

MassHighway
Public Informational Meeting

March 31, 2009

Oak Middle School Auditorium
45 Oak Street
Shrewsbury, MA 01545

7:00 PM

Bridge Replacement
Route 9 (Belmont Street) over Lake Quinsigamond
Bridge No. S-14-001=W-44-18

In Shrewsbury/Worcester, Massachusetts

Commonwealth of Massachusetts
Massachusetts Highway Department

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

2 MICHAEL O'DOWD: Good evening ladies and
3 gentlemen. I welcome you all here this evening and thank you
4 for coming. If you would like your attendance at this
5 meeting to be part of the public record please sign-in on the
6 sign-in sheet located at the rear of the auditorium. There
7 is also a sign-in sheet here at the front table.

8 My name is Michael O'Dowd; I am the Project
9 Manager for the Lake Quinsigamond Kenneth F. Burns Memorial
10 Bridge Project to be presented this evening. I'm assigned to
11 the Accelerated Bridge Section of MassHighway which is
12 located at MassHighway's headquarters in Boston. I was
13 directed by Chief Engineer Mr. Frank Tramontozzi to conduct
14 tonight's meetings.

15 The Massachusetts Highway Department is
16 undertaking a coordinated a comprehensive design effort with
17 Trans systems which will address the bridges deficiencies.
18 The designers will present to you tonight the efforts that
19 have been undertaken since April of 2008 to identify the
20 deficiencies and suggest recommendations to carry forth
21 throughout the design process.

22 First I would like to introduced the members of
23 the panel to my immediate left is Tammy Hillery of Arlington

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1 Typing and Mailing. She will provide us with a verbatim
2 transcript of tonight's meeting. To her left is Mr. Arthur
3 Frost, Project Development Engineer for Mass Highway
4 Department District 3 office. To his left is Mr. Gary Bua
5 who is the Project Manager and Principle of Trans Systems our
6 Design Engineer. To his left is Mr. Joe Cahill who is the
7 Lead Highway Design Engineer for the project for the project.
8 To his left is Mr. William Grace our Senior Environmental
9 Analysts also with Trans Systems and to my very far left at
10 the end is Mr. Bob Norton who is the Lead Bridge Structural
11 Engineer.

12 I will commence the formal part of the meeting
13 by having Arthur Frost read the notice of public meeting.

14 ARTHUR FROST: Good evening the Commonwealth of
15 Massachusetts, Massachusetts Highway Department. Notice of a
16 public informational meeting. Project final number is
17 604729. The Public informational meeting will be held by
18 MassHighway to discuss the proposed bridge project involving
19 Route 9, Belmont Street over Lake Quinsigamond in Shrewsbury,
20 Worcester Massachusetts. Where: Oak Middle School
21 Auditorium. 45 Oak Street, Shrewsbury Massachusetts 01545.

22 When: Tuesday, March 31, 2009 7:00 PM.
23 Purpose: The objectives of the proposed project is to
24 address the structural deficiencies and upgrade the

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1 structural capacity of the bridge where appropriate. The
2 design will make accommodations for the sidewalk approaches
3 to meet ADA standards. The proposed project will respect the
4 documented historic status of the existing structure. The
5 proposed work will include the preparation of the
6 Environmental Assessment, EA in accordance with the NEPA
7 process and the Environmental Notification Form will be
8 prepared that complies with the Massachusetts Environmental
9 Policy Act, MEPA and its associated regulations. 301 CMR
10 11.00.

11 The project will also include the preparation of
12 a Programmatic Section 4-F evaluation in accordance with the
13 4-F evaluation criteria. Wetland resources areas will be
14 delineated in accordance with the Massachusetts Wetlands
15 Protection Act, MGL c. 131 section 40.

16 Information documentation support will be
17 prepared and provided to MassHighway to assist the Department
18 in a Section 106 review process for the project. Conceptual
19 Plans will be on display for one half hour before that
20 meeting with an engineer in attendance to answer questions
21 regarding the project. A Power point presentation will be
22 conducted at this meeting. All views and comments made at
23 the informational meeting will be reviewed and considered to
24 the maximum extent possible.

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1 Written views received by MassHighway subsequent
2 to the date of this notice and up to five days prior to the
3 date of the information meeting shall be displayed for public
4 inspection and copying at the time and date listed above.
5 Conceptual plans will be on display one-half hour before the
6 informational meeting begins with an engineer in attendance
7 to answer questions regarding this project.

8 Written statements and other exhibits in place
9 of or in addition to oral statements made at the public
10 informational meeting regarding the proposed undertaken are
11 to be submitted to Frank A. Tramontozzi, P.E. Chief Engineer,
12 Massachusetts Highway Department, 10 Park Plaza, Boston, MA
13 02116. Such submissions will also be accepted at the
14 informational meeting. Mailed statements and exhibits
15 intended for inclusion in the informational meeting
16 transcript must be postmarked within 10 business days of this
17 Public Informational Meeting.

18 The community has declared that this facility is
19 accessible to all in compliance with the ADA Title II.
20 However persons in need of ADA Title II accommodations should
21 contact Angela Rudikoff by phone at 617-973-7005 or e-mail
22 angela.rudikoff@eot.state.ma.us. Requests must be made at
23 least 10 days prior to the date of the informational public
24 hearing. In case of inclement weather, meeting cancellation

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1 announcements will be posted on the MassHighway website
2 <http://www.mass.gov/mhd>. Luisa Paiewonsky, Commissioner.
3 Frank A. Tramontozzi, P.E., Chief Engineer. Boston
4 Massachusetts.

5 MICHAEL O'DOWD: Thank you Arthur. This public
6 meeting notice appeared in the Shrewsbury Chronicle on March
7 12 and March 19, 2009 and also on March
8 17th and March 24, 2009 in the Telegram and Gazette.

9 The purpose of the meeting, MassHighway is
10 conducting this public meeting as an opportunity to make a
11 presentation of the proposed project and at the same time
12 allow us to address your comments and questions regarding the
13 project. MassHighway is committed to conducting a
14 comprehensive review of this project under section 106 of the
15 National Historic Preservation Act of 1966. MassHighway is
16 actively seeking and will seriously consider the input of
17 concerned citizens such as yourselves regarding the
18 environment and public concerns. If any of you have concerns
19 on historical or environmental issues I would urge you to
20 either raise them in question at the end of this presentation
21 or submit them in writing on a mail-in sheet we have
22 provided.

23 You may leave this sheet with me or mail it to
24 the department. We want to know what issues are important to

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1 the community. The construction funding for this project is
2 being provided for under the Accelerated Bridge Program in
3 conjunction with Federal aid funding the Federal Highway
4 Administration funding 80% of the total construction cost and
5 MassHighway funding the remaining 20%.

6 This project will be programmed in a statewide
7 transportation improvement program in the appropriate fiscal
8 year in order for MassHighway to solicit bids for eventual
9 construction. The total estimated cost for this project is
10 140 million dollars. The preliminary design is expected to
11 be completed in March 2010. The final design is expected to
12 commence and be completed within 12 months of exceptions of
13 the preliminary design.

14 As I mentioned earlier this project, Lake
15 Quinsigamond Kenneth Burns Project has been identified in
16 Governor Patrick's accelerated bridge program. The program
17 went into effect May 2008 where \$3 billion has been earmarked
18 to rehabilitate, repair, reconstruct structurally deficient
19 bridges throughout the Commonwealth. The intent of this
20 program is to remove current bridges from the list and
21 addition -- prevent additional bridges as being classified
22 structurally deficient.

23 As part of this program MassHighway is giving
24 itself towards providing innovative techniques to be used in

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1 the accelerated bridge program, accelerated bridge
2 construction techniques, streamlining project scheduling and
3 new estimated techniques. The environmental permitting,
4 construction and construction contracting are all part of the
5 streamlining efforts that MassHighway is geared towards.

