



PUBLIC INFORMATIONAL MEETING
TUESDAY, APRIL 27, 2010 AT 6:00 P.M.

AT

NEWBURYPORT CITY HALL, AUDITORIUM
NEWBURYPORT, MASSACHUSETTS

FOR THE PROPOSED

WHITTIER BRIDGE/I-95 IMPROVEMENT PROJECT
I-95 FROM EXIT 57 TO EXIT 60
PROJECT FILE NO.: 601096
ACCELERATED BRIDGE PROGRAM

BETWEEN THE CITY OF NEWBURYPORT AND
THE TOWNS OF SALISBURY AND AMESBURY

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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Michael Sheehan, Right of Way Bureau,
MassDOT - Highway Division
Joe Freeman, Environmental Engineer,
Tetra Tech Rizzo
Michael Bertoulin, VP, Principal Project Manager,
Parsons Brinckerhoff

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1 of you here.

2 I'd just like to get a sense of which
3 communities are represented. Could you raise your
4 hand if you're from Newburyport? Amesbury? And,
5 Salisbury? A little light in Salisbury, but I think
6 we have a good representation from all three
7 communities.

8 I'd like to represent City Councilor
9 Ari Herzog from Newburyport is here. Are there any
10 other public officials from local communities I should
11 recognize?

12 Thank you. And you'll notice in the
13 back of your packet, too, there is a final page for
14 comments, which I think are very, very important. If
15 you don't feel comfortable speaking out at the end of
16 the presentation today, I think it would be important
17 that you write your comments and send them in, and
18 continue the active participation. This is a massive
19 -- the largest bridge project that's happening in our
20 state. And I think the information from, you know,
21 residents and the neighboring communities -- one thing
22 that I can assure you is that Mayor Thatcher, and Neil
23 Harrington, and myself have had several meetings and
24 are coming together to form what we're calling a

1 Community Host Advisory Committee, where we would like
2 to have representation from all three communities
3 working together with the planning project team. And
4 we'll be talking more about that. As opposed to
5 working individually with each of the three
6 communities, it makes sense that we unite as three
7 communities because the environmental and economic
8 impacts to the communities are shared concerns.

9 And we will continue to keep the
10 communities updated as we move forward and learn more
11 about the bridge project.

12 So, again, I thank you all for coming
13 tonight. And, let's get to the presentation.

14 MODERATOR O'DOWD: Thank you very much,
15 Mayor Holaday.

16 So, let me do a quick introduction.
17 Mike Bertoulin, who is with Parsons Brinckerhoff, he
18 is the project manager for this project. Next to him
19 is Mr. Joseph Freeman from Tetra Tech Rizzo who is
20 responsible for, in concert with Parsons Brinckerhoff,
21 developing all of the environmental documents,
22 including the Environmental Impact Report and, also,
23 the Environmental Assessment required by the MEPA
24 process. Next to him is Mr. Michael Sheehan from our

1 Right of Way office at District 4. And, also,
2 tonight, the transcriptionist from Arlington Typing
3 and Mailing who will be making a complete verbatim
4 transcript of tonight's proceedings.

5 And I would make mention of the fact
6 that when we get to the question and answer session, I
7 would ask that you please stand, state your name,
8 spell your name for the record so that we'll be able
9 to keep a complete record of tonight's meeting and
10 discussions.

11 One thing, and I don't want to hold
12 people up too long, I know that the Celtics are
13 playing tonight. And you're not going to want to miss
14 the final game for this series, I hope.

15 So, I'll let Mike get right into it.
16 But, one of the things I wanted to reiterate that
17 Mayor Holaday just mentioned is the fact that we have
18 received, and I thank you for it, a number of comment
19 letters have been sent in subsequent to a number of
20 the presentations that we've done. And, if you do not
21 hear a response from me, I apologize. I get a lot of
22 mail on a lot of projects that I'm managing right now.
23 However, what I will say is that your comments don't
24 go unnoticed. Myself and my two colleagues that work

1 with me, we read each and every one of those. We
2 review them. We go over those with the design team.
3 The design team has also looked at all of them. They
4 do get reflected in the documents that are being
5 developed, the design documents and also the
6 environmental documents. You will see responses to
7 each and every one of your memos and your letters in
8 those environmental documents as they are drafted and
9 submitted out to the public for review and comment.

10 Don't hesitate to email me. My email
11 address, I can make it available. Contact Stephanie
12 Boundy, Stephanie at the rear of the room here. She
13 is taking the attendance sheets. She has access to me
14 at any and all times. If you have any questions,
15 please don't hesitate to contact her. I think her
16 information is on the PowerPoint presentation tonight.
17 And she can revert all of those questions up to me and
18 I will answer them as quickly as I possibly can.

19 So, we do find it important. We do
20 want to hear. As Mayor Holaday says, we are looking
21 forward to working with the three communities. Mayor
22 Holaday has drafted a memo. It went into our
23 Secretary of Transportation, Mr. Jeff Mullan. And he
24 also wants to start to make a consensus agreement

1 amongst the community, realizing what the impact of
2 this project may have on local businesses, abutters,
3 residents, etc.

4 So, one thing I do want to note for the
5 transcription is this presentation of this meeting
6 tonight was advertised in two of the local newspapers:
7 the *Newburyport Daily News* on April the 13th and on
8 April the 20th; and it was also advertised in the
9 *Amesbury News* on April the 16th and April 23rd, 2010.

10 So, Michael, I'll allow Mike to get on
11 with his presentation.

12 MICHAEL BERTOULIN: Thank you, Michael.

13 I've got a number of slides that myself
14 and Joe Freeman are going to run through tonight to
15 bring you up-to-speed. If you've been to these
16 presentations before, I'd say maybe 20 percent of the
17 slides you will have seen before. The rest of them
18 have been reworked, updated, with additional
19 information and a lot of new information that is being
20 provided tonight.

21 So, given that, the team involved with
22 this is Parsons Brinckerhoff and Tetra Tech Rizzo.
23 We're doing the vast majority of the work. We have a
24 team of specialty subconsultants working for us for

1 various aspects of the project.

2 The project description. The base
3 project description is MassDOT is proposing to replace
4 the current structurally deficient Whittier Bridge and
5 improve I-95 from Exit 57, which is the 113 exit in
6 Newburyport, up to Exit 60, which is 286 to Salisbury.

7 The existing bridge was built in 1951
8 as part of an original Route 1 relocation project. It
9 predates the interstate system. The existing
10 structure was originally designed for two lanes of
11 traffic in each direction with a breakdown lane.
12 Later, it got converted into three lanes as three
13 lanes was required in the '70s when the other elements
14 of the highway were being improved, and modified, and
15 widened to the south and to the north.

16 Now, it's come to the point where the
17 bridge is structurally deficient and it's nearing the
18 end of its economic life. It actually has a poor
19 structural rating right now with excessive
20 deterioration of this type of bridge, which suffers in
21 northern climates due to deicing salts.

22 It's also an older -- what's known as a
23 non-redundant type structure where a critical failure
24 with a main member could be a major problem for a

1 structure like this.

2 Also, the highway geometry, it only has
3 three lanes. The breakdown shoulders, there's no
4 high-speed shoulder. It doesn't meet current codes.

5 And, also, the highway itself between
6 Exit 57 up through 59, which is where 495 is, is only
7 three lanes where the rest of the highway was built at
8 a later date and has the four-lane capacity. The
9 elements from 57 to 59 basically have been waiting for
10 replacement of the bridge. And you don't take a
11 bridge out of service earlier than you need to, but
12 now has come the time for that.

13 It is part of the state's Accelerated
14 Bridge Program. It is a \$3 billion commitment over
15 eight years to basically remove -- either repair or
16 remove from service current bridges which are on the -
17 - known as the Red List, which are the structurally
18 deficient bridges within the state, and also to
19 prevent additional bridges from becoming classified as
20 structurally deficient.

21 A little graphic running from
22 Newburyport, Exit 57, up to our project limit, which
23 is up to Exit 60. Basically, these get into the
24 primary design issues.

1 The actual bridge crossing itself
2 really drives the project from an overall alignment
3 and what needs to be done. We have navigable channel
4 issues and river hydraulics to deal with. We have the
5 impact on the existing bridge during construction. We
6 have right of way constraints and impacts potentially.

7 Exit 58 in Salisbury, we're looking to
8 basically improve that with the on and off ramps on
9 the highway portions, with deceleration/acceleration
10 lanes to make that -- some improvements to bring that
11 interchange up to more current standards. And, also,
12 what we call the northern terminus, how we deal with
13 that stretch between 59 and 60, which has a lot of
14 weaving going on dealing with 495 coming onto and
15 leaving the highway heading north and south.

16 The purpose and need basically comes
17 down to a couple of issues here. The existing bridge
18 is structurally deficient. And, basically, the
19 feasibility of rehabilitation is actually finishing up
20 its review. And we, as a team, on the consultant
21 side, have determined that it does not make practical
22 sense nor economic sense to rehab the existing bridge.

23 We also will be addressing the
24 geometric deficiencies, as I have said, the shoulder

1 issues, lane count issues, within the whole project
2 study area.

3 Tonight's agenda is basically to update
4 you folks on the process. We're going to address some
5 of the prior meeting questions which came in writing.
6 We addressed the questions verbally at the end. As
7 the project manager, Michael O'Dowd, said, all of the
8 questions as they come in will get addressed within
9 the environmental documents which we'll be filing
10 later this year.

11 We'll bring you up-to-speed on where we
12 are with the environmental documentation process, some
13 of the engineering studies supporting the process, the
14 environmental analysis of the impacts. And, also,
15 we'll talk about where we are with developing the
16 environmental documents which are, for the federal
17 side of it, called the NEPA Environmental Assessment
18 Documents, and on the state side it's the MEPA
19 process, which is the Environmental Impact Report.

20 We received a number of written
21 questions. And a number of them were actually
22 repeats. Some of the questions were some concerns
23 about hydroplaning on the bridge, approaching the
24 bridge, came up from a couple of folks. We have

1 bridge aesthetic questions and concerns. One
2 individual actually -- and I'll address this later on
3 -- talked about why not a modified network tied arch,
4 as we talk about some of the bridge options next time.
5 I will address that later in the presentation. There
6 were some letters of concerns of drainage issues in
7 Amesbury; alternate transportation discussions;
8 Newburyport water lines was a question which came in
9 actually in a letter we received from the town as they
10 currently go under I-95. And, also, there were a
11 number of questions dealing with bridge noise and
12 highway corridor noise.

13 Again, as I go through, I will be
14 addressing these as we move forward. And I'll try to
15 highlight where we are in terms of those questions.

16 One of the issues was with the
17 hydroplaning. It came up a couple of times when
18 people northbound, as they approach the bridge. One
19 thing the project will do, it will replace that
20 section of highway. It will have improved drainage.
21 And it also will help soften the curve as you approach
22 the bridge. And there will be additional shoulder
23 width to deal with some of those changes. And some of
24 the hydroplaning issues actually are involved with

1 speed on the highway and should be controlled by the
2 driver while they're traveling.

3 The rest of them, I think I have slides
4 which actually address some of the issues as we go
5 forward. So let me keep moving here.

6 As we've been studying the
7 environmental impacts, we have had to basically assess
8 the current condition. And if you look from the
9 southern limit down at the Newburyport Exit 57, across
10 the river, 58, 59, and 60, the overall area is broken
11 into five watersheds or drainage areas.

12 Zone one is simply draining --
13 collecting the water at the high point, roughly here,
14 drains towards the river. Most of it actually in the
15 highway is collected into a culvert system, which
16 comes into the river through a 30-inch line.

17 And, of course, over the river, the
18 current bridge is designed with a scupper system where
19 the water drains through the collectors and drops into
20 the river.

21 Zone three, from basically the highest
22 point of being the railroad bridge, just north of the
23 interchange, all of this area here. It makes its way
24 back to the river either indirectly through some of

1 the wetlands over here, or some of it's picked up by
2 the 110 drainage system, goes further into the
3 wetlands, eventually making it out into the Merrimack
4 River.

5 We have zone four, which is the largest
6 area just north of the bridge, just about where
7 Interchange 60 is split, midway between, and also
8 where it's picking up the large loop on 495. This
9 whole area eventually gets into what is known as
10 Meader Brook, a tributary. It eventually makes its
11 way out to the ocean.

12 And the last little piece of watershed
13 we have is this section up here near the project
14 terminus in Salisbury. This area here empties into a
15 drainage system, which eventually gets into Cain's
16 Brook, crosses the line into New Hampshire, and makes
17 it out into the ocean.

18 So, that's the big picture. We need to
19 understand the watersheds in order to deal with
20 project drainage and deal with the drainage of the
21 widened highway and the existing highway system.

22 There were some questions associated
23 with drainage issues in Amesbury, concerns in this
24 area as well near Old Mill Road, and some concerns

1 Salisbury has had with the amount of drainage that
2 makes it into the 110 system.

3 This is the existing drainage system.
4 And in terms of where the areas are picked up and
5 broken out. What we intend on doing is making
6 improvements in these areas to reallocate some of the
7 existing water that's on the highway, and all of the
8 new water that's collected in the widened section will
9 be dealt with by the new drainage system.

