
To:	Valerie Kilduff Project Manager	Date:	May 13, 2022
From:	Taylor Miller Howard Stein Hudson	HSH Project No.:	2013061.54
Subject:	Massachusetts Department of Transportation Newton-Weston Bridge Replacement and Rehabilitation at I-90/I-95 Virtual Public Information Meeting Meeting Notes of March 31, 2022		

Overview

On March 31, 2021 members of the Newton-Weston Bridge Replacement and Rehabilitation at I-90/I-95 Project team and associated MassDOT staff held a virtual public information meeting to provide the public with the opportunity to become fully acquainted with the project. Below is a transcript from the virtual meeting.

Agenda

I.	Welcome & Opening Remarks	2
II.	Presentation	2
III.	Discussion	7

Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Valerie Kilduff: Good evening, everybody. Thank you for coming to the public information meeting for the Newton Weston Bridge Replacement and Rehabilitation at I-90 / I-95. My name is Valerie Kilduff and I am the project manager from the Massachusetts Department of Transportation. Before we begin with tonight's presentation, I'm going to hand it off to Hung Pham so he can go over some quick housekeeping for this virtual meeting.

C: Hung Pham: Thank you Val. Good evening. My name is Hung Pham. And I am your producer for tonight, along with my colleague, Leah. This hearing is being presented over Zoom. Before we begin, we'll go over some Zoom controls at the bottom of the screen, a toolbar along with some icons as you can see them. And this meeting is accessible in Spanish, as well as Chinese. And I'd just like to take this chance to thank our interpreters, Yan, as well as Susanna.

The meeting will be open to questions and answers at the end of the presentation. Though we encourage you to send your questions as they occur to you. All questions and comments are welcome and we appreciate it. However, we request that you refrain from any disrespectful comments altogether. Also, there are about over 100 attendees for this meeting as well. Just want to give you guys an understanding of how many people is actually attending. Val, I'll turn it back to you.

Presentation

C: Valerie Kilduff: Thanks, Hung. These are the members who make up our project team. MassDOT Highway division is the bridge owner and project proponent. As I mentioned, I'm Valerie Kilduff, the project manager. Greenman Peterson Incorporated, or GPI, is a design consultant. Their structural engineer, John Watters is here with us tonight. Howard Stein Hudson was contracted for their public involvement services.

Here's the agenda for today's meeting. Now that we're through with the welcomes and opening remarks, we'll proceed with the project needs, goals, alternatives, scope, impact, and then finally the schedule. And after that, we'll open it up for question and answer at the end of the presentation.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

Why was this project initiated? In September of 2013, MassDOT identified these bridges as needing investment based off inspection reports and maintenance needs. We want to stress that the bridges are safe, but like other bridges in the area require frequent maintenance and need to be replaced. That same year a MassDOT engaged GPI for technical analysis. Then in June 2016, using that analysis, GPI submitted seven preliminary concept designs in June 2018. After reviewing and analyzing these concepts, MassDOT developed bridge type study reports and conducted geotechnical investigations of the bridges. These investigations allowed MassDOT to select the best concept. In January of 2020 MassDOT received preliminary concept plans to begin the project. However, the project was stalled due to lack of funding. MassDOT continued the review process of these designs, but the process was slowed due to a funding issue. In winter of 2022, MassDOT decided to move forward with replacing the bridges and winter of 2022. We will be having this public meeting to start the public outreach process.

While the bridges are safe, they are deteriorating and need to be replaced. We also want to improve the interstate vertical clearances from as low as 14 feet 10 inches to the 16 feet six inches mandated. We also want to improve roadway safety. Right now, the interchange has limited shoulders and short acceleration and deceleration lanes; we will not be adding more lanes, just making them safer for drivers. The fourth project need is improving seismic resistance. As key infrastructure and part of emergency routes we want to ensure that these bridges meet current standards for earthquake resiliency. These images show some existing conditions at the bridges. The bridges are deteriorating and need repair or full replacement. We can see aging concrete decks at I-90 over the I-95 Bridge and the Charles River, for the first one. The next image is an example of spalls on the deck at I-90 over MBTA/CSX. And the last image is showing an example of deck corrosion. Again, these bridges are currently safe, but these images show that the bridges are deteriorating and need to be replaced to avoid future traffic disruptions due to maintenance. Here we have some more examples of spalling and corrosion at the I-90 over I-95 Charles River. Heavy salt corrosion at ramp G and some examples of exposed rebar on the bridges. These images show the existing conditions of the bridge barriers. The barriers are substandard and deteriorating. We also want to note how narrow the shoulders are. Improving barriers to meet the Modern Safety Standards is part of this project. And finally, these images show deterioration of steel and the joints of ramp G.

What do we want to accomplish here? We want to improve bridge safety by replacing and rehabilitating the bridges. We want to improve roadway safety by providing more adequate acceleration and deceleration lanes, wider shoulders, and increasing the vertical clearance. To improve seismic resistance, we will construct the bridges to meet current earthquake resiliency

standards. And we want to provide noise barriers. We also want to improve stormwater management and minimize environmental impacts.

What alternatives were considered for this project? These are the three groups of project alternatives we considered: doing nothing, rehabilitating I-90 over the I-95 bridge, or doing a combination of replacement and rehabilitation. The first one, doing nothing, would mean continued bridge deterioration, maintaining current weight restrictions, substandard earthquake resiliency, and no improvements to roadway safety.

The second option, rehabilitating I-90 over I-95, would mean replacing the existing concrete deck and repair the deficient steel superstructure. We would also repair and retain existing substructure and foundations. However, this alternative presents traffic staging issues with up to nine phases of work and or lane reductions. The alternative also doesn't address seismic resiliency. There would also be no roadway safety improvements, which were the acceleration and deceleration and shoulder issues. And then the substandard vertical clearance would remain.

The third alternative is a combination of replacement and rehabilitation. This is the alternative that we are going to review today. In this alternative, five bridges will be replaced, one rehabilitated, and two will have their superstructures replaced. This alternative will address seismic resiliency, roadway safety improvements, and address vertical clearance. Once we decided that the combination of replacement and rehabilitation was the appropriate choice, we then evaluated options on the roadway alignment to implement an alternative.

This image shows the first of the options. Option one MassDOT reviewed to reconstruct the I-90 over I-95 Bridge. In option one, I-90 over 95 is rebuilt to the south of the existing bridge. There are challenges to this alternative. We would have to go over the Charles River at a larger skew distance and at a larger cost, encroach on DCR property by the river front waterpark, and would need to construct large retaining walls for this option.

This image shows option two and the new alignment of the I-90 over I-95 Bridge. This time, partially to the south. In this option, we would build the bridges in phases and mitigate some of the issues discussed in option one. However, this option still presents environmental and cost challenges.

This image shows option four and the new alignment of I-90 over the I-95 Bridge partially to the north. In this alternative we reduce the river challenges from option one but would bring the roadway closer to the Oakland Avenue neighborhood and Newton.

This image shows option 3b and the new alignment of I-90 around I-95 Bridge partially to the south. 3b is a hybrid and would find balance in keeping the roadway from getting too close to Oakland Ave while also minimizing impacts to the river. The benefits of option 3b include new bridges, which will extend the service life of this corridor and provide reliable movement of vehicles and freight. We will add acceleration and deceleration lanes and wider shoulders to improve safety and traffic congestion. This option also increases vertical clearance of the bridges to improve truck movement. We will also bring the seismic resistance of these bridges up to current standards and improve safety along this critical infrastructure route. This option also minimizes impact to local environmental resources. We estimate construction of this option to cost about \$230 million.

This slide shows the limits of the project. East of the project area is Newton and west of the project area is Weston. In the middle we have I-90 over I-95. This is the largest part of the project. The project begins west just before the off ramp to I-95. In this area we will be doing guardrail improvements, drainage improvements, and paving. As we move east, we come to ramp G which is the roadway that takes you from I-95 to I-90 eastbound. We will be replacing the bridges along ramp G. As we continue east from ramp G we reach the I-90 over I-95 bridge that will be replaced. Again, the largest portion of the project. Under I-90 we will be replacing the superstructure of the ramp A/B loop ramp bridge. As we continue past the Charles River, we have I-90 over Charles Street Bridge with minor repairs and then I-90 over MBTA/CSX bridge which we will replace the superstructure.

What are the environmental cultural resource and community impacts? Environmental permitting for this project. This bridge project is MEPA exempt because we're building bridges in the same general footprint of the existing superstructures. We will be coordinating with the Department of Environmental Protection and the Army Corps of Engineering, because of the bordering natural resources in the area, such as vegetative wetlands and the Charles River. We will secure all needed permits and temporary accesses for construction. There are no permanent right of way impacts. We will be coordinating with the MBTA to ensure effective rail operations through the project. We will also coordinate with other MassDOT projects in the area and we will be monitoring stormwater and ensuring continued east west access for emergency vehicles on I-90.

This image shows the proposed location of the westbound noise walls for this project. And this image shows the proposed location for the eastbound noise wells.

What is the construction approach? We will begin by approaching this project as a Design Build. This means that MassDOT will create a shortlist of highly qualified teams that can present proposals and present the best overall value. This approach promotes innovation as the shortlisted engineers and contractors work together early in the project. MassDOT will supervise this process and control how the project proceeds. The Design Build contract will include requirements for traffic management, while providing the contractor flexibility to develop their own approach to staging. There will also be incentives and disincentives as part of this contract to finish the project more quickly.

