MassDOT, the first item that appears is the new project website, and I believe it's like the second banner down.

417

01:14:08.760 --> 01:14:19.410

Mark Kolonoski: That says, you know the program being a new gateway for Cape cod and I think that that statement reflects the general sentiment of the overall program team.

418

01:14:21.600 --> 01:14:39.960

Mark Kolonoski: As we as we evaluate the alternatives and when we do eventually get into a place where we start to have considerations regarding aesthetics, and potential bridge types all of that will be very much given priority there's also a number of.

419

01:14:41.490 --> 01:14:51.510

Mark Kolonoski: I shouldn't say a number there is there's historic historic preservation acts will also have, weigh in on to how a potential project will be implemented.

420

01:14:52.020 --> 01:15:03.660

Mark Kolonoski: And a project kind of replicating if need be, the historic character of the existing bridges, so it is a priority and it will be a consideration and very similar to the response.

421

01:15:04.140 --> 01:15:15.120

Mark Kolonoski: To the last question, it is kind of baked into our measures of effectiveness and ensuring that whatever goes in place does reflect, you know that gateway conditions that exist there today.

422

01:15:20.280 --> 01:15:30.450

Makaela Niles: Thank you, we next have a question from cheryl, cheryl lives in a neighborhood directly under the Bourne bridge and is excited about the new bridges

423

01:15:30.720 --> 01:15:40.620

Makaela Niles: and would like to know how soon direct private property abutters of the bridges will be invited into meetings to discuss possible impacts to their properties.

424

01:15:41.790 --> 01:15:52.860

Ryan McNeill: Another great question Cheryl and I apologize if I am starting to sound like a broken record broken record I see your question came in about 45 minutes ago, as well, so.

425

01:15:53.490 --> 01:16:02.940

Ryan McNeill: it's a similar answer we are at the point where we're not nearly really at the point where we can identify specific property impacts.

426

01:16:04.170 --> 01:16:10.110

Ryan McNeill: Again, once we identify purpose in need and a range of alternatives and select a preferred alternative.

427

01:16:10.380 --> 01:16:23.730

Ryan McNeill: We'll had that point have a fairly good idea one individual property impacts will be and at that point where we're more than willing and happy and interested in sitting down with you and talking about your particular situation.

428

01:16:27.030 --> 01:16:31.560

Makaela Niles: Thank you, our next question is from Stephen who asks about market basket.

429

01:16:32.700 --> 01:16:33.810

Makaela Niles: and if they are in jeopardy of being moved.

430

01:16:36.780 --> 01:16:41.610

Ryan McNeill: Here I am broken record again unknown unknown Stephen it's a very good question.

431

01:16:42.420 --> 01:16:50.280

Ryan McNeill: We have chatted with the market basket folks a little bit just to kind of understand where they are, where they've been, where they think there were there, the.

432

01:16:50.670 --> 01:17:03.030

Ryan McNeill: Facility will be in the future, but again until we have a comfort level on a reasonable range of alternatives, we won't know what impacts will be.

433

01:17:03.870 --> 01:17:17.970

Ryan McNeill: Private private residences, the apartment complex, market basket, commercial properties until we really know what is going to come out of the measures of effectiveness process we don't know we won't know what those impacts will be.

434

01:17:20.550 --> 01:17:34.920

Makaela Niles: Our next question comes from James who asks where we're new railway be built between Route three and Route 25 along the barnstable and Plymouth county line and will that be built as part of the bridge replacement project.

435

01:17:37.560 --> 01:17:39.630

Ryan McNeill: yeah Dave do you mind taking this one.

436

01:17:41.970 --> 01:17:47.070

Dave Anderson: Sure up, although I apologize my answer may sound a lot, like some of yours Ryan, you know.

437

01:17:48.480 --> 01:17:49.230

Dave Anderson: We have to.

438

01:17:50.340 --> 01:18:00.360

Dave Anderson: We have to evaluate alternatives alternatives and ensure that what we're doing is consistent with the purpose and needs, so we need to be focused on on what we're trying to accomplish as far as.

439

01:18:00.810 --> 01:18:15.690

Dave Anderson: Providing a means of getting across the canal as as the existing bridges are taken out of service, we need to understand the regional impacts of what we're doing but also you know, keep focused on on what the real purpose is and what we're trying to accomplish but.