10 The new drainage system will have
11 drainage basins. And these basins are actually
12 designed for infiltration areas. So, it's not like
13 the older designs where we had these ponds that would
14 sit there full of water. These are designed to
15 actually collect water and bring in into these systems
16 and not, you know, further load the existing brooks
17 and streams and other drainage systems, but they'll
18 actually take the water and set up these basins to
19 receive it. It will be there for a day or two as it
20 actually is designed to seep into the ground.

21 And one of the things that you'll see
22 later on this season, the next month or two, is we'll
23 be out there digging some test pits in locations like
24 this, this, and this, to assess the soils in that area

1 to make sure it is the right drainable -- drain
2 distribution that will accept that stormwater.

3 So, we believe that through our
4 enhanced drainage system -- and most of the issues
5 have been in this area -- will be addressed with that
6 philosophy which runs up and down the alignment, where
7 the new drainage water will be dealt with through
8 infiltration ponds and then some of them will be dealt
9 with some treatment and ponds that will hold it and
10 then disperse it into the systems for proper drainage.

11 One of the things that we're very aware
12 of is the existing, you know, trails in the area.
13 We're aware of the existing bike trail, which
14 terminates now roughly at Rabbit Road, an incomplete
15 section under the old railroad bridges. I believe
16 it's due to a piece of missing land between this
17 location and the shopping center on from the old
18 alignment. We know that's, you know, some issues that
19 the town is looking at right now. What we could
20 commit to do is make sure that the project, as we
21 widen it, we will widen those bridges to accept
22 potentially whatever future rail trail program is
23 continued in that area.

24 We're also looking at down on the

1 Newburyport side about potentially a possible
2 connection with the new abutment for walking as
3 there's a lot of informal trails in that area right
4 now. Those are some things we'll be working out with
5 the town as we look at these issues.

6 Also, the project, as we've said, will
7 require Ferry Road Bridge to be replaced. And when
8 the Ferry Road Bridge gets replaced, the new bridge
9 will be wider. And that wider bridge will be able to
10 take care of the on-bike road routes by allowing a few
11 more feet of shoulder space to accept those -- the
12 bicycles on the bridge in a safer manner.

13 One of the issues that has come up is
14 the Newburyport Water Department has wells on either
15 side of the highway. The treatment plant is here and
16 they actually have a surface water system which was
17 recently activated.

18 They have existing lines which run
19 under the highway, which is this dashed line here.
20 And the other line comes up this side. The two lines
21 run down Ferry Road. As they go under the existing
22 highway -- they were placed there when the project was
23 built back in the '50s -- so those lines are near the
24 end of their service so we're looking at replacing

1 those and we're looking at routing them near the
2 abutment area and then up this road and across the
3 newly replaced bridge to tie back in so that those
4 lines will not be under the highway in the future and
5 will be more easily accessible for maintenance
6 purposes by the Newburyport Water Department.

7 In addition, we potentially may be
8 looking at a stormwater treatment area right near the
9 limit of the right of way. This would be one of those
10 detention areas that would eventually treat through
11 pulling out the solids and grit, and then it would be
12 drained back out in a system similar to what's there
13 today. And those are some of the discussions with the
14 town.

15 We've taken all of our data and
16 reviewed it for the noise along the corridor. We
17 basically have performed ambient noise regimens at 10
18 sites along the corridor. That was done last summer.
19 We've evaluated the traffic noise at 204 individual
20 receptors. These are actually residences, or
21 buildings, or businesses along the roughly four miles
22 of alignment we have in our project study area. We
23 identified, of those, 41 receptors that are impacted
24 currently by noise. And we're evaluating potential

1 noise mitigation measures per MassDOT's cost-
2 effectiveness guidelines in dealing with those issues.
3 And that has a lot more study to go through, but we
4 are working on those concerns.

5 There have been questions about what
6 are we doing about the noise issues. I think
7 specifically there was a question from a gentleman in
8 Amesbury, I think on the Amesbury Point area, talking
9 about the bridge noise. One thing about the bridge,
10 the new bridge will not make the type of banging noise
11 that you get there today. The new bridges are
12 continuous span structures. They don't have the open
13 expansion joints in them that a pier by pier
14 relationship, which actually picks up a lot of the
15 noise, especially at night, of a heavy truck going
16 down. So, we believe just the new structure itself
17 will be quieter, never mind the other issues of
18 dealing with the roadway noises.

19 In terms of the environmental
20 documentation, we've been looking at the affected
21 environment of the study area, quantified and under
22 development. We have engineering studies. We have
23 environmental analysis that we're working on, and also
24 the environmental consequences of the proposed action.

1 I'm going to transition over to Joe
2 Freeman to take the environmental side right now.

3 JOSEPH FREEMAN: Thank you, Mike.

4 As Mike said, we've been working very
5 hard on preparing the environmental documentation. As
6 part of the affected environment, all of these issues
7 have been addressed. All of these will also be
8 addressed in what we call our environmental
9 consequences chapter of the documentation, which is
10 where we assess the impacts of our preferred
11 alternative and any other alternative.

12 Part of that process is there's some
13 engineering that has to happen in order for us to be
14 able to identify what those impacts are. And these
15 are an example, a pretty good list, of many of the
16 engineering studies that are currently underway. You
17 know, the key ones, of course, the traffic modeling --
18 what's the traffic impacts of this new project; the
19 noise analysis that Mike just talked about, including
20 what can we do for mitigation of the noise impacts.
21 As Mike said, we have identified 41 receptors, those
22 are essentially houses along the entire corridor,
23 where the noise, current noise, exceeds what they call
24 the noise abatement criteria. And that requires us to

1 look at what, if any, are feasible mitigations to
2 address those noise impacts.

3 And, of course, we need to know a
4 little bit more about what's the highway going to look
5 like. How wide is it? Where is it going to be? What
6 is the bridge going to be? What type of bridge,
7 because that has an impact on the size of the piers in
8 the river, which, of course, may increase or decrease
9 the impact?

10 One of the keys, of course, is the
11 rehabilitation assessment of the bridge. As Mike said
12 earlier, we've concluded that it is just not
13 technically or economically, or even from a safety
14 perspective, feasible to rehabilitate the existing
15 bridge. That information is currently under review,
16 specifically by the Massachusetts Historical
17 Commission under Section 106 of the National Historic
18 Preservation Act, because we have an historic bridge,
19 and we anticipate a finding from MHC in the very near
20 future.

21 It is sensitive infrastructure and
22 there are some restrictions on what information can be
23 shared with the public because it is sensitive
24 information. It's a critical infrastructure piece.

1 So, please understand if we can't share all the
2 excruciating details of that report.

3 One of the other things, too, that
4 affects how we design the new bridges and what the
5 impacts of the project are is what are the impacts of
6 the new bridge piers because there will be essentially
7 six piers where there are currently only four now as a
8 result of the new bridges; what are the impacts of
9 those piers on the river; and the velocity of the
10 tidal flow back and forth. This figure sort of
11 illustrates a snapshot of the hydraulic study, which
12 indicates where the current -- or where the deepest
13 water is, which indicates the higher currents. That's
14 that orangish color on the Amesbury side.

15 The other thing is having to address
16 the navigation, make sure we don't impact the
17 navigation that exists in the river either during
18 construction or after the new bridges are built.
19 We've met with the Coast Guard on some initial
20 coordination. I think it's safe to say that they're
21 happy with the progress that we've made to date. And
22 we've come away with an understanding of what we're
23 going to have to do in terms of future navigation
24 aides -- navigational lights for both channels,

1 including that so-called steamboat channel on the
2 Newburyport side or the south side. And since we're
3 going to be moving essentially -- well, we're moving
4 one of the existing piers which sort of marks the edge
5 of some rocks along that channel, there will be some
6 additional aides to mark the rocks which will not be
7 now marked by the existing pier.

8 We have to address safety. That's
9 important. And, as a result of the deficiencies in
10 the roadway, we all know that there are peak hour
11 congestion, particularly during the holiday weekends.
12 The roadway geometry, all these issues have to be
13 looked at: what are the lane widths, how can we
14 maintain those or improve that if possible to meet the
15 current standards; the shoulder widths, some of these
16 are substandard. We're going to look to increase
17 those as we can; and look at any roadside obstacles
18 along the side of the road, what can we do to improve
19 that situation.

20 Part of the traffic study is looking at
21 the accidents. And this directly relates to the issue
22 of safety. These illustrations show both the a.m. and
23 p.m. accident locations. I know it's kind of hard to
24 see. But each one of those dots represents an area of

1 concern that relates to accidents. No surprise,
2 they're at many of the exits, Exit 57, 59, and 60 in
3 particular, and on the bridge and the approaches to
4 the bridge.

5 No secret also that the traffic is
6 increasing on the bridge, and on the approaches, and
7 on the roadway.

8 And, as Mike said earlier, we will be
9 doing some ongoing studies starting in June: The
10 borings, which relate to our geotechnical information
11 for the design of new bridge piers on the land side --
12 we did the ones in the river last year; new highways,
13 you know, the highway alignment; as well as the
14 stormwater management system.

15 AUDIENCE: Excuse me. Could I ask you
16 to speak up a little louder?

17 JOSEPH FREEMAN: Sure. Is this working
18 at all here? It's not working at all? I'm just going
19 to shout then.

20 It's kind of hard to see, but this
21 illustrates what a typical highway cross-section will
22 be. We've got two sections because we've got the
23 section of roadway from essentially the 495
24 interchange up north, to around the Route 286

1 interchange. We've got to add some additional lanes
2 there to address the issue of traffic coming on or
3 leaving the highway.

4 And this is essentially what it's going
5 to look like for the rest of the alignment.

6 The bridge cross-section, four lanes on
7 each bridge, a northbound bridge and a southbound
8 bridge, where currently there's only three lanes.

9 We're still looking at various types.
10 I'm sure many of you saw the graphics at the last
11 meeting we had in Amesbury. Those were also shown in
12 the newspaper over the succeeding time period. But
13 we're also looking at not just the bridge on the
14 river, but the bridges up and down the corridor from
15 Evans Place all the way up the railroad bridges at
16 Exit 58, all the way up. And, at Ferry Road we're
17 looking at various types because we've determined that
18 because of the roadway realignment, the new northbound
19 roadway realignment at that location, we need to
20 replace that bridge.

21 This shows you kind of what the phasing
22 or typical phasing -- this is one of the phases Ferry
23 Road Bridge replacement. The idea is to keep traffic
24 open as best as possible while we construct the new

1 bridge in two phases.

2 As I said, we're hard at work looking
3 at the environmental consequences of what we're
4 proposing to do. So we're looking at not only
5 preferred highway alignment, but what the consequences
6 might be from other possible highway alignments. What
7 we seem to be focusing on as a preferred alignment,
8 widening the highway to the inside or on the median
9 side, and focusing on it makes the most sense to have
10 the bridge to the east, or downstream, of the existing
11 bridge.

12 There are four river types, or four
13 river bridge types, F-O-U-R river bridge types on your
14 study. There are the girder bridges, which is the
15 plain vanilla bridge I'll call it; the network tied
16 arch; the single tower extradosed; and the single
17 tower cable stay, like the Zakim Bridge over the
18 Charles in Boston.

19 The environmental consequences, of
20 course, our study area is the same as our affected
21 environment, from 57 all the way to Exit 60 in
22 Salisbury. We've looked at a whole range of
23 alternatives. Those of you who were with us last
24 summer at the MEPA scoping meeting, or have followed

1 us through the Environmental Notification Form
2 process, know that we had a whole host of alternatives
3 that we're required to look at. And we've done that
4 through a multi-phase, a multipart screening process
5 with the overall goal, of course, to avoid impacts
6 wherever possible, and, where we can't, to minimize
7 those impacts and then identify what the mitigation is
8 for the impacts that we can't avoid.

9 We've done a lot of work on wetland
10 impacts. This is a piece of that. The largest piece,
11 of course, is associated with the construction of the
12 bridge in the river. There are wetland resources on
13 both shores, on both banks, as well as the river
14 themselves.

15 Depending upon the bridge type, there
16 are different impacts in the river. Some bridges have
17 smaller piers, smaller footprint, less impact. This
18 is a representation of the worst case, or the maximum
19 impact. It shows both temporary impacts as well as
20 permanent impacts. None of this is unmitigatable.
21 None of these impacts trip any particular thresholds.
22 We don't foresee any requirement to have a variance
23 from the State Wetlands Protection Act or even an
24 individual permit from the U.S. Army Corps of

1 Engineers under the Federal Clean Water Act.

2 There are some minor areas of
3 additional impact at two locations in Salisbury along
4 the new 95 northbound roadway -- both areas will total
5 less than 4,000 square feet of bordering vegetated
6 wetlands -- and, a minor area in Salisbury on the exit
7 ramp to Exit 60 where we have a very minor impact from
8 the construction of a retaining wall.

9 We're also looking at what are the
10 shading impacts on the vegetation under the bridges.
11 This is a representation of what that would be. It's
12 kind of hard to see. It's even hard to see when you
13 have it in front of you, to be honest with you. But
14 the various shades of gray indicate the impacts to the
15 bridge. The key here is we're going to have a bridge
16 that is higher above the vegetation or the shore line
17 than the existing bridges. And there will also be a
18 gap between the two bridges. So, what we're
19 projecting is a decrease in what we call severe
20 shading. We know now there are areas under that
21 existing bridge where there's not a lot of vegetation.
22 There's no salt marsh, very sparse vegetation. That's
23 because the existing bridge is a deeper structure and
24 it's closer to the river. So, the shadows are deeper

1 and they're there much of the day, if not all day.

