



PUBLIC HEARING

DECEMBER 16, 2025

TO DISCUSS THE DRAFT ENVIRONMENTAL IMPACT STATEMENT  
FOR THE PROPOSED REPLACEMENT  
OF THE CAPE COD BRIDGES

PROJECT NO. 608020

IN BOURNE, MASSACHUSETTS

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## 1 PANELISTS

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6 Mikayla Rooney, Megaprojects Delivery Office

7 Amelia Aubourg, Chief Communications Officer

8 Anne Canaday, Project Manager, Cape Cod Bridges

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13 David Anderson, Program Manager

14 James Barnack, Project Manager

15 Mark Kolonoski, Environmental

16 Alex Siu, Transportation Group Director

17 Mike Beintum, Project Engineer

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19 Sarah Walker

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21 Joi Singh, Division Administrator for Federal Highway  
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23 Ken Miller, Federal Highway Administration

24 Craig Martin, US Army Corps of Engineers

1 PANELISTS (CONT.)

2

3 Representative Steven Xiarhos

4

5 ALSO PRESENT:

6 Mark Hendel

7 Jay Batson

8 Joan Hendel

9 Gary Dayton

10 Steve Buckley

11 Carol Oldham, Director of Business Development, Foss

12 Terminals, New Bedford Foss Marine Terminal

13 Susan Baracchini

14 John York

15 General Audience

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1 P R O C E E D I N G S

2 MS. PAIEWONSKY: If you could find seats.  
3 We'll get started.

4 I'm Luisa Paiewonsky. I'm the Executive  
5 Director of the Megaprojects Delivery Office at the  
6 Massachusetts Department of Transportation. Welcome  
7 to the Draft EIS Public Hearing. We're glad to see  
8 so many people turn out tonight. I'd like to note  
9 some people in the audience. Rep. Xiarhos?

10 MR. XIARHOS: Oh yes, right here.

11 MS. PAIEWONSKY: Here he is. Here he is.  
12 Craig Martin of the US Corps of -- Army Corps of  
13 Engineers; Ken Miller of the Federal Highway  
14 Administration; Mikayla Rooney of the Megaprojects  
15 Delivery Office; Amelia Aubourg of our  
16 Communications team at MassDOT; Anne Canaday is our  
17 project manager for Cape Cod Bridges; David is the -  
18 - David Anderson is the program manager for our  
19 consultant team, HNTB.

20 Mark Kolonoski leads the environmental  
21 work for our consultant team, and also they will be  
22 joining me in making presentations today: Alex Siu,  
23 Mike Beintum, James Barnack, Trent Dana (phonetic)  
24 0:01:18, Sarah Walker.

1           Anyone else on the project team, please  
2           raise your hand just so people know. Excellent.  
3           Good. Thank you for coming. So these are the  
4           people who can help answer questions. They will be  
5           either co-presenting with me or answering questions.

6           Now can people here see me? I need a  
7           little step stool. Why don't we get going? So this  
8           is a public hearing on the Draft Environmental  
9           Impact Statement.

10           This is part two. You know that we had  
11           an Open House in September to mark the occasion of  
12           our state environmental document, the Draft  
13           Environmental Impact Report. In November, we filed  
14           our Draft Environmental Impact Statement to launch  
15           the federal part of the environmental review. And  
16           it's -- and it's good news for us. We're going to  
17           give you a project overview today.

18           The reason that's good news is that it  
19           pushes us one step closer to getting into  
20           construction of the Sagamore Bridge and getting both  
21           bridges permitted. We will expect to be completing  
22           our permitting this coming summer, and tonight,  
23           we're going to give you an overview of the project  
24           status, an overview of the NEPA or National

1 Environmental Policy Act process. We're going to  
2 show you our preferred alternative, the Sagamore  
3 Bridge that you have seen many times before. We're  
4 going to talk about the impacts and mitigation.  
5 It's not possible to build a bridge of this massive  
6 size without impacts on human and natural  
7 environment. And we're going to talk about those  
8 tonight, and we're going to tell you how we're  
9 proposing to mitigate those impacts. That's our  
10 obligation under environmental laws. It's also part  
11 of our mission as a public agency, and we'd like to  
12 share with you how to view the Draft Environmental  
13 Impact Statement and how to comment on it.

14 We're going to show you the link. I do  
15 want to point out that if you comment on the project  
16 tonight, you have two ways of doing it. You can do  
17 it just by standing up and speaking to us, or we've  
18 provided a way for you to provide written comments.  
19 If you'd like your comments to be formally included  
20 in our Draft EIS, and you'd like a written response  
21 in our Draft EIS, then all you have to do is provide  
22 us with a written comment. If you just want to  
23 stand up tonight and share your thoughts on the  
24 project and you don't want to write them down or

1 submit them, that's fine, too. We'll listen and  
2 we'll respond, and we will not respond in writing in  
3 the Draft EIS.

4 So things are moving on Cape Cod Bridges.  
5 As you can see, we've had a lot of work leading up  
6 to this point. We actually had to alter our  
7 schedule to make sure that we were able to show you  
8 the progress that we've made in the last year or so.  
9 So the environmental process began in spring of 2023  
10 on the state side, 2024 on the federal side. We are  
11 now at the point of submitting the draft documents.  
12 We expect we will get a Record of Decision on the  
13 federal side starting this winter/spring.

14 By the summer, next summer 2026, we expect  
15 to wrap up all of our environmental permits. That's  
16 a big milestone in the process toward construction  
17 of Sagamore because we need those permits in order  
18 to do -- to have access to our federal grant funds,  
19 \$1.3 billion, which is waiting for us, and it will  
20 let us, as we move toward the end of the  
21 environmental phase, we are going to start in 2026,  
22 the procurement phase.

23 Procurement refers to the process that we  
24 undertake to gain the services of a contractor. In

1 late 2027, we will be issuing what's called an  
2 "NTP," a Notice to Proceed, for the contractor to  
3 start construction of the new Sagamore Bridge. So  
4 we are on track. We're making significant progress.  
5 2026 is going to be a big year in terms of moving  
6 forward, completing the environmental process,  
7 launching the procurement process, and securing the  
8 \$1.3 billion we have in federal funds for Sagamore  
9 Bridge.

10 So moving along. Some of the work is  
11 taking place now. It's not formally tied to the  
12 construction, but it's necessary for future  
13 construction. Field surveys, you may have seen some  
14 of our trucks and crews and contractors taking  
15 surveys, doing borings. We've talked about borings  
16 before. Drilling into the soil to test the  
17 composition. This all helps us understand the  
18 strength of the soil that will support the bridge  
19 itself so it is quite necessary. We have talked in  
20 recent months about something that will take place  
21 this spring.

22 This is called "foundation load testing"  
23 in four locations, two near the Sagamore and two  
24 near -- I'm sorry, both near the Sagamore, north and

1 south of the canal. This involves drilled shafts  
2 digging deep into the soil. This helps us design  
3 foundations that will stand the test of time. We  
4 fully expect that our new Sagamore Bridge will last  
5 75 to 100 years, at least, and so we need to do  
6 this work, which admittedly will be noisy.

7 There'll be a lot of banging going on in  
8 the daytime for a short period of time next spring,  
9 and we'll get out the word to everybody what it's  
10 all about. This is really all about construction of  
11 the Sagamore Bridge.

12 So we get a lot of questions about  
13 funding. There was some concern a couple of months  
14 ago, an official of the Trump administration  
15 tweeted that maybe the US Army Corps of Engineers  
16 would be too busy to work on about \$11 billion  
17 worth of projects. A follow-up article made it  
18 clear that Cape Cod Bridges was part of the  
19 reference in that. Fortunately, that turned out to  
20 be not more than a tweet.

21 They were referring to the US Army Corps  
22 of Engineers' \$350 million contribution to the Cape  
23 Cod Bridges project and that has not happened. The  
24 money remains in place. Our \$1.3

1 billion remains in place. The Commonwealth, given  
2 the critical importance of the bridges, is  
3 contributing three-quarters of a billion dollars  
4 toward the Cape Cod Bridges. As you can see here,  
5 about \$429 million of that is going into  
6 construction, about \$300 million is going into the  
7 relocation of gas lines from hanging off both bridges  
8 and running them under the canal.

9 So the State has a major financial  
10 investment in this project because of how important  
11 these bridges are, not only to the people of Cape  
12 Cod, but they're so big and they carry so much  
13 traffic that they have a significant and measurable  
14 impact on the Massachusetts economy.

15 So funding is in place for Sagamore.  
16 Bourne Bridge, we still do not have an answer yet, as  
17 we've stated publicly a few times since last August.  
18 On August 1st, we and the Corps of Engineers jointly  
19 applied for more than a billion dollars to fund the  
20 construction of Bourne Bridge. I looked up on their  
21 website yesterday to see if there was any news. No  
22 news yet so we're awaiting a response from the  
23 Federal Highway Administration, US DOT, on whether we  
24 secured that funding. But in the

1           meantime, we're still moving ahead on Sagamore.

2                     Okay. Now I'm going to turn it over to  
3 Mark Kolonoski, who is -- I'm sorry -- Anne, Anne  
4 Canaday, MassDOT's project manager for Cape Cod  
5 Bridges, to explain the NEPA process.

6                     MS. CANADAY: Thank you. And again,  
7 welcome, everyone. I just wanted to give a very  
8 brief overview of the NEPA process. That's the  
9 National Environmental Policy Act.

10                    UNIDENTIFIED SPEAKER: Can you speak louder  
11 please?

12                    UNIDENTIFIED SPEAKER: We can't hear you.

13                    MS. CANADAY: Sorry about that. Excuse me.  
14 I think we had it a little lower for Luisa --  
15 microphone.

16                    MS. PAIEWONSKY: Slight height difference  
17 there.

18                    MS. CANADAY: How about now? Can you  
19 hear? Is that better? Excuse me. Which was good  
20 because I went backwards in the slide. I had this  
21 upside down. So I just wanted to give a very brief  
22 background of the NEPA process. This is the reason  
23 we're here this evening for this public hearing.  
24 This is an overview of -- it's the

1 National Environmental Policy Act. And what this  
2 is, you know, right now, what we have under review  
3 is our Draft Environmental Impact Statement. It's  
4 the Draft EIS. And hopefully, you know, again, this  
5 is a key reason, hopefully everybody here has access  
6 to the document and if you don't, you know, after  
7 the meeting we're going to walk you through how you  
8 can download the document, and if you need a paper  
9 copy, we can certainly provide that to you, too. I  
10 know some people in the audience have asked for  
11 that. But you know, these -- this is an  
12 opportunity to learn more about the project.

13 So the NEPA process is, you know, as it  
14 says here, this is some background about what the  
15 NEPA process is. It's a federal law requiring  
16 agencies to consider and that -- and look at  
17 environmental impacts. And what brings us into  
18 this? Well, we, this project is actually receiving,  
19 as we know, federal funding, and we're receiving  
20 federal permits, so that's bringing us into this  
21 process.

