



PUBLIC INFORMATION MEETING

TUESDAY, MARCH 29, 2011

AT

SHREWSBURY TOWN HALL  
BOARD OF SELECTMEN'S CONFERENCE ROOM

SHREWSBURY, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

Bridge Replacement of the  
Kenneth F. Burns Memorial Bridge  
Route 9 over Lake Quinsigamond  
Project No. 604279

Accelerated Bridge Program

BETWEEN THE TOWN OF SHREWSBURY  
AND THE CITY OF WORCESTER, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

LUISA PAIEWONSKY  
HIGHWAY ADMINISTRATOR

FRANK A. TRAMONTOZZI, P.E.  
CHIEF ENGINEER

## PRESENTERS

Joseph Pavao, Project Manager, Accelerated Bridge  
Section, MassDOT, Highway Division  
Gary Bua, Designer of Record, TranSystems  
Bill Grace, Senior Environmental Planner, TranSystems  
Joe Sakelos, Arlington Typing & Mailing

## SPEAKER INDEX

<u>Name</u>	<u>Page</u>
Joseph Pavao	4, 33, 35-40, 42-51, 54, 60, 62-87
Gary Bua	9, 15, 36, 37, 40, 41, 48, 69, 70, 73-76, 81, 82, 84, 86
Bill Grace	12
Joseph Zecco	34-37, 81
Gerard Dio	38, 39
Michael Paika	39-41, 59, 78, 79, 83, 84
Donna O'Connor	42-44, 61, 65
Matt Beaton	45
Peter Collins	47
Rich Fiske	47-49
Jim O'Day	49, 50
John Cygielnik	53, 55, 56
Senator Harriette Chandler	58
Anne Zettek Sumner	60
Matt Hogan	62-65
Linda Sarkisian	66-72
Karen Valentine Goins	72, 74
Ziebart	74-76
Patrick Higgins	77, 78

Speaker Index (Continued)

<u>Name</u>	<u>Page</u>
John Rekemeyer	82
Nicole Apostola	84-86

Exhibits

<u>Description</u>	<u>Page</u>
Notice of Public Hearing/Brochure	92-101
Sign-In Sheet	102-104
Public Comments	

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

1                   JOSEPH PAVAO, MODERATOR:  If everyone would  
2                   like to take their seats, we can get started.  There  
3                   are some seats up in front.  We have more chairs  
4                   available if anyone is not able to see.  If you want  
5                   to stand, that's great, also.  We are going to start  
6                   the meeting.  My name is Joseph Pavao.  Good evening,  
7                   everyone.  Thank you for coming to tonight's meeting.  
8                   My name is Joseph Pavao.  I work for MassDOT's  
9                   Highway Division out of 10 Park Plaza, Boston.  
10                  Tonight's meeting is a Public Information Meeting.  It  
11                  was advertised in the Telegram and Gazette on 3/18 of  
12                  '11 and 3/22 of '11, and in the Shrewsbury Chronicle  
13                  on the 24th of this month, also.

14                 We have with us tonight, we have a  
15                 Stenographer tonight, so there will be a verbatim  
16                 transcript of tonight's meeting.  I am not going to  
17                 read the Public Notice tonight.  It will become part  
18                 of the attachments with the meeting minutes they are  
19                 taking tonight.  I would ask all of you, for those of  
20                 you that did not sign in, please do so on the way out.

21                 We do want to keep a record of everyone's attendance  
22                 tonight.

23                 As was stated in the Public Notice,  
24                 tonight's meeting is a Public Information Meeting.  It

1 is an opportunity for all of you to continue comment  
2 and dialogue on this project, tell us what your  
3 concerns are, what you like, what you don't like about  
4 the bridge that we have chosen. So, we look forward  
5 to hearing your comments tonight.

6 We started off back in, I want to say it was  
7 March of 2009, we had our first Public Information  
8 Meeting. Since then, we had another one in March of  
9 2010, and we are having one tonight, almost exactly a  
10 year later, in March. So, we have had these meetings  
11 with the public. These are Public Information  
12 Meetings. In between those meetings, we have had a  
13 series of meetings with the local historic  
14 commissions. We have met with the local conservation  
15 commissions. We have met with the Lake Quinsigamond  
16 Commission, elected officials, and we have also met  
17 with DCR, and we have corresponded with DCR. That's  
18 the Department of Conservation and Recreation.

19 So, we have had plenty of public outreach  
20 and meetings since we started this project. The most  
21 recent meeting that we've had was in September, as  
22 part of the MEPA, the Massachusetts Environmental  
23 Protection Agency. We had a meeting in September  
24 where we met out on site, and walked the project, and

1 we came back to the, I think it was the Worcester  
2 Technical High School, at the time, and we met with  
3 the Public to let everyone know what our findings were  
4 at the time.

5 At that meeting, we announced a preferred  
6 alternative. It's a steel deck arch, which you are  
7 going to be seeing tonight, and we have moved forward  
8 with that design. During that same time period in  
9 September of 2010, we also had a Value Engineering  
10 study done. We will refer to it as just a VE study.  
11 What that is, is we get a group of engineers, experts  
12 in their respective fields. We put them in one big  
13 room, we tell them what we have done, what we know  
14 about the project, and we let them sit for a week and  
15 their task is to basically take a look at everything  
16 we've done, the designers. We walk away from the  
17 process and let them take a fresh look at it, and the  
18 intent of that is; one, it's required by Federal  
19 Highway on a project of this magnitude. The other is,  
20 we want to try to validate our design, are we doing  
21 the right thing at this location. Is it a good use of  
22 public funds? Is it the best engineering decision?  
23 Is it the least impacts for this location?

24 So, we had that done. They came back. They

1 did agree with our selection for the design, so it  
2 validated the design that we had chosen for this  
3 location. We have also, most recently, we just met,  
4 probably an hour ago, we met with the boating  
5 communities, the Rowing Association. We wanted to try  
6 to get some input, to try to get some of the concerns  
7 that they had. I know many of you are here tonight.

8 So, as we move forward, just a couple of  
9 words of caution. We are at -- we are approaching the  
10 twenty-five percent design stage for this project. We  
11 are going to continue to advance it. We anticipate,  
12 by July of this year, putting out a Design/Build  
13 Procurement Package. So, we are getting fairly close.

14 We have another four months, or so, of design and  
15 opportunities for us to take some of your comments  
16 tonight and incorporate into the design.

17 The design of the structure, a steel deck  
18 arch, five spans, is essentially locked in. The top  
19 side of the structure, the number of lanes, the  
20 turning lanes, the widths of the sidewalks, the  
21 physical structure itself, we have pretty much locked  
22 in the design. What we would like you to pay more  
23 attention to tonight, as you see the presentation, we  
24 have advanced the design quite a bit.

1           We have an architect on board that has been  
2 working with us to try to incorporate as many comments  
3 that we can, and you are going to see some of that  
4 tonight, but what I would ask is, as everyone looks at  
5 the presentation tonight, try to keep in mind, on the  
6 aesthetics of the bridge, lighting, what we are doing  
7 with look outs, what the treatments are for the  
8 sidewalks. We are going to have some aesthetic  
9 lighting under the bridge, which you are going to see  
10 tonight. We are also trying to do some treatments on  
11 both ends of the bridge as you approach them, try to  
12 make the bridge stand out.

13           So, those are the kind of things that we are  
14 looking for feedback on tonight, more the aesthetics  
15 of the bridge and, of course, any comments, concerns  
16 that anyone has in terms of safety, access, traffic  
17 management during construction, certainly we want to  
18 hear your comments on that. We have done our best to  
19 address as many of those comments as we can, to the  
20 extent that we can, from prior public meetings. So,  
21 with that said, I am going to turn it over to Gary Bua  
22 Gary works with TranSystems. He is our Designer of  
23 Record. He is going to go through the PowerPoint  
24 presentation. If everyone could hold their comments

1 and questions until the end of the presentation, that  
2 would be great. We are going to open it up to  
3 comments and questions after the presentation.

4 GARY BUA: Thanks, Joe. I see a lot of  
5 familiar faces from some of the other public outreach  
6 meetings. I think the good news is, you are not going  
7 to see anything necessarily new. I think what you are  
8 going to see is how the design has progressed; again,  
9 based on comments that we received. I will try to  
10 keep it to a half an hour, but Bill tells me, there is  
11 no way I can do that because I talk too much.

12 Accelerated Bridge Program, this project is  
13 part of the Accelerate Bridge Program. The Route 9  
14 project is a key project of that program. The overall  
15 program is a three billion dollar commitment over  
16 eight years, which ends in 2016. The goal is to  
17 reduce the number of structurally deficient bridges  
18 and obviously you would like to do that here.

19 A big part of the Accelerated Bridge Program  
20 is to look at using innovative techniques, Accelerated  
21 Bridge construction techniques, trying to incorporate  
22 precast elements and those sorts of things, streamline  
23 environmental permitting, minimizing construction  
24 phasing, which is something we really did focus on

1 with this particular project, and also innovative  
2 construction procurement and contracting for this  
3 project, best design/build. Again, we are going to  
4 take it to twenty-five percent, put out design/build  
5 procurement that will basically allow phases of  
6 construction to go as construction -- as design is  
7 complete.

8 Quick, on the consulting team again,  
9 TranSystems. We are the lead consulting firm for  
10 MassDOT. Fred Gottemoeller Bridgescape, he has been  
11 at a couple of these meetings. Unfortunately, Fred  
12 couldn't be here tonight. So, even though I am a  
13 Bridge Engineer, I am going to do my best Bridge  
14 Architect impersonation. We have Howard/Stein-Hudson  
15 for Traffic Engineering and public information. Nate  
16 is helping lead us -- helping us lead that. GZA doing  
17 geotechnical and green, who helping us in the  
18 beginning on the data collection.

19 Tonight, I am going to touch on the project  
20 history, just to kind of go through it for some of the  
21 people that are new to the project. I am going to go  
22 over a bit about the progress, where we are going, and  
23 then I am going to really go through some of the  
24 design presentations, roadway, traffic and civil, but

1 really the whole, again, meeting is going to revolve  
2 around some of these options with bridge aesthetic  
3 with respect to lighting, railings, color, monuments,  
4 those sorts of elements, but we will go over some  
5 technical information, as well.

6 History, our history is, we started doing --  
7 we did some inspection work in 2008, that basically  
8 had us go out and do some emergency shoring on some of  
9 the components of the bridge. There's routine  
10 inspections, or periodic inspections every six months  
11 that go on, on this bridge, to make sure that  
12 everything is safe. We did a preliminary structures  
13 report, which basically looked at rehabilitation  
14 options. In that report, we basically came to the  
15 conclusion that the bridge should be replaced, and  
16 that's when we started moving forward with that phase,  
17 and that initial Public Information Meeting was in  
18 2009.

19 We did another again last year, which we had  
20 concepts outlined, different alternatives, different  
21 alignments; and then, we heard your comments, we made  
22 some adjustments; and then presented, at the MEPA  
23 Scoping meeting, the preferred alternative in 2010,  
24 September.

1           Since that time, we have advanced with the  
2 preliminary design and that's what we are going to  
3 present to you tonight. Again, we did a Value  
4 Engineering, which we are going to touch upon, too.

5           So schedule, quick, concept design in spring  
6 of 2010. Preliminary design is ongoing. Summer of  
7 2010, along with the environmental permits ending here  
8 in the spring of 2010. The design/build procurement  
9 will go on in the -- this summer, as Joe had  
10 mentioned. By the time contracts are done and enough  
11 design has been developed, we anticipate that  
12 construction activity will happen in early 2012.

13           Bill, I am going to have you stand up. We  
14 have gone through a bunch of environmental process, a  
15 lot of different permits, and I am just going to have  
16 Bill touch upon those really quickly.

17           BILL GRACE: I'm Bill Grace. I'm the Senior  
18 Environmental Planner with TranSystems, and I also  
19 happen to be a Wetland Scientist, and there are a  
20 number of environmental documents and permit  
21 applications that we are helping DOT process, and  
22 there's a list of all of them right there, and even  
23 though I only get one slide, that list right there  
24 represents two year's worth of hard work by a lot of

1 people.

2 There's a State Environmental Document  
3 Notice, an environmental notification form, that was  
4 filed with the Massachusetts Environmental Policy Act.