6 MassHighway is considering various alternatives
7 with respect to the delivery of the design and construction
8 of this project. In addition to the traditional design being
9 built we are also considering design build and perhaps
10 alternate project delivery opportunities like scene at risk.
11 This project will now be described in detail for you by Mr.
12 Gary Bua and I ask that you hold all of your questions until
13 the presentation is complete.

14 GARY BUA: Thank you very much. What I am going
15 to do is really just touch upon where we are in the project.
16 There are a lot of questions people looking to see plans and
17 those sorts of things. Really we are still at the evaluation
18 phase. We are now moving on to the preliminary concept.
19 Part of that evaluation phase was the first part and
20 basically most of the work we have done was the development
21 of the preliminary structures report. We completed that
22 report in October 2008. What that report basically entails
23 is a complete structural evaluation of the existing structure
24 to determine if the structure should be rehabilitated or if

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1 it should be replaced.

2 We also as part of that took a look at the
3 traffic and how the roadway functions and how the bridge
4 functions and the intersections adjacent to the bridge.
5 Again we started now taking a look at preliminary concepts
6 and we are going to present those tonight.

7 The outline for tonight first Paul is going to
8 go over the summary of what happened during the bridge
9 inspection and evaluation that Joe Cahill will go over
10 traffic and safety. I will touch upon the summary of
11 recommendations of that report. Go through some of the
12 concepts and then have Bill Grace go over the environmental
13 concepts and then MassHighway will then go over to talk about
14 what the next steps are going to be. So with that I would
15 like to hand it over to Paul who will talk about the written
16 inspection.

17 PAUL WARDEN: Thank you. This is the bridge
18 elevation. You will see on the left side is Worcester and
19 the right side of the screen is Shrewsbury. Span one starts
20 on the Worcester side and there is an island viaduct that
21 separates span one from span two and then there are five more
22 spans of arches.

23 Here is a close up of one of the spans. This

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1 element here is called the arch rib. The top element is
2 called the deck and these are spandrel columns. I mention
3 that because in the remaining photos you will see the
4 structure refer to those elements. We began inspection about
5 a year ago when the ice on the lake melted and took a couple
6 of weeks. Since then we have inspected it again six months
7 after that and we are going to inspect it in the middle of
8 April.

9 In general these are the main components of the
10 structure. You can see the deck is in serious condition.
11 The superstructure is in poor condition. The sub-structure
12 is also poor. The results of our inspection have been that
13 we needed five temporary supports throughout the bridge in
14 order to keep it safe and open to traffic. Here are some
15 photos of the deck and this is the photos inside the island
16 viaduct structure. You can see this is the deck element here
17 it has a giant spall with exposed and corroded rebar,
18 reinforcing steel that strengthens the deck elements and the
19 same thing on this side.

20 Here is more of the same kind of conditions. At
21 this location this is at the top of a spandrel column and
22 this is the deck element. There is a large spall here where
23 the deck is essentially unsupported. It required a temporary
24 support at that location in order to keep the bridge safe.

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1 Here's also large spalls this was the worst condition we
2 found in terms of the deck. You can see a measurement rod
3 here and it was about 12 inches deep from where the bottom of
4 the deck should be to where the tip of the spall had been.

5 So there used to be concrete in this area but it
6 had spalled off and this is the corroded reinforcing steel.
7 This is an over-all view also in the island viaduct
8 structure. Originally we had it in our reports as a utility
9 photo. You can see the whole abandoned utility used to be
10 held from the deck but they had a problem with their
11 connections but the interesting thing about this is that you
12 can see large chunks of concrete here and throughout this
13 viaduct structure. Because that is how the deck is it is
14 just falling off.

15 In terms of the superstructure we found at floor
16 beam conditions. This is the floor beam here. A large crack
17 went from the middle of the floor beam down and around this
18 corner. If you were here looking at this direction that is
19 what this photo is and there is a large crack and interesting
20 to note at this corner that is supposed to line up with edge
21 of floor beam here. It has actually shifted about 3/8 of an
22 inch. So this chunk here is getting ready to move in that
23 direction. We called for an immediate temporary support at
24 that spot. We had similar conditions at four other locations

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1 like this floor beam.

2 Here is that deck that I showed a couple of
3 slides before and the temporary support we put at the top of
4 the spandrel column. Here is that one crack. This is the
5 floor beam with the temporary support there. That is what
6 those temporary supports look like. This is a superstructure
7 here is inside that island viaduct. Again here is the floor
8 beam and the columns. This photo over here shows
9 deterioration also on the side walk cantilevers. This
10 element here travels in this direction and holds up the
11 sidewalk and you can see the spalled and corroded reinforcing
12 bars are exposed.

13 This is the main arch structure. This is
14 actually span one. You can see the large spall here on the
15 corner of the arch with the reinforcing rods just hanging
16 loose. Here are a couple of close up photos of the arch.
17 This is at the very top of the arch where the two sides meet
18 and it is corroded at this sort of keystone area. The other
19 key structural component of the arch is down at the spring
20 line where it comes into the substructure and you can see
21 there are problems there as well.

22 Here are some substructure photos. The
23 substructure is also in poor condition. You can see some
24 corner spalls with reinforcing steel and this column here we

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1 found an old drainage pipe that was embedded in the column
2 and spalled the concrete and exposed the reinforcing steel.
3 So you can see it is in pretty rough shape. Here is from the
4 water view large spalling at the base of the piers. You can
5 see each one and also on the other side typical condition,
6 large spalls.

7 The end results of the inspection the basic
8 question is the bridge safe and the answer is yes. It
9 absolutely is safe. We installed those temporary supports
10 and we maintain them, the state maintains them throughout the
11 year. We need a program though in order to keep the bridge
12 safe with follow-up inspections. A program every six months
13 that the bridge be inspected for the critical floor beam
14 components and the deck. Every year for the other components
15 and in a twenty-four month cycle the entire bridge is
16 inspected from end to end.

17 In addition the temporary supports need
18 maintenance and we review the condition of them every six
19 months and any maintenance repairs that have come up like we
20 find during the inspections will also be taken care of. In
21 addition to bridge inspection we also did some bridge
22 material testing. We drilled some concrete cores in forty
23 locations throughout the bridge from end to end on both sides
24 and through all the different structural components. It is

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1 interesting to note that the bridge has been rehabilitated a
2 couple of times. So the original concrete has an age -- was
3 originally placed in 1916. There were two subsequent
4 rehabilitations. There are several different ages of
5 concrete and we tested the various ages as well.

6 The end results compressive tests the concrete
7 is pretty strong in the compression and tested pretty well
8 and we were happy with those results. We did some chemical
9 testing as well and from that side it did not turn out so
10 well. The chloride ion test tests how much salt is in the
11 concrete and generally when the concrete has ranges from 1.3
12 to 2.0 its considered time to replace it. We got results
13 that were in the 6 and 7 in certain areas. The chemical
14 chloride testing turned out to be not so good.

15 We also did some petrographic analysis. That is
16 where you take a concrete core and slice it and put it under
17 a microscope and look at it from a microscopic analysis
18 actually looking at the grains of concrete how they interlock
19 and so on. There it was concluded that the concrete is in
20 over all poor condition. It appears soft and porous and that
21 it has a carbonation depth of over two inches and that is
22 pretty significant. That suggests that the poor condition of
23 the material.

24 In addition it has low air void content, so in

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1 terms of freeze thaw the concrete tends to break down. That
2 is the end result of that analysis. With that I would like
3 to turn it over to Joe Cahill to talk about the traffic
4 considerations.