22 But what is the Draft EIS? As I said,  
23 it's -- we're looking at all the potential  
24 environmental impacts. And Mark later is going to

1 talk about what these impacts are and what -- and  
2 what we are doing to mitigate, you know, and we're -  
3 - if we're impacting it.

4 And what I have in front of us here is  
5 it's really just what's in the table of contents, so  
6 I'm sure people probably haven't had an opportunity  
7 to go through the entire document, so that's one of  
8 the things we're going to do tonight is just very  
9 briefly talk about each of the chapters, and what's  
10 -- how we're mitigating for any possible impacts.  
11 So, you know, that's really just what it walks you  
12 through.

13 But again, one of the key things tonight,  
14 is we want to make sure people have access to the  
15 documents. So please feel free to ask me or any of  
16 the team if you don't have access because we would  
17 like you to be able to look at it, and as Luisa  
18 said, importantly, we'd like you to comment on it.  
19 So we also want to walk you through how to submit  
20 comments for this process, the Draft EIS.

21 And what we have here is what's called the  
22 Project Purpose and Need, which is what we have to  
23 look at for our federal colleagues from -- and so  
24 they've asked us to look at what a purpose is and

1           what we'd like to address. So again, you know,  
2           we've talked about this, Luisa has talked about this  
3           in other meetings but, you know, we want to improve  
4           cross-canal mobility and accessibility between the  
5           Cape and the mainland Massachusetts for all road  
6           users. And we want to address needs and functional  
7           obsolescence of Sagamore and Bourne Bridges. And  
8           then we look at what needs to be addressed. So  
9           that's what we're looking at as a part of this NEPA  
10          process.

11                        But I'd also like to call out, we, you  
12           know, we have a series of partners that we're  
13           working with through this, and up here it just -- it  
14           really does list everybody who is working with us.  
15           So we've got both our state and federal colleagues  
16           working with us, as well as our local colleagues on  
17           this process. And many are in the audience tonight,  
18           so I want to thank you, as Luisa did earlier, but  
19           thank you again as -- and I also want to thank the  
20           public for being here because this is an important  
21           part of the Draft EIS is to hear this public comment  
22           and to submit public comment on it.

23                        But where are we right now? So as you can  
24           see, we -- we've noticed it's Notice of

1 Availability, which went up into the Federal  
2 Register. That was on November 14, and it's open.  
3 The next process is the public review period, which  
4 we are in the middle of right now. It's a process  
5 where anybody can submit comments, and that  
6 concludes on January 5th. So right now, and we're  
7 in the middle of the process right now, this is what  
8 we're calling a "public hearing" tonight. But  
9 again, I want to emphasize the public comment  
10 period.

11 So that is open until January 5th, and  
12 we'll walk you through how you can submit those  
13 comments. We're also accepting, if anybody has  
14 paper comments this evening, you know, you can  
15 submit those directly to us. You can also mail  
16 those comments, but we will provide that  
17 information.

18 But what we expect is we will -- we're  
19 going to be finishing it up, getting comments at  
20 that point, and we're planning to receive a combined  
21 -- excuse me -- submit a combined Final EIS and a  
22 Record of Decision, and we're going to be doing that  
23 in the early part of 2026. So we'll be getting  
24 information, you know, that we gather here tonight,

1 any type of comments, and we will be addressing  
2 those in what's called the "Final EIS" and the  
3 Record of Decision. But with that, I'd like to turn  
4 it over to Dave Anderson. Who's going to -- oh,  
5 Mark --

6 UNIDENTIFIED SPEAKER: One slide, one  
7 slide.

8 MS. CANADAY: One slide. Yeah.

9 UNIDENTIFIED SPEAKER: One slide.

10 MS. CANADAY: Preferred alternative.

11 Excuse me. I'm turning it over to Mark.

12 MR. KOLONOSKI: So before Dave describes  
13 the preferred alternative, I just wanted to provide  
14 a little bit of background on how it is that we got  
15 here with identifying what a preferred alternative  
16 is. And what Anne just described is the process by  
17 which MassDOT and the Federal Highway Administration  
18 are evaluating the impacts of our preferred  
19 alternative against a no-build alternative.

20 So a no-build alternative to be, if  
21 nothing were to happen, what would be the impacts  
22 and what would be the effects of that? So we have  
23 two alternatives that are being evaluated in our  
24 document.

1                   So going back to how this started, in  
2                   2020, the US Army Corps of Engineers concluded their  
3                   Major Rehabilitation Evaluation Reports and that  
4                   report concluded that the appropriate path forward  
5                   was to replace the existing bridges with two new  
6                   crossings built to modern design standards. So  
7                   MassDOT reevaluated the Army Corps' alternatives  
8                   that were considered in light of the Purpose and  
9                   Need Statement that Anne just described. So that  
10                  Purpose and Need Statement became critical as the  
11                  evaluation to determine whether or not the Army  
12                  Corps of Engineers' findings were indeed consistent  
13                  with MassDOT's intent and they were.

14                  And so through that evaluation and the  
15                  public process that universe of alternatives that  
16                  went through a conceptual screening to then confirm  
17                  that the replacement of the existing bridges with  
18                  two new bridges, again to modern standards was  
19                  indeed the single alternative that would be carried  
20                  forward into the NEPA process.

21                  So within that one -- within that  
22                  alternative, there are a number of design parameters  
23                  that build into that, and those design parameters  
24                  are shared-use path, the bridge clearance, main span

1 length, pier location, deck configuration, the  
2 bridge type, which was a public process. You may  
3 recall early on we actually asked the public for a  
4 preference for the bridge type and then ultimately,  
5 the interchange network. And through the various  
6 evaluations of those parameters and those elements,  
7 the final preferred alternative was identified,  
8 which Dave is going to describe, which was then  
9 carried forward into our document which was -- and  
10 those impacts and mitigations are presented, and I'm  
11 going to speak to those in a moment.

12 But Dave, if you could describe the  
13 preferred alternative.

14 MR. ANDERSON: Thank you, Mark. So I'm  
15 going to start with the preferred bridge type. As  
16 Mark mentioned, very early on in our public  
17 involvement process, we asked the public what was  
18 important to them. We heard that the public was  
19 interested in these bridges being kind of a gateway  
20 to Cape Cod. They were also interested in the  
21 bridges reflecting what the existing bridges looked  
22 like as well. And we were really fortunate in that,  
23 in doing our analysis, we looked at a broad range of  
24 bridge types, and gradually narrowed it down to

1 three types, and that was mainly driven by the span  
2 length, which is obviously related to how wide the  
3 canal is. And what happens is there's three bridge  
4 types that really lend themselves well to that type  
5 of span length. And we shared those with the public  
6 and we shared our analysis of them. And what's  
7 shown here is the network tied-arch. This is what  
8 came out of our analysis as being the most efficient  
9 and cost-effective, but it also has an aesthetic  
10 that was very appealing.

11 Again, as you think back to how the  
12 existing bridges look, we then conducted a poll with  
13 the public, and the results were just overwhelming,  
14 that the public really liked this bridge type.

15 And as you see, it's a twin arch. And if  
16 you look really closely, you can see that it  
17 actually is two bridges, one bridge that's going  
18 onto the Cape and one that's going off Cape. And  
19 this rendering is just kind of neutral. It's not  
20 intended to be the Bourne, or it's not intended to  
21 be the Sagamore, but they are intended to be twins,  
22 right? Each crossing, it will be the same bridge.  
23 And this is like a driver's view if you were to  
24 cross the bridges, and from this view, it's a lot

1 easier to tell that there are twin bridges. You  
2 look to the left and you see one bridge, then of  
3 course, this driver's eye view is on the other. The  
4 other thing you'll notice is to the left, those two  
5 lanes are the through travel lanes and then the lane  
6 to the right, you can see it has a different type of  
7 pavement marking there, those shorter skip lines.

8 That's that merge lane that we've talked  
9 about in a lot of public meetings. That's a lane  
10 that allows traffic that is taking an on-ramp to get  
11 onto the bridge to safely merge with the through  
12 traffic, at the same time allowing traffic that's  
13 getting off the bridge to weave in with that traffic  
14 and to get off.

15 So that was the preferred bridge type.  
16 I'm now going to talk about the interchanges. As  
17 Mark mentioned, we did an exhaustive analysis trying  
18 to identify the most preferred alternative. I think  
19 we looked at over 80 different interchange  
20 configurations and ultimately, settled on the four  
21 that I'm going to show tonight. And we went through  
22 that process.

23 I think it was the summer of '24, where we  
24 shared with the public after getting from 80, we got

1 down to 22 that we shared with the public, and then  
2 we really got into detail on the final 10. And I'm  
3 just going to walk through the four that are the  
4 preferred alternatives.

5 So on the screen right now is the Bourne  
6 North Crossing. So to the left there is the canal,  
7 and then kind of running across the image, that's  
8 Route 25. One of the things that you'll see when we  
9 -- when we look at these four interchanges, and it  
10 was part of the discussions we were having back in  
11 the summer of '24, is that we found that being able  
12 to separate the local traffic from the regional  
13 traffic offered tremendous benefits in a number of  
14 ways, whether it was improving safety, relieving  
15 congestion, and I think that's really demonstrated  
16 well when we look at the Bourne North Crossing.

17 So hopefully, you can see that red circle,  
18 up there is Belmont Circle. And what we saw is  
19 there's a large number of people that want to come  
20 down Route 25 and then head over, taking Scenic  
21 Highway down to the Sagamore, and then likewise in  
22 the other direction, coming from the Sagamore Bridge  
23 and wanting to get to 25 North. That was a really  
24 heavy move, a lot of traffic. So the alternative

1           that rose to the top was one that if you were  
2           traveling towards Cape Cod, coming down 25, and  
3           wanted to get over to the Sagamore, you could take  
4           this new ramp that would come parallel to 25, go  
5           over Scenic Highway, then go under 25, and then  
6           connect up with Scenic Highway. And then going in  
7           the other direction, a new ramp that would depart  
8           from, to the right here, go over Nightingale Pond  
9           Road, and then come up and connect with 25 North.

10                        So all of that traffic, and again, it's a  
11           very heavy volume, would normally be going through  
12           kind of those four intersections in Belmont Circle.  
13           All of that is taken out of Belmont Circle and now  
14           has a direct connection.

15                        So that's the Bourne North side. And now  
16           on the south side of the crossing, so now we're on  
17           the Cape Cod side, and this over here is the canal.  
18           It's very faint underneath, but the existing Bourne  
19           rotary is here. And what this alternative does,  
20           again, similar to the last one, where we were  
21           looking at separating the regional traffic from the  
22           local traffic, the regional traffic can just  
23           continue over Trowbridge Road and continue on its  
24           way down Route 28 towards Falmouth. Obviously, that

1 alone offers tremendous benefit. And then as far as  
2 how the ramp connections are made, the overall  
3 configuration is similar to a traditional diamond  
4 interchange. What's a little bit different is that  
5 instead of having signalized intersections as these  
6 ramps meet up with Trowbridge Road, we're looking at  
7 something similar to a roundabout configuration.