5 That was filed last year, and the certificate was  
6 issued in September, so that process is complete.

7 On the Federal side, there are actually a  
8 few different environmental documents. One would be  
9 very similar to this. It's called a Categorical  
10 Exclusion, that will be filed with the Federal Highway  
11 Administration. The existing bridge is also of  
12 historic significance, so that -- and there's also a  
13 minor taking of park land from Regatta Point Park.  
14 Those two issues fall under the purview of Federal  
15 Highway Administration's Section 4F evaluation  
16 criteria, and a draft document has been submitted to  
17 DOT for review and then, they will in turn submit it  
18 to Federal Highway.

19 The Section 106 process has to do also with  
20 natural re -- I mean, historic resources, The National  
21 Historic Preservation Act. A draft copy of that has  
22 been submitted. That basically outlines the process  
23 that we went through when we discussed this project,  
24 and its effects on the historic bridge with the

1 Worcester and Shrewsbury Historic Commissions, and  
2 also the State Department. It also outlines what we  
3 will do to document the existing bridge. We will take  
4 our archival photographs and make archival drawings of  
5 the plans for the existing bridge.

6 There are a few wetlands permits that are  
7 required. The wetland -- on the State level, the  
8 Wetland Protection Act, we already have obtained those  
9 permits, both from Worcester and Shrewsbury  
10 Conservation Commissions. They both -- each have  
11 issued their Orders of Conditions for the project, and  
12 we also have to apply for a Federal Wetlands Permit  
13 with the Army Corps, and an application has been  
14 submitted to them, and we expect to have that resolved  
15 fairly soon.

16 Also on the State level, there is a Water  
17 Quality Certificate that has been -- that application  
18 has been submitted to MassDEP, and we expect that to  
19 be resolved fairly soon. Also at the State level, a  
20 Chapter 91 license; that draft application has been  
21 submitted to MassDEP. That process takes quite a  
22 while, so we don't expect that for several months, but  
23 it will be -- we will obtain that before the project  
24 goes out to bid, and the last one is known as Article

1           97.    Because we are taking a little piece of park  
2           land, it actually has to go through the State  
3           Legislature, and that is the one piece that we haven't  
4           filed officially just yet.  That, in summary, is all  
5           the environmental documents and permits that we have  
6           to get for this project.

7                         GARY BUA:  So, if we go wrong, it's Bill's  
8           fault.  The public outreach process, Joe had touched  
9           upon this.  There's been a lot of different public  
10          outreach from some of these meetings, as well as  
11          meeting with residents at Lincoln Park.  Also, Joe  
12          mentioned the Lake Quinsigamond Commission, and then,  
13          we, again, we have had public meetings for the Notice  
14          of Intent, and with the Historic Commission and  
15          basically, with all of that outreach over the past  
16          couple of years, the observations, and really the  
17          feedback that we have heard, is that recreational use  
18          is important on this lake, and that we should try to  
19          improve the underneath clearances as much as can, that  
20          pedestrian and bicycle accommodation is important,  
21          that it is a tough location out there when you are on  
22          Route 9, and even on Lake in certain areas, Lake  
23          Avenue, that -- of course, this is part of the  
24          Accelerated Bridge Program, and nobody wants

1 construction to go on for too long, so anything that  
2 we could do to minimize the construction duration,  
3 something that we should always keep in our minds,  
4 public safety with respect to shoulder widths and  
5 access underneath. We want to make sure we keep those  
6 in mind.

7 Aesthetic appeal, the bridge is historic. It  
8 is certainly an attractive bridge now. It's  
9 deteriorating, but -- so, we are keeping our eye and  
10 making sure that we are putting an attractive  
11 structure back is also important.

12 Water quality, we have heard this a number  
13 of times, and we have addressed that. We will touch a  
14 bit on that, and then lighting options, and we are  
15 going to go over those, as well.

16 So, from a design standpoint, vehicular  
17 traffic, we have to provide for vehicular traffic,  
18 obviously, it's a bridge. We need to provide for not  
19 only current traffic but future traffic projections.  
20 Pedestrian traffic and bicycle traff -- what we heard  
21 was, it was bad, so we want to provide wider sidewalks  
22 and wider shoulders. There's a lot of existing  
23 buildings and infrastructure, and properties adjacent  
24 to this bridge. So, we want to minimize impacts to

1 the abutters, and I think we have been able to do that  
2 and, of course, I had mentioned recreational traffic.

3 Environmental permits and utilities are also  
4 important components to be focused on.

5 Existing bridge, cross-section of the  
6 existing bridge, two lanes in each direction, very  
7 tight, raised median barrier on -- in the middle,  
8 separating the two, the eastbound and the westbound  
9 side. There's barely any shoulders. You have a  
10 twelve inch curb with fairly narrow sidewalks. There  
11 are about -- they are about five feet wide, with  
12 standard traffic railings on the outside.

13 The new bridge is quite a bit wider. From a  
14 traffic standpoint, we needed to provide three lanes  
15 in each direction for future traffic and existing  
16 traffic. We also needed to look at turning. Both the  
17 intersection with Lake and Quinsigamond are fairly  
18 close to the bridge, so we had to look at turning  
19 radiuses.

20 We are providing twelve foot lanes, four  
21 foot shoulders on the inside, on both sides.  
22 Actually, I am going to show, that's the overall  
23 bridge, and we do have an open median, I'll touch upon  
24 that, on the westbound side, so travelling over to

1 Worcester, a four foot shoulder on the inside lane,  
2 three twelve foot travel lanes, and then an eight foot  
3 to twelve foot, so it is going to actually vary, but  
4 an eight foot minimum shoulder, which is significantly  
5 wider than the existing, which it does meet design  
6 standards, and then a sidewalk that varies from seven  
7 feet to eleven feet wide, and that's not including  
8 those outlooks, or those overlooks, that we are also  
9 incorporating.

10 Travel lane from Worcester over to  
11 Shrewsbury; again, still three lanes and an eight foot  
12 shoulder, four foot shoulder and a seven foot  
13 sidewalk. Again, one thing I will point out here, and  
14 I didn't point out on the last one, we are going to  
15 put a traffic railing, or -- at the curb line so that  
16 pedestrians are better protected from the traffic, and  
17 that will allow us to put aesthetic railing on the  
18 outside of the bridge. It will be a little bit more  
19 pleasing than the current railing.

20 A big part of how we set the alignment of  
21 this project was based on construction sequencing.  
22 This is the existing bridge. Here's the Worcester  
23 side and the Shrewsbury side, Ramshorn Island. Again,  
24 you can see the kink in the existing roadway, how they

1 basically -- that the alignment of Belmont Street and  
2 Route 9, if you were to connect it straight through,  
3 it basically comes right here to the lake. There is  
4 quite a pronounced kink. So, we took advantage of  
5 that for our construction sequencing.

6 That first phase of construction is  
7 generally all going to occur off line. The exception  
8 to that is, we are going to demolish the south  
9 sidewalk first. We are going to maintain, on the  
10 existing bridge, two lanes in each direction. So,  
11 again, that first phase will basically be building  
12 that first half of that bridge on the south side of  
13 the bridge.

14 Once that bridge is constructed, we will  
15 have -- again, providing two lanes in each direction  
16 on that new barrel of the bridge. The rest of that  
17 existing bridge will be demolished in one phase, and  
18 then constructed -- and then, the second half of the  
19 bridge will be constructed.

20 Many of you, who have been to these  
21 meetings, have seen this alignment. It's been carried  
22 through. Basically, that allows for an open median in  
23 the middle of the bridge, which did a couple of  
24 things. One is, it provided us the right alignment.

1 We now connect with Belmont Street over Quinsigamond,  
2 over to the intersection with Quinsigamond with a  
3 pretty straight alignment, the same thing on the  
4 westbound side, and then, it also provides light for  
5 recreational users underneath the bridge. So, we  
6 thought that this was a significant benefit.

7 So, that was the concept. This is a colored  
8 version of the twenty-five percent drawing, a little  
9 bit more detail in here. I just want to go over some  
10 of the highlights here. We are going to be modifying  
11 the intersection with Lake Avenue. There's some areas  
12 where we are going to be making some improvements to  
13 the lanes to help traffic. We did extend the left  
14 hand turning lane for people traveling east that want  
15 to take a left hand turn to Lake North. We have added  
16 a left hand turning lane for people traveling west,  
17 that want to take a left onto Lake South, and double  
18 left turning lanes for people traveling on Lake South,  
19 that want to go onto Route 9 East, as well as other  
20 improvements, with the additional lanes, and such.  
21 So, we think that this will operate much better than  
22 the existing, and we know that it will operate a lot  
23 better than the existing.

24 We did also add, this was based on some

1 discussions with DCR, but added -- extended a bike  
2 lane, a bike only lane in between the left hand, or  
3 the through and left turn, and the right only lane,  
4 all the way up to the entrance at Regatta State Park.

5 I will point out that all shoulders throughout the  
6 area, this whole area will have bike accommodation,  
7 but that is a bike only lane, which we also thought  
8 was an added benefit.

9 We are, at Lincoln Park, there's an existing  
10 ramp here. We are going to modify that ramp so that  
11 the residents at Lincoln Park can still access the  
12 sidewalk. We are modifying the end of Ramshorn  
13 Island, as well. That will be basically disconnected  
14 from the bridge. The existing, as you know, is  
15 connected and has a stairwell going down. That is  
16 going to be disconnected, which will allow water to  
17 pass on each side of that.

18 Again, the open median of the lake, another  
19 highlight, and then we are maintaining parking on  
20 Lake, and another component that I do want to focus on  
21 is stormwater runoff. As you know, the existing  
22 bridge has direct outlets, or scuppers, that outlet  
23 directly into the lake. We are going to carry a  
24 closed drainage system. We will basically capture

1 that water in pipes and bring it down to a forebay, an  
2 infiltration basin, which will be in front of the new  
3 abutments on both sides, which will basically capture  
4 that and treat that water before it goes into the  
5 lake. A lot of the stormwater also at the  
6 intersection of Lake will also be sent to that forebay  
7 and infiltration basin, again, for treatment, which we  
8 also -- we have heard loud and clear, we knew we  
9 needed to make an improvement there.

10 On the Shrewsbury side, the existing roadway  
11 again, there's that -- there's a tight -- there's a  
12 quick jut in the road here. We are basically carrying  
13 that so that it basically connects straight into  
14 Quinsigamond, but there is going to be an impact at  
15 the Bugaboo, former Bugaboo Creek parking area. We  
16 are looking at potentially putting a landscape buffer  
17 in that area, so that building isn't necessarily  
18 impacted, but the parking is.

19 There is minimal impact to the properties on  
20 the northbound side because of the existing alignment,  
21 and I am going to get into, I guess, some of the fun  
22 stuff, I guess, with the street light and the  
23 architectural railing next, and really we are going to  
24 talk about -- we looked at -- we have -- I am going to

1 present a couple of different alternatives and, again,  
2 we want your input here.

3 We have two themes that we are presenting.  
4 One we are calling the Lake Theme and one we are  
5 calling Traditional Theme, and I will kind of touch on  
6 -- touch upon what that means. Again, I have to put  
7 on my architect hat here, and we are also looking at,  
8 in the median here, because we have an open median  
9 over the bridge, when we get onto the roadway, we have  
10 a big -- well, we have a wide median there, about a  
11 nineteen foot wide, twenty foot wide median, and we  
12 want to take advantage of that, or potentially take  
13 advantage of that by looking at basically putting  
14 monuments in that location, basically to give the  
15 bridge some presence from above, and we are going to  
16 show you some options there, as well. We want your  
17 feedback on that. What we are going to show you is  
18 conceptual, so I am going to call them place-holders,  
19 and we can talk a bit about that process.

20 This is a rendering of the bridge from  
21 above, so you can see a little bit on the roadway.  
22 This lighting here is obviously the traditional  
23 lighting. What we used and designed in this was the  
24 lighting that's actually going to be used on Belmont

1 Street for the Route 9, Route 9/Belmont Street in  
2 Worcester, that project. As you can see, based on the  
3 photometrics design that we looked at, there has to be  
4 lighting on both sides of both barrels, and relatively  
5 -- fairly closely spaced.