Potential traffic impacts. The project will have five stages in the following manner: construction of part of the new bridge, demolition of part of the existing bridge, then continued construction of the new bridge, followed by demo of the remaining bridge, and then finalizing the bridge construction. Throughout construction we will maintain the existing three lanes on I-90. We know that there are about 160,000 vehicles that travel I-90 through the project area. There will be lane shifts on I-95 for pier work and bridge installation with no long-term lane reductions on I-95. Ramp G from I-95 to I-90 eastbound will be built offline. There will be no construction lane reductions on ramp G, and lesser impact to other ramps. Due to the complicated bridge geometry and restricted height conditions, we will be using accelerated construction for the replacement of I-90 over the MBTA bridge. This section of I-90 will be reduced to two lanes, one in each direction for two weekends to accomplish this work. The total project construction from first shovel to final paving will last approximately four and a half years.

For the staging, this top image shows the existing cross section of I-90 over I-95. In stage one of the project, we will construct a new bridge where the orange cones appear. Once built, we will move traffic to that new bridge and demolish the former westbound portion of the bridge. In stage three, we will build the new I-90 westbound close to where the westbound bridge was. Once that is constructed, we shift the three lanes of I-90 westbound onto the new bridge. In stage four we will have three lanes of I-90 westbound on a new bridge and three lanes of I-90 eastbound on a new bridge. And we'll demolish the remaining existing bridge in between those two barrels. In stage five, we will continue to reach the final portion of construction. By the end of this stage, we will have new wider bridge with the new shoulders and acceleration and deceleration lanes.

This is the project timeline. We began conducting public outreach in early 2022. We anticipate the updated 25% design in April, before a summer Virtual 25% Design Public Hearing. We will plan to select and award the project by late 2022. Construction is targeted to begin in early 2023. And we are targeting a 2027 date for construction to be fully complete.

How will we keep the public informed? We will be conducting a comprehensive stakeholder outreach program. Later during construction, we will be conducting outreach on updated work hours installation and moving variable message boards and monitoring environmental impacts. Leading up to this meeting, we hosted a project briefing for local legislators. Tonight, is the Public Information Meeting. Moving forward we plan to brief stakeholders and community groups as needed. And this summer we will host a Design Public Hearing when the project design reaches 25%. For direct outreach, we will be emailing EZ pass holders to inform drivers about project updates. To provide up to date information about the project we will have a dedicated project website and email listserv to provide regular project updates. As I mentioned keep an eye out for the Design Public Hearing this summer.

The dedicated project website is now live as is the project email for two-way communication between the public and the project team. We will be providing regular traffic impact advisories to our email subscribers. We will also be coordinating with Navigation companies. To receive project updates, attend public meetings, and get more information on the project, contact the team using the project email as shown here, and the project website.

Discussion

Q: Valerie Kilduff: Before I open it up for questions and discussion, I want to read into the transcript an email letter that I received from the neighbors of Evergreen Ave, Oakland Ave, Charles Street, and Central Street. They have some questions that I'm going to just read into the transcript.

First question: "Those of us affected by separate nearby roundabout projects have found that DOT's written and in person communication regarding temporary and permanent easements is woefully deficient. What standards can we expect on your project?" Two: "Will the project require staging from Evergreen-Oakland junction?" Three: "We are glad that the project will include a sound barrier. This has been promised to our neighborhood for many years. Can the sound barrier be installed before the rest of construction?" Four: "What measures will be put in place for noise, light, and dust pollution abatement during construction?" Five: "Can signage and enforcement prohibiting engine braking be provided before, during, and after the project?" Six: "Can the Pigeon Hill Road right of way be maintained and improved to ADA standards as a trail connecting the Pigeon Hill neighborhood to the Auburndale side of DCR's Riverside Park. This has been a goal of long-standing Riverside Greenway working group for many years and the subject of previous discussions with DOT personnel." And finally: "Will the project entail any interruption of water, sewer, gas, or electric service to any residences?" We will provide written responses to those questions back to the neighborhoods. And now, I think we can open it up.

C: Hung Pham: I can see that there are a few raised hands at this point. If you would not like to verbally ask a question, you can submit your questions for comments using the Q&A button. I would like to ask if you could state your name and affiliation so it will be part of the transcript. I see that there are over 100 people with us today. I kindly request that you refrain from asking only one question and comment and leaving it more or less for two minutes just to allow others to participate. Before opening up to the general public, I would like to see if there are any elected representative that would like to ask questions or make comments. Do we have any elected officials? I see that Alicia Bowman from Newton City Council is with us. Alicia I will allow you to talk. You can unmute yourself now.

C: Alicia Bowman: Thank you very much. Yes, Alicia Bowman, Newton City Council. This certainly is a very daunting project and a lot of work that needs to get done. I appreciate the neighbors who have given you a consolidated list of their concerns. And I recognize that, you know, this is a bridge project primarily focused on maintaining vehicle throughput through this area. But I'm very much hoping that at least on that item about the creating a path for the Pigeon Hill, and that's a connection that exists now, it would be a very low cost item. It makes sense to do it when the bridge work is being done. And I think it's an important enhancement to the neighborhood, reconnecting it, you know, this neighborhood really has been split in half by the highways that were put in in the 60s. I know it's not your main focus here. But I do think that this is an opportunity, and I hope an opportunity to mitigate that. And I hope that you seriously consider it. Thank you.

C: Hung Pham: Thank you so much. I also see Representative Kay Khan, I will allow you to talk and you can unmute yourself.

C: Kay Khan: Good evening. I just want to say hello and thank you very much. Thank you DOT for putting all of this together and giving us all this information, I just hope that I will be someone that you will continue to work with, because this is my district in Newton. And I hear already many, many times from the folks who live in Pigeon Hill, they are always expressing their concerns. And so I would like to be as helpful to them as I can be. So I would really appreciate hearing from DOT as often as possible to keep abreast of what is going on. I would also just like to add quickly that I think what Councilor Bowman was mentioning about the Pigeon Hill work that people would like to see happen regarding trails would be something that would be of interest to us as well to perhaps happen at the same time. I look forward to working with you and would like you to know that I'm available at any time regarding this project. Thank you.

C: Hung Pham: Thank you so much. I believe we also have Councilor Downs. Andreae Downs I believe?

C: Councilor Andrea Downs: Hi, yes, thank you. I am also a Councilor at Large for this area. I am the Chair of the Public Safety and Transportation Committee at the City Council and we're very interested in seeing this project come together and also to see it start to knit together the neighborhoods and the parks that were separated by the turnpike when it came through originally, particularly the pedestrian connection and the park connections. So I will echo my colleague, Alicia Bowman, and my friend in the statehouse Kay Kahn, and I'm happy to work with you also.

C: Hung Pham: Thank you so much. We also have City Councilor Chris, I may not be able to pronounce your name.

C: Chris Markiewicz: Thank you. That's fine, it's Chris Markiewicz. I support the comments made about the path at the top of the hill. This is actually my ward. I'm on and wanting to hear from you as this progresses, along with Representative Khan, etc. So I'm just here really to listen. One thing is it's a long duration project. There are a number of other projects going on in the area, while they are of different agendas. I mean we've got the carriageway project that I know that Ms. Kilduff is very familiar with, we've also got some significant construction going on just buildings and housing and so forth. So to whatever extent that impacts traffic control in the area in general, I assume that, you know, there's going to be a replacement of new ramps put in at Grove Street with the Riverside project that's due to happen probably within the next 18 months. So there's a lot of things going on in this relatively small geographic space. So I trust that all the agencies, including agencies, like Federal Highway and so forth, will all step back and look at the project calendar on a macro basis and make sure that this all makes sense so that we don't have some unintended extra congestion and so forth. Again, it's big projects going on over a lot of years. But there are also parallel projects going on, right in the adjacent, immediate area. Some of which that involve I-95, as well. So just keep all that in mind, and then, you know, basically address it as part of communications and be able to answer questions about that. It's not far from the area. You know, this is Newton, it's not on the highway specifically. But there's a tremendous amount of pass-through traffic, over 50% of the traffic that comes through the adjacent areas is not Newton traffic, it's literally cut through traffic. So to that extent, the residents in the general area within a radius of say, a mile to a mile and a half, really are pretty tight now. So it's just important that any coordination and awareness that can be factored into this is factored into this and that your communications should be expecting questions about that down the road. Thank you.

C: Hung Pham: Thank you so much. I don't believe there are any more representatives. We'll go straight to the Q&A. I will start with Derek. I stopped my screen.

Q: Derek: Yes, I was wondering is there a diagram of where the sound barrier will start on ramp A/B?

A: Valerie Kilduff: This is Valerie. Thank you. The sound barriers are posted on one of the slides we have if we can possibly get that back. Slides 26 and 27 are the two slides for the sound barrier. So these are the proposed locations for the sound barriers on the westbound of I-90 that will incorporate into this neighborhood here at Oakland Avenue, Evergreen, and along that whole neighborhood. And then on the eastbound side it goes from basically Charles Street all along the corridor.

I will note I also have in the Q&A box, "Are noise walls only planned for Mass Pike eastbound, nothing planned for westbound?" And Derek also asked in the Q&A: "Is there a diagram of the sound barrier on ramp A B?" So hopefully both of those are answered by this. It is on both sides of the road and especially by these neighborhoods. I hope that answers that question.

C: Leah Grodstein: I just noticed, I believe Alicia Bowman mentioned that we missed a City Councilor, Councilor Alison Leary.

C: Hung Pham: Oh, sorry about that. Alison Leary. You can unmute yourself.