8 This is a little bit different because  
9 they're so close, but the idea and the concept of a  
10 roundabout still holds true, that there are no  
11 signalized intersections here.

12 The other thing I wanted to mention is  
13 through our process of working with the Upper Tech  
14 School, working with the BRA and the Gallo Ice  
15 Arena, in the town of Bourne, we learned that the  
16 public had a real strong interest in seeing a  
17 stronger connection made between Gallo Ice Arena and  
18 the Tech School.

19 So it -- it's -- I know this is like an  
20 inset. If you could picture this kind of turning 90  
21 degrees and being attached down here. It's an  
22 extension of Sandwich Road. So this extension will  
23 connect the Tech School to the Ice Arena, and  
24 there'll be a shared-use path on each side of

1 Sandwich Road.

2 So now we're moving on to the Sagamore  
3 Crossing, and we are on the north side of the canal.  
4 The canal is here, and this is Route 3 headed north  
5 to Boston. And as everybody is aware, it wasn't  
6 that long ago that this interchange was  
7 reconfigured. The former rotary was removed, and I  
8 believe the project was called the Flyover Project.  
9 So a lot of work was done to improve this  
10 interchange.

11 So the changes here are a lot more subtle  
12 than we saw at some of the other locations. The  
13 main difference being today, if you're coming across  
14 the canal headed north, and you want to go to State  
15 Road or down Meeting House towards Scusset Beach,  
16 you take that first ramp off the bridge right by  
17 the Park and Ride. In the proposed condition,  
18 instead of doing that, you would go over Scenic  
19 Highway, come down this way if you wanted to  
20 connect with State Road, and if you wanted to  
21 connect with Meeting House, you'd come down this  
22 way and through this double roundabout to Meeting  
23 House and out to Scusset Beach.

24 But otherwise, the configuration of the

1 interchange is very similar to what it is today. So  
2 now we're at Sagamore on the south side of the  
3 canal. The canal is here, and this is Route 6 that  
4 continues on to Provincetown. And I think one of  
5 the first things that people notice that is  
6 different about this is that in the current  
7 configuration, Cranberry Highway essentially ends  
8 right around here. It ends with that ramp by the  
9 former Christmas Tree Shop that goes up onto the  
10 bridge, and this preferred alternative would extend  
11 Cranberry Highway through all the way to the Mid-  
12 Cape Connector, kind of connecting this neighborhood  
13 with the Market Basket.

14 The other big change is that ramp, I'm  
15 sure most in the room have used that ramp, when  
16 you're right next to the former Christmas Tree Shop,  
17 it's a really short ramp and you just don't have  
18 much room to get up to speed and to merge with the  
19 through traffic.

20 So instead of that move being over here on  
21 this side, under the preferred alternative, traffic  
22 would come down the Mid-Cape Connector and then go  
23 under Route 6, and then come up and onto the bridge,  
24 which is a just a much safer way of getting onto

1           Route 6 and onto Route 3 headed into Boston. Also,  
2           we're establishing a connection between Cranberry  
3           Highway and down to Sandwich Road, but a lot of the  
4           other moves are made so similar to as they are  
5           today.

6                           And then finally, I just wanted to talk  
7           briefly about the approach to construction  
8           sequencing. From the very beginning, the goals of  
9           the program were to ensure that two lanes of through  
10          traffic were open at all times during construction.  
11          And in addition, the goal was to get traffic off of  
12          the existing bridges as quickly as possible. And  
13          that's really important because as has been  
14          mentioned, the bridges are over 90 years old.  
15          They're inspected regularly.

16                           The Army Corps of Engineers is doing a  
17          great job maintaining these but one never knows when  
18          something happens, when through an inspection, some  
19          condition is identified that causes some major  
20          maintenance activity to be required.

21                           And again, we all know that a lot of these  
22          activities, because the existing bridges are so  
23          narrow, either one lane in each direction is taken  
24          or the bridge needs to be closed, so it's just

1 something that we really want to try and avoid. And  
2 the best thing we can do is to take the bridges out  
3 of service as soon as possible. So up at the top  
4 where it says, "existing bridge there," that's the  
5 existing condition with all four lanes in the  
6 existing bridge.

7 Under Phase One, the first thing we would  
8 do is construct one of those twin network tied-  
9 arches that we saw earlier and then gradually,  
10 because we have to do a lot of work on the ground at  
11 each interchange, we would take that traffic off of  
12 the existing bridge and move it onto just one of  
13 those twin bridges.

14 Just one of those twin bridges is wider  
15 than the existing bridges and that's what allows  
16 this strategy to work. Once all the traffic is over  
17 here, we can then demolish the existing bridge. And  
18 then down here in Phase Three, you can see all the  
19 traffic is over here on the new barrel, and we're  
20 working on the second twin bridge.

21 And then down at the bottom in Phase  
22 Four, all the traffic is where it's going to be in  
23 the final build condition. So with that, I'm going  
24 to hand it back over to Mark.

1                   MR. KOLONOSKI: Thank you, Dave. So again,  
2                   everything that Dave just described is our preferred  
3                   alternative that's identified in our Draft EIS, and  
4                   was the alternative in which we evaluated our  
5                   impacts against a no build alternative. So anytime  
6                   where I talk about in the coming slides about a  
7                   reduction or an improvement, it's all related to  
8                   what Dave just described and that alternative  
9                   against what exists today, and if it were to  
10                  continue to exist into a future build year.

11                  Our build year is the year 2050. So when  
12                  we talk about reduction, we talk about operational  
13                  improvements. It's a comparison of the existing  
14                  condition in a future build year.

15                  So there were a number of robust analyses  
16                  that were conducted as part of the DEIS. I'm not  
17                  going to talk about all of them tonight, what I'm  
18                  going to do is I'm going to highlight the ones where  
19                  we do have impacts and mitigations identified.  
20                  Those that are not bolded, we do not have impacts or  
21                  mitigations or mitigations directly associated with  
22                  an impact, but there are very detailed and robust  
23                  analyses for everything that's on the screen right  
24                  now in the document.

1           Starting with traffic, transportation and  
2           safety, the there are traffic studies anticipate an  
3           overall decrease in the vast majority of the travel  
4           movements without the corridor. The bridge design  
5           that Dave described by having those two spans, one  
6           barrel, one barrel going in one direction, the  
7           other and another -- other separating directions of  
8           traffic flow up to, predicting up to a 48 percent  
9           reduction in crashes in each of the bridges.

10           Now there's going to be a lot going on  
11           during construction. There's going to be a lot to  
12           look at. So during construction period, there will  
13           be traffic delays. That -- those delays, however,  
14           will be minimized and mitigated to the phasing  
15           scheme that Dave just described, by constructing  
16           one of those barrels, the single barrel being bigger  
17           than what exists today and then transitioning and  
18           moving that traffic onto a single barrel will help  
19           to mitigate the overall traffic impacts during  
20           construction because that same amount of traffic  
21           will continue to be processed during all phases of  
22           construction.

23

24

          There will also be temporary signs,

1 barriers, and other traffic control measures in  
2 place during construction, and the construction  
3 period traffic plan will continue to be communicated  
4 with the public through a series of outreach  
5 methodologies or outreach methods, I should say. So  
6 you all know what's going on before it's actually  
7 happening.

8 Bicycle and pedestrian. As Anne described  
9 in the Purpose and Need, improvements for all  
10 roadway users was a critical consideration in the  
11 evaluation of alternatives and there will be  
12 improved bicycle and pedestrian connections within  
13 all four quadrants of the project area, including on  
14 the bridges themselves.

15 The canal service roads will require  
16 temporary closure. Those are the service roads.  
17 The bike paths that travel along the canal, those  
18 actually serve as access for the Army Corps of  
19 Engineers to ensure that navigation is maintained at  
20 all times.

21 However, the public's use of those through  
22 pedestrian and bicycle usage will be restricted --  
23 will be restricted during times of construction and  
24 that will all be communicated and that's all being

1 coordinated with the Army Corps of Engineers as  
2 well.

3 Water traffic and safety. The proposed  
4 bridge design is going to pull the new bridge piers  
5 further away from the navigational channel of the  
6 Cape Cod Canal. As such, it's going to make for  
7 safer navigation conditions. The bridge deck itself  
8 is actually going to be elevated 3 feet higher than  
9 it is today.

10 The Army Corps of Engineers maintains a  
11 135-foot navigation clearance. By elevating it 3  
12 feet, it will allow the continued compliance with  
13 135 feet in varying future conditions. Now for a  
14 construction period, barges and vessels will be  
15 impacting or -- I'm sorry -- will be accessing the  
16 canal to get to the work zone. That will be  
17 coordinated as well.

18 And then there will be potentially up to  
19 six short-time closures, three to five days,  
20 throughout the of construction. And those closures  
21 are associated with floating the main span arch into  
22 place. It's going to be big, it's going to be  
23 exciting to watch and in order to do so and to  
24

1 ensure safety, navigational safety, the canal itself  
2 will be closed to navigation outside of that vessel  
3 that will be bringing the barge into place, and then  
4 it'll be secured over a number of days to allow for  
5 that operation of lifting that center span arch into  
6 place.

7 Advance notification will be given to  
8 mariners and those who use the canal for navigation.  
9 That'll be coordinated with the Army Corps of  
10 Engineers and the US Coast Guard well in advance to  
11 make sure that there's ample notification given.  
12 Land use, zoning, and community cohesion. Community  
13 cohesion will be improved as a result of the  
14 project.

15 There will be improved bicycle and  
16 pedestrian accommodations as I just described. We  
17 will have improved access to recreation and open  
18 space and parks. Within Bourne, there is three  
19 about -- no, we have it pretty exact here -- 306  
20 acres of vegetation clearing as a result of the  
21 project. And when we think about the size of the --  
22 these bridges and where they're going to be located  
23 adjacent and next to the existing bridges, and how  
24 ramps are going to be configured, we have -- we have

1 identified 306 acres of area that will have to be  
2 cleared.

3 About 51 acres of new pavement is being  
4 proposed and that's because there are wider bridges,  
5 and with that, there's a potential for increased  
6 stormwater that's going to have to be managed. I'm  
7 going to speak to that in a moment here. But to  
8 mitigate that -- the loss of trees and the vegetation  
9 clearing, a landscape, a 200-acre landscape plan is  
10 being developed and stormwater management features --  
11 stormwater control measures will be in place of both  
12 during construction and in the final condition to  
13 ensure that any additional volume of stormwater will  
14 be treated before entering any water bodies or  
15 waterway.