440

01:18:16.740 --> 01:18:23.730

Dave Anderson: it'll all be part of the process of of understanding what we need to do to fulfill the purpose and need.

441

01:18:29.400 --> 01:18:40.530

Makaela Niles: We next have a question from Michael or rather a comment and Michael says i'm in hopes that the Commonwealth will be fair, with people that will be having your land taken.

442

01:18:40.980 --> 01:18:50.100

Makaela Niles: And talks a little bit about some history there, and so I was wondering Derrick if you could speak a little bit to the right of way.

443

01:18:52.200 --> 01:19:01.050

Ryan McNeill: yeah good question Michael Thank you and I, I don't know a tremendous amount about the state and federal laws that are in place to protect landowners.

444

01:19:01.740 --> 01:19:13.890

Ryan McNeill: But I do know from experience that in my my personal opinion is that the Commonwealth, the department, at least, more recently, has done a very reasonable job being fair with folks.

445

01:19:14.280 --> 01:19:22.890

Ryan McNeill: We do have a member of our right of way team on the call today Derrick is there is there anything more specific that you can add to that.

446

01:19:26.670 --> 01:19:38.850

Derrick Roma: i'd like to just emphasize that MassDOT does and is obligated to pay market value to pay just compensation from not only a local.

447

01:19:40.080 --> 01:19:49.470

Derrick Roma: State statute standpoint with Chapter 79 but you know with a project like this likely receiving federal funding, there would be you know, certainly.

448

01:19:50.910 --> 01:20:01.080

Derrick Roma: federal requirements and regulations in place that MassDOT must follow a rigorous process really to ensure that just compensation is paid.

449

01:20:01.800 --> 01:20:13.680

Derrick Roma: Which is a requirement of the Federal statutes and regulations and the Constitution so MAssDOT does and is obligated to do so, and they have a right of way team that.

450

01:20:14.850 --> 01:20:21.420

Derrick Roma: Certainly able to help property owners with any individual concerns and to get further along and into that process but.

451

01:20:22.440 --> 01:20:31.140

Derrick Roma: You know just to reiterate where we're much too early to start that discussion now and just know that folks on the call that may have property impacted in the future.

452

01:20:32.850 --> 01:20:37.320

Derrick Roma: MassDOT does pay just compensation for that that interest.

453

01:20:38.670 --> 01:20:39.570

Ryan McNeill: Great, thank you Derrick.

454

01:20:40.950 --> 01:20:53.370

Makaela Niles: Our next question comes from Steve who asks, are there any renderings of what the bridges may look like and we're all things being equal, when do you expect the first shovel to go in the ground.

455

01:20:54.570 --> 01:21:08.940

Ryan McNeill: yeah here's another example I think we're catching up to questions that maybe we've already answered pieces of I think we get to the part about when we can expect the first shovel to go on the ground, given the uncertainties we don't have accurate data we can share with folks.

456

01:21:10.140 --> 01:21:13.620

Ryan McNeill: Regarding renderings we certainly will have renderings, we know that.

457

01:21:14.010 --> 01:21:23.010

Ryan McNeill: The bridges themselves are iconic and and really it very important visually for folks traveling through the region and folks that live in the region.

458

01:21:23.400 --> 01:21:32.250

Ryan McNeill: So those renderings are going to be an important part of showing folks what the alternatives are what the options are but they're not available yet.

459

01:21:37.980 --> 01:21:46.050

Makaela Niles: Thank you, we next have a question from Nic who asks while we await the program being developed and implemented.

460

01:21:47.910 --> 01:21:59.460

Makaela Niles: A question about the wind, is there any data available on whether or not recent weather pattern changes in the last two to three years are increasing deterioration of the bridges.

461

01:22:02.760 --> 01:22:15.750

Ryan McNeill: Great question Nic, and I am not a structural engineer and i'm not sure if we have one on the call with us tonight, but Dave Anderson is that something you can provide some insight into.

462

01:22:17.100 --> 01:22:17.550

Dave Anderson: sure.

463

01:22:19.170 --> 01:22:22.200

Dave Anderson: We know that wind is going to be a very important consideration.

464

01:22:24.240 --> 01:22:28.260

Dave Anderson: Particularly on long span bridges and particularly in in this location.