Q: Alison Leary: Okay. Great. Well, thank you very much. I did want to let people know that we're going to discuss a portion of this item over down closer to Islington Road and Ash Street on April 6. So I wanted people to know that there will be an opportunity to hear more about it. I was very on this particular part of it, I was very pleased to hear about the new design build and making the bridges safer and the roads safer. And I was wondering what kind of environmental improvements will you be making? And do you expect them to have a significant impact on improving the Charles River?

A: Valerie Kilduff: So we won't be doing any \ environmental improvements per se. I think I'm going to bring John Watters into this conversation so he can talk about some of the work that's going to be done in the river and adjacent.

A: John Watters: Thank you very much, Councilor, for asking a very important question. So yes, environmental improvements is definitely one of the goals of the project, and we are cognizant of it. And as Valerie mentioned earlier, we are filing permits with MassDEP as well as the Army Corps of Engineers to make sure we meet their requirements. Some of the more notable aspects is we will be improving the stormwater treatment in the area. The older catch basins systems that are out there

will be replaced with more modern catch basins, including deep sump catch basins, we will also have better outlets to detention basins, so that we don't have direct discharge to the Charles River. The primary bridge the Mass Pike over 128, or I-90 or I-95, currently has no treatment of the stormwater off of that bridge, it basically free flows off the bridge. We will have a closed drainage system that will collect the drainage from that bridge and pretreat it through detention basins before it eventually discharges in a better way to the Charles River itself. So there's stormwater improvements there's detention basins in the area. And through some fairly simple landscape improvements, our landscape architects have worked hard to increase pollination plantings in the area. So maybe not a water improvement, but there'll be a positive impact on the environment.

Q: Alison Leary: I believe that's wonderful. Thank you very much. Do you have any idea of how much phosphorus will be removed with those improvements?

A: John Watters: We don't intend to remove phosphorus that already exists in the system. It's not a phosphorus removal process of whatever is there today. We're not removing, but the new process is better than the old. I do not have specifics on how well phosphorus will be handled, but it's definitely an improvement over what is there today.

C: Alison Leary: Thank you very much

C: Leah Grodstein: We also have a member of the Weston Select Board, Laurie Bent.

Q: Laurie Bent: Hi, thank you for recognizing me. And thank you very much for the outreach and the presentation and keeping us all in the loop here. And I wanted to emphasize something that I think I've seen a little bit about this in the Q&A, which is the Route 30 Bridge Project. And a big emphasis of that is to improve pedestrian and bike access to Riverside. And I just want to make sure there is some way to get across whether under, over whatever, whatever works. We're just working very hard to try to create pedestrian and bike access. And I want to make sure this doesn't block that. And I had a factual question, which is if you would show us on the map exactly where these bridges are, because I don't really understand. I think you said 5 or 6 bridges, if you could, just show which are being rehabilitated and which will be new? Could you just point those out on the map? I think it would be a good piece of information for everybody to see.

A: John Watters: Sure. And thank you for bringing up that comment in the chat, it's appropriate. Thank you Ms. Bent I'm going to start with the left side of the screen where you see some blue text that says ramp G. So ramp G is the roadway that takes people from 95 and brings you out to the Mass Pike eastbound, so ramp G is going to be constructed slightly west of where it is today. And there'll be 4 bridges along that stretch. Starting at the top, the first one just above the word ramp G

is what we call the ramp A/B bridge. Lots of letters, I apologize. But that bridge goes over where the former interchange toll plaza was. So there'll be a bridge going over that ramp as there is today. Right about where the word ramp G is, there'll be a bridge that actually goes over the Hultman Aqueduct, the MWRA has some pretty important water facilities in the area, and we bridge over them to make sure we don't put any imparted loads on them. So that's bridge number 2, a complete replacement. The third bridge is a little further down just above I-90. There's exit ramp K, if you're heading out toward Framingham, this is the exit that takes you off the Park Road to route 30, that bridge will be replaced. That's ramp G over ramp K, that's our third new bridge. The fourth new bridge along ramp K is ramp G itself over I-90. Toward the bottom of the screen just to the left of the 90 icon. That's a brand-new bridge as well. So that's four new bridges. The fifth new bridge is the large part of the project, which is the pike itself, I-90 over 95. And that's highlighted in blue in the middle. So that is the fifth new bridge.

For the two super structure replacements, the first one is what we call the loop ramp. And that's above the words MWRA facility on pretty much the right center of your screen. That is an existing roadway. And we will be saving the piers and abutments that support the steel superstructure, but we will be replacing the steel superstructure and concrete deck with brand new elements. That's one superstructure replacement. The second superstructure replacement is on the far-right side of the screen up in the upper right corner, and it's called I-90 over MBTA/CSX. And that is a heavily skewed bridge that goes over the railroad, we will be saving the abutments there but we will be replacing the steel superstructure and concrete deck. So those are your two superstructure replacements.

The other bridge that's referenced on this project is the I-90 over Charles Street. And for people familiar for the area, it almost looks like a concrete tunnel. But we classify that as a bridge. That concrete structure is in very good shape. And we'll be doing minor structural repairs to the concrete to repair spalls and hollow sections of the concrete but no major rehabilitation to that particular bridge. I hope that was a helpful demonstration of the project's bridges.

Q: Laurie Bent: Yes, that's very helpful. So the last one, Charles Street, would that be where access to cross the Pike would happen, from Weston down to Riverside?

A: John Watters: Currently today that has a sidewalk inside that tunnel if you have the joy of being in that area, so there is currently a roadway and a sidewalk there. And that roadway and sidewalk will remain at the end of this project and people will continue to have access through that area.

C: Alison Leary: Okay. Thank you. Thank you for recognizing me.

C: Hung Pham: Bruce Green from the general public has his hand up. I will allow you to speak

Q: Bruce Green: Okay, hello. Good evening. Thank you for the presentation. My big concern is for the Charles River. As an avid rower and a supporter of Charles River Watershed Association, I want to confirm that everything will be done with their assistance and their input. We have a major problem in this area with regard to invasive weeds. Will there be support for that? We know we are working closely with DCR.

A: John Watters: Thank you for your concern, Mr. Green. In terms of invasive species, we do have landscape architects in our operations and in our particular company that have looked at this site. Within the limits of our work zone, I believe they've identified some Japanese knotweed and a few other things, and I will apologize for not having the specifics. But within our work zone, we'll do what we can to eliminate those invasive species, basically, on the side slopes of the Pike itself. We don't plan on going into the Charles River to do any underwater removals. But there are some species and our landscape architects are aware of them to try to mitigate their expansion.

Q: Leah Grodstein: Alright, now I'm going to switch to some of the questions that have come in through our Q&A box. I'll start with some simple ones about how to access the presentation and the recording. So I'm going to read two: one is from Bruce Green asking "is the presentation available after this presentation?" And then Laney asked, "Where will the recording of this meeting be posted? Thank you both for your questions."

A: Valerie Kilduff: We will be posting this presentation and the recording on the project website. And you can also find it on the MassDOT website. Under the heading for this project for this meeting. They will be available, I would say within the week of this presentation, we want to make sure that it's easily accessible for ADA compliance, etc. So we'll make sure that we have it up on both websites, and you will be able to access it.

Q: Leah Grodstein: Next, I'll just address this one quickly from Judy, who asks, "Can you use the cursor to point to the areas you're describing?" Judy, hopefully, when John went back through the bridge slides that was helpful for you. I'm the one controlling the screen, and I would just make it more confusing because I am not the technical expert for this project. But if you have any area that you're still confused about, please feel free to raise your hand or submit another question that's about that specific area and we can try to clear it up.

And next, we'll read a question from Joyce. Joyce asks, "What provisions are being made to make these contracts or subcontracts available and accessible to firms owned by women and minorities?" Thank you, Joyce.

A: Valerie Kilduff: Thank you for that question. MassDOT always has a provision in their contracts to make minority and women owned businesses part of our all of our contracts. We have a percentage that's based on the type of work and what's being done in the project. And it is written into the contract that the contractors must have a percentage on their contract on their subcontractor list. So we don't have that percentage for this project yet. But we always include that in our contracts. And it's typically 10% or more. The last few projects I've done we've been in the 16 to 20%. It just depends on the project and the cost, etc. But there's a whole formula that goes into that percentage and it's done and put directly into our contract and they have to show us that they are meeting that, and it is watched throughout the contract. Thank you for that question.

C: Hung Pham: I will switch over to a raise hand, Mr. Paul Pavone.

Q: Paul Pavone: Good evening. Thank you. My name is Paul Pavone. I'm the business manager for the laborers International Union of North America local 560. Located 681 Main Street in Waltham 800 men, women, and apprentices, many of them in the Waltham/Newton area. And certainly, we know our union contractors will be sharpening their pencil for this project, we have many members waiting to go to work. And certainly, the sooner the better. My one question will be do you plan on working straight through the winter months? Are you going to shut down during the cold weather in the winter? Thank you.

A: Valerie Kilduff: Thank you. MassDOT does have some calendar restrictions, but it's basically for paving and, you know, certain items that can't be done during the winter, for various reasons. Weather permitting, we do work through the winter. So it really depends on the schedule and where we are on the project. But like if we are at, like final paving stages, and it's the middle of winter, that's probably not going to happen. But there is enough work on this project to take us through most of those work periods. So a good answer is this probably, like I said, for certain functions in the contract they're not allowed during the winter, but for other pieces there will be work allowed.

C: Leah Grodstein: Thank you, Val. Now we're going to switch back to the Q&A box. And I'm going to jump ahead in the queue and recognize the question from Councilor Bowman, who asks, "It would be great to see the Charles Street underpass be made safer for people walking and biking. It is an important connection." Thank you for that comment.