16 Property acquisition, displacements, and  
17 relocation. The project proposes 28 full  
18 acquisitions. Now this is full acquisitions for both  
19 the Sagamore and Bourne Bridges. Specifically, for  
20 the Sagamore, we're talking 13 now residential  
21 occupied properties and 7 vacant areas. Go down the  
22 list here and see how this is -- I won't -- I will not  
23 go through the entire table. So proposing 28 full  
24 acquisitions of those 17 residential

1 displacements. Again, those are numbers for the  
2 entirety of the project. The replacement of both  
3 the Bourne and Sagamore Bridges and 34 partial  
4 acquisitions. To mitigate that, MassDOT is  
5 following the standards of the Uniform and  
6 Relocation Assistance and Real Property Acquisition  
7 Policies, and to -- MassDOT realizes that the  
8 displacements are not easy, and in order to mitigate  
9 and ensure that full consideration is given to this  
10 process, and that any relocation, full consideration  
11 is given, has started the acquisition process  
12 earlier than it normally would.

13 So that process is underway right now,  
14 appraisals are being conducted and this is all being  
15 done much further than it would be for a normal  
16 standard project.

17 Wetlands and floodplains. Instead of  
18 looking at that, I do have this summarized here.  
19 The project, it is geographically expansive. There  
20 are a number of natural resources within the  
21 project area. There's wetlands, there's the canal  
22 itself. There's threatened and endangered species  
23 habitats. The project is going to result in about  
24 2.5 acres of impacts to tidal water

1 resources, 0.7 acres of non-tidal resources. It  
2 will result in the loss of 5200 cubic feet of flood  
3 storage as well as a significant amount of dredge  
4 within the canal itself.

5 All wetland impacts, any loss of wetland  
6 impacts that will be mitigated. In the final build  
7 condition, there will actually be no loss of  
8 designated wetland areas. There will be additional  
9 compensation -- I'm sorry -- there will be  
10 additional creation of flood storage, so what I was  
11 just described through that loss of area. There  
12 will not be any loss of flood storage in the final  
13 condition.

14 Erosion and sedimentation control measures  
15 will be in place throughout construction, and  
16 MassDOT right now is developing a sediment sample  
17 and testing program for all dredge material within  
18 the canal to ensure that it's disposed of  
19 accordingly and that it's managed and transported in  
20 the most effective means possible.

21 For water quality, as I described earlier,  
22 the project is going to result in about 51 acres of  
23 new pavement. That new surface area has the  
24 potential to increase surface runoff. It increased

1 the risks of flooding and additional pollution into  
2 waterways and water bodies, as well as reducing the  
3 possibility of water being able to absorb and treat  
4 any stormwater itself. Now, loose soil could also  
5 wash into nearby waterways during construction,  
6 unless it's stabilized and that there are measures  
7 in place to ensure that it does not make its way  
8 into protected resources, so permanent stormwater  
9 control measures, such as detention basins, they  
10 will be built to prevent flooding and remove  
11 pollutants from stormwater in the event that they do  
12 make their way to those features.

13 All of these mitigation stormwater  
14 control measures are being designed to comply with  
15 the Massachusetts stormwater policies.

16 A lot of coordination is happening with  
17 MassDEP and other agencies. In addition, a  
18 Stormwater Pollution Prevention Plan, also known as  
19 a SWPPP, will also be in place during construction  
20 to ensure that all those erosion control measures  
21 are in place. There will be an environmental  
22 monitor onsite to make sure that after any sort of  
23 rain event that nothing is washing into  
24

1           protected resources and there will be measures in  
2           place to respond in the event that some of those  
3           features don't function as originally planned.

4                   Threatened and endangered species. There  
5           are federal protected terrestrial and aquatic  
6           species within the canal. We have two species of  
7           bats whose habitat does overlap with our study area.  
8           The project is proposing about 100-plus acres of  
9           tree removal. So in addition to -- well, not in  
10          addition -- that 100-plus acres of tree removals is  
11          part of that 300 acres of vegetation clearing.

12                   There's direct effects to about 88 acres  
13          of essential fish habitat within the canal itself  
14          and there will be a loss of 0.06 acres of eelgrass  
15          within the canal. So in order to mitigate any  
16          potential effects, or to avoid a take of federally  
17          protected species, there will be a time-of-year  
18          restriction on when tree removal activities can  
19          occur for species in the canal.

20                   There will also be time-of-year  
21          restrictions for when activities that would result  
22          in excess noise or excess turbidity when they can  
23          take place.

24                   These activities are being coordinated

1 with NOAA and National Marine Fisheries Service, as  
2 well as the Army Corps of Engineers. And then  
3 there will also be a construction period monitor on  
4 vessels in along the shore to ensure that there is  
5 no conflict between vessels within the canal  
6 itself, between those vessels and any marine  
7 mammals and protected sea turtles.

8 So a number of activities are in place to  
9 ensure that there is no conflict with protected  
10 species. Those activities are limited in the time  
11 of year to make sure that things are happening when  
12 a protected species is not present and this -- all  
13 of these impacts and this mitigation being  
14 coordinated with federal partners as well.

15 For air quality, emissions are not  
16 expected to exceed air quality standards. Daily  
17 emissions of pollutants is expected to decrease.  
18 And now this is because of reduction in vehicle  
19 miles traveled and operational improvements. This  
20 is in our build condition, our preferred  
21 alternative against what exists today. The no-  
22 build condition construction may temporarily affect  
23 air quality, but mitigations will  
24

1 be in place. Now those construction period emission  
2 reduction mitigation measures include the use of  
3 cleaner diesel fuels, requirements that idling be  
4 avoided, that all loose material in the bed of a  
5 truck would be covered at all times, and that dust  
6 control measures be in place such as applying water  
7 and calcium to -- in the event of a dry condition to  
8 ensure that as construction vehicles are traveling,  
9 that dust does not make its way into the air.

10 And again, there will be a monitor on  
11 site to make sure that all of these provisions in  
12 the contract are being adhered to. The existing  
13 bridges do have lead paint on them. As a result,  
14 during demolition, the contractor will be required  
15 to have a lead paint management plan in place to  
16 make sure that no fugitive dust or lead material is  
17 making its way into the environment.

18 For cultural resources, the existing  
19 bridges are eligible for listing on the National  
20 Register of Historic Places. That makes them under  
21 the jurisdiction and subject to the protection of  
22 Section 106 of the National Historic Preservation  
23 Act. To mitigate the adverse effect resulting from  
24

1 the demolition of the bridges, MassDOT is engaging  
2 in a programmatic agreement with the Mass.  
3 Historical Commission as well as the Federal Highway  
4 Administration to make sure that all measures are in  
5 place to mitigate the loss of these NR-eligible  
6 resources.

7           These measures include documenting the  
8 existing bridges' history through photos and  
9 records, records that will then be added to  
10 archives. Interpretive signage -- interpretive  
11 signage will be in place recognizing the history of  
12 these crossings and then preserving key elements,  
13 the placards on the existing bridges. MassDOT is  
14 coordinating with the town of Bourne, the local  
15 historical commission, for the appropriate usage and  
16 future placement of the placards.

17           Oh, and the bridge design. This is a  
18 really important one. Again, going back to how it  
19 is that we identify the proposed bridge type, one of  
20 the elements was them being eligible for protection  
21 on the National Register, and the proposed bridge  
22 type mitigates that impact of the adverse effect, as  
23 well as avoids an adverse effect on other protected  
24 historic resources within the viewshed of the

1 existing bridges. So if you have a historic  
2 building that can see the existing bridges, the  
3 proposed bridge design mitigates that negative  
4 effect in a future condition.

5 So public health. A lot of what's on the  
6 screen right now is a summary of what I've just  
7 described. So there are long-term benefits  
8 associated with the project. We're going to have  
9 safer bicycle and pedestrian and travel conditions.

10 There's going to be a reduction in  
11 pollutants and emissions, improved emergency vehicle  
12 access as in addition to improving reliability of  
13 the structures in the event of evacuation, and  
14 reduction in traffic delays for healthcare and other  
15 essential services once the project is complete.

16 There will be temporary construction  
17 period effects like I described, noise, water  
18 quality, dust. However, mitigation plans in place  
19 that MassDOT will be reviewing and approving as  
20 being developed by the contractor, they will all be  
21 -- they will continue to be developed throughout the  
22 duration of construction.

23 So Section 4(f). Section 4(f) is another  
24 policy that's a requirement of NEPA. Section 4(f)

1 applies to recreational resources and historic  
2 resources and what I just described for the historic  
3 resources and having a plan in place to avoid an  
4 adverse effect that's covered under Section 106, and  
5 also apply to Section 4(f). However, 4(f) also  
6 protects recreational resources and there are five  
7 recreation facilities within the project area that  
8 will be affected as a result of the project. They  
9 include Bourne Scenic Park, Sagamore Recreation  
10 Area, Bourne Recreation Area, Gallo Ice Arena, and  
11 Keith Field.

12 And MassDOT has been coordinating with the  
13 Army Corps of Engineers, the town of Bourne, and the  
14 Bourne Recreation Authority to ensure that there is  
15 a plan in place, that any effects will be mitigated,  
16 that there will be enhancements proposed, all of  
17 those are described in the DEIS.

18 And I'll note that in the future, MassDOT  
19 will be holding another public event to present the  
20 plans on these enhancements and betterments for each  
21 one of these facilities. I encourage all of you to  
22 review the section titled Section 4(f) of the DEIS,  
23 get some insight into what's being presented, and  
24 has -- that has and will continue to be coordinated

1 with the entities that I just described.

2 So how to view and comment on the DEIS,  
3 here's a number of QR codes. There's ways that you  
4 can access the document both on MassDOT's website.  
5 There is PDF versions of the entirety of the  
6 document. There's also an interactive website which  
7 summarizes what I just described. In addition to  
8 every other section and chapter of the document,  
9 there's interactive maps, you can zoom in.

10 You can see specifically where what is  
11 being described. You can engage with it -- you can  
12 engage with it visually and in an interactive  
13 format. Hard copies are also available at the  
14 Bourne Public Library, the Sandwich Public Library,  
15 as well as at the MassDOT Transportation Building at  
16 10 Park Plaza in Boston.

17 MS. PAIEWONSKY: Okay. Thanks to the team.  
18 Before we get into public comment, I want to  
19 recognize, Joi Singh is the Massachusetts Division  
20 Administrator for the Federal Highway  
21 Administration. She joined us today. Welcome, Joi.

22 And I spotted my colleague, Craig Cashman  
23 from our legislative -- there he is -- who is with  
24 our legislative team at MassDOT. And I'd like to

1 start by recognizing any elected officials who would  
2 like to speak first. Representative, would you like  
3 -- no? Okay.