6 We did also look at a more modern theme,  
7 which again we will call the Lake Theme, which has  
8 these larger, taller -- the difference is, these are  
9 taller light fixtures. I am going to go back again to  
10 show you that we are -- we needed them on both. Where  
11 we can eliminate the light fixtures on the outside,  
12 (inaudible) side of the bridge.

13 Some things you will notice here, and I  
14 talked about that traffic barrier, the BRT traffic  
15 barrier that separates the pedestrians. We are  
16 incorporating that, and then we are showing that  
17 continuation of the red brick stamped concrete  
18 sidewalk that is already on the Shrewsbury side.

19 This is shot of one of those overlooks. I  
20 touched upon those, but at each pier location, on each  
21 sidewalk, we are looking to incorporate these  
22 overlooks, that allow pedestrians to basically enjoy  
23 the lake, stop and we thought these would be great for  
24 regatta events, and even during normal use.

1           Incorporating park benches is possible. Here again,  
2           this is the Traditional Theme. You can see we have a  
3           traditional -- a traditional light fixture, and then,  
4           I will point to the railing here, as well. We wanted  
5           to make it transparent because we want people to be  
6           able to enjoy the lake, while you are even driving  
7           over the bridge, but we use more square lines in the  
8           Traditional Theme. The original railing was a  
9           concrete railing with very square and symmetrical  
10          lines, and so, that's kind of how that was inspired, I  
11          supposed. Again, you can see the stamped concrete  
12          used in this area, as well.

13                    And then, from the Traditional Theme over  
14          to, again, what -- we call it the Lake Theme. I am  
15          going to switch again. If you look at the railing in  
16          the more Traditional Theme, you have got more square  
17          lines. In the Lake Theme, we have this curved  
18          railing, you know, more in line with maybe what a  
19          shape of a sailboat would be. That's the same curve  
20          that we carry with the actual overhead lighting, as  
21          well; again, continuing the stamped concrete, but  
22          maybe a little bit more efficient from a lighting  
23          standpoint.

24                    Another view of that overlook, kind of

1 looking at those two elements again. This is the  
2 Traditional, again with that more square look. We are  
3 looking also to incorporating potentially medallions  
4 in this architectural fencing or railing, and then,  
5 again, you can see the traditional lights; and then,  
6 back to the Lake Theme.

7 So, again, I am just going to do the switch  
8 so you can see the change. You have, again, the  
9 curved railing, and you are going to be able to  
10 eliminate some of those lights because those are  
11 taller light fixtures, and that curve allows that  
12 light to be better controlled onto the roadway surface  
13 instead of localized right underneath the lamp.

14 This is a nighttime render of the  
15 Traditional Theme, actually with the lighting. You  
16 can see, again, the relatively close light spacing in  
17 here, but one thing we are looking at to incorporate  
18 is possibly LED lighting within the railing itself to  
19 help light the sidewalk. With the Lake Theme, again,  
20 we will eliminate those other lights. So, you will  
21 now just have the overhead lights in the median, that  
22 will light the roadway, and the railing lights would  
23 be kept low, and would light the sidewalk which will,  
24 again, try to help -- help the view off of the bridge.

1 I guess that's the way to -- that I think Fred  
2 Gottemoeller, our architect, developed it.

3 And then maybe something even in between  
4 would be, I know that incorporating these traditional  
5 lights has been discussed quite a bit. We didn't want  
6 to ignore that, but we could potentially add some  
7 traditional light fixtures at the overlooks. We may  
8 actually then eliminate some of the LED lighting.  
9 Again, you can see how that changes from a lighting  
10 perspective; but, again, we wanted to show you some  
11 options. We want your input. We want to hear what's  
12 important to you.

13 As Joe said, we do need to make decisions  
14 quickly on this. We are going to be reaching out and  
15 talking more to the City of Worcester, as well, on  
16 this, and so, I'll move on.

17 With respect to the monuments, we are at the  
18 intersection of Lake now, and this is that median and,  
19 again, we have two themes. The Lake Theme, this  
20 monument, in this view it may be a little bit tough to  
21 see, is potentially a sailboat. Again, this is a  
22 placeholder, but something that basically, in this  
23 nineteen foot wide median, allows us to put some sort  
24 of monument that would announce the bridge.

1           The other alternative, if you went with the  
2 Traditional Theme, could be a different type of  
3 monument and this one, again, is a placeholder, but  
4 could be the -- actually, this emulates the top of  
5 Union Station, one of the towers of Union Station. It  
6 could be some of the monuments that are found through  
7 Shrewsbury, at City Hall, or in some of the parks.  
8 So, there are other elements in here. This is a  
9 placeholder, but we do think that this could provide  
10 an area, again, to make a statement.

11           And this is just a quick video, kind of  
12 capturing a bit of all of it, coming from the  
13 Shrewsbury side, and we are giving you a feel for just  
14 what the overall ride may be. Again, you can see how  
15 we are incorporating the traffic lanes, and then, that  
16 would be that monument, or that could be one monument  
17 as you are coming into the intersection with Lake.

18           With respect to the existing bridge, I am  
19 going to go back and talk more about the bridge. I  
20 kind of talked a bit about what was going on, on top  
21 of the bridge. I am going to focus on what's going on  
22 at the lake elevation. The existing bridge, concrete  
23 arch for the main span is about one hundred and  
24 twenty-five feet. The low point occurs over here at

1 the island viaduct, and you have about an eighteen  
2 foot vertical clearance over that main span.

3 The new bridge, it's a span of about two  
4 hundred and forty feet on that main span. The high  
5 point does occur here, so we are switching where the  
6 high point occurs. The low points will actually occur  
7 off the bridge. Again, from a drainage standpoint, we  
8 are going to carry all that runoff, stormwater runoff  
9 away from the bridge, capture it and treat it; and,  
10 from a vertical clearance standpoint, we are going to  
11 provide twenty-three foot, but it's a little bit  
12 different. The eighteen foot of clearance was a  
13 maximum. This is a twenty-three foot wide clearance -  
14 - twenty-three foot tall, fifty foot wide clearance  
15 envelope that is provided, again, under that main  
16 span.

17 You know, we are trying to refine some  
18 things. We are looking at it. We have submitted  
19 preliminary design. We have got some comments. We  
20 are looking at making some modifications to see if we  
21 could even improve that a little more.

22 This is another rendering of what -- I am  
23 over by Regatta Point here, looking at the bridge;  
24 again, that hundred and twenty-five foot main span.

1           These are supported on concrete piers with open steel  
2           columns, and I am going to just show you are quick  
3           video here. I guess you imagine you are a speed boat  
4           here. The police will probably tell you to slow down.

5           Just to give you an idea of what it might feel like  
6           to cross underneath this bridge; again, I think one of  
7           the main features here, where we did separate the  
8           bridge, allowing that light to pass underneath will be  
9           certainly a good thing for recreational users.

10           And again, we are going to be -- we are  
11           working, the final design of the piers will be  
12           ongoing. Again, we received some comments from DOT,  
13           and so, we are incorporating those comments, looking  
14           at those, and refining some of those elements.

15           Another view, I guess I am flying in the air  
16           on top of Buca di Beppo here, looking at the bridge.  
17           Again, you can see some of the architectural elements  
18           with the overlooks. Right now, we are showing this as  
19           a Lake -- the Lake Theme approach, with the lighting,  
20           again the minimal lighting overhead. It did just get  
21           a little sunnier, but also the bridge changed colors.

22           The color is not set, as Joe had said. You know, I  
23           kind of like the light blue but, you know, if green,  
24           or whatever color is what the public wants, then --

1 and we are also going to coordinate that with the  
2 Historic Commissions, as well.

3 Now, I am at Lincoln Park, and I am looking  
4 at, you can see, here's the island that will kind of  
5 extend a little bit towards the bridge here, maybe not  
6 quite as much as this rendering, but it's a rendering,  
7 not perfect, showing you that view. You know, now  
8 maybe following the sky in your kayak or for your  
9 crew, and you can see -- I guess one thing we will  
10 focus on is trying to -- one of the elements we tried  
11 to do, is tried to maintain a very transparent bridge.

12 We wanted to try to minimize, the existing bridge is  
13 a little bit heavier. It's tougher to see underneath.

14 That was one of our focuses. Again, you can see just  
15 even the supports at some of these overlooks will add  
16 a little bit of an architectural element.

17 The underneath, again, that lighting  
18 underneath will, again, make it a lot -- a lot more  
19 pleasurable to go under than if we had closed that  
20 median. One thing I will point out is, again, Joe  
21 mentioned it. We want to stay with light colors that  
22 will help the light reflect off the water and help the  
23 bridge, overall appearance to feel more open.

24 And quickly, that's that sailboat again, but

1 I just have another quick animation here of how that  
2 all looks. I don't know who is going to be rowing  
3 down the lake in this direction, but just to kind of  
4 give you another of what, where all the elements are.

5 Again, we are just going to separate it. It  
6 may not be as separated as this here. There will be  
7 shallow water under here, but we are going to separate  
8 the island from the bridge. Again, these overlooks, I  
9 think they are going to be a real added feature. You  
10 can see the stamped concrete there, as well.

11 Again, same shot that I showed you a little  
12 bit before, a little further out. That's what I  
13 wanted to show you next, is really the lighting, what  
14 we are going to look -- try to do with this at night.

15 Again, one element, we want to try to, with the  
16 proposed lighting, is to try to keep the roadway  
17 lighting up on the roadway. We really want to  
18 minimize the amount of light that does splash down  
19 onto the lake. There is going to be underlighting,  
20 though. That's something we are looking at, and will  
21 be -- it will be part of the design/build procurement,  
22 to make sure that underlighting -- and want to  
23 minimize the amount of, again, light pollution or the  
24 amount of light that splashes down onto the lake. We

1 really want to underlight that bridge, which we think  
2 will add another benefit.

3 This is from above. This is, again, that  
4 Traditional Theme. You can see the traditional  
5 monument, if you will. This could be lit, as well.  
6 Again, that monument is a placeholder. The  
7 Traditional lighting, we could work on final design  
8 because, obviously, even a design/build contractor is  
9 going to want to minimize the number of lights they  
10 have in there, but the current lighting standard,  
11 there has to be a lot of them, and that could be  
12 something that could be give and take, but that's a  
13 rendering showing that.

14 And then, again, that lake view from  
15 underneath. I guess I am on the -- I am on the  
16 Worcester side looking over at Buca di Beppo  
17 (inaudible phrase) and just, again, showing some of  
18 that underlighting; and then, finally, just one  
19 overview rendering to finish it up; and then, with  
20 that, we will kind of take some questions. I am going  
21 to point out here, I guess you will see that sailboat  
22 here, and this one, we are going to pass over the  
23 Lincoln Park Towers here, and just kind of give you a  
24 good overview.

1           Again, this right now is blank over here. There  
2           could be no monument. There could a monument. Those  
3           are things we want to hear about. It could be that  
4           there's a local artist competition, or something like  
5           that, that could be part of picking out what the  
6           monument is, what's the right feature for the bridge;  
7           but, with that, I will stop and take any questions.

8           JOSEPH PAVAO, MODERATOR:     Thanks, Gary.  
9           Before we open it up to questions, I just want to  
10          mention, we do have -- we are going to do our best to  
11          answer all -- everyone's questions to the best of our  
12          ability.     We do have some staff here from DOT  
13          Environmental, Right-of-Way, if anyone has right-of-  
14          way questions. I also see some people here from the  
15          Districts. If you have questions about potholes, I  
16          will direct you over to them. But I would ask, anyone  
17          that wishes to speak, identify yourself, what your  
18          affiliation is. If you are a resident, you are a  
19          business owner, just let u know so that we have it for  
20          the record; but, before we open up to the public, are  
21          there any elected officials that would like to  
22          comment, or speak tonight, before we open it up to the  
23          general public? No? Going once, going twice? I  
24          guess we will open it up to the general public then,

1 if you would like to ask a question or make a comment.

2 I'll start right here.

3 JOSEPH ZECCO: Yes. My name is Joseph  
4 Zecco, and I am the -- I live in Precinct 3, but I am  
5 the Parish Administrator at St. Anne's, which is on  
6 Route 9, 130 Boston Turnpike. It doesn't have  
7 anything to do with the church, however, a couple of  
8 things I would like to maybe get an answer on, on what  
9 your plans are.