C: Valerie Kilduff: Thank you very much. You know, all of these comments will be taken under consideration and evaluated. We are still at the 25% level for this project. And anything that comes through this meeting, that's why we're doing it, is going to be taken under consideration and evaluated. So thank you for the comment.

Q: Leah Grodstein: Thank you. Next we'll go back to going sequentially through asked questions. Ted Chapman asks, "The Riverside Greenway working group hopes that when replacing the abutments under I-90 at Pigeon Hill, the area under the overpass can be regraded sufficiently to allow the Pigeon Hill trail to be built to ADA standards. We have a 25% design for a trail using FSTAG standards paid for by Mass Trails. The original goal of the grant was ADA compliance, which Michael Trepanier intimated might make it possible to build the trail in conjunction with Recreation Road/ the boathouse/ bridge, which is going to bid this summer. The slope analysis made 5% grades unreasonable. But with major work at both ends of the trail, it raises the issue of whether ADA compliance is possible. It would be very possible if the area under I-90 was regraded. The scope of work that could be engineered into the I-90 project." Thank you, Ted.

A: John Watters: SWe have looked at this a little bit in our in our work. We definitely appreciate the interest in connectivity from the northside to the southside of this project. And the Pigeon Hill trail has been something we were familiar with at least a little bit from previous conversations with others and seen some graphics, maybe not everything that's been presented here. This FSTAG Standard and details have been presented. Our project will be built such that we won't preclude someone else from putting a really nice trail in that area. We have placed our abutments and everything that we can to allow continued passage under the I-90 bridge in front of the abutment. Right now, if you go to that Evergreen-Oakland neighborhood, there's a chain link fence there that has a gate, which is locked. That's kind of the access point that I think a lot of people were referring to. And we are making provisions with our landscape in that area, our fencing in the area, and the stormwater treatment we need to fit into that area to allow for a future path to be constructed. So we'll grade underneath the bridge to make it easy for someone to build that trail in the future. The trail behind, I'll say the southside of the interstate, behind the boathouse, is definitely a challenge. It's pretty steep through there, and I understand the 5% comment there. But someone in the future could make some accommodation there. If it's not fully at ADA compliance as a path, it could definitely be built as a trail. There's also access from north to south through the Charles Street Bridge/Tunnel that we talked about earlier. So there is some other connectivity. It's always nice to have redundant connectivity. But there is definitely some south to north connectivity through the Charles Street Bridge, which will go over that new pedestrian bridge that leads to the MWRA land, and then eventually to the riverside property.

Q: Leah Grodstein: Thank you. Next, I will read a question from Carol McMullen. Carol asks, "Thank you for the informative presentation. Two questions. One, will there be noise walls put up on Corwood Road in Weston?" And I know that we're only supposed to ask one question at a time. So I will pause there and wait for that answer. And then we'll move on.

A: Valerie Kilduff: I believe that Corwood Road is outside the project limits for this project. So at this time it's not in the scope of work, because we are not moving that far outside our project limits.

Q: Leah Grodstein: Thank you. And now we'll go ahead and move on to the next question from Carol, which is "Bridgeway Road in Weston has a permanently open gate to the Mass Pike, which is dangerous to children and dogs on the street. Could that be addressed?"

A: Valerie Kilduff: Carol, that is a obviously an issue, we will have to forward that to maintenance to see if that's a MassDOT gate and can be taken care of. But at this point if we can't take care of that with this project, we will definitely have to forward that on to another department and we will get it evaluated for you.

C: Hung Pham: I will move on to a raised hand: Ari, I will allow you to speak

Q: Ari: I think this is a really important project. And I just want to ask basically, if MassDOT has looked at the bigger picture here because by retaining the loop ramp on A/B It's retaining what is a pretty dangerous structure that also has a lot of impact on the Charles River. We see a pretty serious crash there every few months. Recently, a truck went into the river and we're lucky that that wasn't a truck that was carrying a hazardous material because it could have been very, very serious for the river. So you know I appreciate that the state needs to replace this bridge, but I would ask if there's been any consideration to realigning that ramp so that it no longer crosses the river twice at that sharp curve that is unsafe to the motoring public, as well as unsafe to the environment?

A: John Watters: Thank you Ari. I think a lot of us have seen that very dramatic footage of an 18-Wheeler going over the barrier there, the footage taken from the Lasalle boathouse. So in terms of roadway realignments, it's really, really challenging. I hate to say it, but it is. And the purpose of this project is to improve safety as best we can through acceleration, deceleration lanes and replace the structures to make sure that they're safe for long term load safety limits. Realignment of that ramp is just, it's really hard. I got to say it's very, very, very expensive, in terms of improving the safety of the ramp. Right now, the barriers on that ramp are substandard. The roadway barriers on the outside that the 18-Wheeler went over are substandard. Putting current modern standard barriers there would improve the situation dramatically. As well as the median of that roadway is basically a six-inch raised flat median. And we are replacing that with a double-sided barrier. So there'll be significant barrier improvements for that turn. We also will do the best we can through traffic signage and warnings so that when cars and vehicles are approaching that ramp, they truly do slow down. So between the signage, as well as the barrier improvements, we're improving it, we're not removing it, but we are definitely making a substantial improvement to the barrier safety in that area.

C: Hung Pham: Great, now I'll move over to Judy Nitsch.

Q: Judy Niche: Hi, thanks for allowing me to ask the question. I first want to say that I live at 17 Blake Road, which is off of Park Road directly across from the Liberty Mutual site that you have mentioned on your plan. So it's generally in the lower left corner of the plans that you had up there. I also want to be very clear that I'm representing myself as a resident and I'm not representing the firm Nitsch Engineering which does a lot of work for MassDOT, has worked with GPI in the past, and I've retired from my firm two years ago. So I am not an employee or shareholder and have no relationship. So I just want to be clear, I'm just speaking as a resident.

My question relates to traffic during construction. And not only traffic for the trucks and the construction workers, but also people that are trying to avoid the back up and using ways that I'll say go up Park Avenue/ Park Road. The Liberty Mutual site was just permitted by a developer through the town, our neighborhood had meetings with the planning board, zoning board, the Select Board about it, and they're making improvements to Park Road to make it safer for the residents. Pre-COVID, you couldn't even get out of Blake Road to get onto Park Road because of a backup from the Turnpike. I can imagine the backups will be tremendous. So my question relates to just traffic impacts on backups, and impacts on preventing people from going down Park Road and preventing the construction workers and the trucks from going on Park Road? I want to point out that the MBTA Bridge, which is just to the south of the site, and you can see it on some of the drawings for Park Road has a very, very low clearance. There are routinely trucks that have had their tops cut off from training to go under that bridge. I know a tremendous amount with construction vehicles and other people trying to avoid the backup on 128. So a lot of traffic impact during construction questions. And I would like to understand better what the plan is. I did try to get copies of the plan before tonight and was not able to get anything at all from that spot. And I still find it confusing to understand exactly what the plan is and the segmentation of the different design build contracts, but I would imagine that traffic flow will affect all of the different contracts here.

A: Valerie Kilduff: Thank you for the question. We are making some improvements in that location, and we are aware of the Liberty Mutual site. We are aware of all of the projects that are going on in the area, we have done some reaching out, we're going to make sure that we're coordinating, if there's a need for detours, etc. We are coordinating with all of the projects to make sure that we're not detouring everybody in the same direction, the same days, the same whatever, we will definitely be doing a lot of coordination in this area for that. I'm also going to just reach out to John and have him go over probably a little more of the technical for you. But the one thing I do want to say is because this is a Design-Build project, a lot of the work that happens from now on is I don't want to say confidential, it is confidential. So we can't put the project out there because we can't have people

have more of a hand up, they all have to play on the same field. So we release information to proposers, based on what they asked to be brought into the project. So what you'll see is what we are able to give you in the presentation, and some other minimal stuff. And that's just the nature of Design-Build, because everyone has to be on the same playing field, we can't have people know more than another contractor knows or another designer knows. So that's part of the reason why some of this information will be held close to the vest until it's publicly sent out for all proposers. But John, I'll let you talk to some of the more technical stuff we're doing.

A: John Watters: Hopefully, I don't get too technical. No one likes to hear that. But seriously, the intention of the project is to maintain the number of traffic lanes that exist on all the roadways today throughout construction. So currently, the Mass Pike is three lanes in each direction through Newton. And throughout all phases of construction, it will be maintained as three lanes of traffic through construction. The focus of this job are the bridges. But going back to the original conversation, there's a purpose for the project. And the primary purpose is to address the structurally deficient bridges in the area. We understand this is New England, this is Boston, we have traffic in lots of places and it's a challenge. Park Road is definitely challenged pre-COVID going up to the intersection at Route 30. That light has always been a challenge. The bridge on Park Road gets hit so you can also appreciate construction vehicles won't be going that way because they can't get underneath it. But the purpose is the bridges themselves. So MassDOT is not intending to improve Park Road, our ramps touch Park Road and we are making some improvements to how they enter and exit the Mass Pike. But we're not making improvements on Park Road substantially. But the idea is to maintain traffic as much as possible. And Val mentioned we are aware of multiple projects in the area. And throughout construction, there will definitely be group coordination to make sure that detours aren't happening on the same night and flooding roads. Let's all hope that everybody keeps working for home and traffic stays small and low. And we don't have to deal with the issues we used to deal with in 2012, 13, or 14 while we're trying to do these jobs. Let's keep those volumes low. Stay at home, convince your employer to work off the computer, stay in your pajamas, and enjoy life.