4 MR. XIARHOS: No, thank you.

5 MS. PAIEWONSKY: All right. Just a quick  
6 reminder. If you want to comment specifically on  
7 the Draft Environmental Impact Statement in writing,  
8 you may do so. If you just want to comment tonight  
9 by speaking to us, that is welcome and we will  
10 respond as well as we can, but if you don't put it  
11 in writing, it won't show up in the Draft EIS. So  
12 whichever you choose is good for us. Questions?  
13 Comments? Hi.

14 UNIDENTIFIED SPEAKER: I'll confirm my  
15 (indiscernible).

16 MS. PAIEWONSKY: Okay. Mr. Hendel?

17 MR. HENDEL: Thanks for allowing me to  
18 speak. My name is Mark Hendel, H-E-N-D-E-L. I'm a  
19 resident of the Round Hill neighborhood and I have a  
20 couple questions. They're all related on behalf of  
21 the residents of the neighborhood. One of the  
22 slides you just had up there says that you need to  
23 evaluate impacts before making decisions. But there  
24 have been a lot of decisions made about the takings

1 of the properties. In particular, we've been told  
2 both in public and in private that nobody's rushing  
3 us out of our homes. Three of our neighbors have  
4 received their appraisals and are being asked as  
5 early as January 9th to sign a document transferring  
6 ownership over to the state of Massachusetts. That  
7 sounds like rushing. One of your slides said,  
8 according to the environmental study, we can't cut  
9 trees down until after November because of the bats.

10 So you're at least talking at the end of  
11 November of '26, possibly '27, before anything can  
12 be done to the Round Hill neighborhood. You also  
13 mentioned in your presentation that you're following  
14 the rules of the relocation, the federal relocation  
15 rules, but our neighbors who received their  
16 appraisal only got a number. They didn't get a full  
17 packet of comparables that were used to make the  
18 decision, nor an explanation of how the amount was  
19 reached and they also had not received an offer of a  
20 comparable home for them to move to.

21 So some of our neighbors are going to be  
22 signing a document on January 9th to sign over the  
23 deed and title to the Commonwealth of Massachusetts.  
24 The Commonwealth and MassDOT has confirmed orally

1 with us that no one's going to force us out, no  
2 one's going to knock on our door and tell us we have  
3 to get out, but we don't have that in writing. And  
4 so these are all concerns about what process you are  
5 following and why you aren't matching. I mean, I've  
6 read the regulations. They're actually  
7 understandable for your average person. Why aren't  
8 you following those?

9 MS. PAIEWONSKY: Okay. You had a number of  
10 them. I will say, just for everybody's -- go ahead.

11 MR. HENDEL: Just for the record, there are  
12 now 14 properties being taken and one was added. Is  
13 that right, in Garfield?

14 MS. PAIEWONSKY: Fourteen?

15 MR. HENDEL: That's what your environmental  
16 report says.

17 MS. PAIEWONSKY: Thirteen.

18 MR. HENDEL: There's a table in there. It  
19 says 14.

20 MS. PAIEWONSKY: That is for both the  
21 Sagamore and Bourne bridges.

22 MR. HENDEL: Okay. Thank you.

23 MS. PAIEWONSKY: You're welcome. Just for  
24 everybody's general knowledge, we notified property

1 owners in the Round Hill neighborhood in March of  
2 2025 of the intent of the Commonwealth to acquire  
3 the homes by eminent domain. Many people in the  
4 neighborhood were aware of it. We had been talking  
5 about it since 2023, but not everybody was, and some  
6 were surprised.

7 UNIDENTIFIED SPEAKER: The mic is not  
8 picking up your voice.

9 MS. PAIEWONSKY: You're not picking up my  
10 voice? Okay.

11 (Background conversation.)

12 MS. PAIEWONSKY: Like that?

13 UNIDENTIFIED SPEAKER: it needs more  
14 volume.

15 UNIDENTIFIED SPEAKER: That's good.

16 MS. PAIEWONSKY: How's that? Can you hear  
17 me?

18 UNIDENTIFIED SPEAKER: Yeah.

19 UNIDENTIFIED SPEAKER: Thank you.

20 MS. PAIEWONSKY: Okay. I'll give you a  
21 quick synopsis of what I just said. In March of  
22 2025, the Commonwealth of Massachusetts, the  
23 Department of Transportation, notified homeowners in  
24 the Round Hill neighborhood of our intent to acquire

1           their properties by eminent domain to make way for  
2           the new Sagamore Bridge. Many people -- the  
3           Commonwealth, had been talking about this at public  
4           meetings since 2023, but it was evident that not  
5           everyone had heard so it took some people by  
6           surprise. We have followed all of the procedures  
7           for it. The process of taking private properties is  
8           something that we try to avoid if at all possible.

9                        We are building a massive new structure  
10           that is touching down in a densely settled  
11           neighborhood, that does require the acquisition of  
12           homes. We do follow the federal and state  
13           regulations governing this process, both of which  
14           protect the homeowner. We go through an extensive  
15           process of assessing the value of the home.

16                       We sought and received approval from the  
17           Federal Highway Administration to start a year  
18           early. And the reason is exactly that, we did not  
19           want to rush people out of their homes. The  
20           construction notice, the proceedings, I said, will  
21           be issued in late 2027.

22                       We wanted to give people time to hear the  
23           news, absorb it, make their plans, work with our  
24           team on both the appraisal of the value of their

1 home and land. And we also support relocation  
2 expenses for the property owners. So our  
3 obligation, and this is laid out in the US  
4 Constitution, is when we are taking private  
5 property, we must offer just compensation and there  
6 is an extensive process laid out in both federal and  
7 state regulations. Recently, we issued appraisals  
8 to four, we decided we didn't want to do everybody  
9 all at once.

10 We wanted to meter this process, so we  
11 won't be flooding the market for Cape Cod, so we  
12 started with four property owners, that takes  
13 official notice that the deed is recorded in  
14 January. And just so everybody knows, property  
15 owners have three years to appeal what we are  
16 offering. So the -- it is true that the recording  
17 of the deed goes in the name of the Commonwealth in  
18 January for people who just received those notices,  
19 but they have three years after that to appeal what  
20 they are being offered.

21 So we do follow the process. We often  
22 allow people that the process calls for about 120  
23 days that would take them to just about the year  
24 mark since we notified them officially of the

1 Commonwealth's intent to take the property, but we  
2 also frequently have arrangements with property  
3 owners.

4 Even though they no longer own the  
5 property, we often offer them opportunities through  
6 an agreement with the Commonwealth to rent it and  
7 stay on while they're searching for a new location.  
8 So we do have teams of appraisal specialists. As I  
9 said, we go through a triple appraisal process to  
10 make sure that property owners get every nickel  
11 they're entitled to and then we have a separate team  
12 of relocation specialists who work with brokers,  
13 real estate agents, they scour listings.

14 If the property owner desires that, we  
15 have a team of specialists who can help them find a  
16 new place to live. So that's how we handle the  
17 process of eminent domain with the Cape Cod bridges  
18 project and other projects statewide. Any other  
19 questions?

20 (Background conversation.)

21 MS. PAIEWONSKY: Oh, you can bring it to  
22 her maybe.

23 UNIDENTIFIED SPEAKER: You bring it to her?

24 MS. PAIEWONSKY: Yeah.

1 UNIDENTIFIED SPEAKER: Absolutely.

2 UNKNOWN FEMALE: Mine's just a comment,  
3 Luisa. It's a question of timing. Just before  
4 Christmas, time of year when we're supposed to be  
5 joyous, we get this letter, I'm one of the one --  
6 I'm -- I was -- I was the third built house in that  
7 development in 1958. I'm approaching my 90th  
8 birthday in March. I've lived there forever, and I  
9 get a notice a month before Christmas saying they're  
10 taking my house on January the 8th, I just -- I  
11 think the state has no heart.

12 They could have waited until after January  
13 the 1st. What would -- what would a couple of weeks  
14 or a month have been? It would have been helpful to  
15 me anyway, to lose my home.

16 MS. PAIEWONSKY: Thank you for that  
17 comment. I do want you to know, we considered that  
18 -- the holiday season.

19 (applause)

20 MS. PAIEWONSKY: And so we issued those  
21 notice letters in November and spanned over the  
22 holiday season to make it take place in early  
23 January rather than right around the holiday, but I  
24 take your point. Thank you for the comment.

1 MR. BATSON: Changing the subject a little  
2 bit.

3 MS. PAIEWONSKY: Okay.

4 MR. BATSON: My name is Jay Batson, B-A-T-  
5 S-O-N, and I'm a resident of Bourne. I'm here to  
6 comment on the impacts of the currently proposed  
7 termination of the Bourne South Quadrant Shared-Use  
8 Path.

9 As written in Section 4.3.2 of the current  
10 DEI plan, the plan brings the high-volume bike and  
11 pedestrian facility -- which by the way, we  
12 compliment you for a wonderful plan to come across  
13 the bridge -- but after you get off the bridge, it  
14 brings the facility down to an at-grade crossing at  
15 the Canal Service Road, controlled only by a  
16 flashing beacon. That decision has real  
17 environmental and safety consequences.

18 First, it creates persistent and pervasive  
19 vehicle start-stop-and-go conditions, particularly  
20 during the summer when there are high numbers of  
21 organized and/or unorganized bike rides drive tens  
22 of thousands of users a year. You already know the  
23 ones that are easy like the Pan-Mass Challenge or  
24 the Best Buddies Ride, but there are dozens other,

1 from the MassBay Coalition to informal bike rides  
2 all day, every day. The resulting ingestion and  
3 emissions from the constant start-stop of all the  
4 vehicles that will be stopping on Canal Service Road  
5 are not meaningfully accounted for in the current  
6 DEIR.

7 Second, the at-grade approach requires all  
8 kinds of soil retention and structures and all kinds  
9 of rain mitigation because of all the pavement that  
10 you're adding with all the big, long Bourne South  
11 Path that exists on that south side. Again, with  
12 all maintenance impacts, sand removal for washdown  
13 down the path and everything else.

14 Happily, there's a clear and  
15 environmentally superior alternative, a lightweight,  
16 grade-separated bike and pedestrian overpass that  
17 leverages the existing elevation that's already  
18 there that you plan on working with. They already  
19 incorporated project plan and eliminated the need  
20 for traffic control devices altogether on Canal  
21 Service Road.

22 My request is simple and squarely within  
23 the purpose of this review, that MassDOT provide a  
24 preliminary design and comparative cost estimate for

1 an overpass like this so the environmental  
2 operational benefits can be properly evaluated  
3 alongside the current at-grade proposal. I have  
4 with me, if you'd like to see the names of another  
5 dozen active residents who are standing behind this  
6 proposal, as well as the explicit support management  
7 of the two largest events on the Cape, the Pan-Mass  
8 Challenge and the Best Buddies Rides.