465

01:22:29.460 --> 01:22:41.940

Dave Anderson: On Cape cod at the canal so it's definitely something that there's a heightened awareness around it's really going to influence the type of structures that make the most sense for this location.

466

01:22:42.360 --> 01:23:02.880

Dave Anderson: And it is an evolving field and certain that will be using the latest available information in the state of the art, as far as what is the best criteria to use when when preparing those designs and I know it's going to involve wind tunnel testing and a lot of.

467

01:23:04.530 --> 01:23:08.430

Dave Anderson: Serious engineering around wind it's definitely a very important consideration.

468

01:23:13.410 --> 01:23:21.510

Makaela Niles: Thank you, we next have a comment from Robert who says that it would be nice to have a bike bridge over the rail line that Adams street.

469

01:23:22.080 --> 01:23:40.020

Makaela Niles: As there's not currently a way to cross that cross there, so thank you, Robert for that comment, we next have a question from Chris who asks in the design stage, do you anticipate a solid barrier between directions of roadway travel over the new bridges.

470

01:23:41.970 --> 01:23:44.160

Ryan McNeill: Dave Anderson, you mind taking that question.

471

01:23:46.410 --> 01:23:52.620

Dave Anderson: Yes, I would say that would be a barrier between two opposing directions on on any new crossing.

472

01:23:56.490 --> 01:24:11.670

Makaela Niles: Great, we next have another question from Chris who asks do you have any data that suggests trips per day is more of a function of available vacation units, as opposed to induce trips do to increase capacity.

473

01:24:12.510 --> 01:24:21.780

Makaela Niles: And does this increase in trips across the sagamore correlate when the flyover was constructed after the sagamore Rotary was removed.

474

01:24:23.190 --> 01:24:26.610

Ryan McNeill: A great question Chris and I think our traffic engineer Alex Siu.

475

01:24:29.610 --> 01:24:43.650

Alex Siu: Thanks Ryan, this is a good question I don't think we have available data, just to have trips that have changed with the construction of a sudden we're already I know we are looking into data on.

476

01:24:44.790 --> 01:25:01.230

Alex Siu: Permit households on the Cape versus rental units and we are as we're looking into future volume projections that cross over the bridges will be looking at socio economic data employment centers on the Cape households.

477

01:25:02.820 --> 01:25:08.310

Alex Siu: Even doing some sensitivity analysis on how traffic may have changed over the past.

478

01:25:08.970 --> 01:25:21.960

Alex Siu: Year and how they might change in the future, so those are several things that we will be looking at as we look into what the future volumes will be in future volume projections will be over over the bridges.

479

01:25:25.470 --> 01:25:37.500

Makaela Niles: Thank you, we next have a question from Mary Jane who asks what can the Bourne Board of selectmen and other residents do to support the funding for the replacement of bridges.

480

01:25:41.490 --> 01:25:48.480

Ryan McNeill: Great question Mary Jane and and and thank you for asking it and MassDOT.

481

01:25:50.700 --> 01:26:01.740

Ryan McNeill: Commonwealth of Massachusetts, army corps of engineers, federal highway administration are all very excited and interested in getting funding for the project.

482

01:26:03.450 --> 01:26:22.650

Ryan McNeill: My best the answer would be to continue your engagement with your local state and federal legislative leaders and make them make them aware or or more aware than they are today the importance of funding for this program is to you and to the down.

483

01:26:26.160 --> 01:26:37.500

Makaela Niles: Great Thank you and, as a quick reminder again, if you would like to share a comment or question, please feel free to use the raised hand button at the bottom of your screen.

484

01:26:37.950 --> 01:26:59.580

Makaela Niles: You may also use the q&a button to type in a written comment or question as well, and if you're joining us by phone this evening, please use star nine to raise your virtual hand so with that our next question comes from Robin who asked about some of the bus commuter.

485

01:27:00.630 --> 01:27:09.660

Makaela Niles: routes and sagamore park and ride and asks will it be possible to include expanded park and ride lots with the bridge projects.

486

01:27:11.010 --> 01:27:18.150

Ryan McNeill: A great question Robin Thank you, thank you for asking it so as we continue development of the program and.