Q: Leah Grodstein: All right. Now I'm going to move back to the questions submitted in the Q&A box for a bit. First, I'll read a quick one from Randy, who asks, "I sent an email yesterday which I asked to be read into the transcript. Why has that been omitted?" Thank you, Randy.

A: Valerie Kilduff: Thank you Randy. I apologize for that, but I just received your email at 6:47 tonight. If you would like me to read it or you could read it, it's up to you. I am happy to read it into the transcript and it says: "To MassDOT, the purpose of this letter is to express our objections, concerns, comments, and requested mitigation to be entered into the transcript record for the above

untitled project. We are residents of Ridgeway Road/ Corwood Drive neighborhood in Weston. Corwood Drive has a poorly maintained MassDOT owned access road to I-90 which immediately abuts both I-90 and exit ramp bridge to 128, just west of the interchange in question. Bridgeway Road intersects Corwood Drive and runs under an I-90 bridge just west of the project to Route 30. Neighbors in this area are already adversely impacted by the interchange in question on a daily basis due to noise, emission, pollution, illegal trash disposal and dumping disturbance, destruction of wildlife habitats and wetlands, and lack of security, safety, and privacy. During construction, these conditions will be exacerbated and will also include bottlenecks and speeding created by out-of-town commuters, most of which is along the school bus routes. The project must include satisfactory measures to mitigate both ongoing and construction related adverse conditions that I-90 and the interchange in question will otherwise continue to perpetrate our neighborhood. Moreover, we are deeply disappointed that the proposed references the installation of noise levels along I-90 to the project eastern limit of work in Auburndale, but appears to fail to afford the same mitigation to the Weston neighborhoods along I-90 west of the project. Among other things, properly installed noise walls will protect wildlife and habitats, prevent motorists/ wildlife impacts, and provide neighbors with security and safety. We hereby request that the project include the installation of comparable noise walls west of the interchange along I-90 as far west as at least Oak Street and Weston. The cost of such mitigation is nominal compared to the overall cost of the project and should be completed as part of the project in a manner similar to that accomplished during route 16 bridge replacement along 128 in Newton and Needham where there are comparable residential neighborhood impacts. In addition, MassDOT must be required to maintain its own chain link security fencing and fallen trees, let alone install proper noise walls. Any failure to address these issues in this instance will continue MassDOT's ongoing utter disregard for its neighbor and taxpayers and Weston. The project should be delayed or not go forward until the addition of meaningful appropriate and effective mitigation for adverse impact on Weston residential neighborhoods west of the project are included in the plan. Thank you, Randy Castle."

Q: Leah Grodstein: Thank you. We'll move to questions submitted by George Kirby. George asks, "How can we be sure that the new planned construction will avoid degradation in the future of the type being experienced by the current bridges?" Thank you, George.

A: John Watters: It's a very common question, George. And it's a very good question. Are we putting back junk that's going to turn into junk, and that's definitely not the possibility of where we're going. I've been a bridge engineer for a long time. It's kind of in my heart. And then I actually traveled around the country teaching rehabilitation for FHWA. The best way to answer this George is we've learned a lot since 1958, when these bridges were built. You've driven over plenty of bridges today and hear thump, thump, thump, thump, thump, thump, and those are expansion joints at every

location. And those are a nightmare. These new bridges will have very few of those expansion joints, thus limiting the deterioration because of road salts, which is our number one killer. The steel superstructures that we use today have much better coating systems on them than the older paint that we used back in the 60s and even the 80s and 90s if you can believe that. We have much better understanding of the corrosion rates of these materials. And we do design much better materials and specifications. So there's a lot of ways we do that. There are some other subtle things like we tried to make sure that our support structures, the piers and abutments, aren't close to the roadway so they're not in splash zones of roadway plows so the salt has a harder time getting into them. But there's a lot of mitigation strategies. And this question has come up at quite a few of my public meetings, and I definitely appreciate it, George, but we've learned a lot in the last 60 years and the last 30 years and we have much better materials and much better design philosophies now than we did in the 1950s and 60s.

C: Hung Pham: Thank you. We will switch over to the hand question. I will switch over to Nathan Phillips, you have the mic.

Q: Nathan Phillips: Thank you. I live at 73 Charles Street right at the base of the embankment and I wanted to know, if the fencing, when this is all done, will stay at the base of the embankment or whether it would be possible for the fencing to move up closer to the roadway so that the land and the banks could provide, you know, habitat, and some other public benefits. It represents a lot of land and right now, the pathway next to our house is broken, the pavement is in horrible shape. Trees are growing into the fence and the fence is broken all along the way there. So that needs to be attended to. And it would be great if the fences could just be removed and the security be up near the road rather than blocking off all of that space. Thank you.

A: Valerie Kilduff: Thank you. The fencing, if it's where I'm thinking, is actually at the state layout. And typically, we wouldn't move it because we need to demark the state layout. So I would say that that is probably not going to change due to the fact that we put the fencing around the state layout line. Did you have a second part of your question, I apologize.

Q: Nathan Phillips: Well, if you're going to leave it there, you're going to fix it? Because it's completely broken, and the pavement is really in bad and unsafe shape. So if you're going to keep things the way they are, you need to actually fix the stuff that's broken.

A: Valerie Kilduff: Okay, we will definitely look and evaluate that. Again, this is why we do these, so we can take a peek at the comments and questions that come in and evaluate them as we go. So we will definitely evaluate that and we'll go from there. Thank you.

C: Hung Pham: Great the next person in line is Eamon, I'll allow you to have the mic.

Q: Eamon Dawes: Thanks everyone for putting this together. This is certainly a big project over a very large area, and I was just wondering if that had to be the case. Looking at the design on the screen, all of these ramps and bridges were required when the toll plazas were operational. But with the switch in the past few years to fully electronic polling, it seems like we really have an opportunity to realign this whole intersection. I mean, I did a little bit of math, 70 or 80 acres that compose all this stuff, and it just seems pretty bloated. I think shrinking that footprint would be a wonderful outcome. We have the Pike and 128. There's the nearby Green Line, we have the train out to Worcester, and we've heard everyone talk about the trails and access to the Charles recreation, you know, those jobs up in Waltham, and down to Needham. It seems like a better use of the space is certainly possible. So the original design of this intersection was around the toll booths, have there been any thoughts to reworking the overall interchange? You know, since those requirements are no longer present?

A: Valerie Kilduff: Thank you for that. We went through a lot of different alterations and options looking at this project since 2013. These were some of the best options that we could come up with at this point. John, I don't know if you have anything else that you can add to that.

A: John Watters: Yeah, I can add something quick to it, Val. I used to live in Watertown. I've driven through this interchange thousands and thousands of times, like almost everyone on this phone call has. I'm like, "let me blow it up. Toll plazas were gone in 2014-15, let's get rid of it." And it just really is phenomenally expensive. It seems like it's a great long term transportation vision. And I agree with that wholeheartedly. And I'm not joking with you when I would say it would take \$2 billion and probably 10 years of construction to rebuild this interchange, the traffic control, the number of ramps, and it's not just the pike on 128, it starts creeping into the ups and downstream impacts of the roadways. I would love to, but we just do not have the funding for that with all the other needs in the transportation network of the entire state. I would really, really, really love to. But the goal of the job is to address the structurally deficient bridges here to make sure we have safe travel with no load restrictions. And without a giant pot of cash coming in from somebody, as much as we do have some funding in the system, it's just not in the picture. It's just really a big, big, big, big project.

C: Eamon Dawes: Thank you, I appreciate that. If I find that big pot of cash, I'll be sure to send it your way.

Q: Leah Grodstein: Thanks, John. Now I'm going to switch back to the question-and-answer box for a while. And thank you to everyone who submitted a question. We really appreciate your patience. As you can see, there are a lot of them in here. I'm going to start with a question from Councilor Alison

Leary, who asks will "MassDOT be consulting with the CRWA regarding best practices to reduce runoff to the Charles River, perhaps more can be done in particular reducing road salt." Thank you, Councilor.

A: Valerie Kilduff: Thank you. So as John had alluded to, and we also alluded to in the project, we have all kinds of permitting that has to get done on this project. We are consulting with many pieces of the environmental permitting process and organizations that are involved with this project. I'm not sure if we will specifically be talking with the CRWA. But best practices, reducing runoff, and working with the stormwater management is all being taken into consideration. And with the environmental permitting process, especially because we're within the Charles River zone, there's going to be a lot of consulting and coordination that goes on for that. Thank you for that question. Thank you.

Q: Leah Grodstein: And let's go back to being sequential here and read a question from Nathan Phillips. Nathan asks, "Can you show a close up of areas and the dimensions where the widened pavement would extend beyond the current pavement?" Thank you, Nathan.

A: Valerie Kilduff: Nathan, we don't have any close up areas for the presentation right now. I'm sure that John can talk to current versus projected pavement better than I can. So I'll let John, take that.

A: John Watters: Thank you. I suspect we'll have more detail at that summer formal public hearing. This is a public informational meeting to alert people what's going on and take a lot of great comments. So there may be more information at the formal public hearing. Generally, what I can tell you is that we're widening the bridge itself, I-90 over I-95, for the acceleration deceleration lanes and shoulders. That's a lot of the blue you see in the middle of the screen, just to the east of the blue on the screen where Leah's moving her pointer, you can see some white diagonal stripes, basically, between Charles Street and the Charles River itself, just underneath the I-90 over the Charles River. I know it's very hard to see on the screen. But that's kind of where some of the widening is because we're including a deceleration lane. So if you're coming from Boston, and you're heading out toward Framingham and you want to get off the interstate, we're adding the lane there. So just around the Charles Street area, to the Charles River, there'll be some widening. And on the south side of the job. There'll be some widening from the big bridge over the Charles River. And it tapers down pretty quickly toward about Charles Street. So that's where some of the widening is going on. But hopefully in the summer public hearing, we can have some more specifics available that time.