10 With the pedestrian rail on the edge of the  
11 roadway, what's going to happen when we have snow  
12 events? We have got one coming up this Friday, I  
13 think, unfortunately, but -- you know, you have got  
14 that step there. You've have got the railing. How  
15 are they going to move snow off the bridge? Are they  
16 going to put it on the sidewalk? And then they have  
17 got to get it off the sidewalk. So, that was just one  
18 question.

19 JOSEPH PAVAO, MODERATOR: It's like a  
20 standard -- typically right now it's a standard, it's  
21 called a BR2 railer. We have them throughout the  
22 State on a lot of our bridges, and the snow goes right  
23 over onto the side -- we don't plow the sidewalks  
24 today, I don't think. The City of Worcester plows

1           their sidewalks.

2                   JOE ZECCO: I think they do.

3                   JOSEPH PAVAO, MODERATOR: So, that's done by  
4           the City.

5                   JOE ZECCO: Yeah, they do. They run --

6                   JOSEPH PAVAO, MODERATOR: So, that's the  
7           City of Worcester plows their sidewalks.

8                   JOE ZECCO: They run a small tractor down,  
9           but I just wanted to -- so, actually what's going to  
10          happen is, the snow will get pushed onto the sidewalk  
11          and then, it's up to somebody to get it removed from  
12          the sidewalk.

13                  JOSEPH PAVAO, MODERATOR: Correct. I mean,  
14          that railing is only -- I want to say it's about  
15          eighteen inches high, Gary, the whole BR2. It might  
16          not even be that. It might just be a foot high.

17                  JOE ZECCO: Well, down at the church, I have  
18          seen them put up snow over a thirty-six inch high  
19          wall, when they really move it, and almost take half  
20          the wall down.

21                  GARY BUA: It would be better than what the  
22          existing, you have to plow the entire -- you have no  
23          shoulder at all. Right here, you are going to have a  
24          wider shoulder.

1                   JOE ZECCO:   Okay.   Well, fine, but it has  
2                   been addressed, I guess.

3                   GARY BUA:    Oh, sure.

4                   JOE ZECCO:    The other question, is there an  
5                   opportunity to combine both the Traditional with the  
6                   Lake?  What I was thinking of, the lighting looks more  
7                   aesthetic for a country kind of setting, and to pick  
8                   up, you know, east of the bridge, and I assume west of  
9                   the bridge, it sounded like they were going to  
10                  continue with that type of lighting, and then, also,  
11                  combining that with the more lake-type bowed railing.  
12                  Is there an opportunity to combine both?

13                  JOSEPH PAVAO, MODERATOR:  Sure.  You can mix  
14                  and match, and that's the kind of feedback we are  
15                  looking for.

16                  JOE ZECCO:    Yeah.  It looked like it might  
17                  fit a little bit better, but that's just my opinion.

18                  JOSEPH PAVAO, MODERATOR:  In terms of the  
19                  lighting, though, you are referring to lighting both  
20                  things?

21                  JOE ZECCO:    The lighting and the railings,  
22                  yeah.

23                  JOSEPH PAVAO, MODERATOR:  Okay.

24                  JOE ZECCO:    The lighting, kind of the

1 Traditional, or not the Traditional -- yeah, I guess  
2 the traditional, and then the railing with the bow,  
3 which I guess is more the Lake type, I guess.

4 JOSEPH PAVAO, MODERATOR: Okay.

5 GARY BUA: Yeah, I mean, we just had -- we  
6 had two themes that had two different elements in  
7 there, but we want to hear from the public.

8 JOE ZECCO: That's just my personal, my  
9 personal. Thank you.

10 JOSEPH PAVAO, MODERATOR: Anyone else?  
11 Sure.

12 GERRY DIO: Gerry Dio. I am the Fire Chief  
13 in Worcester. Access for fire trucks, maybe I missed  
14 it at the beginning. Is it going to be open, the  
15 corridor, as far as crossing Route 9 during the  
16 construction?

17 JOSEPH PAVAO, MODERATOR: During the  
18 construction or in the -- during construction?

19 GERRY DIO: Probably during the whole phase  
20 because we -- we have got a large life hazard in the  
21 high rises, and then, just in that area in general,  
22 and the trucks are usually coming down Route 9, and a  
23 secondary means, they are coming also along Lake Ave.  
24 I just want to, you know, if I will have an issue

1 with response times and things of that nature.

2 JOSEPH PAVAO, MODERATOR: The intent right  
3 now is, we are going to be maintaining two lanes in  
4 each direction, as we have it today. Today, you don't  
5 any shoulders. You just have essentially two lanes, I  
6 think probably two foot shoulders on either side.  
7 During the first phase of construction when the bridge  
8 is built to the south, I think Gary showed that in one  
9 of the slides, we are going to build a bridge just  
10 wide enough to accommodate what we have today. It's  
11 just essentially going to be two lanes in each  
12 direction. So, you are not going to have your wider  
13 shoulders during that phase. In the final condition,  
14 we will have breakdown lanes. We will have eight foot  
15 shoulders, which will allow vehicles out of the way  
16 and provide an emergency access. During construction,  
17 we will maintain emergency access at all times.

18 GERRY DIO: Okay. Thank you.

19 JOSEPH PAVAO, MODERATOR: Yes.

20 MICHAEL PAIKA: Michael Paika. I am a  
21 residential abutter in Town of Shrewsbury, 17A Ek  
22 Court (inaudible), Lake Quinsigamond Commission. I  
23 guess one question I have is, during construction,  
24 will you have some sidewalks for people from, say,

1 Lincoln Park Towers going to the White City Plaza to  
2 do their shopping. I think there's a number of people  
3 who actually do, as pedestrians, cross the bridge.

4 JOSEPH PAVAO, MODERATOR: Yes, we met with  
5 the residents of Lincoln Park Towers. There is one  
6 phase, the first phase of construction on the south  
7 side, the Lincoln Park Tower side of the project, we  
8 are going to be demo'ing that sidewalk. So, there is  
9 going to a period of time when there is no sidewalk on  
10 the south side.

11 MICHAEL PAIKA: How long will that be?

12 JOSEPH PAVAO, MODERATOR: The first phase of  
13 construction, Gary, will be what, about a year?

14 GARY BUA: About a year.

15 JOSEPH PAVAO, MODERATOR: Probably about a  
16 year, where we will be detouring them to the north  
17 side of the bridge and then back over to --

18 MICHAEL PAIKA: Where they will have a  
19 sidewalk to cross.

20 JOSEPH PAVAO, MODERATOR: Right, absolutely,  
21 yes. We are providing a safe crossing with signals.

22 GARY BUA: Yes, and we are going to -- we  
23 are going to make some improvements while that is  
24 being done, to make sure that they have crosswalks and

1 also refuge areas within the island. So, we are going  
2 to make some modifications, and then also some  
3 modifications I think to signal timing, to try to  
4 improve that.

5 We have worked through that. In fact, we  
6 presented what the -- based on the walking time, what  
7 the difference would be, and tried to show that. So,  
8 we had -- we have reviewed that with both the  
9 Worcester Housing Authority, and also with all of the  
10 residents at Lincoln Park Towers. We went through  
11 that scenario with them.

12 MICHAEL PAIKA: Some aesthetic opinions;  
13 again, these are just my own. They don't necessarily  
14 represent the Lake Quinsigamond Commission. In terms  
15 of a monument, great idea. My opinion is, this is a  
16 bridge over a lake. It's not a railroad terminal. I  
17 don't know why you would have, you know, something --

18 GARY BUA: That was just a placeholder.

19 MICHAEL PAIKA: I think the idea of a  
20 sailboat monument would be great, also might consider  
21 some crossed oars, relative to rowing. Quinsigamond  
22 is a -- rough interpretation is -- of Quinsigamond is  
23 a pickerel fishing place. I not necessarily saying  
24 you have diving fish, but relative to the fact that it

1 is a lake, you keep these things in mind.

2 You might consider one at both ends, both  
3 coming from Shrewsbury to Worcester, as well as  
4 Worcester going to Shrewsbury, and also, finally,  
5 underneath the bridge, right by the center arch, you  
6 might consider to carry the same theme, whatever it  
7 is, in terms of a monument on a smaller scale, both  
8 coming from the south north and the north south. It  
9 might aesthetically look nicer for boaters and it  
10 would carry the theme along in terms of whatever, say,  
11 monument you might decide. The sailboat idea looks  
12 great to me. That's must my opinion again. Again,  
13 the lake is used. There's a lot of sailing. There's  
14 a lot of recreational boating in terms of rowing and,  
15 again, it's popular with fishing and that is, in fact,  
16 the heritage of the name. So, things like that.

17 I, for one, relative to some other aspect of  
18 the area, would say, why would you do that when this  
19 is a lake. This is what you want to call attention  
20 to. It's not a train terminal. It's not an airport.

21 It is what it is, and I would call attention to it in  
22 that regard, in terms of some monumental theme. Thank  
23 you very much for your time.

24 JOSEPH PAVAO, MODERATOR: Thank you. In the

1 very back.

2 DONNA O'CONNOR: Hi. I am Donna O'Connor.  
3 I'm a Shrewsbury resident, and Town Meeting Member,  
4 and Finance Committee Member. I love the Traditional  
5 look, and I love the traditional railings. As far as  
6 the sailboat versus the Union Station, just as the two  
7 that you used for examples, I think they are both  
8 great, but what I would like to see incorporated, I  
9 know everybody wants the focus to be the lake, but  
10 every Memorial Day, we historically would march to the  
11 bridge, and I am wondering if you could incorporate  
12 anything to do with a veteran's type memorial within  
13 whichever one you choose so that there is some  
14 significance to what used to be because now all of our  
15 Memorial Day ceremonies are up at the center of town.

16 JOSEPH PAVAO, MODERATOR: One of the things  
17 that we have been doing is meeting with the Historic  
18 Commissions, as part of the 106 process for this  
19 project. We have a Memorandum of Agreement where we  
20 have agreed to put up some interpretive panels as part  
21 of the project, and one of the things we are looking  
22 at is, over the approaches on both ends, you have the  
23 four quadrants. We are in discussions now, and we are  
24 going to be working with the Historic Commissions to

1           come up with some interpretive panels in those  
2           quadrants, and that's another thing that we can add to  
3           the bridge as part of this project. So again, even  
4           those interpretive panels, whether it's language or  
5           ideas, or themes, we would be looking for input on  
6           that, and we are just starting to work on that.

7                     DONNA O'CONNOR: Can I -- I just want to say  
8           that I really appreciate that we have the opportunity  
9           to give you our opinions on this. I just have one  
10          question, being a mother, east/west, there's that  
11          opening in the middle, and when you showed one of the  
12          pictures, it looked like you could get into a Skidoo  
13          and go from one end to the other, and have a -- I  
14          mean, is that going to be dangerous?

15                    JOSEPH PAVAO, MODERATOR: I'm sure if I  
16          understood your question.

17                    DONNA O'CONNOR: Between the two, do you  
18          think --

19                    UNIDENTIFIED SPEAKER: Can you ride a jet  
20          ski up the middle.

21                    UNIDENTIFIED SPEAKER: Just the way you are  
22          looking at it.

23                    UNIDENTIFIED SPEAKER: And down the center.

24                    DONNA O'CONNOR: Right now, in the center,

1           you could have a nice race right down that center  
2           thing, and is there anything you need of ahead of  
3           time, before that happens?

4                       JOSEPH PAVAO, MODERATOR: Well, I mean, one  
5           thing is, you could close the piers down on the  
6           bottom. We could actually -- instead of having the  
7           opening between the concrete there, that could be  
8           closed. It could be one solid pier. Actually, Gary,  
9           I'm not sure, it can't because it is being built in  
10          two phases.

11                      DONNA O'CONNOR: I just want anybody driving  
12          something into it.

13                      JOSEPH PAVAO, MODERATOR: Sure. In the  
14          back.

15                      STATE REPRESENTATIVE MATT BEATON: Matt  
16          Beaton, State Representative for Shrewsbury and  
17          Westborough. Donna actually raises a very good point.