9 I'll end my comment here, but I'm happy to  
10 (indiscernible).

11 MS. PAIEWONSKY: May I ask if -- are you  
12 submitting written comments?

13 MR. BATSON: I will be.

14 MS. PAIEWONSKY: Thank you.

15 MR. BATSON: And I was prepared; I was  
16 waiting till after tonight to see if I needed to do  
17 any updates before I sent it to you.

18 MS. PAIEWONSKY: Okay. Great. Thank you.

19 MR. BATSON: Any questions. And by the  
20 way, I spoke to Mr. (indiscernible) here, on the  
21 end; is that right? Oh, you there? Sorry, I got  
22 the wrong person. I did speak to him preliminarily  
23 --

24 MS. PAIEWONSKY: James?

1 MR. BATSON: -- before the prior comment  
2 period was now closed, and I was hoping to see some  
3 comment about this in the current draft. I didn't  
4 see anything about it. I think he might be able to  
5 tell you more about whether -- where I put this and  
6 where it might go. But essentially, think of it  
7 going alongside of the berm that's currently at the  
8 -- on the high side of there, going straight down  
9 into the Bourne Recreational Park. It goes straight  
10 down there, not take any more land. It's simple to  
11 do and helpful for everybody.

12 MS. PAIEWONSKY: Thank you for your  
13 comment. We'll look forward to reading it in the --  
14 in the draft.

15 MS. HENDEL: Just, I'll hold this mic, it's  
16 easier. My name is Joan Hendel, and I would like to  
17 know, in writing for all the public to see, what  
18 happens if you do not get this money from the  
19 federal funding? That's been a topic, and the  
20 public wants to know how the Commonwealth is going  
21 to support the building of these bridges with \$1.7  
22 billion that you're expecting from them. That's a  
23 real possibility that you won't get it because of  
24 the current administration has talked about freezing

1 and withholding funds. We would like to know in  
2 writing, on paper, in a public meeting where you're  
3 expecting to get that money from. The other  
4 question I have is recently, you have created a new  
5 law for mental health services for those who are  
6 affected by eminent domain.

7 I would like to know how you plan on  
8 disseminating that information to the public, to  
9 those who are affected currently and in the future,  
10 because we have read that, and it's very not private  
11 really, because as we understand it, it says that  
12 MassDOT will commiserate with a -- the therapy, the  
13 therapist, and decide whether you've had enough  
14 therapy or not.

15 And I would like to see that law in public  
16 display so that the public will know that they have  
17 these services available to them. I'd like to know  
18 your plan for that.

19 MS. PAIEWONSKY: Okay. Thank you. I just  
20 want to go back to -- sorry -- I have to go back a  
21 bit, but I just want to lay out the funding because  
22 this is an issue, question that comes up every time  
23 we speak publicly. Did I pass it? Did I overshoot?  
24 Did I -- yeah, there we go. Okay. The Sagamore

1 Bridge is fully funded. As you can see, we draw  
2 from a variety of funding sources, two of them are  
3 federal grants. We received those grants a couple  
4 of years back. In January of 2025, we executed a  
5 funding agreement with the Federal Highway  
6 Administration and that funding has -- is waiting  
7 for us to complete a few more steps before we do  
8 something called "obligation," which transfers the  
9 funding from federal to state accounts.

10 We've had no indication that that funding  
11 is in jeopardy. We talk to our colleagues at the  
12 Federal Highway Administration multiple times per  
13 week.

14 We -- we've had no indication that that is  
15 the case. The \$350 million contribution by our  
16 colleagues of the US Army Corps of Engineers, as I  
17 mentioned, there was a tweet about that, and it did  
18 not result in any loss of funding. And then of  
19 course, the Commonwealth contributing almost three-  
20 quarters of a billion dollars to the project, so it  
21 is funded. We monitor the scene in Washington  
22 pretty closely on a regular basis, and so far,  
23 there's no indication that that funding will go  
24 away. One thing we do like to remind our friends at

1 US DOT and the Corps of Engineers is that this is a  
2 federally -- both of them are federally owned  
3 structures. They're not state bridges; they are  
4 owned by the federal government. By agreement with  
5 our federal colleagues, we will take over the  
6 bridges once they're completed.

7 So we think among Federal Highway  
8 Administration, US Army Corps of Engineers, and  
9 MassDOT, it's in all of our mutual interests to  
10 replace Sagamore and then Bourne. I'm sorry. You  
11 had another question about --

12 UNIDENTIFIED SPEAKER: Mental health.

13 MS. PAIEWONSKY: Mental health services.  
14 Thank you. Yes. It is -- it's not a law. When  
15 this issue came up earlier this year, our director  
16 of Right of Way, John DeLeire, went through those  
17 voluminous federal requirements and spotted some  
18 language that indicated to him, and it was confirmed  
19 by federal colleagues, that it was an eligible  
20 activity.

21 So in order to make sure that we were  
22 doing this fairly, that we were not offering a  
23 service to a small group of people that wasn't  
24 available to all, we and our lawyers in our Right of

1 Way division wrote out a policy for that. It does  
2 not involve the Commonwealth getting involved in the  
3 therapy in any way. The Commonwealth simply has  
4 funding limits and makes sure that the provider is  
5 licensed, and there is no involvement by the state  
6 in any way with any conversations or therapy. Good  
7 question about how we disseminate that information.  
8 I think we can look at putting it on our website or  
9 getting it out to people in the neighborhood, but we  
10 will -- we will take you up on that comment. Thank  
11 you for suggesting it.

12 MR. DAYTON: Thanks. Gary Dayton. Can you  
13 hear me? Hi, my name is Gary Dayton. I live in  
14 Buzzards Bay. Question I have is, on the other side  
15 of the Bourne Rotary, will all its entrance and exit  
16 points be in place before the new bridge is put in  
17 place? That's kind of question number one.

18 Question number two is, will -- I believe  
19 if I understood it properly -- the new span will be  
20 put in place and accept all the new traffic both  
21 ways before the second span will be put in place,  
22 and the current bridge will have to be taken down  
23 before that. Can somebody give me an idea of the  
24 duration of that process? Thank you.

1 MR. ANDERSON: So I think your first  
2 question was about those connections between the  
3 mainline roadway and the local roadway network. So  
4 the graphic that we showed was the full build  
5 condition when everything's all done. It takes a  
6 while to get there. There's a number of different  
7 stages, so the connections will always exist.  
8 They're not going to look exactly like they look at  
9 the very end because you have to move things around  
10 to get there, but all the from-tos that occur today  
11 will occur during construction as well.

12 Any disruptions would be short-term  
13 disruptions, and, you know, we timed those around  
14 times when traffic is light, that all the  
15 connections would be available. And your other  
16 question was around, I think it related to the  
17 sketches I had about how the different stagings  
18 work, and I may need help from possibly Mike because  
19 I think your question was around the timing of some  
20 of this.

21 MR. DAYTON: Yes.

22 MR. ANDERSON: And you're talking  
23 specifically about the Bourne Bridge.

24 MR. DAYTON: I think either one would work.

1 But yeah, I mean, let's focus on Bourne Bridge. We  
2 live there, so we experience that the most.

3 MR. ANDERSON: So this particular drawing,  
4 these are related to the Sagamore Bridge. And if --  
5 do I still have the -- yeah. So this first phase  
6 here where we're constructing that new first twin  
7 bridge, to get all the way to here, phase two, when  
8 all the traffic is on that bridge, takes a while,  
9 and a lot of that has to do, not so much with the  
10 construction of the bridge itself, but maintaining  
11 all those connections on either side of the bridge.

12 So I think, as Luisa mentioned, we're  
13 hopeful that we would issue a notice to proceed to a  
14 design-build team at the end of 2027. It is not  
15 until 2033 that everybody would be on that one new  
16 twin bridge as shown here, where that, that red  
17 thing is, in phase two. The other thing I would say  
18 is what we have done, it's important for MassDOT to  
19 make sure that we have a plan of implementing this  
20 work and a plan that meets some of those goals I  
21 talked about before, about maintaining two lanes of  
22 traffic in each direction, getting traffic off the  
23 existing bridge. And another goal I should have  
24 mentioned, which is maintaining all those

1 connections, we want to make sure that it's feasible  
2 and it can be done and that we have a reasonably  
3 aggressive way of getting it done.

4 But the entity that's -- that actually  
5 wins the job, it's going to be up to them to make  
6 this happen, and you know, the procurement process  
7 involves MassDOT working with proposers on what's  
8 called "alternate technical concepts," where they  
9 come to MassDOT and present ideas they have that may  
10 make that work occur quicker. So I don't know if I  
11 answered your question. It does take a while to get  
12 everybody off the existing bridge. That is true.

13 I think on the Bourne we can do it a  
14 little bit quicker than we can on the Sagamore just  
15 because that sequencing of how we maintain the  
16 connections on either side of the bridge is a little  
17 bit simpler.

18 MR. DAYTON: Thank you.

19 MS. PAIEWONSKY: Other questions or  
20 comments?

21 MR. BUCKLEY: Steve Buckley from Chatham.  
22 I'm also trying to listen to a select board meeting  
23 about land that I had sold to the town for  
24 affordable housing at the very same time, so.

1 MS. PAIEWONSKY: You're multitasking.

2 MR. BUCKLEY: Just so -- I -- but I've got  
3 the -- it -- it's coming into my hearing aids, so  
4 I'm going to take out my -- take off my hearing  
5 aids, so I can --

6 MS. PAIEWONSKY: Okay.

7 MR. BUCKLEY: -- concentrate on one thing  
8 at a time.

9 MS. PAIEWONSKY: Okay. We're all ears.

10 MR. BUCKLEY: Thank you very much. This  
11 working for? No? Here we go. Okay.

12 Yes. Steve Buckley, Chatham. I've been  
13 going to these meetings for about 10 years now, and  
14 in a former life, I used to write environmental  
15 impact statements for five different federal  
16 agencies. During my time away from growing up on  
17 Cape Cod, I spent 25 years in Washington DC, so I  
18 know -- I've been going to these meetings because I  
19 know how it's supposed to work, how NEPA, how this  
20 planning process is supposed to work.

21 And so I won't get into the finer points,  
22 but I will say that I wanted to concentrate on one  
23 aspect, speaking from someone, like I said, who grew  
24 up on Cape Cod, and for the last 20, 25 years, we

1 moved back because my wife said, if I married you,  
2 we'd live on Cape Cod. Oh yeah, right. So we moved  
3 back, and so, yes, not much changed in the --  
4 there's bottlenecks at the bridges. I don't have to  
5 tell this audience about, you know, any -- all that.

6 And I'm sure they're looking forward to  
7 the day when there will be, you know, the traffic  
8 flow, through traffic to Cape Cod, Mid-Cape, Lower  
9 Cape, Outer Cape, will be, you know, out of their  
10 way, out -- off of their streets, sort of, to a very  
11 large extent.

