



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Phillip Eng, Interim MassDOT Secretary



## **MINUTES**

### **Meeting of the Massachusetts Department of Transportation Capital Programs Committee**

**November 12, 2025 AT 10:30 A.M.**

**10 Park Plaza, 2<sup>nd</sup> Floor Board Room, Suite 2890  
Boston, MA 02116**

***Public participation and comment was available via written  
communication, voice message and in-person public comment.***

***This meeting was broadcast live online.***

**MASSDOT BOARD  
MEMBERS  
PARTICIPATING:**

Chairman Joseph Beggan, Director Timothy  
King, Director Ilyas Bhatti, Director Thomas  
Koch

**OTHERS  
PARTICIPATING:**

Deputy Chief Engineer John Bechard, Michele  
Boucher, Traffic & Safety Engineer

**OTHERS PRESENT:**

Deputy General Counsel Owen Kane

Chairman Beggan called to order the meeting of the Capital  
Programs Committee at 10:35 a.m. Owen Kane called the roll of the  
members participating, being a quorum of the Committee:

<b>Chair Beggan</b>	<b>Present</b>
<b>Director King</b>	<b>Present</b>
<b>Director Koch</b>	<b>Present</b>
<b>Director Bhatti</b>	<b>Present</b>

## **Public Comment**

There was no public comment.

## **Minutes**

The Chair asked for a motion to approve the minutes of October 8, 2025, Capital Programs Committee Meeting.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To approve the minutes of the Capital Programs Committee Meeting held on October 8, 2025.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Abstain</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>

Deputy Chief Engineer John Bechard presented Item #2, a request for a recommendation from the Committee for that the Board of Directors authorize and approve the Secretary/CEO, or his designee, to execute MassDOT Contract No. 131932 titled Yankee Doodle Bike Path Construction

(Phase I), with Barletta Heavy Division Inc., for a sum not to exceed  
17,395,243.00.

The project includes the construction of approximately 2.7 miles of a 10-foot-wide shared use path beginning at the intersection of Concord Road and Middlesex Turnpike and terminating at the Bedford Town Line. The path is divided into three sections, starting with Section 2, which begins north of the intersection of Concord Road and Middlesex Turnpike and heads south, crossing Concord Road and continuing adjacent to several parking lots and office buildings on Federal Street, until it eventually ties into Section 3 of the path along the former railroad right of way. Section 3 begins where the former railroad right of way intersects Middlesex Turnpike and continues along the abandoned rail corridor for several hundred feet until it reaches Route 3 right of way. The path runs adjacent to route 3 for several hundred feet and then ramps up to meet Orchard Road. Section 4 begins with the path continuing Orchard Road on the bridge across Route 3, then turning to continue adjacent to Technology Park Drive for several hundred feet. The path then turns off

Technology Park Drive to continue off road on the abandoned rail corridor, along Astrig Way, and ultimately to the Bedford Town Line.

Director Koch commended the Department on the number of bidders.

Director King noted that it appears that the cost for this project is approximately \$7.5 million per mile. He asked Mr. Bechard if there is a per mile average for bike paths and if this project was consistent with that average. Mr. Bechard responded that the Department considers a range for these types of projects, and that this is higher than the typical range, but this section includes three bridges which will increase the costs considerably.

Further discussion ensued.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To recommend that the Board of Directors authorize and approve the Secretary/CEO, or his designee, to execute MassDOT Contract No. 131932 titled Yankee Doodle Bike Path Construction (Phase I), with Barletta Heavy Division Inc., for the amount of \$17,395,243.00.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>

**Director Bhatti**

**Yes**

Deputy Chief Engineer Bechard then presented Item #3, a request for a recommendation that the Board of Directors authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 131997 titled North Andover – Corridor Improvements on Route 114, between Waverly Road and Willow/Mill Street with J H LYNCH & SONS INC, for \$47,800,373.90 and for a total duration not to exceed 1811 calendar days from Notice to Proceed (NTP).

The work for this Route 114 corridor project consists of the construction of a new traffic signal system at one (1) location and the reconstruction of traffic signal systems at eight (8) locations, complete with vehicle detection, emergency vehicle preemption, signal posts, signal heads, mast arm assemblies, span wire/strain poles assembly, controller cabinets, foundations, pull boxes, electric handholes, service connections, and all other equipment, materials and incidental costs necessary to furnish, install and program a complete and functioning traffic control signal system as specified and as shown in the contract documents. The work also includes furnishing and

installing a Central Traffic Signal Control System with Adaptive Operation along the Turnpike Street (Route 114) corridor that encompasses the nine (9) signalized intersections. The proposed work includes traffic monitoring and counting capabilities including turning movement counts (TMCs) and wireless broadband radio communications to connect the nine (9) signalized intersections.