Q: Leah Grodstein: Next, I'm going to read a question from Randy. Randy notes, "Very impressive turnout of Newton officials. Are there any from Weston looking out for those of us west of the project?" And I will note that Randy asked this before we heard from the Select Board member.

- A: John Watters:** I'm sure Newton appreciates the shout outs. First off, thanks Randy. I will add to that, Val just to jump a little bit, we've had specific meetings with the Weston public officials and specific meetings with the Newton public officials. Prior to this meeting, we had direct one on one with eight or 10 different officials from Weston. So they're engaged.
- C: Valerie Kilduff:** They are. We also had the legislative session as well. So all of the officials from the town and your State Reps have also been informed of this project and got basically the same presentation that you did. So they are engaged.
- Q: Leah Grodstein:** Thank you. Next, I'll read a question from George Kirby. George asks, "Since MassDOT, is rebuilding bridges over 95, what about allocating funding to support replacing a former railroad bridge removed to widen the highway just south of this area with a future bike/ ped bridge now under study? That promise was made at public meetings in both Newton and Needham." Thank you, George.
- A: Valerie Kilduff:** George, I'm not familiar with the former bridge that was removed. And I really will have to just take this under advisement and look at where we're talking, because I'm just not familiar with it. So we will definitely look at it and evaluate.
- A: John Watters:** But I will add, it sounds like Val that's outside of this project's limits. There're a lot of projects going on in the state and hopefully that one truly is being advanced, but it's outside the limits of this specific meeting this evening. Thank you.
- Q: Leah Grodestein:** Thanks. Now I'll move on to another question from Randy. Randy asks, "is there a traffic plan for cut through traffic on Route 30 in Weston and side roads in Weston which are already overtaxed with cut throughs?" Thank you, Randy.
- A: Valerie Kilduff:** So, speaking to this, there's no traffic plan per se. For this specific location, we will coordinate with our other projects that are happening and with detours that are happening, and the public will know with traffic advisories, what's happening in the area.
- A: John Watters:** Yeah, let me add a little bit, Val. So, hey, we all got a phone, we all hit our navigation system. And yeah, I kill my wife because she takes 25 turns to save one minute and I say just stay on the road. But we all understand how GPS can change people's behaviors. Seriously, for this project, some of the goals that we're trying to approach is first, we're not reducing lanes. So we're trying to maintain the number of travel lanes, we understand people go slower through construction zones, but we're maintaining lanes. The other thing that's kind of cool is we're adding in something called a real time traffic monitoring program. And what that means in layman's terms is

throughout the work zone, we have cool Bluetooth sensors and other devices that actually monitor traffic backups, if there is some during construction. And the variable message boards throughout the work zones will say "six minutes to next intersection." "12 minutes the next intersection." And that has turned behavior in a positive way. So people won't get as frustrated when they see a sign going, "Alright, traffic is slow, but it's only six minutes to the next destination location." So the real time traffic monitoring system has made substantial improvements for construction zones. And we do have that technology incorporated into this project as well as maintaining lanes. So again, stay in your pajamas and work from home. Let's keep the cars off the road. And we'll do as best we can. But you know, honestly, it's construction in New England. We try as best we can. But it's still hard to get to Home Depot on a Saturday no matter where you live.

Q: Leah Grodstein: Thank you, John. Next I'll move to a question from Marilyn Boenau now. I'm sorry if I mispronounce any names including that one. Marilyn asks, "Would it be possible to extend the eastbound sound barrier between Central and Grove streets? This was discussed in the 1990s when a noise abatement review was done." Thank you, Marilyn.

A: John Watters: Noise barriers are great. I love to tell people I live on a major state road myself. And I used to live in Boston on Tremont Street. So I definitely understand noise. But unfortunately, that part of the interstate that we're talking about, it's outside the limits of this project. So I apologize, but no, that is not part of this project. This project focus is the deteriorating bridges. And I apologize, but no, that's not part of the job.

Q: Leah Grdstein: Thank you, John. Next, I will read a question from Katherine Howard. Katherine asks, "Can we get the plant list for the proposed pollinator plantings? Are they all native species?" Thank you, Katherine.

A: John Watters: Very cool question, Katherine. I'm not the landscape architect, so I will apologize for that. I'm a bridge guy who's a project manager who understands things. But I will say we do have landscape architects who are pretty smart. And they have talked to me about using native plantings. Goes a little back to I think earlier, we were talking about invasive species, invasive plantings in the areas. They're a lot smarter than me these landscape architects, so I don't have the list. And I don't know when I'll have that list of all the Latin names for the plantings, but I do know that we've talked about using native species to the area.

A: Valerie Kilduff: Yes, I'm going to add that our landscape architects at MassDOT have their own section that reviews all of the contract language that goes in here and it is one of the requirements that we use native species for our landscaping, so that will be written into the contract exactly what plantings and species we are requesting. So it is in the contract language.

Q: Leah Grodstein: Thank you. Next from Jen Martin. "During construction will canoe and kayak access to the river in this section be removed? The area under these bridges is a popular boating route." Thank you, Jen.

A: John Watters: It's great area. There are kayaks going through there all the time. We've got the great kayak paddle location there and Newton right off Comm Ave. So yes, there will be provisions to maintain canoe and kayak access through the area. As someone who's been in the area, it is used and they also know that thankfully we don't have large freight vessels coming through here and we are not dealing with tugboats and barges, we're dealing with a recreational vehicle. But I will say that since we are working in the water to remove the existing bridge piers and we have to construct new supports of the bridge there will be some temporary restrictions. But we are making provisions to maintain kayaking access to the area. And that's part of our DEP and Army Corps of Engineer review process. We've shown some conceptual staging for the pier construction and we've made provisions for canoe and kayak, and they're shown on our environmental permitting documents with the Army Corps of Engineers and the DEP.

Q: Leah Grodstein: Thank you. And the last question I'll read before we switch back to the raised hands for a bit is from Bob Persons. And thank you, Bob, for bearing with me. I know I asked you to resubmit your questions. Bob asked, "Will this project require any eminent domain taking of private property?" And I believe someone else asked that too. So I'll dismiss both of those questions at the end of the answer.

A: Valerie Kilduff: Thank you, at this time, this project requires no temporary or permanent easements for this project.

A: John Watters: Or takings, Val. I want to say no takings. No takings, no easements, and we have a very big state layout here. So no takings no easements are anticipated for the job.

C: Hung Pham: Okay, thank you, Leah. Next on our lists is Derek. Derek, I'm going to give you the mic.

Q: Derek: Yes. Resident of Oakland Ave. Back to that sound barrier on ramp A/B, it looks like they'll just be a little bit of sound barrier by the Mass Pike and it will not extend over the Charles River. Reason why I'm asking about this is there's j-brakers coming from Weston to Newton, on ramp A/B and they commonly j-brake to slow down. It's quite loud. And I'm sure I'm not the only one who hears this. But it's very loud, quite annoying and disturbing all times of night. Is it possible to push or is there any room to extend a sound barrier over the river?

A: Valerie Kilduff: Thank you for the question. Extending the sound barrier over the river would be difficult because the barrier goes all the way from the bridge all the way down into the ground. So we wouldn't want to do that into the river. And I don't think that there would be a way to protect that resource by putting a barrier through that area. I don't know if John could speak more to that.

A: John Watters: Well, what I will say Val is the sound barrier has been aligned based on noise studies. There are people that do this for a living and they went out and they've done decibel monitor readings and then they model the roadway before and after noise barriers in various locations. And there is criteria that is laid out to say when a noise barrier is warranted or not based on the number of decibel reductions at certain distances, and that's probably the easiest way I'll say it. So this barrier was laid out based on that study and those decimal ratings going down to the physical toe of the river. I don't think that's something that would be...and I know it's not something part of this job. And there is environmental concerns associated with that, because now we're in the buffer zone in the bank of the river. And as much as the noise walls are a benefit to this job, they're not the primary driver of this job. We're adding them in where we can and it's workable. But once we start expanding beyond the footprint limits of the job, we're actually into a different environmental permitting conversation. Val mentioned on one slide a little bit earlier back, you may have missed past. This is what we call a MEPA footprint exempt project. We're functionally replacing the bridges in their current location. And if we start expanding the scope too much beyond addressing that, then the environmental agencies appropriately ask us to look at this in a different way. And that causes many funding and scheduled complications. So long way of saying the noise barriers are based on the noise study. And we've got them as far as we can in this job without changing the environmental permitting, which would seriously jeopardize the possible funding and schedule for the project.

C: Hung Pham: Concetta, I will now allow you to speak, you now have the mic.

Q: Concetta: We were wondering if there would be equipment staged on Oakland Avenue and Evergreen Avenue, and would there be access? Would it be an access route for equipment working on the main part of this bridge at the end of Oakland Avenue? Will equipment have access through Evergreen Avenue and Oakland Avenue.

A: Valerie Kilduff: So, staging for equipment, all of that will be done within the state layout. And we also anticipate most of the construction trucking and etc being done in the I-90 work zone. So as far as the staging concerns with the equipment, that will be done within the right of way. All efforts are going to be made to keep the construction vehicles to the work zone. But I can't say 100% that there won't be any construction trucks that do not have to use public roads to get to where they have to get. We will evaluate as much as we can, and hopefully we can stage within the state layout.