2 The newer bridges will be shallower
3 structures. By that I mean they won't be as deep, and
4 they will be high. So, we won't have any severe
5 impacts. We will have an increased area of moderate
6 impacts, four to five hours a day of areas that may be
7 shaded.

8 We'll talk about the screening process.
9 This is kind of a matrix that we've developed to help
10 us. The categories, the rows, indicate all the
11 criteria that we're looking at. The columns along the
12 top are the alternatives, both for the river crossing,
13 or the bridge types, and alignments for the highways.
14 And we're busy filling that in with all our
15 information to come up with our preferred alternative.

16 I-95, again, there are two feasible
17 alternatives for widening the highway to provide that
18 four lanes in each direction from the current three.
19 Do we widen to the inside, to the median -- as I said,
20 that's where we're sort of coming down -- or we've
21 also looked very closely at widening to the outside.
22 We can do different things. We can do one to the
23 inside -- we can do northbound inside, southbound
24 outside, or vice versa. I mean there's all kinds of

1 alternatives there.

2 But, coming inside, we've got a very
3 wide median. We can take advantage of that. If we
4 come inside, we minimize the impacts to the Route 110
5 ramp terminals. That means, you know, the beginnings
6 and ends of it, we don't touch the ramps. We don't
7 have to modify those ramps.

8 That horizontal curve as you go north
9 across 110 and head up to New Hampshire, it minimizes
10 the negative impacts of that curve by going inside.
11 And, also, the bridges located up to the north, where
12 are those piers, there's more room to work with the
13 inside than there is to the outside. Plus, there's a
14 whole lot more wetlands to the outside of the existing
15 roadway and there are none on the inside. So that's a
16 criteria, too.

17 So, this kind of shows you what we're
18 talking about with the inside widening, with the new
19 lanes in here, going from a 60-foot median to
20 essentially a 36-foot median. So, all the work would
21 be done inside. This is with wider shoulders on the
22 highway to match the shoulders that are existing both
23 north of here and south. It makes a much safer
24 roadway.

1 And for the bridge crossing, the east
2 alignment, we'll show you some phasing diagrams of how
3 that happens in a minute here. But, essentially,
4 phase one, the construction of a new northbound -- the
5 final -- the new northbound roadway, which will be
6 constructed wide enough to handle all six lanes of
7 traffic; move all the traffic onto the new bridge;
8 take down the old bridge; and then build a new
9 southbound bridge, which will be four lanes
10 southbound.

11 And, with that, I'll turn it back to
12 Mike Bertoulin. He can show you some representations
13 of the phasing of that bridge.

14 MICHAEL BERTOULIN: Thank you, Joe.

15 I'm going to slowly go through the
16 drawings we had scrolling. There basically were five
17 of each view from the -- the first one basically from
18 Newburyport looking across into Amesbury, from the
19 northwest direction; and then there's five views
20 basically in Salisbury looking south/southwest over
21 into Newburyport.

22 So, this is the existing structure.
23 This basically is the Newburyport Water Department
24 land, Moseley Woods is roughly right about here.

1 South to north, the existing structure with three
2 lanes running in each direction. With the east
3 alignment option, what we would do -- and all of this
4 is within the existing what we call right of way, land
5 that is currently owned by the state of Massachusetts
6 right now to perform this work. We would build a new
7 structure adjacent to the existing structure, coming
8 across the river. And one of the things you'll
9 notice, and Joe alluded to it also, is that the
10 current structure has four piers in the water. And
11 these white lines here mark the steamboat channel.
12 And, also, this is the Army Corps channel which lines
13 up with the Hines Bridge, the swing bridge, and this
14 goes under the Chain Bridge.

15 Currently, the existing bridge wraps
16 the two channels. The high area is in the middle
17 where basically the rock is actually exposed at
18 extreme low water. What we're doing is we're
19 combining pier number two and three into a single
20 pier, so there's going to be less piers in terms of
21 the alignment. But because there's two bridges in the
22 final condition, there will be six piers in the water,
23 which is why we have six piers as opposed to four.

24 So, we will start building the new

1 bridge across. This is a representation of some
2 activities. For the sake of the model, we did the
3 simplest structure at this point in time, which is
4 basically a girder bridge, showing basically some
5 barges that would be in the water dealing with this
6 type of work. Over here is the pier under
7 construction on the northbound side.

8 Then the completed highway for
9 northbound. As you'll see, we put northbound and
10 southbound traffic on it. And, basically the existing
11 configuration as it is today, which is the three lanes
12 in each direction, the two very tight shoulder areas,
13 which currently are two-foot. We have the two slight
14 shoulder areas. And this is how the traffic will run
15 until we are able to demolish the other bridge and
16 then build the new southbound.

17 So, you can see in this phase with the
18 bridge open we can now demolish the existing
19 structure. That portion in the middle will almost
20 have to be disassembled in reverse manner of how it
21 was built. The deck, which is below it, which is
22 basically a swinging deck held by cables, that will be
23 removed first. Then the arch will be disassembled
24 from the centers out to the spans. And then each of

1 the individual trusses will be demolished along this
2 process.

3 Once the existing structure is out of
4 the way, we will build a new structure, basically on
5 the footprint of the existing. And, under this
6 scenario, basically the western edge of southbound
7 traffic is the existing edge that is there today.

8 And once that traffic southbound is
9 constructed, we take the southbound traffic, which is
10 on here, and put it onto its new bridge, four lanes in
11 each direction with a breakdown lane and a high-speed
12 shoulder. And then we reconfigure the northbound side
13 to where you get the four lanes in each direction on
14 northbound. All while this is going on within the
15 corridor, we also have widened the existing bridge at
16 Exit 58 and we'll be infilling the median area with
17 structures so that we can build that bridge as well as
18 the railroad bridges just north of that location. We
19 will widen those structures. So, at project
20 completion, the whole highway alignment will be able
21 to be widened to the four lanes in each direction.

22 And this is from the north/northwest
23 vantage point, just a reverse of that view. Once
24 again, we've got the steamboat channel, the Corps

1 channel. This is our existing condition. The
2 equipment comes in, builds the new approaches, starts
3 building the bridge across. The piers get built, of
4 course, before the girders and bridge structure gets
5 placed.

6 Once traffic is open, as you can see,
7 northbound and southbound on the same structure, we
8 disassemble the center arch, which then allows us to
9 take down the rest of the bridge on a span by span
10 basis. We then start constructing the new span
11 across, very similar to the other method. And then
12 once the bridge is open, we see the traffic in the
13 full lane configuration.

14 Where we are right now is basically
15 we're zeroing in on the alignment that makes the most
16 sense for this project, which is for the northern
17 portion of the project is the inside widening, and for
18 the southern portion of the project where the bridge
19 area is is the east alignment, from the least amount
20 of impact to existing resources within the right of
21 way limits, and all of those items that Joe just
22 talked about in that screening document as we're
23 moving things together. But this basically is a
24 current trend in terms of where we are looking.

1 The next steps, we'll finalize the
2 preferred alignment alternatives and then we'll also
3 be looking at the preferred bridge alternative. The
4 plan is, is when we file the documents in the fall, is
5 that the project will be clearly defined in terms of
6 the preferred alignment location as well as the
7 preferred replacement bridge structure.

8 This actually came from one of the
9 questions. Someone wrote in. They had been doing
10 their homework. They went to -- out on the web. And
11 there's a similar project to this. It's the Lake
12 Champlain Bridge. It's the state of New York and
13 Vermont DOT. That was the existing structure. In
14 some ways, it has the same, you know, look and
15 characteristics of the existing bridge here over the
16 Merrimack. The ages were very similar, about 60 years
17 old. What they found here is that this bridge was
18 severely damaged in the piers. The bridge was so
19 severely damaged when they went out to do some
20 inspections that it was not safe for them to rehabilitate
21 -- to even do some temporary short-term repairs. They
22 had to do an emergency replacement of this bridge.
23 And they actually did an explosive demolition because
24 it wasn't even safe to dismantle the structure. They

1 blew it up and dropped it into the lake.

2 As you can see, they were evaluating
3 different bridge types. And they've come up with
4 this, which is known as the modified network arch. It
5 has some similar lines to that structure, and it was
6 deemed to be the preferred option. This is kind of a
7 close-up of its rendered view. It has this unique
8 feature of almost like a fulcrum arm. And that's
9 basically what it is in terms of a lever arm. And it
10 works well for this location. The span lengths are
11 very long. This is what we call the back span, or the
12 approach span, to the bridge is very long so that when
13 you look at my example here, basically a lever arm
14 example, there's this portion of the bridge from here
15 to here that gets supported on this fulcrum. That
16 weight needs to be counteracted by the weight of the
17 structure to hold it back. And this structure is very
18 graceful and works well. Unfortunately for us, our
19 pier and abutment location, we have a relatively short
20 back span. The math doesn't work. It's not an
21 economical bridge.

22 Our bridge, as supported, with the
23 intention we'd have to fold it down. That's not a
24 desirable bridge design element. So, actually, we've

1 taken a look at this, but this bridge has been dropped
2 from consideration, which is why we have the four
3 bridges that we're looking at.

4 One of the other bridges we actually,
5 you know, we talked about at our last meeting, was
6 known as the double extradosed bridge, which is
7 basically two piers. As we worked with this, and with
8 the two channels that are out here, it's become an
9 awkward economical arrangement to make this bridge
10 work. We're dealing with what we call back span
11 approaches. We can't get to where this bridge
12 structure actually makes sense for the siting. So,
13 once again, this particular bridge structure has been
14 dropped from consideration.

15 We still have the single tower
16 extradosed bridge, but the double tower one has been
17 dropped from further consideration at this point in
18 time, which gets us back to -- some of this is a
19 repeat of what you saw last time if you were here in
20 January -- well, if you were in Amesbury when we ran
21 through it. And some of these pictures appeared in
22 the newspaper, also. But some of the views have
23 actually been improved a little bit through some
24 additional model renditions.

1 So this is actually -- I'm going to
2 show you the existing views and then I'll show you the
3 bridges in the view.

4 This is the view from Amesbury looking
5 at the existing bridge, basically looking east from
6 the Amesbury shore.

7 This is the existing view from Moseley
8 Woods. There's actually a little viewing area in
9 Moseley Woods for those of you who are familiar and
10 have gone there. There's an outlook area and that's
11 looking at the existing bridge. All of these we
12 replicated within the model views that I'm going to
13 show you.

14 And this is the Chain Bridge, you know,
15 looking basically west from the Chain Bridge, what the
16 existing bridge looks like today.

17 So, the simple structure, the girder
18 structure, which was the one that we had in our
19 animation model that was running, would look like this
20 from Amesbury. It would look like this from Moseley
21 Woods, a fairly simple line. And it would look like
22 this from the Chain Bridge. And that's our box girder
23 type bridge option.

24 Here we have the proposed cable stay,

1 which has the tall towers that actually suspend and
2 support the deck and hold it up from the tower. This
3 also has the heaviest environmental impact to the
4 river bottom. It has the biggest and largest piers,
5 the size of the large piers that support these large
6 towers and have to support the weight of the bridge.
7 Most of the bridge weight is supported on the center
8 pier, which is why this ends up being much larger.

9 This is what that bridge structure
10 would look like from Moseley Woods. And this is what
11 it would look like from the Chain Bridge.

12 Now, we have the single extradosed.
13 Some people may think it's a short cable stay bridge.
14 Basically, it's working off the same tower. But from
15 a bridge standpoint, it works differently. It
16 actually doesn't pick up the whole deck. It's
17 basically picking up a portion of the deck in terms of
18 with a lot of the load actually being taken into the
19 structure through pre-stressing cables.

20 This is what the structure would look
21 like from the Newburyport Moseley Woods overlook.
22 This is what it would look like from the Chain Bridge.

23 Here's the last bridge we're looking
24 at. This is actually known as a network tied arch.

1 It's what we talked about before. It's very similar
2 to the modified arch that was chosen for the Lake
3 Champlain Bridge except that at the pier locations the
4 bridge actually comes right into the pier versus this
5 cantilevered piece, which they had in New York on that
6 bridge which is currently in design.

7 So this is the view from Amesbury.
8 This is the view from Moseley Woods. And this is the
9 view that you get from the Chain Bridge. And this is
10 actually -- we're working on enhancing some of the
11 models as we move forward. And this one actually has
12 had some work and you'll see all the cables that are
13 in there which actually hold this bridge together.
14 And that's how it works. You see the structure of the
15 bridge. It's very similar if you've been down to
16 Providence, the I-195 bridge that just opened up about
17 two years ago. It's very similar in nature to that
18 structure.

19 And then we're looking at some details.
20 And this is where our architect is basically working
21 on some of the proposed bridge elements.

22 This is what some of the piers would
23 look like. This is actually just a -- this one,
24 particularly, would be the network tied arch looking

1 at some interface issues, how the approach structures
2 coming into it, how that would look for this
3 particular bridge type.