5 JOE CAHILL: Thank you Paul. To really
6 understand and assess the bridge we need to look beyond just
7 a structural component and look at how it functions with
8 traffic and regional mobility such a major component of the
9 regional mobility network. You can see the bridge carries
10 Route 9 over Lake Quinsigamond the major East West Route
11 through the state and it is one of three crossings of the
12 lake. I 290 to North, Route 20 South and Route 9 in the
13 middle.

14 Looking at the bridge you also need to consider
15 the two intersections on either side. The bridge functions
16 as the link between these two intersections. Now the road
17 over the bridge is four lanes no shoulders. Minimum with
18 sidewalks and it has a very pronounced northerly jog in it.
19 You can see right through here.

20 (Inaudible by static)

21 Then we have projected into the future using growth rates
22 with a design here of 2028 to see how it would function and
23 what any improvements would need to include.

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1 First looking at the volumes what we found was
2 that there were heavy East West volumes on Route 9. I should
3 point out that these intersections shown here this is Route 9
4 and the other side is Route 9 and Quinsigamond Ave over in
5 Shrewsbury. So again very heavy volumes but what we did is
6 we tried to analyze the operations of the intersections we
7 looked at them as a system and created a simulation of how
8 they operate. What we generally found was they have
9 relatively heavy volumes but they are generally operating
10 acceptably.

11 By saying acceptably we measure the function of
12 an intersection by using the term level of service and that
13 is a measure of how the intersection is operating. It is
14 defined in terms of delay per vehicle in seconds and it
15 ranges from level service A through F. A being the best and
16 F being the worst and anything level service D or better is
17 considered acceptable. So with this background looking at
18 how it is operating now both intersections are operating
19 acceptably. North Route 9 and Lake Ave and Route 9 and
20 Quinsigamond Ave in Shrewsbury.

21 Then the next step since we established a base
22 line criteria the next step is to look in future year 2028
23 design year and see how we anticipate these intersections to
24 operate. So we used background growth factors, factored in

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1 known projects in the area to develop growth rates. What we
2 found is projected to be a very large increase in traffic
3 coming from Shrewsbury North to Lake Ave. in Worcester. You
4 can see there is actually 245% growth in traffic coming from
5 Shrewsbury North to Lake Ave.

6 Then we took this new data the updated data and
7 plugged it into our model to determine how it will operate.
8 A couple of things as we zoom in here you can see right over
9 here Route 9 East bound we have significant backups and
10 coming off the screen here Lake Ave North again we have
11 significant backups taken that left turn from Lake Ave East
12 to Shrewsbury.

13 The results of the analysis were that we found
14 that the Route 9 Lake Ave intersection Worcester the level of
15 service deteriorates significantly because it is an increase
16 in volume. It functions at level service F in the P.M. which
17 is a failing level of service or a grid lock condition. Over
18 on the other side in Shrewsbury Quinsigamond Ave intersection
19 was able to hold its level of service much better. It makes
20 sense it was just recently redone. As part of that the
21 analysis included growth.

22 Just to summarize what we found was the
23 intersections are operating exceptionally now. In the future
24 we see a significant amount of traffic growth through the

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1 area. Because of that the Route 9 Lake Ave intersection
2 begins to fail in the A.M. and P.M. especially the P.M. peak.

3 Then the next step was to determine what would
4 it take what would we need for the bridge cross section for
5 these intersections and this section of roadway to operate
6 acceptably. We modeled the intersections together and I just
7 want to point out in doing this we looked at as a goal we
8 wanted to minimize the roadway foot print while making sure
9 we that we provide an exceptional level of service.

10 We looked at a wide range of alternatives. We
11 looked at accrete intersections, different types of accurate
12 intersections. We looked at doing great separation where you
13 have an interchange configuration and what we found was that
14 a traditional accurate intersection with three through lanes
15 in each direction worked best to improve operations while
16 minimizing the impacts to abutters and the environment.

17 This three lane cross section over the bridge in
18 each direction matched Belmont Street in Worcester and what
19 is currently at the Quinsigamond intersection. By doing it
20 the three through lanes we believe you can improve the level
21 of service in the future build year back to acceptable
22 levels. What we are showing here is our analysis you can see
23 it clears -- I just want to point out on this these are
24 schematic. The program has not been designed yet. It is a

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1 schematic representation to try and get the lane assignments
2 correct.

3 So in summary what we have found was by
4 increasing the bridge to three through lanes in each
5 direction with the possibility with an additional turn lane
6 if needed that we are able to bring future year volumes to an
7 acceptable level of service.

8 GARY BUA: We looked at the bridge from a
9 structural stand point and we also looked at the bridge from
10 an operational stand point. The structure kind of summarize
11 here what we just went over which is a lot of information.
12 Over all it is in poor condition. You saw the pictures.
13 There is a lot of cracking and spalling, corrosion that is
14 going on the existing bridge and to a point where there has
15 been temporary supports and the bridge is in severe -- very
16 poor condition.

17 Another key component of that is again the
18 quality of the concrete. Not just how it looks but the
19 quality which Paul pointed out in out in our concrete testing
20 program. Again from a traffic stand point, as Joe covered,
21 for a level of service even though it operates at a level
22 service of D which is acceptable now you know how that is.
23 In twenty years in 2028 it is going to be failing. We also
24 know that during construction it is going to be important to

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1 maintain traffic throughout this area. Basically we need to
2 maintain two lanes in each direction which is what you have
3 now. Based on we should be adding lanes onto the structure
4 if it were to be rehabilitated or replaced is to account for
5 future volumes.

6 So the purpose of really what we have been
7 working on we have done a lot of work looking at bridge
8 rehabilitation and what we would need to do and does that
9 make sense. We looked at an in-depth study. We looked at
10 several options and what we basically came to the conclusion
11 was we are not recommending bridge rehabilitation. Again the
12 reasons for that the main thing is the condition of the
13 concrete. It is in real poor condition as Paul pointed out
14 it is porous, soft, low air content what all those things
15 really means is it is deteriorating and deteriorating fast.
16 For us to fix it it is basically just covering up something
17 that is already deteriorating at an accelerated rate.

18 In order to construct that you can say well just
19 fix this bridge in place what would that mean. We still need
20 to close lanes in order to do that. We need a temporary
21 bridge and that would probably be constructed on the south
22 side of the bridge because of the way that the structure is
23 laid out and it kind of as Joe pointed out shifts to the
24 north. Or the alignment shifts to the north.

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1 The other point is because the condition of the
2 concrete we have to design our repairs for a 75 year life
3 span. We don't want to spend a lot of money and have to do
4 this again in 10, 15, 20 years. Basically if you look at the
5 history of the bridge that is what it has been going. So to
6 rehabilitate this you are talking about three years of
7 construction as an estimate and you were talking about doing
8 that again every 20 years. With a temporary bridge installed
9 every time and that would cost a lot of money. So what we
10 are recommending is replacement.

11 Again rehabilitation will be part of the
12 environmental process but right now we are recommending
13 bridge replacement. The reason why we can approve traffic
14 operations, Joe showed you in 20 years it is going to operate
15 not just lake but the actual bridge itself needs to operate
16 at three lanes of traffic in each direction which is
17 essentially what you get on both the Worcester side and the
18 Shrewsbury side coming in. We are basically just tying it
19 together.

20 Temporary bridge will not be required if we
21 replace the bridge. We can basically use the new structure
22 that we are going to be constructing as part of that stage
23 construction. There is an opportunity depending on the
24 alternatives. The alignments to construct the bridge in two

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1 stages it could be three stages. Again we are at the
2 conceptual level and we have not done the designs. So we
3 can't say for sure but then again that's something that we
4 are looking at and if we did replace it it would be a 75 year
5 life span. So we are designing for the long term.