12 So, but at the same time, looking at it  
13 from a regional point of view, it's that increased  
14 flow, by the same token, people who aren't stopping  
15 in Bourne, either going to or from, maybe commuting,  
16 vacation, whatever, that they'll be able -- traffic  
17 flow will also increase. It won't be a bottleneck  
18 for them either.

19 And so we're all -- nobody's --  
20 everybody's against traffic congestion. Nobody  
21 says, gee, I wish I could spend more time stuck in  
22 traffic. There's no pro-congestion point of view.  
23 We're all -- we're all in favor of keeping things  
24 flowing but there's the law of unintended

1 consequences because when you do something over  
2 here, it has consequences over there. And for the  
3 rest, for -- and speaking like I said, to someone  
4 who lives on the Lower Cape, that means it would be  
5 easier for people from Boston, New York,  
6 Connecticut, Rhode Island, wherever, to visit Cape  
7 Cod, and it'd be a more attractive place to go.

8 That's the same thing that the bridges  
9 that are up now said I think were happening when  
10 they were built in 1935; it got a lot easier to  
11 drive to Cape Cod on vacation or whatever, and it  
12 changed traffic patterns. The trends we see with  
13 development are in large part because of the  
14 existing bridges. This -- these bridges will have,  
15 surprise, more of the same effect. It'll be easier  
16 to get to Cape Cod.

17 It won't -- people who are currently  
18 discouraged from traveling, I mean, we're just --  
19 I'm discouraged from traveling off Cape at certain  
20 times. People are discouraged from coming on Cape,  
21 people are discouraged from commuting.

22 All these traffic patterns will change.  
23 And so it'll be -- but it'll be more than just less  
24 time in the car. It will be more people are apt to

1 buy second homes in Chatham, Orleans, and all other  
2 places on Cape Cod, and that means displaced young  
3 families. So and they'll have each -- you know, but  
4 that's okay because they'll be commuting over the  
5 new bridges because it'll be easier to buy a house  
6 on this side of the canal because they're cheaper on  
7 this side of the canal, just like gasoline.

8 So anyway, I just want to point out that  
9 the Draft Environmental Impact Statement gives very  
10 short shrift to the idea that there could be  
11 anything but unicorns and rainbows for Cape Cod, for  
12 the people on Cape Cod. No downside other than the  
13 fact that it would be harder to buy a house. They  
14 will -- people have to commute longer to get to  
15 their jobs. Local work -- workforce won't be local  
16 anymore, and we'll have less kids in the schools  
17 like we do now. The trends will continue.

18 And to simply say, as previous meetings,  
19 to say, "Well, it's not our intention to do that."  
20 I don't care if it was intended or not. It's going  
21 to happen. And the fact that the DEIS is so  
22 dismissive of that is by extent, dismissive of the  
23 concerns that should have been raised during the  
24 scoping process two years ago, which means these

1 discussions should have happened before the DEIS was  
2 written, not at the end. And that's actually a best  
3 practice from the Federal Permitting Council where  
4 they're all trying to figure out how to make this  
5 whole process last a lot less. This is a perfect  
6 example of how not to do DEIS, involve people in the  
7 beginning, not with a lot of -- not with a lot of  
8 public, you know, presentations, but actually  
9 sitting down and having conversations and addressing  
10 concerns and not being dismissive and saying, we've  
11 already thought of that.

12 We've had studies that already that tell  
13 us we're right. And any -- the people who are  
14 currently discouraged from going over during peak  
15 periods and during construction, they won't notice  
16 that there's traffic flow. They won't change their  
17 traffic -- their travel times. Yes, they will.

18 People will come visit me on Cape Cod, at  
19 least for the three -- two years that hadn't --  
20 wouldn't come down to a gathering or a wedding or  
21 something during peak periods. Now the bridges  
22 built, okay, fine, and more people will come.

23 So to say that they won't come, it's like  
24 to say, oh, well, we got a computer program that

1           says they don't know what they're talking about.  
2           That's putting -- dismissing human behavior, what we  
3           all know that people will do, they will go out on  
4           the roads when they see that there's no traffic.  
5           That's about it. I just wanted to say that it's  
6           deficient in that regard. So thank you very much.

7                     MS. PAIEWONSKY: Thank you.

8                     UNIDENTIFIED SPEAKER: (Indiscernible).

9                     MS. PAIEWONSKY: Okay.

10                    UNIDENTIFIED SPEAKER: Thank you very --  
11           well done.

12                    MS. PAIEWONSKY: Pleasure.

13                    UNIDENTIFIED SPEAKER: Ditto.

14                    UNIDENTIFIED SPEAKER: Three puppies at  
15           home under the age of 10 months.

16                    MS. PAIEWONSKY: Oh, you better scoot then.  
17           Thank you for coming out.

18                    UNIDENTIFIED SPEAKER: Thank you. Very  
19           good.

20                    MS. PAIEWONSKY: Thank you.

21                    MS. OLDHAM: Hi, everybody. Can you hear  
22           me? Hang on. I'm Carol. I'm shorter than the last  
23           speaker. My name is Carol Oldham. I'm the business  
24           development director for Foss Terminals. We own and

1 operate the New Bedford Foss Marine Terminal, which  
2 is a 24-acre facility in New Bedford for the deep-  
3 water berth and heavy lift capacity throughout the  
4 site, originally built for the offshore wind  
5 industry and currently exploring additional options  
6 to bring work and revenue into New Bedford.

7 The New Bedford Foss Marine Terminal  
8 agrees that there is a pressing need for the  
9 improvement of access between Cape Cod and the rest  
10 of Massachusetts. We would like to see as part of  
11 the bridge replacement process an assessment of the  
12 local port infrastructure which could support the  
13 build-out and long-term maintenance of the new  
14 bridge spans. We noted in the DEIS and other  
15 MassDOT materials that each bridge demolition and  
16 replacement would take approximately 8 to 10 years  
17 with in-water work occurring over multiple phases.

18 The bridge replacement program can require  
19 up to 16 vessels consisting of work barges, delivery  
20 barges, tugboats, and support launches that can be  
21 used on each side of the canal during marine-based  
22 construction activities, including installing and  
23 removing temporary works and assisting in the  
24 construction of some permanent works. All of the

1 waterborne construction activities, the construction  
2 materials, the demolition debris, each of the new  
3 616-foot-long bridge arches which can be erected  
4 off-site and floated on barges to the bridge site,  
5 and thus, I'm very excited for that part -- will all  
6 need to be mobilized from a local port facility and  
7 will occur over a 10-year period or longer, and we'd  
8 like to see a plan regarding sites of mobilization.

9 New Bedford is not only a working  
10 waterfront community which is close to the project,  
11 but also a designated port area and an environmental  
12 justice community according to Massachusetts  
13 criteria. New Bedford could benefit significantly  
14 from hosting a portion of the work vessels,  
15 equipment, health components, et cetera, and should  
16 be considered.

17 We request that MassDOT undertake a  
18 regional ports assessment to identify the options  
19 for logistical mobilization of the waterborne  
20 construction activities, and that New Bedford be a  
21 part of that assessment.

22 MS. PAIEWONSKY: Thank you.

23 MS. BARACCHINI: Good evening. My name is  
24 Susan Baracchini. I'm from Pocasset on the other

1 side of the bridge. I wanted to follow up on a  
2 couple of things that the last two speakers just  
3 spoke about in addition to other things being a  
4 local person here since 1999, but in the area since  
5 1986. So I'm curious how much time any of the  
6 people in the program have spent in the area of  
7 study, in the last 10 years, last 15 years? How  
8 often do you come to Cape Cod? Do you live here?  
9 Do you vacation here?

10 I really am curious just because without  
11 having a real pulse on the area, the traffic, the  
12 schools, the vacationers, the sale of homes, the low  
13 inventory of homes available, my heart goes out to  
14 the families who will lose their homes because you  
15 can't replace them. You can put a house in another  
16 piece of a town, but you can't replace a home in or  
17 close to the canal or the Cape like you could.

18 Inventory is so low the homes that have  
19 been sold. I have many friends who are realtors  
20 there. So many are going to Airbnb properties and  
21 summer and second homes.

22 So I mentioned the school. Declining  
23 numbers is real because young people can't afford to  
24 live here. I'm concerned about the options for

1           ulterior alternative modes of transportation to get  
2           to the Outer Cape. New Bedford was something I've  
3           been -- I've been asking about this at the open  
4           house meetings for a couple of years and nobody  
5           seems to have mentioned any alternative modes of  
6           getting people on and off Cape during the  
7           construction.

8                       New Bedford is one I was thinking of  
9           because they already have a service to the Vineyard  
10          and Woods Hole and something from Boston to P-town  
11          would provide transportation to the Outer Cape and  
12          could reduce the amount of congestion that will be  
13          at the bridges during construction.

14                      And if you don't fully understand how  
15          traffic is rerouted when there's an accident on a  
16          bridge, whether -- whatever bridge it is, if you  
17          have no concept, if you've never sat in it, on and  
18          on and on, there was a period, November, October, we  
19          had three major accidents within 10 days on the  
20          Canal Road, on the site -- on the Scenic Highway and  
21          on the Bourne Bridge, this happened. And so without  
22          a real handle, real grasp of how people have to  
23          transit the area, whether it's for work, school,  
24          commuting -- a lot of workers now don't even live on

1 Cape Cod because they can't afford it.

2 So now we have extra commuting traffic on  
3 both bridges from all points of Cape, off Cape, on  
4 Cape. So it's really imperative that we are  
5 confident that you understand how much this will  
6 impact this region. And multiple modes of access  
7 will be imperative to get people so the Cape and  
8 especially the Outer Cape, doesn't become a ghost  
9 town.

10 We experienced that when they built the  
11 extended Route 25. When they added Route 25 and the  
12 Cranberry Highway died a slow, painful death, of  
13 retail and closed restaurants and closed businesses.  
14 So we've already lived through this once when that  
15 extension of the highway went through. So I'd like  
16 to just ask those questions. How much time have  
17 people spent here sitting in traffic?

18 And I know nobody wants to sit in traffic,  
19 but to experience it and to know where people are  
20 going will impact your design and your thoughts on  
21 how big picture comes together. Thank you.

22 MS. PAIEWONSKY: Thank you. Mr. York.

23 MR. YORK: Hello, my name is John York. I  
24 am a resident out of Bourne a little longer than Sue

1 has been, maybe two decades longer than Sue. I  
2 would pass the same question asking you actually  
3 answer it here tonight. And Sue already asked that  
4 question, so that's not the question I'm going to  
5 ask but I do ask that you actually answer Sue's  
6 question. The reason I ask that is the DEIS is  
7 shameful and it's false information about existing  
8 conditions in the town of Bourne.