4 This is an extradosed bridge. He's
5 actually been playing a little bit more with some
6 renderings, some detailing.

7 One thing you may notice in this
8 particular one, the bottom portion of the piers kind
9 of replicate what is there now with the look and feel
10 of the granite structure that's there today. Then it
11 moves into a more modern structure as it gets above
12 the high water line.

13 And then, basically, this is just a
14 close-up of basically a study sketch. You know, it's
15 reverse view. But, basically, they've taken this and
16 they've turned it into the adjacent model with some
17 detailing on the pier and showing some relief on the
18 structure. And these are some of the things we're
19 starting to take a look at as we're getting into the
20 bridge options.

21 One of the big issues, when we finally
22 get back with the group in July for the next quarterly
23 meeting, this is one of the big issues we'll be
24 getting into with the bridges themselves.

1 So, in terms of where we are with the
2 public process, this is our second quarterly meeting
3 that we've had. We had our first one in January.
4 Currently, we've committed to that meeting schedule.
5 I believe it's going to be worked in with some other
6 process that the state is working on with the towns
7 right now and we'll be updating that.

8 From an overall project schedule, we
9 are still on schedule. This slide has not changed.
10 So we are still on schedule to file our EA, our
11 Environmental Assessment, and the Draft Environmental
12 Impact Report in the fall of this year. And that will
13 go out for public review.

14 We will be meeting with the public at
15 least in July and then again right about the time when
16 it is out for that review. That process has a lot of
17 written comments coming back as we move forward to the
18 final process to move forward.

19 The current schedule shows us filing
20 the Final Environmental Impact Report in the spring of
21 2011, looking at for our federal and state approvals
22 by the summer of 2011.

23 Running in parallel with that as we
24 move forward, we're working on the preliminary design

1 documents and advancing design of this project to keep
2 it under the Accelerated Bridge Program so we can get
3 this thing under construction as soon as possible.

4 We will be advertising the design-build
5 contract in the spring of 2012. Prior to that, about
6 six months earlier, there will have started a
7 selection of the contract teams. And this bridge is
8 slated for design-build construction where you take
9 the design to a certain level of development and then
10 teams come in and present their qualifications to be
11 able to handle the design as well as the construction,
12 get qualified, and then to take the actual Request for
13 Proposals portion of the contract and actually work up
14 some of the design and come back with a hard dollar
15 cost of what it would be to complete so the state can
16 evaluate the technical proposal and the cost proposal
17 and make the appropriate decision. And that would
18 happen sometime in the fall of 2012, with construction
19 starting probably around February of 2013, wrapping up
20 end of June 2016.

21 And, with that, I'll turn it back over
22 to Michael O'Dowd and we'll take questions.

23 MODERATOR O'DOWD: Thank you very much,
24 Mike.

1 A couple of items I just wanted to
2 mention. We've received a number of letters with good
3 understanding that -- or great concern that there may
4 be a number of right of way takings, temporary
5 easements, acquisitions required as part of this
6 project. Parsons Brinckerhoff will be developing the
7 preliminary design as you see before us here.

8 Although we've not identified any areas
9 of permanent acquisitions, there may be some areas of
10 temporary easements that will be required for the
11 duration of construction. MassDOT will be the
12 responsible party for acquiring those rights in
13 lands, private or public. And, Mr. Sheehan, Michael
14 Sheehan, will be describing for us how MassDOT goes
15 about those efforts in acquiring the rights.

16 MICHAEL SHEEHAN: Good evening. My
17 name is Michael Sheehan and I represent the Right of
18 Way Bureau of the Massachusetts Department of
19 Transportation - Highway Division.

20 The Right of Way Bureau is responsible
21 for acquiring all of the necessary rights in private
22 and public lands for the design, construction, and
23 implementation of this project.

24 Affected property owners will be

1 contacted by personnel from the Right of Way Bureau or
2 consultants representing the Massachusetts Department
3 of Transportation - Highway Division. The procedures
4 used must comply with state and federal regulations
5 governing the acquisition process.

6 The current design plan indicates that
7 a yet to be determined number of fee takings and
8 permanent easements may be required. Other areas may
9 also require temporary construction easements.

10 Affected property owners' rights are
11 protected under Massachusetts General Laws, primarily
12 Chapter 79. If a project is receiving federal funds,
13 the property owners' rights are further defined under
14 Title III of the Real Property Acts of 1970 as
15 amended.

16 I will be happy to answer any general
17 questions regarding the right of way activities during
18 the open forum. Also, I will be available after the
19 public hearing for any specific questions you may
20 have.

21 Thank you.

22 MODERATOR O'DOWD: Thank you, Michael.

23 So, as was mentioned, the Accelerated
24 Bridge Program is the program by which this project

1 and a number of projects throughout the Commonwealth
2 are being constructed. It is an eight-year program
3 signed into law in 2008 by Governor Patrick. It will
4 be completed in 2016, thereby requiring that all of
5 the projects that had been slated for construction
6 under this program to be completed, including the
7 Whittier replacement. It is accelerated. The design
8 process is accelerated and we anticipate that the
9 construction process will be accelerated as well. All
10 the more reason why MassDOT is choosing the design-
11 build delivery system for this particular project.

12 Parsons Brinckerhoff develops the
13 designs to a preliminary level, sufficient enough for
14 us to be able to solicit proposals, request for
15 qualifications from design-build teams. The
16 contractor, teaming up with a designer of their
17 choice, will develop the final designs consistent with
18 the parameters that have been established during the
19 preliminary design, and, going forward, developing the
20 final design, submitting it to MassDOT on a regular
21 basis for acceptance. It will allow a contractor to
22 initiate construction sooner than it would if MassDOT
23 were to take the design complete through final plan
24 specifications, go through our normal advertising

1 basis, awarding a contract, and issuing a notice to
2 proceed. So, we anticipate this being a faster,
3 quicker, more efficient method of constructing these
4 major projects.

5 So, Parsons Brinckerhoff will be under
6 contract to MassDOT to assist us in developing those
7 design-build packages and procurements. However, they
8 will not be able to participate in any final design
9 associated with the contract.

10 Let's see. As Mike had mentioned, we
11 are committed, and the schedule was placed up there on
12 the board earlier, we are committed to working with
13 the communities. As I mentioned earlier, we will be
14 meeting on a quarterly basis. Any concerns that you
15 have, we'd like to hear from you during the quarterly
16 meetings.

17 And, let's get started with some
18 questions and answers because I'm sure you're here
19 tonight so you -- one point I wanted to make, if there
20 are any elected officials in the audience, I would
21 like to give them the opportunity to speak first. Any
22 elected officials? Yes?

23 COUNCILOR ARI HERZOG: Ari Herzog,
24 Newburyport City Councilor. I'll give you my card.

1 Just two things. One, I've been
2 attending all of these past couple of outreach
3 meetings. I appreciate the team and the information
4 you're providing, as well as the information online,
5 and reaching out to the media and the like.

6 Looking at this schedule, are you -- is
7 the plan to have these outreach meetings up to a
8 certain point or would they continue throughout the
9 process?

10 MODERATOR O'DOWD: We anticipate having
11 these right through the process, the preliminary
12 design, right up until the timeframe by which we will
13 be soliciting responses from contracting teams,
14 design-build entities. But we will also stipulate in
15 the contract conditions that the construction office -
16 - which the construction will still be managed by
17 MassDOT, but that the construction office will be
18 meeting on a regular basis with the communities to
19 keep them apprised of some of the ongoing staging,
20 traffic management scenarios, what the long-term
21 outlook is, where the impacts may be, the whole
22 phasing process, just to keep the public abreast of
23 what's going on.

24 COUNCILOR ARI HERZOG: That would be

1 great. I appreciate that.

2 Along with the information you're
3 putting on the Whittier Bridge website, it would be
4 helpful if you could -- I see you're putting up all
5 the PowerPoint slides and so forth -- it would be
6 great if you could also, I don't know, maybe take some
7 pictures when you're out conducting field studies --
8 and I understand the security implications -- and
9 putting some pictures up so those of us who -- well,
10 maybe sharing those pictures as well as your slide
11 presentation, just so those of us who are not with you
12 on those field studies can actually see what you're
13 doing and be part of the process.

14 MODERATOR O'DOWD: Okay.

15 COUNCILOR ARI HERZOG: Thank you.

16 Also, in your design and continuing
17 redesign of the different bridge proposals -- I know
18 you eliminated some tonight -- has there been any
19 continuing thought on including bicycle and/or
20 pedestrian pathways across the river? I know that's
21 something you were looking at, but have there been any
22 thoughts on that or --

23 MODERATOR O'DOWD: We have been looking
24 at it. Initially, we're not committed -- I can tell

1 you right now, we're not committed to actually placing
2 a bicycle accommodation on the main span of the bridge
3 crossing the river. However, we are looking at other
4 ways that we can improve bicycle connections in other
5 corridors within the project, but not necessarily
6 along I-95.

7 COUNCILOR ARI HERZOG: Thank you.

8 MODERATOR O'DOWD: Thank you.

9 Any other elected officials?

10 KAREN SOLSTAD: My name is Karen
11 Solstad. I'm from the Amesbury Planning Board. And I
12 just --

13 STENOGRAPHER: Excuse me. Could you
14 spell your last name for the record?

15 KAREN SOLSTAD: S-O-L-S-T-A-D. The
16 first name is Karen, K-A-R-E-N.

17 I'm going to talk about the idea of the
18 pedestrian-bike right of way over the new bridge.

19 MODERATOR O'DOWD: Mm hum.

20 KAREN SOLSTAD: The tremendous speakers
21 at the last meeting about the Whittier Bridge project
22 held at Amesbury Town Hall gave me a lot to think
23 about and helped me totally reframe how I've been
24 thinking about this project.

1 First, the traditional frame: Our
2 interstate highway system is a legacy of the 1950s.
3 The highway system was designed to connect a
4 geographically huge country. Geography and the
5 natural environment were obstacles to be overcome,
6 bypassed, and triumphed over.

7 When Interstate 95 and 495 were
8 designed and built, the Merrimack River, as well as
9 many of our historic and mighty rivers all over the
10 East Coast and Midwest, were nothing more than giant
11 cesspools of industrial and city waste. I'll date
12 myself by recalling when major rivers in this country
13 sometimes even caught fire from the pollution in them.

14 The Whittier Bridge and the other
15 bridges over the Merrimack River along 495 were
16 designed and built in the era when the Merrimack was
17 an industrial cesspool and was most likely viewed as
18 only an impediment to be crossed over.

19 How far we've come. Forty days (sic)
20 after the first Earth Day, we have made tremendous
21 strides. Waterways that were once considered
22 hazardous to your health are now major recreation
23 spots, sources of beauty, and desirable locations to
24 both work and live. The Merrimack River is, for the

1 most part, now clean. And the Merrimack River Valley
2 proudly graces images such as the National Park in
3 Lowell, the restored mill buildings, and developing
4 renaissance in Lawrence, the beauty of Moseley Woods,
5 Deer Island, graceful historic neighborhoods such as
6 Point Shore, Merrimack Court, and the Rocks Village,
7 and restored downtown Newburyport with the popular
8 boardwalk.

9 People have returned to the river in
10 droves. And perhaps the best vetting of the rivers
11 are by the eagles and osprey who now feed and nest
12 along the river. Wow! What a change. That's why
13 it's so important that we reframe how we think about
14 the Whittier Bridge and what we value for our
15 communities for the next 50 years. To just replicate
16 the bridge of the past, only wider and faster and
17 safer, would be terribly shortsighted because by doing
18 that we would only be repeating and continuing a
19 mindset entrenched in the mid-20th century.

20 This is a bridge that we and our
21 children and grandchildren will be living with for the
22 next 50 to 75 years. I doubt that 60 years ago most
23 people would have envisioned the Lower Merrimack River
24 Valley as vibrant and transformed as it is today,

1 wonderful communities with thousands of commuters to
2 the 128/495 area in Boston. When Rachel Carson wrote
3 *Silent Spring* in the early '60s, and the bald eagle
4 was in true danger of extinction, I think that if
5 someone back then had peered into their crystal ball
6 and saw an eagle festival in 2010, they may have
7 thought it was a festival to honor the now extinct
8 eagle. I don't think they could have imaged February
9 as a time for tourists to be flocking to this area to
10 take van rides to spot dozens of eagles along the
11 river.

12 I've driven over the Whittier Bridge
13 every workday for nearly 20 of the past 25 years, and
14 I still strain to look at the river as I drive over
15 it. The view of Deer Island and the two bridges
16 changes every day with the light and the weather. A
17 few years ago I saw an eagle swoop up and then below
18 the bridge as I was crossing. A regular commute was
19 instantly transformed to pure magic. And being a
20 supreme optimist, every winter morning I hope for
21 another eagle.

22 At the last meeting, a woman spoke
23 about how much she values the views and the look of
24 the current bridge. For me, it is a view from the

1 bridge that matters. The Whittier Bridge offers one
2 of the most spectacular and historic views of the
3 Merrimack River. Upriver, the historic homes of the
4 shipbuilders of the 1800s speak to a maritime history
5 that built ships that were the cornerstone of American
6 trade around the world. The dories in the Lowell Boat
7 Shop allowed New England to prosper from the wealth of
8 the historic fishing grounds of the Georges and Grand
9 banks. In the distance, Powwow Hill, an ancient
10 gathering place for Native Americans, dominates the
11 landscape. Downriver, the Chain Bridge and Hines
12 Bridge frame a pastoral landscape that starts to widen
13 out to the first of the wide salt marshes that are the
14 cornerstone of our complex coastal ecology.