6 With that in mind one other kind of the goals
7 that we are looking for in replacement we will provide an
8 esthetic and efficient structure. We will accommodate stage
9 construction maintain four lanes two lanes in each directions
10 throughout construction. We want to improve traffic
11 operations, minimize the lane congestion, especially for
12 future year and improve the vehicle and pedestrian and
13 bicycle accommodation and safety. Minimize the impact to
14 adjacent properties and businesses. Minimize impacts to
15 environmental resources and also improve the hydraulic in
16 recreational opening which we know is very important for this
17 structure.

18 So with that in mind this is again we are just
19 starting here but here are thinking about what this structure
20 might be. What the thought process is is the bridge is
21 likely in our mind to be a deck type bridge. What I mean by
22 deck type bridge is beams supporting members are underneath
23 the bridge instead of over the bridge just like you have now
24 with the existing structure. It could be a box girder

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1 concrete or steel and I will go into that a little bit more
2 actually.

3 Right here is a box girder type bridge. This is
4 also a box girder up here. Plate girder which is basically
5 what you use for kind of a steel stringer it can also be a
6 concrete which is something over here. You are seeing some
7 hunched girders which show a little bit of architectural
8 interest. Actually I'm going to point to this one because
9 this is a box girder but it actually has an architectural
10 component that makes it look as an arch. That is a non-
11 structural member but again that is something that you can do
12 as the design begins.

13 We are also starting to look at how the spans
14 might lay out and what the structure might look like. We did
15 look at starting -- we will be going through a full bridge
16 type study analysis. It could be a five span alternative
17 which would basically as you know the existing bridge is six
18 spans. This would keep your spans at about 175 feet maximum.
19 It could be a four span arrangement. Again that removes one
20 pier out of the lake. Opens it up a little bit more and then
21 the next one we looked at was a three span alternative. Are
22 these the only alternatives, no. Again we are just starting.

23 This span would only have two piers in the lake.
24 This one is pretty close to the island viaduct and it would

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1 really open it up. This is a 280 foot span. Why are we
2 looking at different alternatives well there are types of
3 superstructures, types of beams that we could use, and types
4 of materials that we could use. Structured depth is
5 something that I heard people talk about passage of other
6 recreational type of boats and possibly raising these of
7 course the longer the span the deeper the structure. The
8 deeper the structure the higher the profile gets.

9 This is the existing bridge standing on the
10 Worcester side on the west shore line you can see Vinny
11 Testa's over here. This is the island viaduct over here.
12 There is another arch span over here. We started looking at
13 getting some of these types and I just wanted to show you
14 what they may look like and again this is just preliminary.

15 This here is the five span alternatives. What
16 we are showing here is a concrete box girder or hunched
17 girder. This could be several types of structures. This is
18 another view from that same side but a little bit closer. A
19 couple of things that I want to point out and I heard this
20 before the meeting we wanted to start thinking about what you
21 can do to implement some architectural components. This is
22 against a hunched girder. It gives that arched feel. These
23 are the pier structures you can do things such as form liner
24 which can give it an architectural texture.

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1 These here are pedestrian bump outs that are up
2 on the side walk that basically provide a perch, if you will,
3 to over look the lake especially during some of the
4 recreational events. And then some architectural lighting
5 that kind of ties in to what is already going over on the
6 Shrewsbury side. Again this is a four span alternative. You
7 can see similar. Obviously there is less as we move. Again
8 this is all the same structures but just to give you a feel.
9 I talked about the four span, five span what these might look
10 like again this opens up the lake quite a bit but there are
11 different positives and negatives about all of these things.
12 They will be studied further.

13 This is a view of the existing bridge standing
14 north or adjacent to the north sidewalk looking at Worcester
15 here. You can see the shoulder is here non-existent. They
16 basically have a one foot shoulder, standard steel railings,
17 standard lighting, and full type medium barrier. Several
18 joints which I know you can feel those inspect there are two
19 at each pier.

20 The next thing is organic conceptual rendering.
21 We have wider sidewalks, wider shoulders. This particular
22 one happens to show a forth lane with a right turn only in
23 there. Again that will be studied further. Some
24 architectural lighting. You can barely see it but there are

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1 bump outs over each of the piers. Again just to give you an
2 idea. Something else people are very interested in is how
3 might we build it. This is the existing structure four
4 lanes, median, sidewalks, five foot sidewalks. One idea
5 stage one demolition if you took the south sidewalk out you
6 can then construct one portion.

7 I'm showing plate girders right here. Again
8 these could be many types of beams. You build your new
9 portion of the structure while you basically have four lanes
10 on that new structure. You would then demolish that new
11 structure at once. Then again while the traffic is on that
12 new structure you could complete your construction and you
13 would end up with this again one alternative of having three
14 lanes in each direction. A turning lane that is up in the
15 air if that is needed or not. Shoulders are wide enough for
16 bicycle accommodation. If possible wider sidewalks and a
17 raised median not a full height median.

18 The idea this is a boxed girder alternative
19 again this is the same basic cross section just different
20 superstructures. Just to show you that there are different
21 alternatives. The idea would be to keep this structure as --
22 I just want to point out that this is about a hundred or so
23 feet wide. At each end of the bridge at Lake and
24 Quinsigamond the roadway is over a hundred feet wide. So

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1 basically what we are doing is talking about connecting the
2 two areas and again trying to minimize impacts.

3 Again we are at the beginning here and the next
4 phase is the environmental phase and I am going to have Bill
5 Grace come up here and talk about the environmental phase.

6 BILL GRACE: Thank you Gary. Don't worry folks
7 I am the last speaker tonight. I'm glad you are still with
8 us. We have a lot to go through obviously a lot of
9 information to give to you. I just wanted to start off by
10 saying that the Environmental process is a public involvement
11 process. This is our first public informational meeting we
12 will very likely have another one later on this year. I
13 think Michael will get into that a little bit after I'm done.

14 At some point we will have a formal public
15 hearing. We want to encourage you to provide input and ask
16 questions to give us your comments. A lot of you folks live
17 and work in this area, so you certainly know the issues very
18 well.

19 One of the first steps in the Environmental
20 process is to develop the project purpose and need. This is
21 very important because all the alternatives that we develop
22 will then be compared against what we said is the project
23 purpose and need. Why are we here? Why are we building?

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1 Why are we pursuing this project? I think that Paul showed
2 that very clearly in some of his photographs.

3 One of the next steps will be data collection.
4 This includes field studies but it also includes coordination
5 and consultation with local and state officials and different
6 agencies. I had a chance to chat with some of the folks from
7 the Lake Association here tonight and I think I can find out
8 a lot of information hanging out with those guys. So I will
9 be back on Saturday with my fishing rod.

10 After we do our data collection we will continue
11 to work on the development of alternatives. As Gary
12 mentioned we will have to consider the rehabilitation
13 alternative through the environmental documentation process.
14 We will also look at different new bridge alternatives as
15 well. After we develop alternatives and we have done our
16 data collection we need to do an analysis on what the impacts
17 would be for each of these alternatives.

18 There are a number of environmental documents
19 that we will need to prepare. We will have a formal public
20 hearing at some point after the documents are completed and
21 there are a number of environmental permits that we will need
22 to require to construct this bridge.

23 What do we mean when we say Environmental

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1 Resources? The first thing that pops into mind are natural
2 resources wetlands, surface waters, like the lake, the flood
3 plain, of course lakes don't have a great flood plain this
4 one only has one flood plain with only a few feet on each
5 side. Water quality is a concern, a natural resource
6 concern. Wildlife habitat I've already contacted a state
7 fish and wildlife and they sent me back a letter with a list
8 of the fish species in this lake and it is quite impressive.
9 Threatened and endangered species are also natural resources
10 that we need to consider.