487

01:27:18.600 --> 01:27:29.370

Ryan McNeill: determine what a preferred alternative is and began preliminary design or further preliminary design on that alternative, we will certainly be looking for opportunities in the area.

488

01:27:29.820 --> 01:27:47.310

Ryan McNeill: To improve that multimodal transportation and that may include revised or increased bus route to somebody mentioned earlier in the presentation could also include consideration and construction of expansion of parking lot, so thank you for your question.

489

01:27:49.380 --> 01:27:55.710

Makaela Niles: Next, have a raise clan from john york, john you should have a notification on your screen to unmute.

490

01:27:57.480 --> 01:28:08.700

john york: Yes, my question is that at the June meetings, there was discussion about some kind of advisory panel or stakeholder advisory group.

491

01:28:10.200 --> 01:28:18.090

john york: To include representation potentially from town and local officials state federal whatever.

492

01:28:20.040 --> 01:28:31.710

john york: And there was some description that that would be stood up sometime over this this fall and the time period we're in right now can any of you tell me what the status of that advisory panel is.

493

01:28:32.550 --> 01:28:44.430

Ryan McNeill: yeah john I can, so the administration has decided to pause formation of the advisory group, for now, the reason for that is that.

494

01:28:44.790 --> 01:28:55.290

Ryan McNeill: During that round one of public and stakeholder participation meetings we got a lot of really good feedback from the stakeholder groups that we met with that.

495

01:28:55.950 --> 01:29:10.830

Ryan McNeill: They really appreciated the ability to meet with the program came on more of a one a one to one basis they felt like that informal conversation allow them to express their concerns and.

496

01:29:11.910 --> 01:29:16.890

Ryan McNeill: Questions and opinions and input more openly and.

497

01:29:18.360 --> 01:29:24.450

Ryan McNeill: For them to better understand where the project was what in relation to their concerns and to their questions.

498

01:29:24.870 --> 01:29:36.210

Ryan McNeill: So, based on that fairly strong unanimous feedback our current method to continue to engage the same stakeholders is to continue to.

499

01:29:36.780 --> 01:29:51.000

Ryan McNeill: Make that individual stakeholder meeting as part of each of these rounds more robust so as we develop these rounds, as we develop the program and going through future rounds that stakeholder group list will become.

500

01:29:51.780 --> 01:30:05.250

Ryan McNeill: continue to become larger and larger and larger and again that's that's primarily based on feedback we had from those stakeholder groups and we've also we've heard it again through around two and a couple.

501

01:30:06.270 --> 01:30:13.260

Ryan McNeill: A couple of stakeholders actually asked a specific question that you just asked about the advisory group, and when we told them that.

502

01:30:13.590 --> 01:30:20.550

Ryan McNeill: We were we were for right now going to focus on creating a more robust stakeholder individual stakeholder outreach.

503

01:30:21.210 --> 01:30:35.280

Ryan McNeill: They received that fairly well so for the near future, at least, and i'm not sure what the time frame on that may be, but we're going to continue to increase the robustness of our stakeholder outreach group and hold off on the advisory group.

504

01:30:38.700 --> 01:30:50.130

Makaela Niles: Thank you, our next question is from mason who asks is there an email subscription list available so we may be notified of any future discussions or updates related to this project.

505

01:30:51.270 --> 01:31:02.940

Ryan McNeill: Great question nation we love getting that question Erica, Erica blonde with us loves absolutely loves telling people how to get in touch with us and it's something that we really, really want.

506

01:31:03.720 --> 01:31:13.110

Ryan McNeill: folks to be able to have access to the program and the information and we want to hear people's comments and questions and concerns so Erica can you can you help me answer that question.

507

01:31:13.890 --> 01:31:21.510

Erica Blonde: Sure thanks Ryan, and thank you for this question and Leah if you wouldn't mind going to the next slide which has some more information on where to.

508

01:31:21.840 --> 01:31:33.480

Erica Blonde: reach us so we actually just launched a new website and so that is mass.gov forward slash Cape hyphen bridges, you can also just Google Cape cod bridges, should be the first one to come up.

509

01:31:33.900 --> 01:31:40.380

Erica Blonde: On that website you'll find a link to sign up for emails and we will notify you about any upcoming opportunities for engagement.

510

01:31:40.650 --> 01:31:47.880

Erica Blonde: And you'll also find recordings of these webinars from this week, and also from the June series, as well as copies of the PowerPoint presentation.