15 Wow! I would give my eyeteeth to have
16 the opportunity to stop on the bridge to take in the
17 view. So the new bridge design, should we just repeat
18 the mindset and the design of the mid-20th century:
19 faster, wider, bigger? I would say a resounding no.

20 Let's step back a little further in
21 time before the automobile was king. What are some of
22 the iconic bridges that come to mind: the Brooklyn
23 Bridge, the George Washington Bridge, the Golden Gate
24 Bridge. They are spectacular bridges. More

1 importantly, they are bridges that were built for
2 multimodal transportation, for cars, trolleys, trains,
3 and, more importantly, for pedestrians. They are all
4 important transportation links for their communities,
5 but they are not one-dimensional links. They are not
6 just for cars speeding at 70 miles an hour. They were
7 all designed for pedestrians. And what a gift they
8 offer those who take the time to walk or bike them.
9 The GW and Brooklyn bridges offer stunning view of
10 Manhattan. They connect the city dwellers with the
11 geography of Manhattan the rivers, and they offer a
12 respite from the tall canyons of the city by allowing
13 the walker and biker to be momentarily suspended above
14 the chaos of the city.

15 Walking the Golden Gate gives a
16 visceral feeling for the vastness of the San Francisco
17 Bay and the peninsula that frames it. More recently,
18 in 1980, the Interstate 84 Bridge over the Hudson
19 River in Newburgh, New York, was expanding when a
20 second structure was designed with a pedestrian right
21 of way. The sidewalk is open dawn to dusk, is popular
22 with hikers, joggers, and bicyclists, and has peak
23 views south over the river to Storm King and other
24 mountains, and is nicely designed for maximum

1 enjoyment of the view. It is the longest sidewalk
2 across the Hudson River that allowed bicyclists and
3 walkers.

4 Closer to home, my college years had me
5 heading down Route 2 and the Mohawk Trail at least
6 twice a semester. About every third drive I'd try to
7 stop at the French King Bridge, a beautiful bridge
8 that spans the Connecticut River high above French
9 King Forest. From a tourist site on the web, "For one
10 of the most spectacular views in the north Quabbin
11 area, and one of the best spots for all leaf peepers,
12 stop and linger awhile at the French King Bridge by
13 Route 2 that crosses the French King Gorge on the
14 River."

15 So, back to our Merrimack River.
16 Bridges can quickly and safely get us across otherwise
17 difficult obstacles, but, more importantly, bridges
18 can allow us to transcend the confines of land and
19 geography. They can suspend us, both figuratively and
20 literally, between the two concrete shores and allow
21 us to enjoy a new space and enjoy new views that
22 transcend the shores.

23 We have an opportunity here that will
24 come only once. I ask the Mass Department of

1 Transportation, Secretary and CEO Jeff Mullan to live
2 up to his words on the MassDOT website where he says,
3 "Governor Patrick and MassDOT are investing federal
4 stimulus American Recovery and Reinvestment Act funds
5 in projects that create jobs for today and tomorrow
6 all across Massachusetts. We are fixing roads and
7 bridges, sparking long-term economic development, and
8 improving transit, bicycling, and walking." I will
9 repeat his words. "Sparking long-term economic
10 development, and improving transit, bicycling, and
11 walking."

12 We have an opportunity to envision and
13 create what may be a new relationship to the river, a
14 new vision of the future of the Lower Merrimack
15 Valley, and the relationship between Amesbury,
16 Salisbury, and Newburyport, creating a pedestrian and
17 bikeway on the new bridge that can link the rails and
18 trails in Amesbury and Salisbury directly with Moseley
19 Pines and with -- with Moseley Pines and with Maudslay
20 State Park to be a legacy for our vision of the
21 future, a pedestrian walkway that would allow eagle
22 viewing high above the river, that would get visitors
23 along the river to one of the most beautiful pastoral
24 parks would be priceless.

1 I'm one of the tens of thousands of
2 commuters that use the bridge every day. Without the
3 bridge I doubt I would have spent over two decades
4 commuting to jobs closer to Boston. The bridge needs
5 to be fixed. I am grateful the state has put the
6 bridge on the fast track, but we have -- before we
7 have a tragedy like the collapsing bridge in
8 Minneapolis a few years ago. But I don't want us to
9 let the idea of fast track leave us with a bridge plan
10 that only repeats the mindsets of the 1950s.

11 The current bridge was designed and
12 built when the Merrimack was an industrial cesspool to
13 be avoided. I want us to reframe what the river and
14 the Whittier Bridge mean. It is not only a speedway
15 for Boston to New Hampshire and Maine commuters and
16 trucks. It is a connection between our increasingly
17 interdependent communities. I believe that a new
18 bridge design that incorporates a pedestrian-bike
19 walkway, that connects our communities, offers
20 tourists a new different view of the river and
21 ecosystem, and reconnects us to our river would be the
22 best investment of our stimulus money.

23 For various reasons, the rebuild of the
24 Hines Bridge did not incorporate designs that would

1 facilitate or encourage eagle viewing, river viewing,
2 or safe cycling. Don't let the state shortchange us
3 again. We will be living with the disruption of
4 building a new bridge for quite a few years. The
5 bridge and interstate slice through our communities.
6 Truckers zooming from Boston to Maine should not be
7 the only beneficiaries. Let's go back to the future
8 with a bridge that will reunite us with the river that
9 is at the historic and emotional heart of our
10 communities, and let us go back to the designs that
11 truly incorporate multimodal transportation.

12 Thank you.

13 MODERATOR O'DOWD: Thank you very much.
14 I don't know if I can respond to it, but what I will
15 say is that we have received a number of comment
16 letters sharing the same sentiment that you just have,
17 nothing to quite the same eloquence as you have. I
18 want to thank you for it. And I would ask that you
19 please submit that, if you don't mind, to our Chief
20 Engineer, Mr. Frank Tramontozzi, so that the Chief,
21 our Administrator, and, also, Secretary Mullan are
22 kept informed as to what the public sentiment is
23 regarding this.

24 KAREN SOLSTAD: Thanks.

1 MODERATOR O'DOWD: Thank you.

2 Yes, Mayor Holaday?

3 MAYOR DONNA HOLADAY: Thank you.

4 As I mentioned at the start of the
5 meeting, Amesbury, Newburyport, and Salisbury have
6 started ongoing meetings. We have a meeting with
7 Secretary Mullan scheduled at the end of May. And we
8 would really like to put together this host community
9 team representing each of our communities in, again,
10 ongoing regular meetings with the project team. And
11 we feel that this is really important.

12 A major question that I have for you is
13 in the ENF that as filed, there was extensive factors
14 that had to be looked at within all three communities.
15 And, you know, in here you have it was filed in '09
16 and that there's going to be a public review. What I
17 wanted to know is that who knows our communities best
18 but the people who live here, work here, you know,
19 that use their environment, and will there be an
20 opportunity before you complete this report that you
21 will meet with our team and have us give you input and
22 feedback on some of these factors that you talked
23 about in terms of, you know, the wildlife, the
24 wetlands, the watershed, the drainage? I think that

1 it would be very important to have direct input from
2 this team before you complete that report.

3 MODERATOR O'DOWD: Mm hum. No, it
4 sounds like a great opportunity, Mayor.

5 I will get in touch with the Secretary,
6 the Administrator, and the Chief to discuss with them
7 your point of view and, also, the comments of the
8 public here tonight. And we look forward to working
9 with the communities and to hearing what your direct
10 concerns are and how we can lessen the impacts of the
11 construction on you as the community, and looking
12 forward to, you know, another 75 years of a bridge
13 crossing, a safe and efficient bridge crossing over
14 the Merrimack.

15 MAYOR DONNA HOLADAY: Thank you.

16 MODERATOR O'DOWD: Yes, sir?

17 KEMPTON WEBB: My name is Kempton Webb,
18 525 Main Street.

19 The January meeting is the only one I
20 missed I think. But I have the distinction of having
21 one home that's within sight of the Champlain Bridge
22 and one in sight of this bridge. And they took that
23 one down in a hurry and are already building it.

24 Am I correct in deducing that the plan

1 has already been settled to put the additional lane on
2 the east side of the northbound lane?

3 MODERATOR O'DOWD: It's not been
4 settled. We've identified that as being a preferred
5 alternative for environmental impacts and consequences
6 reasons, but we've not made that as being a final
7 determination.

8 KEMPTON WEBB: Would you say in a
9 nutshell that the basic reason, is it because it's a
10 straighter line than --

11 MODERATOR O'DOWD: It does improve the
12 geometry of the roadway dramatically.

13 KEMPTON WEBB: Because we have four
14 condominium units. And I'm in number two. And number
15 four, I think his bedroom is closest of any human
16 being to that road there. And have you got a map that
17 shows the exact location of this?

18 MODERATOR O'DOWD: Do we have a map?

19 MICHAEL BERTOULIN: I don't have --

20 MODERATOR O'DOWD: That's one of the
21 concerns that we've had is identifying how close are
22 we coming to that condominium complex.

23 KEMPTON WEBB: Right. And is that land
24 going to be taken?

1 MODERATOR O'DOWD: No.

2 MICHAEL BERTOULIN: The condominium
3 project was built to within 15-foot of the edge of the
4 right of way of the highway. It is very close.
5 Actually, you can see -- it shows the ends condition
6 and --

7 KEMPTON WEBB: This is my house. And
8 this is unit four.

9 MICHAEL BERTOULIN: And, actually, this
10 rubber wall that's here --

11 KEMPTON WEBB: Yeah.

12 MICHAEL BERTOULIN: -- and that fence
13 line, that's actually the right of way line. That's
14 the state highway limit. It comes up to that fence
15 line which is right there.

16 KEMPTON WEBB: Okay. So there's 15
17 feet of it?

18 MICHAEL BERTOULIN: Well, the fence --
19 the fence to the corner of the unit right here, that's
20 15 foot.

21 KEMPTON WEBB: Okay. So you're right
22 on the edge.

23 MICHAEL BERTOULIN: Well, as you can
24 see, we're not -- we're pretty close. We're about I

1 think 12-foot from the edge of it in terms of how
2 close we are.

3 KEMPTON WEBB: It looks like that's the
4 way it's going to be.

5 MICHAEL BERTOULIN: There's -- from the
6 highway alignment standpoint, if you look at the
7 roads, as the roads were improved on either end and
8 the long-term planning was put there, as you come
9 across the bridge today, you go to this reverse curve
10 to get up to where the highway is. So there's a
11 natural design inclination. That was basically the
12 original thought process. But we have looked at other
13 alignments and other things to do in this area.

14 One of the limiting factors is that the
15 spring, which has been inactive, is now an active
16 water source. And there's a limit that you cannot get
17 closer. That actual limit, in terms of working
18 closer, comes within 10-foot of the highway edge on
19 this side. That's one of our -- of our basically --
20 as you pin the project in with constraints, that's one
21 of the planning constraints that we are dealing with
22 as we're evaluating different options.

23 And, as Mr. O'Dowd says, right now
24 there are a number of issues which line this up as

1 potentially the preferred alternative. We're still
2 doing some additional studies. The other things we're
3 doing is we've checking the hydraulics. We've
4 completed our study in the river as one of the slides
5 showed, in terms of the impacts of the piers in the
6 water. I think we're in good shape because we have
7 stayed out beyond the existing piers. We actually
8 take a line of piers out. But all those things are
9 going into this overall process to help us make our
10 selection.

11 KEMPTON WEBB: Well, I hope the noise
12 barriers are going to be an incredible design. The
13 traffic is very close and we're paying very close
14 attention to what the noise barriers are like.

15 MICHAEL BERTOULIN: Mm hum. As I said,
16 this is early. And as we get into more of the issues,
17 we'll start to evaluate different things that can be
18 done and different things that should be done in terms
19 of how we deal with that.

20 MODERATOR O'DOWD: Yes, sir?

21 JOE FAHEY: My name is Joe Fahey, F as
22 in Frank, A-H-E-Y. I'm the director of --

23 STENOGRAPHER: Could you respell that,
24 please?

1 JOE FAHEY: Fahey? I thought I did.

2 STENOGRAPHER: I'm sorry. I'm getting
3 an echo.

4 JOE FAHEY: F as in Frank, A-H-E-Y.
5 I'm the Director of Community and Economic Development
6 for Amesbury.

7 I have one clarification to make on the
8 letters and the issues that were brought up relative
9 to the watershed and the drainage. The drainage area
10 that's being discussed is not the 58 Interchange and
11 those drains to the west of the highway. There are
12 areas that there are culverts coming out from the
13 highway into that area. And that doesn't seem to be
14 addressed. And that was one of our concerns and
15 that's what the Town Engineer is concerned with. You
16 haven't identified that at all. That's the drainage
17 area that goes into what we call "the golden
18 triangle," the area between 95, 495, and 110.