18           I spend a lot of time on the lake, and Donna raises a  
19           really good point because there's a very high number  
20           of jet skiers and small watercraft down there that zip  
21           around pretty good. So, there's actually a really  
22           good thing to look into.

23                      Just two quick things that I had having, I  
24          guess, selfishly motivated here as a former rower on

1 the lake. This is the Kenneth F. Burns Bridge and he  
2 was integral in -- and I know this is going to be a  
3 whole other issue of rowers versus recreational  
4 boaters, but he was largely responsible for starting  
5 the rowing programs on Lake Quinsigamond. So, with  
6 that bridge, I think keeping that in mind, as a true  
7 memorial to him, that will -- I couldn't think of a  
8 better way to memorialize him.

9 The other question I had is having to do  
10 with the sailboats nearby at Regatta Point. I  
11 remember sailing there as a kid, seeing the boats get  
12 hung up under the bridge. Has there been -- I don't  
13 know what the height is, the surface from the top of  
14 the water to the underside of the bridge, but I am  
15 wondering if there was any consideration given to  
16 that, consulting with the folks over at the sailing  
17 club over at Regatta Point.

18 JOSEPH PAVAO, MODERATOR: Absolutely. That  
19 was one of the main comments that we received when we  
20 started this whole process back in 2009. At the first  
21 meeting we had, there were comments relative to that.

22 As Gary mentioned at the beginning of the meeting, we  
23 have currently eighteen foot vertical clearance at the  
24 center of the arch. Right now, we can provide twenty-

1 three foot clearance over fifty foot horizontal width.

2 So, you would actually have a little bit more at the  
3 very center of the arch.

4 We are trying to refine the design, come up  
5 with more slender members, if you want, and we think  
6 we can achieve maybe another six to eight inches,  
7 maybe a foot, but we are addressing that. As far as  
8 the bridge, we intend to keep it named the Kenneth  
9 Burns Memorial Bridge. I don't think there's been any  
10 plans to change the name. So, it will remain. In the  
11 back.

12 PETER COLLINS: Peter Collins, Shrewsbury  
13 resident, member of the Lake Commission. There is a  
14 set of stairs coming down on the White City side of  
15 the bridge. Are we going to maintain access down  
16 there with the new structure?

17 JOSEPH PAVAO, MODERATOR: We have had  
18 discussions about that in the past. Our intent right  
19 now is to not have stairs on either side. There were  
20 comments relative to emergency access, which we intend  
21 to provide off of the -- it's the parking lot where  
22 Vinny T's used to be. For emergency access, we will  
23 have some space in front of the abutments, where you  
24 will be able to walk from one side to the other for

1 emergency access. As far as providing stairs from  
2 both sides, we are not intending on doing that. Yes,  
3 sir.

4 RICH FISKE: I am Representative of the  
5 Police Chief in the Town of Shrewsbury (inaudible  
6 phrase) Traffic Unit for Shrewsbury PD. There was  
7 some discussion about stairs at the beginning parts of  
8 it. That is speaking from our agency, that we request  
9 the stairs remain, or some other way of accessing the  
10 south side shoreline behind Bugaboo, as we can now.  
11 If those stairs are eliminated, we don't have the  
12 ability to access any area near the bridge, short of  
13 the (inaudible) because the large wall is there,  
14 behind the plaza. So, if there is no access to the  
15 bridge, we can't climb over that. There's got to be a  
16 ten foot wall behind there, so --

17 GARY BUA: I think we have -- we have looked  
18 at it to try to get down by the Buca di Beppo  
19 restaurant, and then, we have an area where you can  
20 basically get the -- you can get down to the lake  
21 right there, and then provide an access, a gate maybe,  
22 or an access so that you can get down and get in front  
23 of the -- you are talking about walking access, right?

24 RICH FISKE: Any way that --

1 GARY BUA: When you drive down to --

2 RICH FISKE: If there's an event on the  
3 south side of the bridge, say behind Bugaboo or White  
4 City.

5 JOSEPH PAVAO, MODERATOR: We are looking to  
6 provide access from the north side. The abutments get  
7 moved back, so you are going to have some land in  
8 front of the abutment. So, we are talking about, if  
9 we provide access on the Vinny T. side -- I forget the  
10 name of the restaurant.

11 GARY BUA: Buca di Beppo.

12 JOSEPH PAVAO, MODERATOR: Buca di Beppo. If  
13 we provide it from that parking lot, you will be able  
14 to walk right along the front of the abutment and have  
15 full access to the south side of the bridge.

16 GARY BUA: It would be foot access from that  
17 side of the bridge.

18 JOSEPH PAVAO, MODERATOR: Maybe some we can  
19 show you, maybe after the meeting, we can show you on  
20 the plan.

21 RICH FISKE: Yes, as long as the issue  
22 accessing the south side has been --

23 JOSEPH PAVAO, MODERATOR: Yes, we tried --  
24 we think we tried to do that. So, we can talk about

1           it after and make sure.

2                   RICH FISKE: Thank you.

3                   JOSEPH PAVAO, MODERATOR: In the back.

4                   STATE REPRESENTATIVE JIM O'DAY: Good  
5 evening. State Representative Jim O'Day. Relative to  
6 the bridge projects across the Commonwealth, during  
7 the time frame of this bridge when it is being  
8 constructed, are we in competition with other bridges  
9 and areas around the Commonwealth, and are they of the  
10 same scope, or what is the closest project that we  
11 might have, that is in similar scope to this bridge,  
12 and is that bridge that might be being built similarly  
13 to this, is it the same type of bridge that we are  
14 looking at here, or is there any bridge in the  
15 Commonwealth that is being constructed along the same  
16 time, that may have a different type of structure,  
17 where there may be something above the bridge? I  
18 mean, frankly, and you have heard me before.

19                   JOSEPH PAVAO, MODERATOR: Sure.

20                   STATE REPRESENTATIVE JIM O'DAY: This has  
21 not been my favorite choice of bridges, and, you know,  
22 being from Worcester, I am very sensitive to how we  
23 are viewed out here, and often times we are sort of  
24 chuckled at, and I just want to make certain that we

1 are getting the absolutely most precious bridge that  
2 we can get here for the money, and that being compared  
3 to other bridges in other areas, say Boston, the  
4 Longfellow Bridge, that looks completely different and  
5 far more magnificent than what we might have here.  
6 So, I'm just really very conscious of that.

7 Obviously, this sounds like it is going to  
8 be very efficient, but when I look at this bridge, to  
9 me, it looks like an aircraft carrier, like I could  
10 launch some planes off of that, and I hear about the  
11 lighting, and I hear about memorials, and monuments,  
12 and that just seems to me like we are trying to cover  
13 up something that we are not having as a more broad  
14 scope of a project. So, those are some concerns that  
15 I have, and was hoping that you might be able to let  
16 me know, or let know if there are other similar  
17 projects that have resembled this project or are they  
18 a little bit different in scope in magnitude?

19 JOSEPH PAVAO, MODERATOR: Well, speaking to  
20 the other projects, I happen to work in the Mega  
21 Projects Division for DOT, so I have other projects  
22 that are, I wouldn't say all similar in scope.  
23 Certainly, every bridge is different for each setting.  
24 Longfellow Bridge, we have got Fore River Bridge,

1 that's a movable bridge, the Whittier Bridge, we are  
2 working on the Fall River ramps. These are all --  
3 they are all considered similar scope in terms of  
4 money, magnitude and impacts certainly, but each one  
5 of those bridges is very different for the location  
6 and the setting that we are building it for.

7 Longfellow, for example, everyone here is  
8 familiar with Longfellow Bridge, is a major  
9 rehabilitation. Foreriver Bridge is a movable bridge.

10 The Whittier Bridge is on an interstate without any  
11 businesses adjacent to it. It's a major highway. I  
12 believe, for that one right now, we are moving forward  
13 with that type arch, similar to what we have there  
14 today.

15 Prior to coming to tonight's meeting, and I  
16 did read all of the comments that were submitted from  
17 the public on this project over the last three years  
18 that we have been working on this, and it's been good,  
19 good comments. We have had a lot of support for the  
20 structure that we have chosen. We have tried our best  
21 to incorporate everyone's comment to the extent that  
22 we can. We are constrained with right-of-ways. We  
23 are constrained with the budget. We are constrained  
24 with time.

1           This isn't the cheapest bridge. During the  
2 type study, we looked at a host of alternatives for  
3 this location. If we were going with the most  
4 efficient and cheapest bridge, it would not be this  
5 bridge. We can do a cheaper bridge. We can do  
6 something that's less maintenance.

7           We had, as I mentioned at the beginning of  
8 the meeting, we had a Value Engineering study done on  
9 this project, where we had a group of professional  
10 engineers come in and take a look at what we are doing  
11 for this project. We gave them a full day briefing.  
12 We provided all the information on this project, given  
13 the same constraints that we have, and the result of  
14 that meeting, at the end of the week, was that they  
15 validated our design. This was based on all of the  
16 design criteria and everything that we have to work  
17 with for this location. Our design was validated.  
18 They agreed that the steel deck arch five span bridge  
19 was the best choice for this location, given all of  
20 the parameters, and included in those parameters was  
21 the public comment, the public input on this project.

22           So, I do appreciate your concerns. I  
23 appreciate your comments on the bridge type, but I  
24 think that, with all of the public outreach that we

1 have done, I think we have vetted most of the  
2 concerns, I believe that the public has had, and I  
3 think we have a bridge that we can all be proud of,  
4 and we are here tonight to try to get some feedback on  
5 how we can make this look better from the top side.  
6 Certainly, I think it looks great from the boater's  
7 point of view, and we are trying to do the best we can  
8 with aesthetic lighting and treatments on the top side  
9 to try to make this look better. That's why we are  
10 here tonight. Yes, sir.

11 JOHN CYGIELNIK: My name is John Cygielnik.

12 I am a Shrewsbury resident. I am a Town Meeting  
13 Member, and I am also Finance Committee. I have two  
14 questions. One of the them refers to the left hand  
15 turning lane westbound. How large is that? How many  
16 cars does that accommodate, and of course my concern  
17 is that at, say, rush hour or whatever, traffic backs  
18 up into the through lane, and it seems like there's  
19 enough space to make that as long as you want  
20 actually. So, I guess that's question number one.

21 Question number two talks to emergency  
22 vehicles. On the Worcester side, is there going to be  
23 -- when we are done, is there going to be a  
24 synchronized light so the emergency vehicles can move

1 through because I know you brought up the point that  
2 there's going to be a lane where people can move over  
3 but, having been on the bridge when emergency vehicles  
4 come through, as soon as somebody vacates a space,  
5 another person moves into it, and it's not like  
6 everybody on the right goes right, and everybody on  
7 the left goes left. So, basically, people go wherever  
8 there's an open space, and you end up blocking the  
9 bridge anyway. So, I really think you need a  
10 synchronized light to move the traffic through.

11 JOSEPH PAVAO, MODERATOR: The first part of  
12 your question, relative to the left turn lane, as  
13 everyone is aware, today you make a right turn heading  
14 westbound, you have to make a right turn -- make a U-  
15 turn in order to head down Lake Ave. South. We looked  
16 at that. One of the reasons that we are going with  
17 the left turn lanes off of the bridge is to eliminate  
18 the inconvenience of doing that but, more importantly,  
19 if you are headed down Lake Street heading south, and  
20 you want to make a left onto the bridge to head  
21 towards Shrewsbury, we need that storage for those  
22 left turn lanes.

23 Your question relative to the storage on  
24 left lanes if you are driving on Route 9, coming off

1 the bridge to make a left?

2 JOHN CYGIELNIK: Yes.

3 JOSEPH PAVAO, MODERATOR: We have a traffic  
4 engineer as a subconsultant to TranSystems,  
5 Howard/Stein-Hudson. He is not here tonight, but I  
6 can speak to it a little bit. I don't know the exact  
7 length of that storage from the renderings. I don't  
8 have those plans here with me. I know that, when it  
9 was designed and they optimized the signals to  
10 accommodate the traffic, they designed that left turn  
11 lane to accommodate the ninety-fifth percentile queue,  
12 which means what is going to back up ninety-five  
13 percent of the time. So, it is designed for twenty  
14 years out, for the year 2028. Good point. Thank you,  
15 Gary.