11 On the other side of the coin we do consider
12 people. I get this comment often at public hearings. Why
13 are you always only concerned with endangered species and
14 wetlands what about us people. People and the things that we
15 do are considered environmental resources. They are called
16 social and economic resources. Recreation obviously this
17 lake and the area around it are heavily used for recreational
18 purposes. There are businesses on either side of the bridge.
19 There are homes; there are apartments, condos and single
20 family homes. Air quality is also a social issue that we are
21 concerned about whenever we do a project like this a
22 transportation project. Noise can be a concern in some
23 projects. Hazardous materials we will be doing some
24 investigations and checking out those resources.

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1 Culture resources are ties to our past. This
2 bridge is considered to be historically significant and was
3 originally built in 1916, and I understand there were
4 crossings well before then. There were bridges and a cause
5 way and the bridge that is there today as I said it was
6 originally constructed in 1916 and it was rehabilitated a
7 couple of times since then. Archeological resources are also
8 cultural resources that you often don't see because they are
9 below the surface.

10 I wanted to give you an idea of some of the
11 mapping tools that are available. This one shows the
12 approximate study area. This is a bridge project so
13 obviously the bridge is in there but there are also two major
14 intersections on either side. And when you do a bridge
15 project we also consider the traffic needs on either side and
16 I think Joe touched on that. This shows the lake in the
17 middle. This shows the park on the Worcester side and the
18 north west of this quadrant on this plan right here and the
19 lake running right down the middle.

20 Quinsigamond State Park is a public recreational
21 facility and there are very stringent and federal and state
22 regulation designed to protect our public parks. This
23 project will need to demonstrate that we have done everything
24 we can to avoid impacting this state park and if we can

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1 demonstrate that there is no way that we can avoid impacting
2 it we have to try and minimize those impacts.

3 Similar issues with historic properties. Like I
4 said this bridge is considered to be historically significant
5 and we will have to clearly demonstrate that there are no
6 options to keep this bridge in its existing condition. I
7 think Paul went over that in great detail. We will have to
8 provide very strong documentation to be able to remove this
9 bridge. We will also have to undergo some extensive
10 consultations with the Massachusetts historical Commission
11 and the Worcester and Shrewsbury historical Commissions and
12 the Federal Highway Administration as well. There are a
13 couple of other properties that show up in the data base but
14 they are off-site of the project.

15 The Environmental process moves along at two
16 different levels. There is a state level MEPA, Massachusetts
17 Environmental Policy Act and the first phase of that is
18 producing the environmental notification form. This is
19 actually an environmental document that describes the
20 project, the resources in the area, some of the alternatives
21 that we have looked at this point, and the impacts that those
22 alternatives would have on the environmental resources.

23 On the federal side is NEPA National
24 Environmental Policy Act and this will also require an

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1 environmental document? It could be a CE or environmental
2 assessment. It will not require an environmental impact
3 statement. Section 4 F is a federal regulation designed to
4 protect historic properties and park land. On the left side
5 there are a list of permits and coordination and put it
6 through what we will be going through in the next few months.

7 Again I just want to end with the way I started.
8 The Environmental process is a public involvement process and
9 with that I am going to turn it back over to Mike who will
10 fill us in on what happens next.

11 MICHAEL O'DOWD: Thank you, Bill. Thank you to
12 Gary and his team for presenting the project to us tonight.
13 As you see here over my shoulder is what MassHighway intends
14 to do with the remainder of the design, the preliminary
15 studies. We will continue to put the public out in each
16 process. We will develop a web page for the public to be
17 able to access through MassHighway's into way site. It will
18 keep you up to date as to what the current developments are
19 on the projects, any future meetings, any public information
20 meetings that are going to be scheduled for the near future.

21 Our design team will continue to collect data
22 and develop some additional bridge type studies. Bridge type
23 study worksheet by which MassHighway and other interest stake
24 holders will have an opportunity to review and to make

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1 recommendation as to what we would like to proceed with in
2 the final design. Those items will be brought forward in the
3 public documents the environmental notification form. We
4 intend to in the later spring early summer of this year to
5 file the Environments of Notification.

6 The traffic analysis will be refined and the
7 roadway intersections and section alignments. Preliminary
8 design plans and most importantly to identify what the right
9 of way impacts and potential environmental impacts might be.
10 Before I open it up I will explain the procedures as stated
11 previously.

12 The purpose of this meeting is to inform you of
13 the project and solicit your questions and concerns. We ask
14 that anyone who wishes to make comments ask questions or
15 would like information to please stand up, identify yourself
16 by name and affiliation whether you are an abutter, local
17 official, or a concerned citizen and spell your last name.
18 Also the last page of the handout is a mail in sheet. If you
19 have any questions or comments that you would like to submit
20 in writing please use the sheet for that purpose. You may
21 leave the sheet with me tonight or even mail it back within
22 ten days of this date. Finally it is normal procedure to ask
23 elected officials to offer their comments first and I ask if
24 there are any federal, state, or local officials who would

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1 like to speak at this time?

2 KAREN POLITO: Good evening my name is Karen
3 Polito, I'm the State Representative. P-O-L-I-T-O. I am
4 very excited in many respects to have a project of this
5 magnitude impacting our community. I think about it in terms
6 of the past, present and the future where we are going. I
7 know that there are many in the audience that have been here
8 all their lives for generations and families and businesses.
9 When you think of the past and back in 1916 the communities
10 interacted Worcester and Shrewsbury and how we functioned.
11 We had a bridge that was suitable for those times.

12 We are now in a different phase in our lives and
13 in the development of our communities and we obviously need
14 something different that will be suitable for the years
15 ahead. But also that will demonstrate to the public that we
16 have a safe structure. So in the present we are now faced
17 with this opportunity with bonded finds to come to sort of
18 reshape and reconstruct a bridge that is very critical to the
19 future growth and development to our area.

20 So let me just thank MassHighway for holding
21 this type of informational presentation so early on in the
22 process. It seems that you have calculated and compiled a
23 very large volume of data to demonstrate not only to me but
24 I'm sure those that are listening and those that will listen

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1 that this is definitely a bridge that needs to be replaced in
2 my opinion. And that I don't think those that travel above
3 it really appreciate the structural deterioration that you
4 showed in your pictures tonight. I think those pictures
5 really speak volumes to demonstrate that need.

6 Also that this is in District 3 and MassHighway
7 and many of whom are here that have demonstrated to us
8 especially in Shrewsbury through their projects most recently
9 the Lake Way Project, their ability to be accessible to
10 listen, to interact, and to react to situations that may not
11 be optimal but maybe to be adjusted. So I come here tonight
12 to say that I am confident in our local team of MassHighway
13 Officials that this is a project as complicated as it is will
14 be managed in a most professional and accessible fashion.

15 So moving forward and looking to the future I
16 think the most critical aspect of this is how to manage a
17 construction project of this magnitude with the least amount
18 of impact on three areas the business community, the
19 residents, the people that are using this roadway as well as
20 the recreational users, under the bridge and in the water
21 way. First of all the businesses in Shrewsbury were just
22 challenged by the Lake Way Project and we are very pleased
23 today to have a project that is completed and almost
24 completed and represents a major enhancement to our business

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1 district.

2 Now we are in such definitely difficult economic
3 times these are business owners that are now saying, Oh my
4 goodness how am I going to get through yet another traffic
5 impact that could negatively impact the flow of people coming
6 to my retail shop or my business establishments. So I think
7 the recommendation to have the similar structure with two
8 lanes in each direction, I think is very helpful information
9 for the people to hear that the flow of traffic will continue
10 to exist in a similar fashion to what is here now. Getting
11 that information out early on in the process so that people
12 know that this business district will be accessible for our
13 business owners is very important.

14 Then going forward more so into the future
15 realizing that this structure is going to look different than
16 what it does today and that we as a community will be very
17 proud of a new structure that not only is safe and functional
18 but is also suitable to the communities of Worcester and
19 Shrewsbury. And suitable in the sense for recreation
20 underneath and in the water but also suitable in terms of the
21 overall way it will fit into tying in these communities.