19 MODERATOR O'DOWD: Right. Mm hum.

20 JOE FAHEY: It comes down onto 110,
21 which you're in the midst of improving. You've got
22 drainage issues there.

23 MODERATOR O'DOWD: Mm hum.

24 JOE FAHEY: So it would be an area that

1 we would want you to look at much closer.

2 The other clarification I wanted to
3 make is it seems to me that when I'm hearing
4 discussions on that interchange, you're simply talking
5 about improvements to the acceleration and
6 deceleration lanes. There will be no change in the
7 alignment of the ramps themselves. Is that correct?

8 MICHAEL BERTOULIN: Currently, as
9 planned, it's not part of the project. And we're
10 looking at making the appropriate safety improvements
11 on the highway to the approaches of those ramps.

12 JOE FAHEY: Okay. When you're taking
13 into consideration the design for this project, it is
14 my understanding, and correct me if I'm wrong, is that
15 you're supposed to look at long-term development
16 effects of what's going to happen to the traffic needs
17 in that area. And I'm wondering how they came into
18 play. And, actually, it subsequently goes to the
19 question of you mentioned that you completed your
20 traffic impact studies within the area relatively.
21 When do we have an opportunity to see that, what
22 assumptions were made?

23 And I guess I'll close with a final
24 question is you mentioned, also, preparing and filing

1 a FONSI, which is basically a Finding of No
2 Significant Impact. And that seems a little extreme
3 to me. What is it you're saying you're not having any
4 significant impact on?

5 MODERATOR O'DOWD: We don't make the
6 decision as to whether or not a finding of no
7 significant impact is issued to us or granted to us.
8 The Federal Highway Administration is the agency and
9 they are a counterpart of ours in this project, as
10 they are participating in the funding as well. They
11 have directed us to file the environmental assessment.
12 It is upon the filing of the environmental assessment,
13 their review of it, and their making it available to
14 the public, as to when they will be prepared to issue
15 a finding on that. They issue to us a record of
16 decision.

17 You know, one decision could be a
18 finding of no significant impact, which is what we
19 strive to do. We try to find the alternatives, both
20 the highway alignment alternatives and also the bridge
21 alternatives, that have the least environmental
22 impact. That's all of the studies and all of the
23 efforts that we're putting into the early action or
24 the early work right now is to find what those

1 alternatives are so that we can define them as being
2 the preferred type going forward in the public
3 documents.

4 We don't file the FONSI. The FONSI is
5 something that would be granted to us through the
6 Federal Highway Administration.

7 JOE FAHEY: The ultimate goal is to
8 have that finding of no significant impact though?

9 MODERATOR O'DOWD: That's the goal.
10 That's the objective. Sure.

11 JOE FAHEY: So it gets back to, it begs
12 the question again of how do we see when that
13 evaluation is made to determine that you feel strong
14 enough that you can make the case for a FONSI?

15 MODERATOR O'DOWD: All of those
16 documents are made available when we file the
17 Environmental Assessment with the Federal Highway
18 Administration and also when we file the Draft
19 Environmental Impact Report. Both of those documents
20 become available to the public for their review. And,
21 included within those documents are traffic studies,
22 the noise analysis, what we're doing to mitigate
23 noise, the traffic impacts, traffic management
24 impacts, long-term future development of the roadway,

1 what is the projected growth, the background growth
2 being used to project how much volume, how much
3 capacity are we building for in the future. Those are
4 all of the information that needs to be incorporated
5 into the public documents. So that will be when the
6 public is given an opportunity to fully review it and
7 submit their comments. And they'll be submitting
8 their comments into the environmental -- Massachusetts
9 environmental policy through the Office of
10 Environmental Affairs, the Executive Office of
11 Environmental Affairs, and also to the Federal Highway
12 Administration. You'll be able to respond in written
13 format to both of those agencies based upon those
14 documents that we make available for the public.

15 JOE FAHEY: Okay. So, at that point we
16 will be able to evaluate the decision about the -- the
17 information that was put forth in terms of determining
18 that there was -- the project is going to have very
19 little impact on alternative roads let's say in the
20 area?

21 MODERATOR O'DOWD: That's correct.
22 Yes.

23 JOE FAHEY: That's when we'll find the
24 factual basis that you used to make that assumption?

1 MODERATOR O'DOWD: Yes.

2 JOE FAHEY: Thank you.

3 MODERATOR O'DOWD: Thank you.

4 In the back, sir?

5 SELECTMAN JERRY KLIMA: I'm Jerry
6 Klima. I'm a Salisbury selectman and have spoken to
7 you before.

8 MODERATOR O'DOWD: Mm hum.

9 SELECTMAN JERRY KLIMA: This roadway
10 and reconstructing the bridge is obviously essential.
11 And as it is nowadays, it serves people from, you
12 know, Maine to Florida. It serves us, too, to some
13 extent. But it has most of its impact, and your
14 construction would have most of its impact, right
15 here, obviously. And, you know, therefore, I think
16 that the local needs -- we have our needs in terms of
17 drainage, the watershed projections, etc. -- the local
18 needs really need to be taken into account.

19 MODERATOR O'DOWD: Mm hum.

20 SELECTMAN JERRY KLIMA: And we have
21 real transportation needs that are local that you
22 could -- you have a real opportunity to take into
23 account and to make better for the next 100 years.

24 Just today, I think you showed this

1 picture before -- we, in the town, just connected our
2 east-west rail trail to Rabbit Road. And we now have
3 a wonderful trail that people can use. Amesbury has a
4 trail that comes to Stop and Shop and is going to be a
5 further extension after the hotel project. One
6 opportunity you have is to connect those as part of
7 this project. You have 95 and you have 110. And I
8 urge you to think about that because it is a
9 significant benefit that could come out of this
10 project.

11 Another one is the towns have been
12 working on connecting both Newburyport and Salisbury
13 to have now completed rail trails that MassHighway has
14 done for us, which is wonderful. We're joined with
15 towns all the way to Danvers on the Border to Boston
16 Trail.

17 MODERATOR O'DOWD: Mm hum.

18 SELECTMAN JERRY KLIMA: It just filed
19 applications to Boxford, Georgetown, and Newbury, and
20 link them all.

21 You know, as you think about these --
22 the developments that are going on here, both in terms
23 of growth in general in this area and in terms of
24 these alternate transportation networks, to leave this

1 bridge out of that and prevent people, for example,
2 from commuting to the bus station and going to Boston
3 from there, is not a decision that's a wise one for
4 the long-term. So, I really urge you to think harder
5 about that.

6 You know, I saw that the Secretary
7 wrote a letter just the other day, said the policy is
8 going to change. You have an opportunity to conform
9 to this new policy and, you know, provide us with
10 important links.

11 We're going to have big impacts on
12 traffic and construction and the disruption to these
13 communities for years with this project. And it would
14 be a wonderful thing to think while we're living with
15 those disruptions to think that we're going to get
16 some benefits from it as well.

17 MODERATOR O'DOWD: Thank you. I would
18 ask that you submit those comments, Mr. Klima, and
19 submit them into the Chief Engineer, but also bring
20 them to the attention of the local elected officials.
21 As Mayor Holaday pointed out, she is striving to
22 coordinate all of the efforts for the three
23 communities.

24 SELECTMAN JERRY KLIMA: I know that.

1 MODERATOR O'DOWD: And I think that's
2 an opportunity to bring those --

3 SELECTMAN JERRY KLIMA: You know, it's
4 under the recent developments. It would be ongoing.

5 MODERATOR O'DOWD: No, that's great.

6 SELECTMAN JERRY KLIMA: And I think
7 that they're going to have impact, you know, for many
8 years.

9 MODERATOR O'DOWD: Mm hum.

10 SELECTMAN JERRY KLIMA: And if you
11 could make that network better, it would, you know,
12 make people healthier.

13 MODERATOR O'DOWD: Sure.

14 SELECTMAN JERRY KLIMA: Save on gas.
15 It would -- it would make for a better environment.
16 And all you're talking about is a little additional
17 cost on the project.

18 MODERATOR O'DOWD: Thank you.

19 Yes, sir?

20 WAYNE DAVID: My name is Wayne David.

21 I'm Salisbury's designee to the Eight Towns and the
22 Bay, which is a part of MassBay's association. And I
23 have some serious questions about this new proposal.

24 Number one, I think what's proposed is

1 being overbuilt. I see nothing wrong with three lanes
2 in each direction the way it is now. I've been riding
3 on that road for 60 years. And it's not overburdened
4 with traffic. The Mystic River Bridge has three lanes
5 going in each direction. We don't need another travel
6 lane. We don't need a breakdown lane on that bridge.

7 And if you want to get a ruling of no
8 significant impact, then I think you ought to stick to
9 the three lanes in each direction. Four lanes aren't
10 needed. I think you need a dose of reality. The
11 price of gasoline is going up. You've got projections
12 of traffic into 2030. As I say, we need to take a
13 good serious look at this. Gasoline in the next two
14 or three years I feel is going to be \$6.00 or \$7.00 a
15 gallon. We are not going to have the traffic for this
16 so-called rebuild, the expansion of it to four lanes
17 plus the breakdown lane. It's very unrealistic. It's
18 not needed. And I think that if you're going to stick
19 with this, I think a full-blown environmental impact
20 statement is in order. And I think it will come
21 about.

22 MODERATOR O'DOWD: Thank you.

23 WAYNE DAVID: I just have seen no data
24 to see where four travel lanes plus a breakdown lane

1 is needed.

2 MODERATOR O'DOWD: All of that traffic
3 data and all of the traffic information that we've
4 investigated and established, created, at this point
5 right now based upon the volumes, the capacities, the
6 capacity that's there versus the volumes today, and
7 the projected volumes 20 years from now, will show the
8 warranting of the additional travel lane.

9 WAYNE DAVID: How can you project for
10 20 years when, you know, you're running out of a
11 finite resource, gasoline? We're going to need
12 alternative forms of transportation. It's unrealistic
13 to look at it this way. It's totally unrealistic.
14 Like I say, it's my feeling that you need a full-blown
15 environmental impact statement. There are too many
16 unresolved issues.

17 MODERATOR O'DOWD: Well, we will file
18 the environmental assessment with Federal Highway
19 Administration. And, Federal Highway Administration
20 will then make the ruling or give us their decision.

21 WAYNE DAVID: Well, the citizens, and
22 people that have environmental issues with this, can
23 file -- pursue a full-blown environmental impact
24 statement. I think this whole project is unreasonable

1 as it's proposed.

2 MODERATOR O'DOWD: Mm hum.

3 WAYNE DAVID: And no doubt that you
4 need to replace the bridge. But I think three lanes
5 in each direction is sufficient, more than sufficient.

6 MODERATOR O'DOWD: Mm hum. Mm hum.

7 WAYNE DAVID: I ride that road all the
8 time. I see no traffic backups on it, no problems at
9 all.

10 MODERATOR O'DOWD: Okay.

11 WAYNE DAVID: You did a study on the
12 accidents and, you know, the traffic accidents in the
13 area.

14 MODERATOR O'DOWD: Mm hum.

15 WAYNE DAVID: But, at the same time,
16 you did no comparable studies with south of the area,
17 Newburyport, 113, Scotland Road --

18 MODERATOR O'DOWD: Mm hum.

19 WAYNE DAVID: -- no studies done on the
20 accidents there to compare it with.

21 MICHAEL BERTOULIN: Well, when we did
22 our -- when we did our accident study, we compared it
23 to statewide averages. And we found out --

24 WAYNE DAVID: That's statewide. We're

1 talking about this area.

2 MODERATOR O'DOWD: Thank you. We'll
3 take your comments under consideration.

4 WAYNE DAVID: Well, we're going to
5 pursue this further, the Eight Towns and the Bay.

6 MODERATOR O'DOWD: Okay. Thank you.
7 Yes, sir?

8 BILL HARRIS: Good evening. My name is
9 Bill Harris. That's H-A-R-R-I-S. I'm here on behalf
10 of the Newburyport Chapter 91 Citizens Committee
11 that's interested in improved access to tide lands
12 when tide lands are affected as they would be in this
13 project. But, I'm more interested in working with
14 this tri-community advisory committee because to the
15 extent that we can coordinate what we do, we're hoping
16 to get better design, faster project completion, at
17 lower project cost because this project is disruptive
18 to the economy of these communities.

19 So, I would first like to thank Mayor
20 Holaday for proposing -- showing some progress with
21 the three communities that have signed a memorandum of
22 agreement to work together to work with you. And I
23 would just point out, first, that you have authority
24 under the 2008 and under the 2009 Accelerated Bridge

1 Program Acts that were passed by the General Court to
2 fund, if you want, a coordinator, maybe a halftime
3 coordinator, for the three communities. But we don't
4 have any staff right now that is assigned to work on
5 these projects. And all three communities are under
6 budget stress, as I'm sure you know. So, you have the
7 authority to -- that would help tremendously. That
8 could help with permit expediting.

9 And I would also suggest that this is
10 to your advantage in terms of getting the best
11 designs, identifying problems early and solving them,
12 avoiding legal challenges, and bringing the project in
13 below projected cost.