A: John Watters: Yeah, so most of the construction access and the big vehicles are going to be using the interstate. Based on the limits of the work, the Oakland Avenue and Evergreen neighborhoods is a very nice neighborhood. It's like that postcard, we get the kids riding their bikes down the street. And because it is that way, it's a fairly narrow area with cars parked on the street. So realistically, the big 18 wheelers, delivering giant steel beams and so forth, really just can't navigate those streets. But as Valerie said, there are public roads, I can't guarantee that you won't see an occasional pickup truck go down that way to drop off some survey equipment and run up the slope, or small material deliveries, but I really can't see like 18 wheelers, they won't be able to make it through those streets. That would all be from like, I-90.

C: Valerie Kilduff: Yes, the contractor means and methods haven't been really determined yet because of where we are in the stage of planning. But, you know, MassDOT anticipates that all the work will be staged from I-90.

C: Hung Pham: Okay, I will move on to Mr. Bruce Green. Bruce, you have the mic.

Q: Bruce Green: DCR is right next door and there is a bike trail that is supposedly going to be connected to Cutler Park and Needham. You mentioned some trail connections, will there be any trail connections? There is currently a DCR bridge that goes from Riverside Park onto the east side of the Charles River. And that basically goes into a hillside, can you please address that? Thank you so much.

A: Valerie Kilduff: Thank you. As we stated before, this project is basically a MEPA bridge project. We are not precluding the trails and the connections to be made. However, this project does not have the scope to do any of that work. We are just working to do the bridges that need to be replaced in rehab. And again, we're not precluding that work, and we will be doing some grading and such to make that work possible in the future. But this job does not create any of those connections or paths.

Q: Leah Grodstein: I'm now going to read a question from Bob Persons. Bob asks, "What measures will be put in place for noise, light and dust pollution abatement during construction?" There's a similar question from Judy that asks, "what are the DB RFP/parameters for construction hours? 24/7 will not be acceptable to the neighborhood."

A: Valerie Kilduff: So MassDOT has special provisions that we've been incorporating into recent projects to address noise, air quality, and light and those provisions will be in place for this project. The work hours have not been completely laid out because of where we are in the project design. However, we anticipate that most of the work will be done during normal workday hours. There will be an exception where we have a couple of weekends where we will be doing some overnight work to

do an accelerated bridge, and also during the MBTA railroad bridge that has to be done, that work will be coordinated with MBTA. And that work will most likely be done at night. However, same bridge, same thing, we're going to be doing it quick. It won't be extended; it will just be a set number of hours for that work to be done. John, anything to add?

C: John Watters: Nope. I agree with what you said.

Q: Leah Grodstein: Thanks. Next, I'll ask a question from Al. Al writes, "I'm 100% with greenway access slash Charles River path. DB has the instruments for added value on DB project." And that's Design-Build for the people in the audience who are unaware of that abbreviation. "We did this with a community path at Greenline Extension where contractors were awarded for extras included on the project. I wanted to ask what kind of barriers you plan to install? I would like to include translucent barriers, for the reason that..." and then I believe there's probably some more of that question that didn't make it into the Q&A box. So I'm sorry about that. Thank you all for your question.

A: Valerie Kilduff: Yes, so the barriers haven't been established yet. I'm not sure if we're talking noise barriers, I'm going to assume we're talking noise barriers. We will be going out to the neighborhoods where those barriers are going to be located and installed and having that conversation, it will be happening right around the Design Public Hearing date, to talk about types, and all of that with a neighborhood. So if this is something that we'll take under advisement and look at, and I hope that's what you're talking about is the noise barriers. And that will be a conversation that we will be having with the public. Thank you.

Q: Leah Grodstein: Next up, I'll read a comment from Ted Chapman. Ted says "the I-90 over Charles Street will be a major bike pedestrian corridor. This project presents an opportunity to evaluate and improve the safety of this corridor." Thanks for your comment.

I will read a question from Randy. Randy asks, "Are the boundaries of the noise wall set? Or can they be adjusted outward to address concerns and impacts on the western side of the project nearer to ramp K and the access ramp from I-90 that feeds into I-95 north and south?" Thank you, Randy. Oh, and then I'll read a similar question as well. "Can noise walls at least be extended in Weston within the one-mile scope of work? Circle you showed on one of your slides."

A: Valerie Kilduff: So the noise barriers, as John has stated previously, these come from noise studies and what happens there are people that do this for a living determine how those get set up as well as the project limits. We have to work within the project scope. As John said, if we create new work outside of the scope, it creates other issues where the job gets looked at for a different type of job.

There's also just not an unlimited amount of money for the project. So what we have shown is within the scope of the work and within the boundaries of the project limit. Again, we will take all of this and evaluate it and we will be coming back to discuss comments for this project, but as of right now the barriers are where we have shown them for this project.

A: John Watters: The Orchard Ave neighborhood in Weston is located at the south side of interstate 94 was part of an acoustical noise study. And based on the size--based on the spacing of the houses, the distance from the roadway and the noises, those houses actually did not qualify for a noise barrier in their location. So though Orchard Avenue was evaluated, the cost benefit analysis did not result in noise walls being warranted at that location.

Q: Leah Grodstein: Thank you. Next I'll ask a question from Thomas Kelly. Thomas asks, "will commuter rail service be affected during the CSX related bridge construction?" Thank you, Thomas.

A: Valerie Kilduff: So I'm going to start by saying that we are in contact with the MBTA and we will work to coordinate with them for all of the bridge work that has to be done over their rail, and also coordinating with their own projects, they have a few projects going on in the area. And we are hoping that if and when we have to do a shutdown that that happens in coordination with the timeframes that they would be doing their shutdown for the work that they're doing. We are working hard with them to make sure that we have that coordination in place. But John can talk a little bit to what is going to happen for that bridge.

A: John Watters: Yeah, thank you, Val. There will be some impact, but we're definitely talking to the MBTA. It's not the first time we've built a bridge over the MBTA and not the first time I've built a bridge over the MBTA. So this specific location, we've talked to MBTA about the number of trains that go down that area, and when we can use single track versus double track, how we can use flaggers, and so forth. So the idea is to maintain service of the MBTA through there as much as possible. When we do those accelerated replacements that necessitate the closure of the railroad tracks, we're going to be working 24 hours from Friday to Monday, smashing the bridge, dropping debris on the tracks, we have to close the tracks. And we are working with the MBTA to provide alternative notifications and transportation for those short duration disruptions. We've done it before on other projects in the state and we have to do it here. You have to close it during accelerated weekends, but the normal everyday commuter rail service through the four and a half years of shoveled pavement will be maintained. We work around the MBTA more than they work around us if that makes any sense.

Q: Leah Grodstein: Thank you, John. Next, I'll ask a question from Peter Levine. Peter asks, "Will construction vehicles be accessing the project via Charles Street and Pigeon Hill roads?" I believe a similar question was asked earlier. Thank you, Peter.

A: Valerie Kilduff: Yeah, so at this point, we are anticipating that all the construction work will be staged within the I-90 work zone. Again, we don't have means and methods created at this point. But the anticipation is that most of the work will be done from the I-90 location.

A: John Watters: I agree. But I will add because there was specifically mentioned Charles Street, which is the bridge that goes underneath I-90. In order to do concrete repairs on Charles Street, we will need to drive down Charles Street with vehicles to get the construction equipment underneath Charles Street. It's a publicly accessible road, there will be some construction vehicles on Charles Street. We anticipate the major, larger construction vehicles and excavators that you might visualize to use I-90. There will be some on Charles Street, I'm not going to promise you none. There will be some. Hopefully very few, but I can't say none.

C: Leah Grodstein: Thank you, John. I'm just going to take this moment to go back to our slide about how to submit comments. It is we're approaching the two-hour mark at this meeting. So I would like to remind people that you can also write in to the project email and that is considered the exact same as comments that are made live during this meeting. Now I'll let Hung go ahead and take some more raised hands.

C: Hung Pham: Thank you, Leah. I would like to acknowledge Councilor Chris.

Q: Chris Markiewicz: Thank you. If someone already asked this, I apologize. The area of work where 95 and 90 and 30 all kinds of converge has seen in the past some significant gas leaks. There was some work done a couple years ago which appeared to address that. I'm wondering to what extent there will be coordination with the utilities regarding that and whether there's an opportunity to make those fixes permanent at the time. I know they did somewhat seem to abate the issue. But has there been any initiative that would also look at that since the construction is going to be directly in that area?

C: John Watters: I want to first ask for clarification, if I may, sir. Are you talking about a natural gas leak?

C: Chris Markiewicz: Yes.

A: John Watters: I'll help address that one. There is a 24 inch gas line that runs kind of diagonal underneath 95 in the project zone and we have met with the I think Algonquin Gas these days and we know where the gas line is. There will be provisions in our contract to protect that gas line. But we do not plan on modifying or changing that gas line.

C: Chris Markiewicz: This is this is more in the case of since there have obviously been leaks there in the past, whether or not there was any other initiative to look at that and make sure that anything else that needed to be done, you know, given that the ground is going to be open, I suppose in those areas. To address those I know that's not your direct responsibility, but just in the grand scheme of things, you know, traffic studies, construction, the gas lines running through there, whether that was contemplated or within the scope of this project.

A: John Watters: Just a very brief follow up to that. It will help me to clarify a little bit too, even though I just mentioned that the 24 inch gas line runs kind of diagonally underneath 95 from northwest to southeast of this area we are not excavating 95 on this project. I think Val mentioned that but I think it bears a conversation for the public, 95 is not being modified. This is 90 over 95. The one modification is the pier that exists between 95 northbound-southbound will be removed. But the gas line itself, we're actually probably not excavating over it if you can believe that based on its location and our proposed substructure units for the bridge itself.