16 So, it is designed to accommodate the  
17 storage for the left turns without backing into one of  
18 the through lanes and blocking traffic. Now, if  
19 that's on paper, we design it to that, and that's for  
20 2028. So, we are confident that we optimize the  
21 signals to accommodate the traffic for the left turn  
22 lanes. I already forgot, the second part of your  
23 question is relative to --

24 JOHN CYGIELNIK: Emergency vehicles.

1                   JOSEPH PAVAO,    MODERATOR:        Emergency  
2                   vehicles.  Those signals at Lake Ave. are going to be  
3                   completely update.  It's going to be the latest state-  
4                   of-the-art equipment.  I think that the controller  
5                   that's there is fairly new.  So, that will remain, but  
6                   we are going to be putting Opticom.  I think that the  
7                   City of Worcester and Shrewsbury, I believe you guys  
8                   have Opticom now on the vehicles.  So, it is a matter  
9                   of retrofitting the existing controller to add the  
10                  equipment to be able to do that.  We intend to do  
11                  that.

12                  JOHN CYGIELNIK:        There's an Opticom  
13                  (inaudible)

14                  JOSEPH PAVAO,    MODERATOR:        On Lake  
15                  Quinsigamond.

16                  JOHN CYGIELNIK:  On both sides.

17                  JOSEPH PAVAO, MODERATOR:  On both sides and  
18                  we are going to continue with that.  There will be  
19                  that.  As far as the interconnect, we have a project  
20                  on Belmont Street, that goes up the hill towards  
21                  Worcester.  We are going to be putting communications  
22                  cable between the next signal, and I don't know the  
23                  name of the street off the top of my head.

24                  UNIDENTIFIED SPEAKER:  Plantation Street.

1           JOSEPH PAVAO, MODERATOR: Plantation, that's  
2           it. So, we will be, as part of that project, we are  
3           coordinating with that project to put communications  
4           cable. We are also going to be -- I believe we are  
5           going to be upgrading the signals at the exit, coming  
6           out of Lincoln Towers on Lake Street South, and we  
7           will be putting communication. There are some phasing  
8           benefits and efficiency benefits to putting  
9           communications to that. We are also going to be  
10          putting communications cable over the bridge and  
11          connecting to Lake Quinsigamond, the intersection that  
12          was done a couple of years ago.

13                 So, there will be communications cable. It  
14          will be all the latest updated equipment. There will  
15          continue to be Opticom for emergency vehicles. Yes,  
16          ma'am, Senator.

17                 SENATOR HARIETTE CHANDLER: I am Senator  
18          Hayette Chandler. I represent the Worcester side of  
19          this bridge, and I have a question, but you already  
20          know my concern, and that is that this is a public  
21          project, and it will be built with public money, and  
22          it's very important to me that a Massachusetts firm be  
23          engaged in building the bridge. That isn't required.  
24          Can you give us some help in terms of ensuring that

1           that happens.

2                       JOSEPH PAVAO, MODERATOR:       Thank you,  
3           Senator, for your comment. We met briefly. We had  
4           this discussion earlier today and when we talked, I  
5           don't have any definitive answers on it, but my  
6           understanding on it is that this is a Federal Highway  
7           funded project. It's going to be eighty percent  
8           federally funded. We have, the current bidding laws  
9           that we have right now does not allow us to specify  
10          that the contractors be selected within the State,  
11          where they get their labor force. We can't specify  
12          where the contractors that bid on this project get  
13          their pool of labor for this project.

14                     So, it's very possible that you have a  
15          contractor that bids on the project and wins, they  
16          qualify. Contractors are prequalified with MassDOT.  
17          We can't prohibit them from bidding on the project.  
18          So, right now, we don't have a mechanism to allow for,  
19          or limit, I should say, work to be done with  
20          Massachusetts residents only, or City of Worcester  
21          residents only, for that matter. So, that's the best  
22          answer that I have for you tonight on that. I did  
23          tell you that I would take it to our legal counsel and  
24          have a discussion with them. I intend to do that, but

1 my understanding right now is that we don't have much  
2 flexibility, with the current bidding laws, to be able  
3 to do that. Anyone else? Yes, sir.

4 MICHAEL PAIKA: If nobody else wants to  
5 speak, again, Michael Paika with the Lake Quinsigamond  
6 Commission. I like the notion of light colors  
7 underneath the bridge, light blue, or whatever; again,  
8 just my opinion, speaking for myself. The concept of  
9 the lake, aesthetics in terms of the bowed out railing  
10 versus a straight railing, something that might look  
11 aesthetically more pleasing; again, just me, and the  
12 idea I saw, that you had a combination of, you called  
13 them Lake aesthetics, in terms of tall lights but yet  
14 with some Traditional ramps near the abutments seemed  
15 like a nice combination idea, just to share a couple  
16 more thoughts. Thank you very much.

17 JOSEPH PAVAO, MODERATOR: Thank you. Yes,  
18 in the back.

19 ANNE ZETTEK SUMNER: Anne Zettek Sumner. I  
20 live on the north end of the lake. I am a proponent  
21 of less lighting, since that area is already  
22 excessively -- is highly lit from a variety of  
23 sources. Of course, maintaining safety and all of  
24 that, that's very important; but, again, I come from a

1 point of view that, although less is better in terms  
2 of the aesthetics of it, and the nighttime enjoyment  
3 of the lake. So, I think you mentioned the  
4 possibility of some underlighting.

5 JOSEPH PAVAO, MODERATOR: Uh huh.

6 ANNE ZETTEK SUMNER: In particular, I was  
7 wondering what prompted that, and in terms of  
8 maintenance and so forth, it seems again that less  
9 would be preferable on that.

10 JOSEPH PAVAO, MODERATOR: The -- thank you  
11 for your comment. Thank you, the lighting comments,  
12 we have gotten comments from various public meetings  
13 that we have had, the desire to try to highlight the  
14 bridge, both from above and underneath, is one of the  
15 reasons we started to look at the aesthetic lighting.

16 So, it's come from various sources. We have met with  
17 the City of Worcester. They liked the idea of  
18 lighting. They have even -- they were the ones that  
19 even suggested maybe lighting the railings to add some  
20 lighting to the sidewalks. So, light is something  
21 that we have been talking since we started this  
22 project.

23 Up above, as far as the lighting for the  
24 roadway, we have minimum standards that we have to

1 meet to make the roadway safe. Any other lighting, as  
2 far as aesthetics, we can still have that discussion.

3 Again, that's why we are here tonight, and we  
4 appreciate your comments.

5 As far as maintenance, that was a concern.  
6 The City of Worcester currently maintains the lighting  
7 on this bridge. We have discussed that with them, and  
8 the intent is to turn it over to them, and have them  
9 continue to maintain lighting on this bridge. With  
10 the aesthetic lighting, one of the ways to reduce  
11 maintenance and consumption is going with an LED type  
12 lighting because it is very low maintenance. It's a  
13 little more costly up front for the State, but I think  
14 the long term benefits are there to justify it. Yes,  
15 ma'am.

16 DONNA O'CONNOR: Another thought related to  
17 the history of that lake area. Some people may be old  
18 enough, like me, to remember White City being in that  
19 corner, and actually being in, in my memory, an  
20 awesome amusement park to go to. So, I like the idea  
21 of the light carrying out the theme of the excitement  
22 of that section of town, and what it was to many  
23 people.

24 JOSEPH PAVAO, MODERATOR: I will make a note

1 of that. Like I said, we have got -- we are looking  
2 at interpretive panels on all the quadrants. It  
3 sounds like that is one idea that we can try to have  
4 discussions on, definitely. In the back.

5 MATT HOGAN: My name is Matt Hogan. I live  
6 in Shrewsbury. I am a Town Meeting Member, and I live  
7 on the lake, just south of the bridge. A number of  
8 thoughts, Representative O'Day talked about it sort of  
9 being a statement bridge, and I attended a public  
10 hearing at the Worcester Vocational Technical High  
11 School and, at that point, you were presenting four or  
12 five bridge options and one had arches. They weren't  
13 golden, as I recall, but they were attractive, and  
14 there was a presentation about the fact that it is a  
15 statement bridge. You can see it from the top of  
16 Belmont Hill. You can see it from (inaudible) Street,  
17 coming from either direction.

18 One of the designs, which was maybe thirty  
19 million dollars more, had these arches and it was much  
20 more expensive to build. At the time, I suggested  
21 that we maybe just glue them on the side. My idea was  
22 summarily dismissed. I was never quite sure why, but  
23 I do think the appearance is important, and I do also  
24 believe that budget is important. I like a lot of the

1 steps that are being taken, such as the monuments. I  
2 think there are ways you can spruce this up, and every  
3 time we build something, we don't want to spend any  
4 money, but thirty and forty, and fifty years later,  
5 people look and say, isn't it wonderful that all those  
6 people spent a little bit more money and put some  
7 monuments or something. So, I think there are some  
8 good ideas here, and I like the monument idea.

9 As far as the intersection at -- one the  
10 Worcester side, and you talked about left turns coming  
11 eastbound, I don't know who is responsible for doing  
12 the lighting, the traffic signals there. Will it be  
13 part of this project, or part of the Belmont Street?

14 JOSEPH PAVAO, MODERATOR: It is going to be  
15 part of this project.

16 MATT HOGAN: Because the lights don't work  
17 right now. The eastbound left lane signals regardless  
18 of whether there is traffic in that lane. Just a  
19 small point, but I'm glad you will be doing it.

20 If -- with respect to the lighting, if the  
21 Belmont Street is going to have the traditional  
22 lighting, and the Lakeway Business District has  
23 traditional lighting, I would think we might want to  
24 continue that theme; and, last, I like the blue.

1 JOSEPH PAVAO, MODERATOR: I'm sorry.

2 MATT HOGAN: I like the blue.

3 JOSEPH PAVAO, MODERATOR: Just to follow up,  
4 the lighting, the lights will be all brand new at that  
5 intersection. Everything is going to be upgraded.  
6 With the geometry changes that are taking place, we  
7 needed to do all new lights. The intent now is, the  
8 City of Worcester owns those lights. When we are done  
9 with the project, we will be turning that back over to  
10 the City of Worcester, so they will take ownership of  
11 the lights. We have discussed that with them.

12 As far as the traditional lighting, I  
13 believe, based on our discussions, that that was the  
14 City of Worcester's preference, was to keep the same  
15 type of lighting from a maintenance point of view. We  
16 did want to show some options because we want to have  
17 this discussion with the public and solicit some input  
18 on this, and this is why we are showing some different  
19 options.

20 As Gary mentioned in the beginning with the  
21 traditional lighting, the spacing is a lot closer, and  
22 we weren't sure if that was something that was going  
23 to look a little cluttered on the bridge, and if  
24 people wanted a more open type look on the bridge.

1 So, that's why we are showing all these options; and,  
2 again, you can mix and match, and maybe have a little  
3 bit of both, if that is the desire.

4 MATT HOGAN: And that might be a better  
5 plan, too.

6 JOSEPH PAVAO, MODERATOR: Sure. Yes, ma'am.

7 DONNA O'CONNOR: I don't know how I forgot  
8 to say this, but you showed us so many pictures and so  
9 many angles of the bridge, one angle I don't remember  
10 seeing was from UMass to that bridge, and I have to  
11 tell you, I have sat, unfortunately, too many times at  
12 UMass, inside, looking out, and that bridge is a focal  
13 point when you are sitting with family members in  
14 rooms, and there's some peacefulness about watching  
15 what's happening going over that bridge. So, it's  
16 actually an enormous focal point for people on that  
17 side of UMass, looking out.

18 JOSEPH PAVAO, MODERATOR: Thank you for your  
19 comment. Yes, ma'am.

20 LINDA SARKISIAN: My name is Linda  
21 Sarkisian. I live in Shrewsbury. I have quite a few  
22 questions, hopefully, I won't ask them all. My  
23 concern is pedestrians, and I guess I am thinking of  
24 Regatta Point. I know that a lot of sailing goes on

1           there and a lot of summer programs, and the kids from  
2           there will go across to get lunch. They will cross  
3           the street. I'm presuming it's going to be a little  
4           better because there's a median now so they are going  
5           across three lanes, then they will have the median and  
6           another cross.