511

01:31:48.150 --> 01:31:54.870

Erica Blonde: So we encourage you to check out the website get in touch with us at any time, like Ryan said we love hearing from you, so thank you for being here.

512

01:31:59.130 --> 01:32:17.340

Makaela Niles: Thank you, our next question is from Stephen who asks, in light of President Biden's new policies regarding a project effect on climate change will MassDOT be taking a closer look on whether new bridges would increase pressure on coastal development and its impacts.

513

01:32:19.230 --> 01:32:21.720

Ryan McNeill: Good question Steve, mark, can you take this.

514

01:32:23.130 --> 01:32:24.810

Mark Kolonoski: yeah absolutely thanks Stephen for question.

515

01:32:26.250 --> 01:32:35.970

Mark Kolonoski: i'll just i'll say that the project will absolutely be addressing and taking into consideration, climate change in tax adaptation mitigation resiliency.

516

01:32:37.260 --> 01:32:49.560

Mark Kolonoski: All of those things, we will certainly be taking a deep dive into the other thing to reference is that you know, through the nepa review will be looking at cumulative and indirect impacts of the project will be taking.

517

01:32:51.060 --> 01:33:00.450

Mark Kolonoski: A step back, taking a broad brush evaluation of you know, the project and just potential impacts and providing a lot of detail in that in our need for documentation.

518

01:33:05.580 --> 01:33:12.390

Makaela Niles: We have a raised hand from john York john you should have a notification on your screen to unmute.

519

01:33:13.770 --> 01:33:31.350

john york: Yes, so this is a follow up to the stakeholder question, which is how does a if there's a stakeholder constituency that would like to be represented, how did they become one of the stakeholder groups and, specifically, do you have a bicycle pedestrian group.

520

01:33:32.670 --> 01:33:36.240

john york: or stakeholder representation format.

521

01:33:37.560 --> 01:33:38.730

Ryan McNeill: Good question john.

522

01:33:40.080 --> 01:33:41.130

Ryan McNeill: The answer is.

523

01:33:42.690 --> 01:33:52.920

Ryan McNeill: Yes, and soon, if you have an individual or specific group that you'd like us to meet with please reach out to us and let us know who, that is.

524

01:33:54.180 --> 01:33:58.140

Ryan McNeill: As we start to move forward into.

525

01:33:59.580 --> 01:34:10.110

Ryan McNeill: A reasonable range of alternatives and determining the effectiveness of bike unpack combinations across those alternatives.

526

01:34:10.950 --> 01:34:20.910

Ryan McNeill: working through the measures of effectiveness process and selecting a preferred alternatives, the bike and pad stakeholder groups are going to be an incredibly.

527

01:34:21.480 --> 01:34:33.840

Ryan McNeill: Important part of that process, but if you have we've got it we've got several groups in mind that we will be reaching out to in the near future, but if you have specific groups, please reach out so we make sure we've got them covered.

528

01:34:38.580 --> 01:34:42.900

Makaela Niles: we next have a comment from David who shares that.

529

01:34:44.010 --> 01:34:56.670

Makaela Niles: He hopes that the project's impact on affordable housing will be given the highest consideration, so thank you, David for that comment, we appreciate your comment and all of the comments and questions that we've received.

530

01:34:57.750 --> 01:35:12.030

Makaela Niles: Over the course of the program thus far so our next question comes from Andrew Cunningham, who asks and solar, wind or hydro power green energy aspects, be considered in the design.

531

01:35:13.830 --> 01:35:20.490

Ryan McNeill: yeah Andrew, I think, as we better understand in the future, what the alternative will be and what.

532

01:35:22.680 --> 01:35:34.500

Ryan McNeill: Green design and green engineering and green technologies look like that something will certainly can consider, as part of design development of a preferred alternative.

533

01:35:38.580 --> 01:35:53.220

Makaela Niles: Right okay i'm not see any new comments or questions in the Q&A box or any new raised hands so we'll give it a few moments in case anyone has any.

534

01:35:53.700 --> 01:36:03.450

Makaela Niles: Questions or comments they'd like to share at this point, but, of course, and as Erica mentioned and as Ryan mentioned earlier, this is certainly not the end of.