9 And to have it say that it'll get the  
10 pedestrian at the end of Waterhouse Road will see a  
11 sign telling them they're prohibited from entering  
12 MacArthur Boulevard is wrong for several reasons.  
13 One, that sign does not exist; two, the pedestrians  
14 are allowed on the roadway, and it's in the DEIS,  
15 both of those pieces of false information, which are  
16 fundamental to someone reading that DEIS to  
17 understand the impacts of this project and to be  
18 able to comment on the DEIS in an informed manner.

19 The DI-EIS is not suitable for comment.  
20 It doesn't provide correct information necessary for  
21 the public to comment, and that I would say is  
22 shameful. Maybe you people feel differently. Okay.  
23 I'm not looking for an answer to that because I  
24 noticed no sign there, you go because you don't

1 spend time here.

2 Okay. Now I only get one question, so I'm  
3 going to ask several, and after I'm done, I'm going  
4 to tell you which one I want you to answer.

5 MS. PAIEWONSKY: Okay.

6 MR. YORK: Okay. So one question would be  
7 if it's determined that the DI-EIS is not suitable  
8 to meet its purposes, what will you do? That's one  
9 question, not what will I do, what are you supposed  
10 to do? I want to know what you will do to provide  
11 opportunity for the public to comment having been  
12 properly informed of the facts on the ground.  
13 That's one question.

14 Okay. Now Mr. Kolonoski put up a  
15 beautiful sign talking about community impacts,  
16 community cohesion, in which he claimed that there  
17 will be increased pedestrian mobility and that will  
18 increase community cohesion. So I'm just going to  
19 put out one more of my questions. If it turns out  
20 that there is reduced pedestrian usage because the  
21 pedestrian crossings are not suitable, would your  
22 conclusion be that you have reduced community  
23 confusion and cohesion? Now I will go on to point  
24 out the likelihood of decreased pedestrian use of

1 the Sagamore Bridge. For example, if you live at  
2 Canal View Apartments. It's a multi-unit high-  
3 density housing that's over 50 years old.

4 It's the kind of thing we all want now  
5 that we're scurrying to build, and that the MBTA  
6 Communities Act requires us to provide. It's  
7 supposed to be, the whole point is that it's located  
8 close to transit.

9 Right now if you live there, you can walk  
10 eight-tenths of a mile to our only regional transit  
11 facility maintained by MassDOT in our town, even  
12 though we're required to build all this housing for  
13 those transit uses, which is the parking lot; 0.8  
14 miles to walk from our high-density housing to the  
15 park and ride, take the bus to Boston.

16 With your plan, I would like to say, be  
17 able to say that it's 1.8 to 2.2 miles of a walk.  
18 Unfortunately, according to your DEIS quote, "We did  
19 not analyze walking distance or trip time for  
20 pedestrians."

21 Now Mr. Kolonoski stood in front of us and  
22 told us that this bridge and your improvements will  
23 increase community cohesion by increasing pedestrian  
24 usage. A 2.2-mile walk, if that's what it happens

1 to be, if you're not going to provide us that  
2 information, is not a walkable distance according to  
3 the accepted standards of transportation planning.  
4 So when Mr. Kolonoski tells us it's going to  
5 increase community cohesion, he needs to show us the  
6 distances and the walking times.

7 And I would like to know how you model  
8 pedestrian behavior to determine that there would be  
9 increased usage and I would like to see your model  
10 if -- I'd love to, you know, I'm really good at  
11 sitting in front of computers and operating models.  
12 I've written them for my entire professional career  
13 and trained people to use them, models for  
14 conceptual designs for analysis of performance at  
15 the conceptual level.

16 And in this report, even though for  
17 pedestrians you did not analyze walking distance or  
18 time, which if you actually try to get somewhere as  
19 a pedestrian, that's all that really matters. That  
20 was at the top two things, yes, safety matters, too.  
21 And yes, these sidewalks will be safer, 2-miles-long  
22 safer.

23 Now, Luisa, I know you're proud of  
24 pointing out that you're going to add nine new miles

1 of shared-use path, three of those miles at least  
2 are because of the extra distance you've added to  
3 existing crossings and taking credit for those as  
4 adding new shared-use path. You don't add any  
5 connectivity with those. When you say we add nine  
6 miles, it sounds like you're adding nine miles'  
7 worth of connectivity. Don't take credit for the  
8 ones that don't create connectivity.

9 So my question, that question getting in  
10 there was please tell me and show me the models you  
11 used to predict increased pedestrian usage on which  
12 you base your conclusion in the environmental impact  
13 statement that this project will increase community  
14 cohesion. There's a similar phenomenon at the  
15 Bourne crossing. It's not quite as bad.

16 The problem with the Bourne crossing,  
17 especially the south side, is that yes, the path  
18 over the bridge is safer, but you've added a  
19 significant number of major high-speed roadway  
20 crossings that those pedestrians will have to do to  
21 get from one side to the other and I don't see you  
22 counting them anywhere in determining whether  
23 pedestrians or parents are going to allow their kids  
24 to walk home from school across the bridge, which is

1 a major part of community cohesion. So I don't see  
2 the analysis, but when I read the report, I see  
3 you're predicting within a tenth of a minute the  
4 travel time for cars to get from approaching on 25  
5 to go across Scenic Highway and over the Sagamore  
6 Bridge.

7 You're claiming that 30 years from now in  
8 the traffic conditions that you know perfectly 30  
9 years from now you can predict to one-tenth of a  
10 minute the travel times of cars -- excuse me -- 22  
11 years from now in the year 2050.

12 So there's a -- that's another problem  
13 this report has, completely disparate treatment of  
14 vehicles versus pedestrians and bicycles, which is  
15 in violation of MassDOT policy that this project and  
16 all of your written stuff claims that you are  
17 meeting. You are not meeting the requirement of  
18 healthy transportation directive of your own MassDOT  
19 that says during the planning process that  
20 pedestrians and bicycles shall have the same  
21 opportunity to review plans and comment on them as  
22 any other roadway user. So that is putting you on  
23 notice. I'm not asking a question to you on that  
24 one. You are not compliant with that policy, and I

1 know that you try very hard to do that and so it's  
2 sad to see how under-resourced this project is  
3 because of the shortcuts you had to use for  
4 pedestrians and bicycles.

5 It's clear that you don't see them as  
6 significant as the vehicles. You're right. We're a  
7 very small percentage. But if you live in this  
8 town, we're a bigger percentage. And if you have to  
9 get to town hall in the summertime when the bridge  
10 traffic is solid and will still be on the new ones,  
11 then by your own statement that it won't be  
12 increasing capacity, then you haven't really helped  
13 us out.

14 I will close by saying to pretend that a  
15 superhighway, high-rise bridge 150 feet off the  
16 water in any way will ever constitute a suitable  
17 pedestrian crossing. Parents won't let their kids  
18 cross them. It doesn't matter how beautiful that  
19 bike path is. Your plans aren't going to change the  
20 minds of parents worrying about their kids getting  
21 home from school. And to claim that they do is  
22 proof of what the previous speaker said, that you do  
23 not live here, but worse, you don't need to live  
24 here. If you were doing your job the way you're

1 required to, you would have had more community  
2 input. You would have spoken more to the  
3 pedestrians and bicyclists before you make the  
4 claims that you make in this DEIS.

5 And the reward that we have now is we can  
6 comment on the DEIS, and we can see your responses  
7 after, simultaneously when the record of decision is  
8 issued. In other words, it's a done deal now. But  
9 by the way, that thing you said at that -- at that  
10 meeting, here's our answer to it now that it doesn't  
11 matter, we're not going to change it.

12 So you guys need to do better public  
13 involvement. And besides being in violation of  
14 MassDOT's Healthy Transportation Policy, this  
15 meeting itself and the whole process is in violation  
16 of MassDOT's Public Participation Plan. And the  
17 Federal Highway Administration who's here might have  
18 something to say about that because I'm informed by  
19 the Federal Highway Administration that the process,  
20 if I have a complaint about MassDOT adhering to its  
21 own public participation plan, is to work it out  
22 with you and then if there's not a suitable  
23 resolution, to go to Federal Highway. And that's  
24 exactly what I intend to do. For example, the

1           whiplash I had coming to this meeting, hearing,  
2           meeting, hearing, meeting, hearing, meeting, I won't  
3           repeat how many times it's been called both by your  
4           own literature, sometimes in the same paragraph, and  
5           a week ago, I was told it was definitely a meeting.  
6           We're going with a meeting, not a hearing. I come  
7           here today at the front desk and I'm told this is a  
8           hearing. Oh, wow. That's another piece of  
9           whiplash.

10                        I come in here. We're told that the  
11           verbal comments we deliver will not be treated the  
12           same way as written comments. That's the definition  
13           of a hearing in -- of a public hearing in the  
14           MassDOT Public Participation Plan says the comments  
15           that we deliver at the hearing in person will be on  
16           the record, the same as any other comment.

17                        So I'm having a bit of whiplash about  
18           whether this is a meeting or a hearing. I tried to  
19           read the legal notices. I saw one that ran in  
20           Provincetown that had the word "meeting" uniformly,  
21           no word "hearing."

22                        The one that ran in our local Bourne  
23           Enterprise was identical, except you replaced all  
24           the -- all the places that said "meeting" was

1 replaced with "hearing." There's a difference.  
2 When you run a legal ad and help advertise to the  
3 public, you need to do one or the other. You need  
4 to do it. And according to MassDOT's Public  
5 Participation Plan, what I just said should be in  
6 the record the same as any written comment. Thank  
7 you.

8 (Applause.)

9 MR. YORK: Oh, I didn't say which question  
10 I wanted you to answer. Mark, I want you to answer  
11 the question of what modeling you used to determine  
12 pedestrian behavior. Thank you.

13 MR. KOLONOSKI: There was no model. There  
14 was -- there's no -- there's no model-to-model  
15 pedestrian behavior.

16 MS. PAIEWONSKY: There was not a model used  
17 to model pedestrian behavior. Thank you, Mr. York.

18 UNIDENTIFIED SPEAKER: I'll second the  
19 complaint about maybe not engaging the cyclist  
20 community. All the people I have on my list wish  
21 they'd have been more involved.

22 MS. PAIEWONSKY: Thank you. Any other  
23 questions or comments? All right. On behalf of  
24 MassDOT, thank you for coming tonight. We wish you

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a happy holiday season. Lots of activities in 2026.  
We'll see you next year. Bye.

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C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS

I, Rebecca Baron, a Court Reporter and Remote Online Notary Public in and for the Commonwealth of Massachusetts, do hereby certify that the foregoing hearing was reported by me on December 16, 2025, and transcribed by me. To the best of my knowledge, the within transcript is a complete, true, and accurate record of said hearing.

I am not connected by blood or marriage with any of the participants, nor interested directly or indirectly in the matter.

In witness whereof, I have hereunto set my hand and Notary Seal this 29th day of December, 2025.

*Rebecca Baron*

Rebecca Baron, Notary Public  
My Commission Expires On:  
June 12, 2031