7                   JOSEPH PAVAO, MODERATOR: That's correct.

8                   LINDA SARKISIAN: But with six lanes of  
9           traffic, it's even more traffic. I guess I'm curious,  
10          at what point might you have an overpass or would that  
11          be overkill at this point?

12                   JOSEPH PAVAO, MODERATOR: At this point,  
13          it's not something that we considered. The signals  
14          that we are going to be providing are going to be much  
15          safer. They will all meet the current standards.  
16          There will be countdown pedestrian signals. There  
17          will be ADA buttons. Everything will be brought up to  
18          standard. The ramps will be brought up to standards.

19          There will be more storage at the island, so there  
20          will be a better opportunity to cross. So, I think  
21          you are going to have a much safer crossing than what  
22          you have today.

23                   LINDA SARKISIAN: And it will be kind of the  
24          same at the South Quinsig by Burger King? The two

1 crossings are going to be --

2 JOSEPH PAVAO, MODERATOR: Nothing is going  
3 to change on that side. That side will be pretty much  
4 as it is today. I think right now, the way that  
5 signal is phased, there is enough time in the walk  
6 signal to get from one end, from Burger King, say, to  
7 White City Plaza. I don't think that is phased where  
8 you have to stop halfway. Unfortunately, on the Lake  
9 Street side -- Lake Ave. side, I don't think the  
10 phasing will allow us to get somebody all the way  
11 across because of all the different movements.

12 LINDA SARKISIAN: Oh, so they will be in the  
13 middle waiting?

14 JOSEPH PAVAO, MODERATOR: So, you will have  
15 to be stepped across, but there will be accurate  
16 storage in the median.

17 LINDA SARKISIAN: Well, anyway, there is a  
18 popular summer program there with kids going over to  
19 the deli over there.

20 JOSEPH PAVAO, MODERATOR: Sure.

21 LINDA SARKISIAN: I guess the other -- I do  
22 like the Traditional. I guess I would hate to see  
23 this look like the 290 bridge. It looks pretty nice,  
24 but the separation, that separation is -- I guess I'm

1           curious how you decided how wide it is, how wide is  
2           it? Can cars go off the side and go plunging down?

3                   JOSEPH PAVAO, MODERATOR:     Hopefully not.  
4           Cars won't be able to go over the side. The width  
5           that we ended up with is based on -- the first part of  
6           it is based on the phasing of construction.  
7           Certainly, we wanted to build -- when we build to the  
8           south, we are building the minimum width that we need  
9           to maintain the two lanes in each direction during  
10          construction. We also -- we are demo'ing the sidewalk  
11          to build it as close as we can to the existing bridge,  
12          to minimize impacts. White City Plaza is one of the  
13          areas where we are trying to minimize the impacts and  
14          transition back on to the current alignment.

15                   If you are coming down the hill, down  
16          Belmont Street today, you notice there's a big jog.  
17          The bridge is set to the north, and the way we set  
18          that southern alignment, or I guess the eastern travel  
19          lanes was to try to straighten out that job. So, we  
20          tried to build it as close to the existing bridge, to  
21          have the least amount of impacts to right-of-way.  
22          That was step number one.

23                   When Gary originally looked at the  
24          alignment, we had it without an open median. It was

1 close. When we started looking at the alignment that  
2 resulted on the westbound direction, it wasn't an  
3 ideal alignment from a civil perspective. So, when we  
4 started to look at it, and put it down on paper, well,  
5 if I had to do this the way I wanted to, what is the  
6 best alignment that we can get here? When he put it  
7 on paper, he ended up with a nineteen to twenty foot  
8 opening between the two bridges.

9 LINDA SARKISIAN: Now, structurally, would  
10 it be the same if there was no opening?

11 JOSEPH PAVAO, MODERATOR: Well, I will let  
12 Gary talk to that.

13 GARY BUA: Structurally would it be the  
14 same? Yeah. I mean, you know, we probably --

15 JOSEPH PAVAO, MODERATOR: I don't think it  
16 would make much of a difference.

17 GARY BUA: It wouldn't make much of a  
18 difference. I mean, it is really from an alignment  
19 standpoint. There's two things. It's roadway  
20 alignment. It's construction staging, and the third  
21 element that we talked about, from a benefit  
22 standpoint in that meeting, if you had a hundred and  
23 twenty foot wide bridge when you are passing  
24 underneath it, from a recreational standpoint, it's

1 going to be a lot darker. It is going to have a  
2 tunnel effect type of feel, and we thought that  
3 separating that, allowing the light there as we  
4 provide for a much more welcoming space for the lake  
5 users.

6 With respect to safety, it is going to have  
7 a crash tested safety, just like any bridge, and so,  
8 we would hope that it wouldn't allow for --

9 LINDA SARKISIAN: The photos had kind of an  
10 abutment, but it is going to have a rail on top of  
11 that, or just the abutment?

12 JOSEPH PAVAO, MODERATOR: It's just --

13 GARY BUA: It's a parapet. It's a concrete  
14 parapet, yes.

15 LINDA SARKISIAN: Okay, thank you.

16 GARY BUA: On the inside. On the outside,  
17 it's going to have a --

18 LINDA SARKISIAN: I do have one other  
19 comment.

20 JOSEPH PAVAO, MODERATOR: Sure.

21 LINDA SARKISIAN: About the access down from  
22 the bridge, the access -- anyway, on the south. That  
23 access, I think, has been nice for access to the lake  
24 from White City, and vice versa. So, I hate to see

1           that disappear.

2                       JOSEPH PAVAO, MODERATOR:     The steps, you  
3           mean?

4                       LINDA SARKISIAN:     The steps.

5                       JOSEPH PAVAO, MODERATOR:     I think one of the  
6           comments we received is, we wanted to try to prohibit  
7           access down underneath the bridge, try to keep people  
8           from graffiti and what not. We didn't want to make it  
9           a hangout.

10                      LINDA SARKISIAN:     Yeah, I don't think it's a  
11           hangout. You can pull up and -- you know, there's a  
12           Friendly's. You know, kids could stop and go get ice  
13           cream, and it just allows for interaction between  
14           people on the lake and retail establishments.

15                      JOSEPH PAVAO, MODERATOR:     We are trying to  
16           provide that on the top side of the lake with all the  
17           lookouts; but, based on -- I mean, we heard some  
18           concerns about having access down there, and the way  
19           we understood it was, emergency access was the main  
20           concern, what we wanted to try and accomplish with the  
21           project. Trying to build stairs that may be ADA  
22           accessible would be extremely difficult. You have got  
23           a lot of impacts, not only to White City Plaza, but  
24           you would have it to the restaurant on the other side.

1           So, in order to minimize the impacts, we want to  
2 provide emergency access to both the north and the  
3 south side of the bridge, and I think we have decent  
4 access on the Worcester side today. There's a police  
5 boat launch ramp over there on the other side. So,  
6 thank you.

7           LINDA SARKISIAN: Thank you.

8           JOSEPH PAVAO, MODERATOR: I see a hand in  
9 the back.

10          KAREN VALENTINE GOINS: Karen Valentine  
11 Goins. I'm from Worcester, and I just want to say, I  
12 was glad to hear the great consideration for the  
13 bicycle and pedestrian population here. I think I  
14 just was misunderstanding, and I just wanted to ask,  
15 but if there is a significant pedestrian refuge on the  
16 east side -- no, western side of the bridge?

17          JOSEPH PAVAO, MODERATOR: We are trying to  
18 pull up the intersection.

19          KAREN VALENTINE GOINS: And then, related to  
20 that is just, I guess a request that the signal timer  
21 be as long as possible. What kind of a length would  
22 it be?

23          JOSEPH PAVAO, MODERATOR: It's a balancing  
24 act to try to accommodate traffic and have an

1 acceptable level of service but, certainly for  
2 pedestrians, we have minimum times that we need to  
3 provide for pedestrians with a walk signal, to get  
4 from Point A to Point B. Being that we have such long  
5 crossings on the -- I guess the east side of the  
6 intersection, we do need to step the pedestrians. We  
7 looked at a walk signal to halfway across, and then  
8 you will have to wait, and then you get to cross the  
9 second half. To provide a crossing of that distance,  
10 you would absolutely kill traffic. It just doesn't  
11 work.

12 So, we did the best we could with maximizing  
13 that. Again, these are preliminary -- when I say  
14 preliminary, the final -- they are going to twenty-  
15 five percent design, and then we are going to hand it  
16 off to a design/build contractor, who will take the  
17 design and complete it, but as far as the signals,  
18 they are done at a conceptual level. There are  
19 timings that we will put on it, that the subconsultant  
20 to TranSystems has looked at.

21 GARY BUA: It's not too much longer. You  
22 can see right over here at the sidewalk, the existing  
23 sidewalk ends right here, and so, it goes from here to  
24 this island, which still exists, over to here. So,

1 the length, it got longer. I mean, it really, it was  
2 extended from here to here. So, it's not like we are  
3 doubling the length there at that location.

4 KAREN VALENTINE GOINS: How wide is the  
5 refuge there?

6 GARY BUA: How wide is the refuge there?  
7 It's about nineteen feet here, but it does get thinner  
8 here. Ten feet? Ten feet wide? Ten.

9 JOSEPH PAVAO, MODERATOR: There should be  
10 plenty.

11 GARY BUA: It's twelve feet wide. So, as  
12 wide as a whole traffic lane.

13 JOSEPH PAVAO, MODERATOR: Anyone else? No  
14 other comments?

15 ZIEBART: Just a question.

16 JOSEPH PAVAO, MODERATOR: Sure.

17 ZIEBART: I own Ziebart, which is just two  
18 buildings off of the bridge, next to where -- on the  
19 other side, on the Shrewsbury side, and I am just  
20 curious, when they knock down that side, on the  
21 westbound lane, how the access is going to be  
22 accessible into the parking lots.

23 JOSEPH PAVAO, MODERATOR: Where? Down here?

24 ZIEBART: Right next to the -- you know the

1 restaurant out there, I am one building next to that.

2 So, we actually share the same parking lot, me and  
3 that restaurant right there.

4 JOSEPH PAVAO, MODERATOR: Are you referring  
5 to the wall that's right in front of the restaurant?

6 ZIEBART: Correct, and then about -- yes.

7 JOSEPH PAVAO, MODERATOR: I think, Gary and  
8 I have talked about this. We have been out there many  
9 times. I was of the opinion you have to take it down,  
10 but he thinks we can do it without taking it down.  
11 So, I'll let Gary talk to it.

12 GARY BUA: I think this piece of the wall  
13 has to get modified. The top of this wall is going to  
14 get modified. From a profile standpoint, we are up  
15 over the water, but we are able to tie down basically  
16 at existing right about at that driveway location.  
17 So, we don't expect to extend the actual physical --  
18 there will be some work in that area, obviously, but  
19 we are not going to have to raise this driveway. So,  
20 we are preparing that you should maintain access  
21 there.

22 JOSEPH PAVAO, MODERATOR: The short answer -  
23 -

24 ZIEBART: That would be a significant S turn

1           then, I would assume, to get into one of those parking  
2           lots, when you are bringing down the east --

3                   GARY BUA:    Yes, right, right.    They will  
4           have to come -- it will be a hard left turn, right.  
5           This whole area in front of here will be -- will be  
6           used for construction.    So, when they come over here,  
7           it is going to have to be a hard left.

8                   JOSEPH PAVAO, MODERATOR:   The short answer  
9           to your question is, we are maintaining access to all  
10          the businesses at all times during construction.    If  
11          the driveway shifts temporarily, the property owners  
12          would be notified, but we have committed to that.

13                   ZIEBART:    Now, I assuming -- there's not  
14          much you can do, but I am a detailing facility, so my  
15          prime business is cleaning cars.

16                   JOSEPH PAVAO, MODERATOR:    You don't like  
17          dust then.

18                   ZIEBART:    Yeah, we don't care for dust, and  
19          we also a tinting facility.    So, it's two of my most  
20          major things, and we also spray (inaudible) lines,  
21          which dust can be a huge factor, just like painting a  
22          car.    So, I have no idea what the impact is going to  
23          be to my business.    This is the first meeting I have  
24          been able to squeeze over to.

1           JOSEPH PAVAO, MODERATOR: Well, I mean, we  
2 will have dust control language in the contract. That  
3 is something we do make a note of, is the type of  
4 business that's going on adjacent to the project.  
5 Okay. Thank you. Any other questions and comments?