The work also consists of excavation; full depth construction; pavement milling; paving; constructing driveways, cement concrete sidewalks, pedestrian curb ramps, and hot mix asphalt shared use path (10-foot wide); removing and resetting existing granite curb and edging; installing new granite curb and edging; reconstruction of drainage systems; extension of existing culverts; construction of concrete box culvert; reconstruction of water lines and services; relocation of sewer force mains; bypassing sewer force mains; relocation of gravity sewers and services; construction of cement concrete retaining walls with and without stone veneer; tree removal; landscaping; providing and spreading loam borrow and seed; installation of

traffic signal equipment, traffic signing and pavement markings, traffic control management, and other street improvements.

Chair Beggan asked that for the Board meeting, if possible, the Department should use cross sections for its presentation.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To recommend that the Board of Directors authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 131997 titled North Andover – Corridor Improvements on Route 114, between Waverly Road and Willow/Mill Street with J H LYNCH & SONS INC, for \$47,800,373.90.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>

Mr. Bechard then presented Item #4, a request for a recommendation that that the Board of Directors authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 131826 titled Boston – UPS System Replacements in Central Artery Tunnels, for construction, with Dagle Electrical Construction Corp., for the amount of \$17,777,771.17 and for a total duration of 972 days from Notice to Proceed (NTP).

This project will replace the uninterruptible power systems (UPS), to have new system which is reliable as it is crucial for Tunnel operations; the original system from construction of Central Artery is nearing to end of its life. The Tunnel system is integral to destination connectivity within Boston region and Logan airport. The work includes the replacement of uninterruptible power systems (UPS), UPS batteries, and related mechanical/heating ventilation and air conditioning (HVAC) systems, roofing work and SCADA work. The UPS and battery system replacement will be done in 7 facilities, five Vent Buildings (VB1, VB3, VB4, VB5 and VB8) and two Electric Sub Stations (ESS2 and ESS3). HVAC systems will also be replaced in these 7 facilities, SCADA work including HVAC system related monitoring points and integration with existing IPCS SCADA control system will be done. Roofing will be replaced for facilities ESS2 and ESS3, repairs to roofs will be done at VB1, VB5 and VB8.

Director Koch noted the wide spread in the bids and asked if the Department drills down on the numbers as it opens the bids. Mr. Bechard assured the Committee that the Department pushes back on the bidders and



do not consider bringing this to the Board until staff are satisfied that we have the best deal.

Director King asked if the bidders are bidding on the same equipment and was told that bids are required for the same equipment only if that equipment is proprietary, otherwise bidders identify equipment that meets the specification required in the RFP.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To recommend that the Board of Directors authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 131826 entitled Boston – UPS System Replacements in Central Artery Tunnels, with Dagle Electrical Construction Corp., in a form approved by the General Counsel, in the amount of \$17,777,771.17.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>

Mr. Bechard then presented Item #5, a request for a recommendation that the Board of Directors authorize the Secretary/CEO, or their designee, to execute MassDOT Contract No. 608703-132187 titled Wilmington: Bridge

Replacement, W-38-029 (2KV), ST 129 (Lowell Street) over I-93, for Bridge Replacement and Highway Improvement, with S&R Corporation, for the amount of 16,188,302.00 for a total duration of (1,070) days from Notice to Proceed (NTP).

The project will address the immediate need to replace the deficient bridge structure on Lowell Street (ST 129) which provides connections to State Route 38 (Main Street) and State Route 62 (Burlington Avenue/Church Street) west of the project limits and to Interstate 93 east of the project limits, as well as to improve safety by introducing new complete streets measures. The project will also include utility relocations and minor drainage improvements within the project area that will mimic existing drainage patterns as much as feasible.

Bridge W-38-029 (2KV) is located in the southeastern part of the Town of Wilmington, approximately 600 feet west of Wilmington/Reading town line and 2,700 feet north of the Wilmington/Woburn town line and carries Lowell Street (State Route 129) over Interstate 93. The existing bridge is a four-span structure with an overall length of approximately 291 feet and an overall width

of approximately 54 feet. The structure has a curb-to-curb width of 44 feet and carries two lanes, one in each direction, and a 5-foot sidewalk on the north side. The existing superstructure consists of four simply supported spans, each with eight steel beams supporting an 8-inch bare concrete deck in the end spans and a 10-inch bare concrete deck in the middle spans. The bridge substructure consists of a pair of concrete gravity abutments, three multi-column piers, and four concrete gravity u-wingwalls. The original plans indicate that all substructure elements are founded directly on timber piles. Based on the September 28, 2022, Routine Inspection Report, the existing deck is in poor condition, the existing superstructure is in fair condition, and the existing substructure is in serious condition. Additionally, the superstructure has a substandard posted clearance of 14 feet 3 inches over I-93. The bridge was built in 1957 and has never been reconstructed. It has been recommended that the bridge be replaced with a new superstructure and substructure to allow adequate clearance over the interstate highway.