22 Over all this is a very exciting to know that
23 140 Million dollars will be coming into our district for this
24 structure and that our input as a community will have a real

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1 stake in the outcome of this project. A project that I know
2 we will all be very proud of. So I as a Representative for
3 this Shrewsbury District look forward to working with you
4 very closely on behalf of my constituents both families,
5 residents and businesses to make this a smooth transition
6 over the next few years. Thank you for your time tonight.

7 MICHAEL O'DOWD: Thank you Representative. I
8 can assure you as this is one of the highlighted projects
9 under the Governor's Accelerated Bridge Program that his
10 assurance is being offered that it be managed properly both
11 during design and future construction. Are there any other
12 elected officials that would like to ask questions or make
13 comments? This meeting is now open to the public and we
14 welcome your questions and comments.

15 BARRY SHORE: My name is Barry Shore. I'm the
16 managing partner of White City and White City's shopping
17 centers. We have just gotten over two difficult situations
18 with MassHighway. One was of course the enlargement of
19 bridge which hurt us badly and second we are just finishing
20 up the project on Route 9. Now comes this one.

21 I am sure that everyone here is extremely aware
22 of the present economic situation. For us as well as the
23 other stores and businesses it has been difficult and will
24 probably get more difficult. We have a situation where we

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1 have vacancies that we haven't has before. We have tenants
2 requesting decreased rents. We have others going broke and
3 the worst situation that could take place is that if some of
4 our major tenants were to leave in which case satellite,
5 smaller stores dependent upon them may leave also. This
6 would be a disaster.

7 We are directly affected because we are touching
8 the bridge. To a lesser extent as businesses are further
9 from the bridge they are also effected but to a lesser
10 degree. I would suggest as you have made very clear that
11 this bridge cannot be repaired it must be replaced. I would
12 suggest that this work be delayed for a number of years so
13 that we can get through this economic difficulty. I don't
14 think that is impossible.

15 A few other items, you mentioned that you
16 anticipate it will take three years to replace this bridge.
17 I don't know why. I'm wondering and I'm not an engineer of
18 course but I'm wondering why this can't be fast tracked and
19 why you can't work at night as well as during the day to
20 alleviate everyone to a certain extent. Another thing that
21 is extremely unclear to me you have made it clear that you
22 intend to have, I think, three lanes going each way on this
23 bridge. What happens at the end of the bridge? Do you go to
24 two lanes, three lanes, what is it you intend to do?

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1 I do know that if you condemn a part of our
2 property you have a multiplier effect there because you do
3 not have enough parking for these entire shopping centers
4 which are forty tenants. I would respectfully suggest that
5 if it is necessary to take any land on a temporary or
6 permanent basis, you do it on the north side of Route 9
7 instead of south because those that are affected on the north
8 side I think would be limited to something like two tenants
9 or rather stores. If you take these two shopping centers
10 each portion in which is related with the other you are
11 talking about twenty different stores there. As well as what
12 goes on up and down the line.

13 Just a smaller note you mentioned bicycles. I
14 see very very few bicycles on Route 9. I don't think that
15 should be a major thing to think about including the bicycle
16 path. Where I live in Rhode Island they did install a
17 bicycle path on a major road that cripples traffic. I think
18 because the limited use of bikes I don't think that should be
19 considered and I thank you for opening up this meeting to us
20 and I hope that you will keep in contact with us.

21 MICHAEL O'DOWD: Thank you for your comments Mr.
22 Shore. You made mention of many things and I will try and
23 address as many of them that I possibly can as I can recall
24 them. There has been a lot of work recently on Route 9 and I

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1 have been involved on the Route 9 session when the design was
2 ongoing with that.

3 MassHighway is fully cognoscente of the fact
4 that there are impacts to businesses, small businesses,
5 larger businesses during construction especially on Route 9.
6 It is never MassHighway's to do a long term impact. We
7 realize construction congestion is going to be issues. Our
8 staff is fully aware of it and we try to minimize it in any
9 way we can. We attempt to work with the individuals and
10 resolving issues as quickly as we possibly can.

11 With regards to future work with replacement of
12 this bridge as you mentioned this is deterioration of this
13 structure as it looks right now would certainly link
14 favorites when we replace it. There is an opportunity here
15 that the Governor has bonded three billion dollars to be
16 spent over an eight year period under the accelerated bridge
17 program. The intent of this is to remove as many structural
18 deficient bridges throughout the Commonwealth as possible.
19 Fortunately enough one of these projects happens to be in
20 your back yard at this point in time. This is a golden
21 opportunity for us to be able to address this deficiency so
22 we can bring it back to have a 75 year life span with minimal
23 maintenance.

24 As far as addressing the concerns with the

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1 number of travel lanes there are three lanes approaching on
2 the east and on the west side of the bridge. This
3 replacement structure, if it so happens to go that route will
4 be a continuation of linking the east bound and the west
5 bound sides the continuation of three east and west.

6 Are there any others I am missing? Bicycle
7 accommodations. The length of time certainly one of the
8 ideas under the accelerated bridge program is what we can do
9 to streamline the construction and accelerate the
10 construction as quickly as we can. In doing so time saves
11 money and it has less impacts for the merchants in the area
12 and also people who are east bound, west bound for work or
13 for leisure. So yes, one of the ideas that will be on the
14 table is whether or not we can look longer work hours, double
15 shifts. Those are all things that we will take into account
16 during the design development of the project.

17 BARRY SHORE: One question I would like you to
18 clarify. Besides the bridge itself, especially on the
19 Shrewsbury side, is it your intent to utilize existing lanes
20 or to condemn lands in order to take more lanes? Could you
21 favor one side over the other?

22 MICHAEL O'DOWD: We are still investigating what
23 the best alternatives are and until such time when we know
24 that we won't know what the Environmental or the right-of-way

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1 impacts will be. Certainly we are going to pick the best
2 alignment, the best replacement structure or the best
3 rehabilitation option which is least minimizing to any of the
4 right-of-way, and also to the construction congestion that
5 may be caused temporary congestion caused during
6 construction. So we have not yet identified whether or not
7 the best alternative needs building further to the north or
8 building further to the south. What you have seen here
9 tonight are just conceptual drawings.

10 With regards to the question on the bicycle
11 accommodations considering that there is a public park on the
12 Worcester shore I think it is in our best interest as a
13 public agency to provide accommodation for all users
14 pedestrian, bicyclist, and also for motorist. It is
15 something that MassHighway intends to do in all of its
16 projects if it is at all possible. We strive to make
17 accommodations for all users.

18 MICHAEL PAIKA: Good evening. I'm very excited
19 by the presentation so far. First of all let me say my name
20 is Michael Paika. 7 Echo Court. My last name is spelled P-A-
21 I-K-A. I am a member of the Shrewsbury Member of the Lake
22 Quinsigamond Commission (sounds like). Now point for point
23 here after I went under the bridge yesterday in my boat. The
24 bridge is really in rough shape. I have not only accepted

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1 not only what I see but the presentation in terms of the
2 present bridge is obvious. On some respects as beautiful as
3 it is it has had its service and it is probably done in terms
4 of its usefulness and also the expense that it would cost as
5 it is.

6 Frankly in terms of presentations let me just
7 say that they don't build lakes anymore. There is an
8 opportunity here to accentuate the quality and use of Lake
9 Quinsigamond and what I mean is by looking at the proposals
10 that which had simply one span over the lake that allowed for
11 the highest arch frankly could have a couple of wonderful
12 things that could affect Lake Quinsigamond.