6           Is there any other, any lake users, rowing  
7 communities? We met with rowers in one of the  
8 communities prior to this meeting, but I am just  
9 curious is there's anybody else in the audience that  
10 has concerns with clearances on the lake, access  
11 during construction, recreational users? Yes, in the  
12 back.

13           PATRICK HIGGINS: My name is Patrick  
14 Higgins. I am with the Quinsigamond Rowing  
15 Association. The only -- and I think we discussed it  
16 at the meeting at the Voc school, as well, the biggest  
17 thing that is important to us is, the access off the  
18 lake, maintaining the width, that at least one shell  
19 can get through during the entire construction period.  
20 That is sort of our minimum. Otherwise, we are  
21 (inaudible) to about two thousand (inaudible) water.

22           JOSEPH PAVAO, MODERATOR: Some of the  
23 comments that we have had in the past, and I think it  
24 goes right back to the first public information

1 meeting that we had, I recall the number forty feet  
2 coming out as the absolute minimum. When we met  
3 today, we were even talking, seeing if we could get  
4 maybe fifty feet as a minimum. Certainly, there will  
5 be times of the year where you have events going on in  
6 the lake. We are going to coordinate with the Lake  
7 Commission and the users of the lake to maybe limit  
8 the type of work that happens during those particular  
9 events. I know there are some events, I think, in --  
10 is it October? A couple of weekends in October.

11 PATRICK HIGGINS: It's usually May.

12 JOSEPH PAVAO, MODERATOR: Oh, May. So, I am  
13 hearing different weekends there are special events  
14 going on. We can put that right into the special  
15 provisions of the contract, where the contractor won't  
16 be allowed to work those particular weekends, or we  
17 will limit the type of work they can do. So,  
18 certainly we are sensitive to what's going on, on the  
19 lake, and we want to try to accommodate that as best  
20 we can. Yes, sir.

21 MICHAEL PAIKA: Again, Mike Paika. Excuse  
22 me. I am a Member of the Lake Quinsigamond  
23 Commission. I guess with that discussion started, let  
24 me just say, or ask, will there be regular access for

1 boaters to go north to south, south to north, under  
2 the constructing -- construction project bridge. I  
3 guess that's the -- you have got to have a temporary  
4 bridge and, again, will there always be --

5 JOSEPH PAVAO, MODERATOR: Yes. The answer  
6 to your question is yes. We are going to require the  
7 contractor to provide access at all times from north  
8 to south underneath the bridge. We will have a  
9 minimum width that they must maintain.

10 MICHAEL PAIKA: Forty or fifty feet, sir?

11 JOSEPH PAVAO, MODERATOR: Well, it's forty  
12 or fifty, I don't know yet.

13 MICHAEL PAIKA: Let me just that, the wider  
14 the better only in that, if it is to be a shared  
15 channel for people to go north to south, south to  
16 north, that if -- there's a lot of activity on the  
17 lake and a crew boat might be able to get through,  
18 there should be some consideration for other boating  
19 traffic, RE runabouts, RE kayaks, or whatever. If it  
20 is only so wide, it might frustrate people who -- you  
21 know, short of having a traffic light, they will start  
22 to get frustrated and, hey, when's my turn, and, you  
23 know, we don't want to have that, in terms of people  
24 starting to get angry with each other, that they feel

1           that they are not given fair and equal chance to go  
2           through, we will call it the channel way, and go north  
3           to south, south to north. Thank you.

4                   JOSEPH PAVAO, MODERATOR: I would anticipate  
5           that even, even if we were to say we are going to  
6           maintain forty feet, there are going to be times when  
7           two crew boats, I mean, with the oars, probably  
8           couldn't go by at the same time. Certainly, two boats  
9           might not be able to go by at the same time. So,  
10          there will be times during construction where a boat  
11          may have to wait for another boat to be able to pass  
12          through.

13                   If you got to the first slide where it shows  
14          the -- I think it is the second or third slide, it  
15          shows the two bridges overlapping, the new pier  
16          locations for the proposed bridge don't line up  
17          exactly with the existing ones. So, there are going  
18          to be times when there may be some conflicts, where we  
19          can't maintain an entire arch opening. We are going  
20          to try to see if we can limit when those occurrences  
21          happen as best we can, and this is why I wanted to ask  
22          that question, what is the minimum that you can live  
23          with in terms of channel opening, north to south? I  
24          mean, we have heard forty feet in the past, and that

1 is certainly what we have been carrying in the  
2 project, carrying in the contract documents. If we  
3 can get more, we are going to take a look at it.

4 JOSEPH ZECCO: Excuse me. What is the  
5 difference between the spans right now?

6 GARY BUA: Here? The existing spans?

7 JOSEPH ZECCO: Yes, the existing bridge.

8 GARY BUA: A hundred and twenty-five.  
9 Ninety on these two, seventy-five on these two, and  
10 sixty on that one.

11 JOSEPH ZECCO: The center was a hundred and  
12 twenty, you said?

13 GARY BUA: A hundred and twenty-five.

14 JOSEPH ZECCO: One twenty-five, on the new  
15 bridge.

16 GARY BUA: On the new bridge, it's two  
17 forty.

18 JOSEPH ZECCO: Yes, on the old, existing  
19 bridge, I was talking about.

20 GARY BUA: Right. The existing bridge is a  
21 hundred and a twenty-five maximum. A hundred and  
22 twenty-five, ninety, ninety, seventy-five, seventy-  
23 five, sixty.

24 JOSEPH ZECCO: Thank you.

1 JOSEPH PAVAO, MODERATOR: Yes.

2 JOHN REKEMEYER: John Rekemeyer, Shrewsbury  
3 lakefront resident, and a boater, as well as an avid  
4 rower. It looks good, some nice stuff there, as well  
5 as, I like the lake view, less is more, I think Anne  
6 said here. I guess the only concern I would have  
7 would be some of the underlighting, bridge  
8 underlighting, as far as having an effect on night  
9 boating. So, either you are passing under there at  
10 night in a boat, a power boat, or when you are out  
11 there rowing at five thirty in the morning, and  
12 especially in the fall, if it is dark, I don't know  
13 how you might explain how that lighting might affect  
14 your vision when it's dark. You go under there and  
15 there's lights and --

16 JOSEPH PAVAO, MODERATOR: We have a -- Gary  
17 has a lighting contractor that deals strictly with  
18 lighting and, as Gary mentioned earlier, the intent  
19 isn't to flood the lake with light. We are trying to  
20 just highlight the bridge. So, when we talk about  
21 underlighting --

22 GARY BUA: There's different levels. I  
23 mean, you can -- based on -- you can tone that down  
24 quite a bit, just to light certain members, and have

1           it so that it is --

2                   JOSEPH PAVAO, MODERATOR:   Pointing up into  
3           the bridge versus pointing down onto the lake.

4                   GARY BUA:   What you saw in those renderings  
5           weren't final versions.  I mean, the idea would be to  
6           try to minimize it as much and just really -- just be  
7           able to see it and accentuate it, but not really  
8           overwhelm it so that you are just lighting it up.  So,  
9           I think that would be where we would be heading with  
10          this.

11                   JOSEPH PAVAO, MODERATOR:   Yes, sir.  I am  
12          going to give you a spot at the table soon.  Go right  
13          ahead.

14                   MICHAEL PAIKA:   Well, you know, there was a  
15          comment made before in terms of talking the space  
16          between the abutments.  Just to let you know, to pass  
17          under the bridge, you are supposed to go six miles an  
18          hour headway speed.  I mean, anybody can do anything,  
19          but the fact of the matter is, if you follow the  
20          rules, the law, in terms of going under that bridge,  
21          and someone, say, comes out in between an abutment  
22          because they are in a kayak, and they are kind of just  
23          (gunghoing)  along,  that's  what  it  is  called,  
24          exploring, you know, people should be going at a slow

1 speed as it is, and it shouldn't be one of someone  
2 passing under an arch at thirty or forty miles an  
3 hour, all of a sudden they encounter a kayaker who  
4 comes out in between the median section there,  
5 underneath the middle of the bridge. Anything could  
6 happen in this world and, again, and I -- can I look  
7 to the Shrewsbury Police Department and ask as to  
8 whether (inaudible phrase) in terms of going under the  
9 bridge, the headway speed, or --

10 UNIDENTIFIED SPEAKER: (inaudible comment)

11 MICHAEL PAIKA: Okay. Currently, the rules  
12 are, though, six miles an hour headway speed under the  
13 bridge.

14 JOSEPH PAVAO, MODERATOR: Are there any  
15 signs today to that effect?

16 MICHAEL PAIKA: Yes, there is, sir.

17 JOSEPH PAVAO, MODERATOR: There are. So,  
18 that's good to know here because that is something we  
19 would want to --

20 GARY BUA: We have to replace those.

21 JOSEPH PAVAO, MODERATOR: We can't just  
22 relocate them. I am trying to save money.

23 MICHAEL PAIKA: They are as old as the  
24 current bridge.

1 JOSEPH PAVAO, MODERATOR: Yes, ma'am.

2 NICOLE APOSTOLA: My name is Nicole  
3 Apostola, and I am a Worcester resident, and I had a  
4 couple of questions.

5 JOSEPH PAVAO, MODERATOR: Sure.

6 NICOLE APOSTOLA: One of them was about the  
7 bonded concrete end and the benches, and whether there  
8 would be enough room for someone in a wheelchair --  
9 like, if there were benches there, could someone in a  
10 wheelchair get to the overlook, and also would the  
11 bonded concrete work well for someone in a wheelchair?

12 JOSEPH PAVAO, MODERATOR: I think right now,  
13 in Shrewsbury at the Lake Quinsigamond -- at the  
14 Quinsigamond Ave. intersection, that's a stamped  
15 concrete or stamped asphalt type and I think that  
16 meets ADA requirements.

17 NICOLE APOSTOLA: I think it does, too, but  
18 I guess -- and I guess my concern was more, as I was  
19 thinking about it, was the benches, and as long as  
20 there would be enough space.

21 JOSEPH PAVAO, MODERATOR: There would be  
22 enough room to get around, and that's a discussion we  
23 actually had today. I think Gary showed some granite  
24 benches and, again, this is just a rendering. We

1           could do something with like some iron benches,  
2           similar to the railings, something a little bit  
3           lighter, that would just be bolted there. So, there's  
4           different options and that's the kind of comments we  
5           are looking for. As far as ADA accessibility, yes, we  
6           will provide that throughout the project.

7                   NICOLE APOSTOLA:     And I guess my next  
8           question would be about the -- I know this isn't  
9           really part of your project, but the Belmont Street  
10          aspect of things, and whether the lighting would be  
11          coordinated -- you know, because I guess -- I guess  
12          part of my concern is that, you know, are we going to  
13          have three different kinds of lighting? You know, we  
14          obviously have a nice kind of look in Shrewsbury, and  
15          will the lighting be coordinated with the bridge, and  
16          then over to Belmont Street, and then over to  
17          Shrewsbury Street.

18                   JOSEPH PAVAO, MODERATOR:   I think we heard  
19          that a couple of times tonight, just trying to keep  
20          the same lighting, the traditional lighting, coming  
21          down Belmont Street. I think the lighting that  
22          Worcester uses, that is used throughout the City, and  
23          what is going to be placed on Belmont Street is  
24          similar to the Shrewsbury lighting. They are not

1 exactly the same, but they are the same Traditional  
2 Theme. So, that is something that I think we heard  
3 tonight quite bit.

4 GARY BUA: This fixture is actually rendered  
5 -- is the one that is proposed on Belmont Street.

6 NICOLE APOSTOLA: Okay, great. Thank you.

7 JOSEPH PAVAO, MODERATOR: Anyone else? I  
8 think that concludes the meeting. I just remind  
9 everybody, if you didn't sign in on the way out -- on  
10 the way in, please do so on the way out. We do want  
11 to keep a record of who attended the meeting. That's  
12 it. I thank you for coming tonight.

13 End of Public Information Meeting +++  
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C E R T I F I C A T E

I, Janice L. Tirone, 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 skill and ability.

Janice L. Tirone

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\*\*ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO  
THE BEST OF MY ABILITY