535

01:36:03.720 --> 01:36:12.510

Makaela Niles: The participation process, and there are certainly many other ways to get in contact with the team and share comments or questions.

536

01:36:14.160 --> 01:36:24.990

Makaela Niles: And so, with that i'm not seeing any new comments or questions in the Q&A Oh, I see a raised hand from Andrew Jones. Andrew you should have a notification on your screen to unmute.

537

01:36:27.510 --> 01:36:35.850

Andrew Jones: Well, I actually did put one in the comment but apparently didn't show up, so I don't know if this would go to Ryan, or one of.

538

01:36:37.620 --> 01:36:38.190

Andrew Jones: the engineers um.

539

01:36:39.450 --> 01:36:46.290

Andrew Jones: I know this may sound like a really stupid question, but the stupid questions are the good ones um is there any way.

540

01:36:47.580 --> 01:36:54.330

Andrew Jones: Like with the with the new bridges that you can make it so that.

541

01:36:55.410 --> 01:37:14.430

Andrew Jones: The the tar has something in it, where they keep warm during the winter, so that it helps keep them the ice melted during the winter considering we have that beautiful thing they call ocean effect snow.

542

01:37:17.250 --> 01:37:32.010

Ryan McNeill: Great question Andrew and and I I spent about two hours on the phone this afternoon with our state pavement engineer about it, about a about a different project but next time I talked to him, I will ask him that question.

543

01:37:33.840 --> 01:37:36.570

Ryan McNeill: it'd be wonderful that was the case, and that was a possibility.

544

01:37:40.050 --> 01:37:45.660

Makaela Niles: The next question from Stephen who asks well the transcript be saved and made available.

545

01:37:49.380 --> 01:37:51.960

Ryan McNeill: yeah Makaela or Erica.

546

01:37:54.990 --> 01:37:58.620

Erica Blonde: yeah we can make that available on the website Steve thanks for the question.

547

01:38:04.050 --> 01:38:16.740

Makaela Niles: Ryan i'm not seeing any additional new questions or comments in the Q&A box, I see a raised hand from John York John you should have a notification on your screen to unmute.

548

01:38:18.030 --> 01:38:21.660

John York: Will the transcripts of the June meetings be available.

549

01:38:25.200 --> 01:38:41.520

Ryan McNeill: Yeah Erica if you could jump in on that, I believe, though, that the recordings of the presentations are on the website for the June meetings and they will also be on the website for these meetings, so the recordings will be there transcripts Erica the same answer.

550

01:38:42.180 --> 01:38:54.480

Erica Blonde: The recordings I'll be there in the transcripts on drawn same goes for anyone if you'd like to receive the transcripts you'd certainly use the comment former CIO and the CMO, we can certainly make any accommodations that are needed.

551

01:38:57.900 --> 01:38:58.200

Ryan McNeill: Great.

552

01:39:06.750 --> 01:39:09.480

Makaela Niles: So with that I will turn it back over to Ryan.

553

01:39:11.670 --> 01:39:27.300

Ryan McNeill: Great again thanks folks for participating for listening, for your questions, for your engagement we don't want to do this project in a vacuum we don't want to do it ourselves, we absolutely want to and need to hear from you folks during.

554

01:39:28.410 --> 01:39:32.640

Ryan McNeill: throughout the entire process, including the existing condition data collection.

555

01:39:33.210 --> 01:39:45.060

Ryan McNeill: really important to hear your opinions and comments and thoughts on purpose and need, and as we start to develop a reasonable range of alternatives and collectively, try and determine it decide and a preferred alternative.

556

01:39:45.510 --> 01:39:55.650

Ryan McNeill: We want you to continue to participate in these meetings we don't need to continue to reach out to us through the website through the comment form through Dan to things email address so.

557

01:39:56.640 --> 01:40:05.250

Ryan McNeill: Again, I want to thank folks for participating tonight and undersecretary bosworth you look like you have something no.

558

01:40:05.850 --> 01:40:12.630

Scott Bosworth: No Sir you're covering it perfectly just want to reiterate our thanks for the engagement and keep it coming great.

559

01:40:13.200 --> 01:40:15.600

Ryan McNeill: Well, thanks again folks and have a great holidays.

560

01:40:17.820 --> 01:40:18.360

Ryan McNeill: Take care.