14 And I would suggest -- and I have done
15 environmental litigation before -- that this is a more
16 complicated project than you are proposing suggesting
17 with your FONSI goal. If you do a Google search of
18 large bridges on I-95 between Maine and Florida,
19 you'll find between 85 and 90 percent of them have had
20 full environmental impact statements. Only the ill-
21 informed communities end up with a FONSI planning
22 process. And that's because these large projects with
23 large bridges that so impact these communities really
24 do have to serious environmental consequences. Let me

1 give you two which I think -- I'll put things in
2 writing later -- two I think you can -- so that you
3 could and not end up having fully mitigated
4 consequences.

5 The first involves pile driving. I
6 haven't seen any reference in any of the hearings I've
7 been to. There are excellent studies on pile driving
8 for the San Francisco Bay Bridge. You can go online
9 and find good references on that.

10 In recent years, the high energy impact
11 of pile driving has been better understood by marine
12 biologists. They cause significant fish kills. The
13 energy in the water causes -- affects migration
14 patterns. A mitigation measure that's been used and
15 that you could use involves putting a bubble system
16 around to try to reduce acoustical impact and damage.
17 But that does not fully mitigate. So what you could
18 do is work with state fisheries to monitor the
19 sturgeon, and salmon, and any other species going
20 upriver, and they do migrate past this bridge, and
21 it's a very important part of their protection and
22 reproduction. And, to the extent that even when you
23 do pile driving with the acoustical protection of the
24 bubble system, that even then you may cause loss of

1 population and you may need to do some restocking, a
2 relatively minor cost. That's the kind of thing you
3 can mitigate.

4 A second aspect of the project you
5 probably can mitigate as well would be the so-called
6 Section 4F mitigation that the Secretary of
7 Transportation has an obligation to consider. If you
8 demolish an historic bridge, which you're proposing to
9 do -- this is a National Registry eligible bridge.
10 Poetry was written about it. I provided documentation
11 about that. And the local historical commissions will
12 be considering that. But one suggestion I made was to
13 take some of the granite, recycle it into a memorial
14 area that could have poetry or other writings of John
15 Greenleaf Whittier, so that we don't lose the Whittier
16 connection, Whittier having been the symbol -- a great
17 New England poet -- a symbol of the bridge that you're
18 proposing to demolish. And that could be within
19 Moseley Pines, a city park, or Maudslay State Park.
20 And there could be something on the Amesbury side if
21 they're interested. So, that could be partially
22 mitigated as could if you had to have a larger imprint
23 on the park system, the improvements in bicycle
24 pathways and pedestrian pathways can provide Section

1 4F mitigation.

2 Let me turn briefly to four aspects of
3 this project I do not believe you can fully mitigate
4 but, therefore, require a full Federal Environmental
5 Impact Statement, which could produce some significant
6 benefits because the federal government has the
7 modeling to do work construction deconfliction. They
8 do that at like Interstate 215 where you had several
9 projects ongoing at once, as we have with Route 110,
10 etc., and traffic signalization work that could reduce
11 the congestion and reduce harm to our community.

12 The first impact, which is required
13 under state law, but also CDQ's regulations, the
14 greenhouse gas effects of fabricating and transporting
15 and constructing basically a 10-lane bridge, and
16 demolishing a six-lane bridge, and working on four
17 other bridges, and widening a highway from three to
18 four lanes in each direction, are really substantial
19 and cannot be fully mitigated. The indirect effect,
20 the population growth, which we saw between the two
21 lanes each way in 1954, the two lanes each way in
22 1978, effectively four lanes -- roughly every two to
23 two-and-a-half decades we get a lane widening. You
24 end up with increased population, increased greenhouse

1 gas emissions, and the transportation sector has not
2 improved the energy consumption. So I believe that's
3 one non-mitigatable effect of this project.

4 The second is the demolition of an
5 historic bridge. That is a non-mitigatable effect.
6 You can partially mitigate, but that should require a
7 full Federal Environmental Impact Statement.

8 The third involves the possible
9 irreversible preclusion of high-speed rail service.
10 When the Whittier Bridge was designed in 1950 to '51,
11 there was a coastal rail system, the Boston to Maine.
12 It took people up and down the coast which has had now
13 significant increases in population. The B&M Rail
14 right of way is no longer available. It's gone. The
15 commuter train system starts in Newburyport. The fact
16 is, if you look at high-speed rail in Europe, the
17 French TBG system has a 45-foot-wide right of way.
18 The Acela system of Amtrak works within 50 feet
19 including maintenance. It's true that the Desert
20 Express proposed for Interstate 215 at DIR of 2009
21 proposes a 60-foot right of way. But that's probably
22 not practical. But if you had -- if you put one lane
23 to the inside for a protected 45 feet right of way,
24 you would protect a track in each direction; that is

1 the only feasible way to have high-speed rail along
2 the northern New England coast.

3 You should note that the President's
4 initiative, which occurred after our last meeting in
5 January, proposes that the Tampa-Orlando high-speed
6 rail uses the existing interstate right of way; the
7 Seattle-Portland one uses the existing interstate
8 right of way. It's the only practical way to have
9 high-speed rail and it could be important to the
10 economy of northern New England and our
11 competitiveness to have that connection and to be able
12 to have the regional transit connect to it either by
13 rail or by other intermodal transit. And I believe
14 that that is an irreversible harm. Basically, per
15 passenger, high-speed rail uses a third the energy of
16 an airplane, a commercial airplane, and a fifth the
17 energy of a private passenger vehicle. So this is --
18 so, precluding that option is a needless but
19 irreversible harm if you design this system to
20 eliminate high-speed rail options.

21 Finally, the fourth non-mitigatable
22 effect of this project involves so far the failure of
23 MassDOT to be willing to consider, per a letter I
24 received, planning to mitigate emergency evacuation in

1 the event of an accident or terrorist incident at the
2 Seabrook nuclear facility. Note that in 1990, the
3 governor of Massachusetts decided that the emergency
4 evacuation plan for Seabrook was inadequate for the
5 state of Massachusetts. We should not have that
6 again. The fact is the federal government has --
7 well, first, just to give you a case citation, *Allen*
8 *v. Boston Redevelopment Authority*, 2007, Massachusetts
9 Supreme Judicial Court. It found that even if the
10 likelihood of an event is not high, that for an
11 environmental impact statement, like in Massachusetts
12 law, the agency must consider mitigating the disaster
13 consequences. And that involved Boston University
14 Medical School hosting pathogens such as anthrax in a
15 medical lab.

16 The Seabrook plant has been the target
17 of terrorist planning. The 9/11 Commission
18 declassified that fact. And we have Congressman
19 Weldon of Pennsylvania who indicated a group of
20 Pakistanis who were arrested in Canada have tried to
21 plan for a Seabrook attack. So, this is not some
22 theoretical problem. And if we're dealing not with
23 just an accident, but with people who are planning to
24 cause us harm, they could, in fact, do that during

1 heavy beach weekends or when the wind is blowing on
2 shore, not the prevailing offshore direction.

3 So, if you do a full Federal
4 Environmental Impact Statement, you will get
5 assistance that is beyond the current capacity of the
6 state for planning. In particular, the Defense Threat
7 Reduction Agency, which does plume modeling, and is
8 our national expert on that, does excellent work on
9 that, would offer basically for free to the Federal
10 Department of Transportation, through a civil support
11 team -- and I can give you the name of the person.
12 They've indicated that they do this. They would help
13 the Federal Department of Transportation plan for
14 phased evacuation because you may have a bridge that
15 goes from six lanes down to four while you're under
16 construction most of the time before you get to 10
17 lanes. So, ultimately, you'll have more evacuation.
18 But when you have equipment on the bridges, when
19 you're staging this bridge project, you are likely to
20 have outages. And the studies from Florida and
21 elsewhere show that contraflow during hurricane
22 evacuations has been impaired by construction
23 equipment that was left on interstate highways.

24 So, I believe you would benefit, you

1 would truly benefit, by funding a local coordinator,
2 so we can get this, and get the planning job done
3 right on the bridge design, identify ways to mitigate
4 traffic during construction, plan to cope with
5 emergencies that could happen. We now have about six
6 years with two years outage on the Hines Bridge and
7 then up to four years on this bridge. So it's three
8 out of four before you have more capacity. So, I urge
9 you to help fund somebody, maybe halftime, as a
10 coordinator for the three communities because that way
11 the local communities can work better with you and
12 help you get this job done better, and less
13 expensively, and, most important, so it does not harm
14 our communities during the construction process.

15 Thank you.

16 MODERATOR O'DOWD: Thank you for your
17 comments, sir.

18 DOUG HARRISON: My name is Doug
19 Harrison. I live at 3 Pine Hill Road, right at the
20 corners of the bridge. And I have two questions
21 actually.

22 Are noise maintenance studies being
23 done now? Have -- do they go throughout the year or -
24 -

1 MICHAEL BERTOULIN: We took the --
2 acquired the data last summer. I think it was in
3 August. And we monitored -- the equipment was set and
4 monitored for a complete week. It picked up two
5 weekends and the five weekdays.

6 JOE FAHEY: Where was that?

7 MICHAEL BERTOULIN: It was at about 10
8 locations along the corridor.

9 MODERATOR O'DOWD: Right.

10 MICHAEL BERTOULIN: The purpose of the
11 monitoring is to serve as input into the model which
12 we are required to use, which then generates the noise
13 impact data. Okay? And it takes into effect
14 topography, the vegetation. So, it looks at things
15 like worst case when leaves are off the trees. Okay?

16 DOUG HARRISON: Right. When the road's
17 wet.

18 MICHAEL BERTOULIN: When the road's
19 wet.

20 DOUG HARRISON: It's amplified.

21 MICHAEL BERTOULIN: Yes. When the
22 roads are wet, you get a lot of high frequency noise
23 because you can hear that tire whine from a long way
24 away.

1 DOUG HARRISON: Yes.

2 MICHAEL BERTOULIN: Clearly. What we
3 look at is what we identify as the noisiest hour as
4 far as the traffic goes. That's not the peak hour of
5 traffic.

6 DOUG HARRISON: Right.

7 MICHAEL BERTOULIN: Because that's when
8 the traffic is slowest and the noise is not the
9 highest. So, it's generally 3:00 in the afternoon,
10 somewhere around that time, 3:00 to 4:00 is typically
11 a time. And it does look at all those factors. It
12 looks at all the factors. We look at the reflection
13 off the roadway, off the river even. We considered
14 all of those factors.

15 DOUG HARRISON: I've lived there for 25
16 years --

17 MICHAEL BERTOULIN: Yes.

18 DOUG HARRISON: -- and I can tell you
19 every home along the southbound side of that non-
20 access bridge, all the houses used to have bells for
21 their phones outside, double bells, so you could hear
22 the phone ringing inside. You can't even use a radio
23 outside when you're doing yard work it's so loud. And
24 it's twice as loud near the train.

1 The other thing, too, will you have any
2 type of mapping that will show you where -- show us
3 where those studies were taken?

4 MICHAEL BERTOULIN: Yes.

5 DOUG HARRISON: That we can see?

6 MICHAEL BERTOULIN: Where the studies
7 are taken, what the location of the noise impacted
8 residences.

9 DOUG HARRISON: Okay.

10 MICHAEL BERTOULIN: That has been
11 identified by the model and where we are looking at
12 potential mitigation.

13 DOUG HARRISON: Okay. Thank you.

14 Second in my line of questioning was
15 will the bridge be lit at night?

16 MICHAEL BERTOULIN: That's one of the
17 options is that besides highway lighting, there is an
18 opportunity to do certain types of architectural
19 lighting. And that would come out of the process of
20 reviewing of the bridge. There's actually
21 opportunities to do a number of different things.
22 With new LED type lighting, you can actually
23 concentrate it. And some bridges highlight the piers
24 in the water because that's what people like. And

1 some bridges highlight the frame of the bridge. And
2 some bridges receive no architectural lighting and
3 they just simply have the highway lighting that is on
4 them.

5 DOUG HARRISON: Yeah. I can see that
6 in the renderings that are representative of the type
7 of -- the Zakim type of cable system. But for the
8 rendering of that real elegant just kind of linear
9 bridge, I'm just curious to see in rendering what type
10 of lighting you'd have on that.

11 MICHAEL BERTOULIN: We're early on in
12 the process right now. As we get down to zeroing in
13 on what we think will be the preferred option, we have
14 an architect as part of our team. And he will review
15 and start to take a look at certain things that make
16 sense for, you know, the context of where it is. And
17 those will be proposed and shown to the public, and
18 for meetings like this as well as potentially
19 throughout other meetings. And they'll be clearly
20 denoted in the documents when we file them later this
21 year.

22 DOUG HARRISON: Okay. And my last
23 question for me, for Pine Hill Road, is I know the
24 bridge is going to get wider on the Pine Hill Bridge -

1 - on the Pine Hill Bridge Road.

2 MICHAEL BERTOULIN: Okay. You said you
3 live adjacent to that?

4 DOUG HARRISON: Yes. I live at number
5 3 and Dave lives at number one.

6 MICHAEL BERTOULIN: Okay. Yes, it's
7 going to get a little wider. And it's going to be a
8 little offset from where it is today. The idea is to
9 -- let me back up. Right here. The yellow is the
10 existing outside edge.