13 Number one you could potentially have sail boats
14 go under a bridge that had one high arch that went from one
15 side to the other. Number two in terms of Lake Quinsigamond
16 which has happened since the 1850's, you could have a race
17 then that starts south that comes north. You could open up
18 some possibilities in terms of rowing.

19 Number three currently when it comes to people
20 passing over the bridge as is it is a 6 mile an hour no wake
21 zone for safety to go under the arches because they are
22 visually impediment. If it was one arch that went over the
23 lake then people could better then use the lake for things
24 like water skiing. So my point here in terms of Lake

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1 Quinsigamond is that you are going to accentuate the
2 potential uses of the lake by having just one span and not
3 multiple. Frankly, you better accentuate a natural resource
4 which again they don't make anymore and you would just
5 enhance the beauty of the lake.

6 Also the idea of abutments or butt outs along
7 the bridge to have people as pedestrians or bicycles go half
8 way out to the bridge and watch their sons or daughters who
9 are rowing or just to enjoy the view of the sail boats and
10 the cruiser boats and kayaks, canoes, fishermen or whoever
11 might be out there. That would be accentuated.

12 I can appreciate Mr. Shore's concerns in terms
13 of business. If there is a need for a bicycle lane, does it
14 need to be on both sides maybe only on one side. Again as a
15 resident of Shrewsbury and as a member I speak for the
16 Commission but let me just speak for myself. As a member of
17 the Lake Quinsigamond Commission anything that could
18 accentuate the use of Lake Quinsigamond I would be in favor
19 of. Frankly the idea of a new bridge with just one span
20 would allow for greater passage and visibility in terms of
21 rowing, sailing, cruising, water skiing, I would be very much
22 in favor of and very excited about. Thank you for your time
23 and hopefully -- I do have some concerns but if we get rid of
24 the old bridge then we don't have to worry about the under

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1 passages of the bridge where the homeless people live there
2 at night don't live there anymore. I personally have been on
3 projects that have cleaned out under there and it is very
4 unhealthy.

5 There are things like that that a new bridge
6 kind of gets away from. I'm going to assume that you are
7 going to mitigate run off because when they did the last
8 operation on the bridge they have straight pipes coming down
9 into the lake that is awful. That means all the salt and
10 sand has been running for year's straight down into the lake.
11 That is an insult. I would assume that the new bridge would
12 mitigate for that. So there are some concerns that I had
13 tonight but the new bridge would just dispel which is great.

14 I think accent light to complement that which
15 the Shrewsbury Lake Way project has done would be wonderful.
16 My understanding is just the other side of the bridge folks
17 UMass is going to potentially spend half a billion dollars in
18 terms of building. We want this state to look good. We want
19 to accentuate the area. I think a single span would allow
20 for more would be a wonderful thing. Thank you.

21 MICHAEL O'DOWD: Thank you Mr. Paika. Any other
22 comments or questions?

23 DAN HURLEY: Hello my name is Dan Hurley, H-U-R-

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1 L-E-Y. I own the McDonalds in Shrewsbury. I have three
2 things that I want to say. First of all to the panel I think
3 your presentation not knowing what to expect was very
4 thorough. It was very articulate and as a layman I
5 understand the need to do this. So thank you and I think all
6 of us in this room appreciate that necessity.

7 Representative Polito mentioned how this would
8 impact positively for the business, residents as well as the
9 recreational people within our community. I would like to
10 add an expectation to that point is that we seriously make
11 sure that the emergency vehicles that travel west bound to
12 Route 9 that your time coming from Northborough, Westborough,
13 Shrewsbury over that bridge to the medical facilities does
14 not on any way hinder the time for response to get people to
15 the hospital.

16 Thirdly the new speaker of the house today,
17 Robert Polito mentioned -- warned us that in 2010 the budget
18 deficit would be on the billions in Massachusetts. So I'm a
19 layman and I don't understand the bonding process but I do
20 know that President Obama has earmarked 1.5 Billion dollars
21 in federal aides towards reconstruction and all that jazz.
22 Is there any way for the federal government to put more than
23 80% of that bill? Thank you.

24 MICHAEL O'DOWD: Thank you, Mr. Hurley.

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1 Massachusetts has been graced with the additional monies that
2 President Obama has allotted in transportation, bridge and
3 construction, roadway infrastructures and those monies are
4 going to be used in the near term for roadway reconstruction
5 projects. Currently right now for the bridge reconstruction
6 of Lake Quinsigamond it is 80%. At some point in time that
7 funding could change but that is the way it is right now.
8 Thank you for your support. Any other questions?

9 LINK PIERSON: Hello my name is Link Pierson
10 (sounds like) long time resident of the lake and associated
11 with the Lake Quinsigamond Water Association. I enjoyed your
12 presentation. It was highly detailed. One thing I would
13 like to know that you didn't make reference to is the cost of
14 the various spans. What is the most expensive in terms of
15 the five spans, four, and three and so forth? Also what
16 would be your recommendation knowing farewell what you know
17 at this point is to what would be your desires in terms of
18 the number of spans. Thank you.

19 MICHAEL O'DOWD: Thank you, sir. One thing that
20 you made mention to during construction emergency medical
21 services if they would always be accommodated. MassHighway
22 in any project that it takes is always cognoscente and always
23 aware of the fact that emergency medical services cannot be
24 interrupted during construction and we always take that into

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1 account during the design phase. With respect to this
2 gentleman's concern to the number of spans and whether or not
3 it is cost effective not cost effective with regards to the
4 number of spans you have. Certainly the more structures you
5 have in the water it does become more costly. Both from a
6 design stand point and also from a new construction stand
7 point.

8 MassHighway has not made any proposal at this
9 point in time or favored any option over another. This is
10 going to go through a full public process, identify what the
11 alternatives are and see which one best fits the function out
12 here on Route 9. There are pros and cons on decreasing the
13 number of spans or decreasing the number of spans. So it is
14 just one of the elements that goes into a decision making
15 process that we use.

16 JOE HAMEL: Joe Hamel, H-A-M-E-L. I own
17 Shrewsbury signs just up the road on Route 9. Part of the
18 severance plan is to reconstruct Belmont Street around Lake
19 Avenue up to Shrewsbury Street. When is that going to
20 happen? Is that the same point?

21 ARTHUR FROST: The current plan for Belmont
22 Street from Lake Avenue to Shrewsbury Street is fiscal 2010,
23 federal fiscal year 2010. Actually that would get done ahead
24 just ahead of this bridge.

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1 LINDA CARASCO: My name is Linda Carasco (sounds
2 like) I live at 11 Lake Ave. and I would like to know that
3 during this construction is it going to be other people who
4 walk across the bridge or ride across with the wheelchairs
5 are they going to be able to do this?

6 MICHAEL O'DOWD: Yes. During construction we
7 intend to make accommodation for all the users pedestrian,
8 bicyclist, as well as the motor vehicles. I think as you saw
9 on one of the slides earlier tonight during one of the phases
10 of construction access for pedestrian with handicap
11 accessibility would only be on one side of the project during
12 construction. Until we can build both east bound and west
13 bound structures then we will be able to provide
14 accommodations on both sides. But during construction access
15 is accommodated on one side of the bridge at all times.

16 RASHEED SHAKE: Thank you. Rasheed Shake (sounds
17 like) precinct four. On one hand it looks like a golden
18 opportunity to build this bridge. On the other hand it
19 scares us as town residents because Shrewsbury is a town
20 where services are provided at a very reasonable tax rate.
21 so we rely on business. We have a very limited business in
22 Shrewsbury. We are very grateful that you are giving us this
23 golden opportunity but at the same token we want to make sure
24 that we do not scare any business particularly in this

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1 economic situation.

2 So there are a few things that we want to
3 clarify. Number one I'm sorry if I missed that how much life
4 expectancy do we have left on this bridge?