The new bridge will be a two-span continuous steel multi-girder structure with a composite reinforced concrete deck that will widen the

corridor and provide pedestrian and bicycle accommodations on both sides of the bridge. The out-to-out width will be 50 feet 4 inches with two 11-foot lanes, 6-foot sidewalks, 5-foot bike lanes with 2-foot buffers, and CP-MTL3 MassDOT standard barrier with Type II Protective Screen. It will be supported by two stub abutments with concrete gravity u-wingwall and one multicolumn pier. The abutments will be supported by drilled micro-piles and the pier will be supported by drilled micro-piles in addition to the existing timber piles. The bridge replacement will be constructed in stages to maintain one lane of traffic in each direction and continuous pedestrian access throughout the duration of construction. The project also includes improvements to both approach roadways which include approximately 100 feet of full depth reconstruction on both sides of the bridge, approximately 150 feet of mill and overlay at the project limits, and modifications to the vehicle approach lanes. This reconstruction will restore the full travel width of Lowell Street (State Route 129) over the bridge, provide sufficient clearance over Interstate 93, address the deteriorated roadway conditions, enhance safety

for all users, and accommodate connections to adjacent town projects to improve pedestrian and bicycle accessibility.

Chair Beggan asked for clarification on the project limits and was assured that the project includes the bridge but not the ramps.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To recommend that the Board of Directors authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 608703-132187 titled Wilmington: Bridge Replacement, W-38-029 (2KV), ST 129 (Lowell Street) over I-93, with S&R Corporation, in a form approved by the General Counsel, in the amount of \$16,188,302.00.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>

Mr. Bechard then presented the final matter on the Committee's agenda, Item #6, a request for a recommendation that the Board of Directors authorize and approve the Secretary/CEO, or their designee, to execute MassDOT Contract No. 132403 titled Statewide Weigh In Motion Station Enhancements and Expansion at 15 Locations, for installing equipment

designed to capture and record the axle weights and gross vehicle weights of vehicles without stopping, with Coviello Electric for the amount of \$23,776,784.13 for a total duration of 2,195 days from Notice to Proceed (NTP).

The project will address the immediate need to come into compliance with Federal Highway (FHWA) reporting requirements included as part of the Highway Performance Monitoring System (HPMS). MassDOT currently operates a network of WIM stations that collect traffic data, including vehicle speed, classification, and weight. Despite the valuable insights these stations have provided, operational challenges, such as data collection equipment issues are ongoing. Adding more locations, with real time data capability, and accurate technology will increase the depth and frequency of data collected. This project will upgrade four (4) existing WIM stations and establish eleven (11) new sites to address these challenges and capitalize on emerging technologies. This project builds upon the existing conditions, the 2022 FHWA Data Assessment Team report, and a Concept Exploration study which identified potential WIM locations and recommended equipment locations based on truck volumes. The project followed the system engineering

process. The completion of this project will bring MassDOT into compliance with FHWA for weigh in motion data reporting.

The project team has worked collaboratively with the Mass State Police Truck Team, the RMV, the Permit Section and other relevant business units within the Highway Division through stakeholder meetings to develop a concept of operations for the project, followed by defining the system requirements and then developing the special provisions and plan set. This collaboration ensures that the project will fulfill the requirements of all the business units involved in the project.

Director Koch expressed his surprise that weigh stations are even in use today. Michele Boucher indicated that the weigh stations would continue to be used, likely as a pull off location for trucks beyond the weigh in motion stations.

Director King asked for additional information on the vetting process to be used on the selected vendor. Mr. Bechard promised to provide the information.

There was extensive discussion on the data to be gathered and what such data will be used for.

**On motion duly made and seconded, it was by roll call:**

**VOTED: To recommend that the Board of Directors authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 132403 entitled Statewide Weigh In Motion Station Enhancements and Expansion at 15 Locations, with Coviello Electric & General in a form approved by the General Counsel, in the amount of \$23,776,784.13.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>

The Chair then asked for a motion to adjourn.

**On a motion duly made and seconded, it was by roll call:**

**VOTED: To adjourn at 11:36 p.m.**

<b>Chair Beggan</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>