C: Hung Pham: Next, I would like to acknowledge the person on the phone. Are you with us, Al?

C: Al: I was the one who made that comment regarding the translucent barriers. This is a product that we did implement at the Greenline Extension as an added value. I would like pretty much to encourage this project to use all the concerns that the community around this project has as an added value when you can get the best value not just for the breaches themselves but for the community that lives around that area. This is an instrument that was very much used with much success at the Green Line extension where I work as a Design-Build project and the community we serve. Thank you, this was my comment and concern. My name is Alfred and I'm living on Evergreen Ave.

C: Valerie Kilduff: Thank you for that. This project currently is a Design-Build so we do want the best value for this project. At this point, we're not sure if we will have it but most likely we will have incentives and disincentives for this project. So it is definitely something we are looking at. It helps get the project built successfully. Thank you.

Q: Leah Grodstein: Alright, I'm now going to move back to the question-and-answer box for a bit. I'll read a question from Lee Toma. Lee asks, "I think you said the bridge over the rail lines is to be a

quick built project. Where will those be built? Will the site be replanted? And is there a way to minimize the intense noise during that demolition and installation? Sorry for the multiple questions, but they're closely tied together." Thank you, Lee. John, you want to take this?

A: John Watters: Sure. Thank you, Lee. I very much appreciate your patience. I see your comment was submitted a while ago, but I'm very pleased to see the public interest in the job. I just want to just caveat what quick build means. It's not one hour, quick build does take some time, it'll be over a long weekend, which will involve some nighttime construction, comparable, maybe close to the recently successful Acceler8 project where a bunch of bridges in West Berlin/ Southborough were replaced in a 24 hour, around the clock operation. This operation at the rail line would be similar to that. It's going to be pretty much on the same footprint, we're not going to build something a quarter mile down the road and roll it into place. We're going to build it basically on top of where it is today. Noise, I got to be honest with you, it's nighttime construction and accelerated, there's going to be some noise. We'll mitigate as best as possible with advanced notices and so forth. But in order to really make the benefit of accelerated construction, the easiest way to do this with the least disruption to the Mass Pike is to do it accelerated and there's going to be some noise at night. Thankfully, it's short, but there will be some, just like with the Acceler8 project.

Q: Leah Grodstein: Thank you. Next I'll read a question from Doug Cornelius. Doug asks, "Please discuss the bike lane accommodations along the bridge connecting the proposed bike lane on the Newton side to the proposed bike lane in Weston." Thank you, Doug.

A: John Watters: I believe he may be referring to the Route 30 Corridor which is not the project we're discussing tonight. This is a really cool project that proposes changes to the carriageway as well as from Newton into Weston. Very cool project, but it's not part of our project tonight. Thank you.

Q: Leah Grodstein: Alright, next I'll read a question from Laura. Laura asks, "Can you point out between Charles Street and the MBTA station where the sound barriers will be?"

A: John Watters: You can see Charles Street pretty much in the middle of the screen. The Orange Line represents the sound barrier. So if you go down to the Pike, it starts where your cursor is, Leah, and it moves toward the right and it stops at the Woodland Ave bridge just before the MBTA station. Limits of our work are the Woodland Ave bridge there on the right side of the plans and that's where the noise wall will stop as part of our project.

Q: Leah Grodstein: Great. Next I'll read a question from Naveen Ganesh. Naveen asks, "I joined late so apologies if this has been answered. We live on Oakland Street and our house vibrates notably

when large trucks and other heavy vehicles pass on the Pike. Will the new design remedy this issue?"

A: John Watters: Well, Naveen, you're going to have some improvements with the noise wall. So there's definitely noise that will be improved for you. Ground vibrations from trucks driving on the roadway, those are still going to be there, trucks are still going to drive on the roadway. So that probably won't change, but the noise walls will definitely make a quality of life improvement in that neighborhood.

Q: Leah Grodstein: Great, thank you. Next question, "During the construction phase, are City/ Town representatives from Weston and Newton going to be invited to attend regularly scheduled progress meetings with the Design-Build contractor and MassDOT in order to discuss project issues as they arise?"

A: Valerie Kilduff: Thank you for the question. Typically, we do have meetings, once the construction starts. And if there are things that are coming up, definitely those people will be invited to attend meetings. The needs and methods etc have not been established for this project and it will be up to the Design-Builder. However, I can tell you that we have established a line item for public outreach and public advisories as well, to make sure that we are letting everyone know, including your elected officials, what's happening and a way to get in touch with all of the people that need to be available. So the short answer is yes, they will be part of the process. And we will always keep in contact with them. And they have our contact information I'm sure on speed dial for most of these projects once we get into the construction phase as well.

Q: Leah Grodstein: Thank you. Next from Robin Phillips. "Why is there a need to widen the pavement in places?" Thank you, Robin.

A: John Watters: Yeah, so just safety for people who travel the roadway, especially going back to the Pike over 128/ I-90 over 95 bridge. There's essentially like about 18 inches between the solid white line and the barrier. And if a vehicle gets disabled and has to stop, it's a phenomenal safety challenge. So we're improving the shoulders for roadway safety. We've had very bad incidents around the state, so shoulders are most definitely needed for safety of the traveling public. And also we talked about acceleration and deceleration lanes, some of the merges and decelerations are also a concern. There's been many accidents of people trying to merge on the roadways, braking hard to get their exits. So safety is the driver there. We're not adding capacity lanes, we are improving safety, rear end accidents, sideswipes, and unfortunate fatalities is a goal of the safety improvements on this job. Let's get rid of those.

Q: Leah Grodstein: Great, and I'll finish up with a question from Sarah-Beth Oaksteen. Sara-Beth asks, "Sorry if I already missed this info. But will there be any major Route 95 project work being performed concurrently while this bridge work is being done?"

A: Valerie Kilduff: Thank you for the question. Any major route 95 project work for this project, there is some concurrent work that will be done on I-95. While due to just the construction methods, as far as other projects, there are other projects in the area. Not necessarily on I-95. But again, we are coordinating with all of the projects that MassDOT is doing in the area and making sure that there are not adverse effects on traffic and other scenarios, other things, safety etc. To make sure that that's not happening during the project construction time.

C: Leah Grodstein: Thanks. That is it for the q&a. I did dismiss some questions from people I recognized already asked some and that's just to respect our panelists time. But again, we do have numerous ways to contact the project up on the screen, and those are weighted exactly the same as public comments. So please do write in if you still have other comments to share. Thanks so much.

C: Hung Pham: I'm going to try Kenneth Smith one more time. Mr. Kenneth Smith. Are you there?

Q: Kenneth Smith: Hello and thank you very much. My concerning question has to do with the MBTA project and how it coincides with this project. Is there anything there that can be shared at this point?

A: John Watters: We're definitely talking. Thank you, Kenneth, for your question. I'm just going to say we're definitely talking to the MBTA. Specifically, the Riverside Train Station has been planned on being expanded into a residential area as well. We have communicated with Newton who has shared some of the information about that project with us, but the Riverside project is not our project as I think you can appreciate. But we are familiar with some of the roadway improvements that may occur based on how that project is phased and built. So we are familiar with it. We've talked to Newton and they have shared some information about it. It's a little bit south of our job. And it really doesn't have an impact on our job per se because of where it is, the impact that it does have is, as Val had mentioned, during construction with all the concurrent projects in the area, that is one where we will be in communication with the construction team of that job to make sure that there's no detour or concurrent activities between their job and our job that would cause traffic congestion unnecessarily for our project.

Q: Kenneth Smith: Are there many new ramp accesses that are planned?

A: John Watters: I will apologize, Kenneth, since that's not our project, I don't have specific information on it. I suggest you go to the City of Newton's website, because I believe there is a whole host of information there. But it's not our project. So I unfortunately can't answer specifics for you on that. I don't know the details.

C: Hung Pham: Lastly, I'd like to acknowledge Councilor Chris, again.

Q: Chris Markiewicz: Thank you. I can add on to that specific comment that Mr. Smith had. So the Riverside project will involve a change of the ramps heading northbound so that they will feed directly into the Riverside project and there will be some bridge work, but as the gentleman just mentioned, hopefully all that will be coordinated. That work is at 25% design right now. There is a roundabout that will be put where Grove Street intersects 128 right now. So that kind of geometry there will be modified to be a roundabout and there will be work on the ramps as well, and I think that will take about 18 months. So probably you're looking at some time, latter part of 2022 and into 2023, maybe early 2024. That road construction is going on but there's the construction of Riverside itself, the housing, and everything. We're right now set with a seven-to-10-year limitation on it as far as the special permits and Newton have been written. But the roadwork itself as the gentleman said, it's south of this, but it will involve modifications to the ramps so that there can be direct access into the Riverside project.

C: Hung Pham: Thank you. Please, if you have any further questions, feel free to email the project email address that you see here, I-90-Newton-Weston @ DOT.state.ma.us. And if you like additional information moving forward, please visit our website for the project. If you are tech savvy, there is a QR code here that will allow you to subscribe to our email list so you can get updated information in your inbox. So I will pass it on to Val for her to close this public information meeting.

C: Valerie Kilduff: Thank you everyone who provided feedback tonight. It will be incorporated to the greatest extent as we move this project forward. The coordination that's taking place now and through construction will help to minimize impacts to travelers and surrounding communities. Once complete, this project will deliver peace of mind to local and regional travelers by improving the structure's safety, capacity, and longevity. The time is now 8:28 and this meeting is now closed. Thank you again.