5 UNIDENTIFIED SPEAKER: Five years.

6 RASHEED SHAKE: Well if that is the case then
7 this is a difficult time. Now I understand that this is the
8 stimulus money coming and I also understand that you are
9 having a bond. So if it is a five year life left and we have
10 many other projects going on I would request that we
11 carefully look at the timing because we definitely don't want
12 to scare our businesses. It is very important while we have
13 this golden opportunity. If it is purely safe to keep it for
14 five years then maybe we can delay it for three years not
15 five years. That is number one.

16 Number two we also look at how we are going to
17 ensure the timing of it the timing of building the bridge.
18 We start the projects and say we can't build it over night.
19 I'm an engineer I understand a little bit not a lot but three
20 years does sound like a long time especially for businesses.
21 So I hope that whatever you promise it will be that time.
22 Because usually we tend to extend the time and that would be
23 very devastating for the town. Thank you.

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1 MICHAEL O'DOWD: Thank you sir. With regard to
2 impacting future economic development certainly as I
3 mentioned earlier MassHighway's intent is never to stunt
4 economic growth. We are anticipating that the economy will
5 grow as a result of creating a new bridge structure here at
6 this location greater mobility, ease of movement between the
7 City of Worcester and Shrewsbury.

8 With regard to the time frame by which we are
9 intending as was mentioned earlier by Paul, I believe it was,
10 based on his inspection of the structure we have a five year
11 life span on it. During that five year duration there will
12 be continuous maintenance, it is going to take us a few years
13 to get this project design and permitting processes. In that
14 time frame we will be presenting to the public all the ideas
15 taking it a couple of steps beyond where we are here tonight
16 provide you with the alternatives that have been studied and
17 investigated by MassHighway and all the stake holders. So we
18 will keep the public aware of what is going on and give them
19 an opportunity to voice their opinions.

20 The three year period is certainly something we
21 would like to accelerate. This is the Accelerated Bridge
22 Program, so we would like to move that faster than the three
23 years and we will take every opportunity whether it means
24 using innovative construction techniques, extending work

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1 hours into that nature and we have every intention of doing
2 that. The five year period consist of two years of design.
3 We want to be able to maintain the existing structure during
4 the period of construction as we build if it goes that route.
5 If we build off to one side or the other then we need to be
6 able to provide services during that time frame. That is an
7 additional three year period that we need to maintain the
8 existing structure.

9 RASHEED SHAKE: One quick note I have when I go
10 to China I see that their techniques are such that they build
11 bridges and roads at much faster rate because I don't want to
12 go into the technical details, I would hope that you use dome
13 of those techniques so -- I honestly see them building it
14 much faster then what we do. So I hope somebody look at
15 that.

16 RICHARD FISKE: My name is Richard Fiske, F-I-S-
17 K-E. I am a police officer in the town of Shrewsbury inside
18 of the traffic unit. I'm also the Chief of Police
19 Representative on Lake Quinsigamond Commission. The issue to
20 be discussed to accent what Mr. Hurley said our ability to
21 respond to emergencies on the bridge. For as long as I've
22 been here and I know the Fire Chief is here you can ask him
23 any incidents that happen on the bridge structure itself
24 virtually stop traffic. I know there are conceptual plans I

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1 understand that it is a concept that there is no break down
2 lane accommodation there at all so anything from a very minor
3 safety vehicle to a fender bender to a major incident or a
4 pedestrian struck to a person who is reportedly jumping from
5 the bridge which does happen.

6 Our ability to get there and even with the
7 traffic light moving systems it is virtually non-existent so
8 we have to respond on foot from a parking lot east of the
9 location and approach the bridge that way. Because the
10 bridge is a jurisdictional boundary you've got the city's
11 response agencies and ours converge in a single location
12 during a rush hour period and there is no place for the
13 traffic to go that is on the bridge.

14 So my request through the Chief would be -- I
15 don't know what the limitations are that you have regarding
16 the width but if there is any allowance for a breakdown lane
17 whether it is a full size or something that accommodates a
18 normal size vehicle that that be looked at. Even if it is
19 just used for an emergency lane or allow people to yield
20 people to yield to an area where an emergency vehicle can
21 pass. Even if the vehicles yield to the right and left we
22 still can't get between them to get across to the other side.

23 We would also like that was touched on and
24 difficult subjects to talk about people tend to want to harm

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1 themselves for some reason and the bridge is an invitation to
2 do that. We have lost many people with jumping over the
3 structure. I don't know what the height requirements for the
4 railings are I know there are esthetic concerns and
5 recreational concerns. For some reason that bridge invites
6 people to that location on the Shrewsbury side.

7 Our only other concern was access for transients
8 and youths that are intent on vandalizing the property there.
9 The structure now allows access under the bridge. There are
10 actually little rooms in there you can climb up into. I
11 think to access the water utility and that. That those be
12 looked at as either non-existent or secured to the point
13 where people won't be able to get in there and that was a
14 constant concern of ours I think for years trying to get the
15 people out of there and to keep the area clean.

16 Our only other concern was the height of the
17 structure itself. We have a police patrol boat that is 19
18 feet long by I think 8 or 9 feet wide and stands about 10
19 feet tall, so it can't be low. It drafts about 4 or 4 1/2
20 feet of water and it sits. So there are concerns on the
21 spans that are there now that we cannot access unless we go
22 at a slow speed and we can't get to those areas. That's all.

23 MICHAEL O'DOWD: Thank you. One of the issues
24 that we are concerned with during the design development is

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1 also maintaining -- at least maintain the water level that is
2 out there now or increasing those clearances. With regards
3 to the people who like to lean a little bit too far over the
4 railing we have been faced with that same scenario on other
5 bridges across the Commonwealth. We can increase the height
6 of the rail but we don't want to make it so that it is not
7 inviting for people to actually be able to view any of the
8 recreational boating and racing that goes on from the bridge.
9 We will consult with the traffic management people in
10 districts and also in the Boston office for recommendation
11 for emergency services.

12 MICHAEL GORDON: Hello my name is Michael
13 Gordon, G-O-R-D-O-N. I am a lifelong resident of Shrewsbury.
14 I am the abutter of Mr. Shore's property. First of all I
15 would like to thank you all for the representation that you
16 have done. You did a very good job. I would like to thank
17 Mr. Polito. This was very informational.

18 As far as the bridge needing to be reconstructed
19 there is no doubt about it. I go under it during the season
20 on a daily basis. It has to be done. As far as the traffic
21 concerns, I don't think anyone is looking forward to this
22 project. I represent a business on Route 9 in Shrewsbury, I
23 run Lumpy's Garage in Shrewsbury. Traffic in Route 9 is what
24 it is right now. This is definitely only going to make it

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1 worse but I believe as many lanes as we keep open on that
2 bridge as far as emergency vehicles, ambulances and such
3 getting through there. The whole project is going to be a
4 problem I guess. We can just hope it goes as good as it can
5 but I just -- I don't think the project can be postponed. I
6 don't think that can be done. I have seen under the bridge
7 many many times and I believe the last repair they did was a
8 complete waste of money. The concrete is falling off, it is
9 unbelievable. I would like to thank you all it was very
10 informative.

11 MICHAEL O'DOWD: Any other questions or
12 comments? If there are no other questions or comments I
13 would like to remind you that the last sheet of the handout
14 is a mail in sheet if you have any further questions or
15 comments that you would like to submit please use this sheet
16 for that purpose. You may leave the sheet with me tonight or
17 you may mail it in within ten days of the date. Before
18 closing I would just like to say that we will be here for any
19 additional questions and we will try to respond to those
20 questions that affect you personally. I would like to thank
21 you all for coming out tonight and for your support.

22

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C E R T I F I C A T E

I, Tammy A. Hillery, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

Tammy A. Hillery