11 DOUG HARRISON: Yes.

12 MICHAEL BERTOULIN: And this is heading
13 north. And what the idea is, is to do this bridge as
14 quickly as possible and also keep it open would be to
15 set up one-way traffic on the existing bridge, light
16 control at either end during the construction period.
17 That will allow us to demolish half of the bridge. We
18 can keep one lane open throughout the whole time with
19 a signal at each -- you know, one-way traffic all the
20 time. And then build a new bridge basically on the
21 inside of the curb.

22 You can see the existing right of way
23 lines. These red lines are the existing right of way
24 that's there. So no land would be taken. The bottom

1 line at the end of the day is that roughly the current
2 bridge edge is here, so you're getting closer. Is
3 this your home right here?

4 DOUG HARRISON: No, other side. The
5 first and second homes.

6 MICHAEL BERTOULIN: Okay. As you can
7 see, by the time you get back over here, there's very
8 little change in where the layout is. As that curve
9 comes around, it comes back in and meets, you know,
10 the existing roadway.

11 DOUG HARRISON: Very good. Now, I do
12 not know, and I apologize that I haven't been to other
13 meetings, but is the state making any provision to
14 pick up or to pre-design for any sewerage line that's
15 running under that bridge?

16 MICHAEL BERTOULIN: That has been
17 requested. We talked about the existing waterlines
18 going under the highway.

19 DOUG HARRISON: Right.

20 MICHAEL BERTOULIN: One of them comes -
21 - is going to come across, proposed, at the abutments
22 and into the water land where it is today, and pick up
23 the line which runs into Newburyport. Another branch
24 of it will come up and pick up the two lines that are

1 here right now.

2 DOUG HARRISON: Right.

3 MICHAEL BERTOULIN: And the other line
4 is going to come across and -- and then the other line
5 is going to come across the bridge and tie in here.
6 And the Town has asked us to make provision for future
7 sewer and we can easily accomplish that at this point
8 in time into the bridge.

9 DOUG HARRISON: I think Pine Hill Road
10 is the only road in Newburyport without public
11 sewerage.

12 MICHAEL BERTOULIN: Well, I don't know.
13 But the Town specifically asked us to make that
14 accommodation. If it's a new bridge, they've asked us
15 to make that accommodation. And that's on the list of
16 things that we're going to accommodate into that new
17 structure.

18 DOUG HARRISON: Thank you.

19 MODERATOR O'DOWD: You had a question?

20 STEPHEN MURPHY: Stephen Murphy. I
21 live at 1 Pine Hill. Did you say there wasn't going
22 to be any property taken there?

23 MODERATOR O'DOWD: That's correct.

24 MICHAEL BERTOULIN: As you can see from

1 these red hash lines, that is the existing property.

2 STEPHEN MURPHY: We're on the other
3 side of the street.

4 MICHAEL BERTOULIN: Oh, the other side.
5 Well, I was going to say that the existing red line is
6 where the state owns property right now. So,
7 basically, it's all going to be built within the
8 existing layout lines.

9 STEPHEN MURPHY: Okay. My other
10 question was, are there going to be sound barriers put
11 up along the highway, like they're doing at 128?

12 MODERATOR O'DOWD: That's still being
13 evaluated as part of the noise measures and the noise
14 study that's being conducted.

15 STEPHEN MURPHY: The noise, like he
16 said, is really unbearable. I mean we can't even sit
17 in our back yards on a weekend or an evening and
18 actually have, you know, a quiet conversation.

19 DOUG HARRISON: You can't have a
20 conversation.

21 STEPHEN MURPHY: You can't do it. It's
22 like impossible. So we were just curious if that is
23 going to go up like they're doing all along 128. They
24 have a beautiful wall on either side of the highway to

1 keep the noise inside.

2 DOUG HARRISON: We literally hear every
3 expansion joint hit by every vehicle all the time.

4 MICHAEL BERTOULIN: Well, the good
5 thing -- that noise of the old style bridge where each
6 span is -- it's a five-span structure. The new
7 structure will be a four-span continuous. So there
8 won't be all those joints to hit. It's a newer
9 bridge, newer design. It works better for corrosion
10 and sound and, in this particular case, because the
11 joints aren't there. It's a continuous roadway deck.

12 STEPHEN MURPHY: So there is a plan to
13 put the sound barrier walls up?

14 MICHAEL BERTOULIN: We have no plans in
15 terms of what we're doing on sound mitigation yet.
16 You know, we've studied it. We're in the evaluation
17 process. And what you get out of the benefit of this,
18 as we are moving along, we're sharing where we are.
19 And we haven't gotten to the point where any decisions
20 have been made on mitigation. And as we move to the
21 summer and prepare to file the draft in September,
22 when it's called for right now, by then we will know
23 where we are and what is being proposed at the draft
24 phase which goes out for public comment. I think

1 there's a 30-day public comment period while the
2 documents are out there. That comes back. We
3 evaluate the process. We may meet with parties and
4 groups again to see how we can solve things.
5 Decisions are made. They go into the final document,
6 which goes out again for public comment. And that's,
7 hopefully, when we start getting decisions from the
8 state and federal level coming towards us.

9 STEPHEN MURPHY: Okay. Because it
10 would be real nice to see that because at least we
11 could, you know, sit out at night and have a
12 conversation. Right now we can't. So, it's bringing
13 the lane closer, so it's --

14 MODERATOR O'DOWD: It won't be any
15 closer.

16 STEPHEN MURPHY: But you're expanding
17 the highway. You're expanding the highway.

18 MODERATOR O'DOWD: It will not be any
19 closer. It will not be any closer.

20 MICHAEL BERTOULIN: Actually, the
21 highway, as you can see, as proposed right now, this
22 edge of the highway --

23 STEPHEN MURPHY: Yeah.

24 MICHAEL BERTOULIN: -- the western

1 edge, will not change at all.

2 STEPHEN MURPHY: But aren't you going
3 from three lanes to four lanes?

4 MICHAEL BERTOULIN: Right. But --

5 MODERATOR O'DOWD: Inbound.

6 MICHAEL BERTOULIN: But that transition
7 section --

8 STEPHEN MURPHY: The fourth lane on the
9 bridge.

10 MODERATOR O'DOWD: The fourth lane is
11 inside towards the median. Correct.

12 STEPHEN MURPHY: I apologize. My
13 mistake.

14 MICHAEL BERTOULIN: No. No problem.
15 Actually, that's -- on those two plans over against
16 the wall, some of that detail of how the highway --

17 STEPHEN MURPHY: This is my first
18 meeting.

19 MODERATOR O'DOWD: That's fine. No
20 problem. We're glad you came.

21 Yes, sir, over on the end there?

22 JAY HARRIS: Jay Harris, 42 Prospect
23 Street in Newburyport.

24 First, I wanted to thank you for

1 considering that modified tied arch design. I don't
2 know if you'll go for it, but thank you just for
3 thinking of it.

4 I got here late so maybe I missed
5 something. Did you say something about the
6 feasibility rehabilitation report that you mentioned
7 last time? Did that come along any further or will
8 there be such a report?

9 MICHAEL BERTOULIN: The team has --

10 MODERATOR O'DOWD: There is a report.
11 The feasibility -- the assessment of the
12 rehabilitation, the feasibility of the rehabilitation
13 of the existing bridge, the design team did submit to
14 us a report. We've reviewed it. We have forwarded it
15 to the Federal Highway Administration. But, not only
16 that, we have also forwarded it to the State Historic
17 Preservation Office for their review as well. The
18 recommendation within that report, and it's in a draft
19 format right now, the recommendation of that report is
20 that it's not prudent or feasible to rehabilitate.

21 JAY HARRIS: So when can the public see
22 this report?

23 MODERATOR O'DOWD: It will be included
24 within the environmental documents that are filed

1 later this summer or September, as Mike pointed out.

2 JAY HARRIS: And my other question was,
3 on the design options that are still on the table, is
4 maintenance a consideration on any of those? Are
5 there any differences in maintenance requirements? Is
6 that something you --

7 MODERATOR O'DOWD: Maintenance costs
8 are always an impact on any structure that we
9 evaluate. It's one of the criteria, as Joe pointed
10 out earlier, the screening matrices that's developed,
11 lifecycle costs. And one of the key elements for
12 lifecycle costs are the maintenance, long-term
13 maintenance costs, because those costs are being borne
14 by not only the taxpayers, but by MassDOT as the
15 responsible agency for the upkeep. So, that is one of
16 the elements that's looked at and considered.

17 JAY HARRIS: Okay. Thank you.

18 MODERATOR O'DOWD: Thank you, Mr.
19 Harris.

20 Yes, sir?

21 PAUL SULLIVAN: I've got a simple
22 question. Paul Sullivan, Amesbury. What's a
23 temporary construction easement?

24 MICHAEL SHEEHAN: A temporary

1 construction easement is when we have to go onto
2 private property or public property to do the work on
3 the highway. For instance, if we've got to set a curb
4 --

5 PAUL SULLIVAN: Right.

6 MICHAEL SHEEHAN: -- or pave the
7 roadway, we might have to step onto your property to
8 do that. And you're compensated for that. And then
9 they automatically expire at whatever the period may
10 be, three to five years. And you are compensated for
11 it.

12 PAUL SULLIVAN: But there's no taking?

13 MICHAEL SHEEHAN: It's not a taking.

14 PAUL SULLIVAN: It's just for X amount
15 of time or whatever?

16 MICHAEL SHEEHAN: It's just for either
17 three to five years --

18 MODERATOR O'DOWD: Access. Yeah.

19 MICHAEL SHEEHAN: Access on your land
20 to do the work that we need to do on the highway. And
21 then once it's finished, it automatically expires.
22 Right now we've been taking -- we were doing three
23 years. Now, we pretty much take five years. You
24 don't have to do anything at all. And, like I said,

1 you are compensated for that.

2 PAUL SULLIVAN: Thank you.

3 MODERATOR O'DOWD: Yes, sir?

4 DAVE RUSSELL: Good evening. My name
5 is Dave Russell, R-U-S-S-E-L-L. I'm here on behalf of
6 the Newburyport Harbor Commission. I'm a member of
7 that board.

8 Because this project will directly
9 impact the navigation of waterways within our
10 jurisdiction, we wish to go on record as making two
11 specific requests. First, we expect that all
12 navigational waterways will be protected and preserved
13 during the duration of the construction project;
14 second, that the Army Corps of Engineers and the Coast
15 Guard will be involved in the review and approval of
16 any modifications to channel routes, locations, or
17 markings which may affect the ability of boaters to
18 navigate the river in either direction.

19 That's all I have. Thank you for the
20 opportunity.

21 MODERATOR O'DOWD: We are working
22 closely -- all of our efforts right now are
23 coordinated with the Army Corps of Engineers, but also
24 with the U.S. Coast Guard. As recently as two to

1 three weeks ago, I personally sat down with the
2 Commander of the Waterways for this region, and also
3 from the Bridge Permitting Division in New York. So,
4 they are informed. They were also submitted a copy of
5 the, as Mr. Harris pointed out, the assessment, the
6 rehabilitation report. So, we have to coordinate our
7 efforts with them. They will be one of the regulatory
8 agencies that are permitting all of the construction
9 activity and the bridge itself before we actually go
10 to construction.

11 DAVE RUSSELL: And review, whichever
12 level it takes to consider it, construction impacts on
13 the waterway itself?

14 MODERATOR O'DOWD: Yes, it does. Yes.
15 Short-term construction and also long-term impacts to
16 the waterways. Yes.

17 DAVE RUSSELL: Thank you.

18 MODERATOR O'DOWD: You're welcome.

19 Yes, ma'am.

20 CHRISTINE CRESSEY: My name is
21 Christine Cressey, C-R-E-S-S-E-Y.

22 STENOGRAPHER: Could you just one more
23 time?

24 CHRISTINE CRESSEY: I'm sorry. C-R-E-

1 S-S-E-Y, S as in Sam.

2 STENOGRAPHER: First name?

3 CHRISTINE CRESSEY: Christine.

4 STENOGRAPHER: Thank you.

5 CHRISTINE CRESSEY: I'm sort of new to
6 the area and new to all this sort of thing, so I
7 apologize if I'm a little nervous. Just some
8 questions about the borings and drillings that you
9 might be doing this summer.

10 MODERATOR O'DOWD: Mm hum.

11 CHRISTINE CRESSEY: I live at 21 Evans
12 Place, which is right at the Evans Place Bridge. And
13 if you're doing like borings and drillings, will we be
14 notified somehow when those will start or timeframes
15 that they might be?

16 MICHAEL BERTOULIN: We just received
17 the boring bids in. That came in Friday. We're
18 reviewing them to make a recommendation to the state
19 to move forward.

20 The borings, basically it's a truck
21 mounted drill rig. We basically, because of the
22 topography in the area, we don't have to go very deep.
23 But, typically, we go down 25 about foot. We'll
24 basically go in with a coring machine at the proposed

1 locations of new foundation elements to basically
2 verify what the substrate is in that area. And,
3 typically, we're able to get in and get out on an
4 individual hole within a given day.

5 CHRISTINE CRESSEY: Oh, okay.

6 MICHAEL BERTOULIN: The work will be
7 done during normal business days, you know, during the
8 normal business days. That work will be happening
9 sometime between June and August as we do a number of
10 boring locations. And there will be some areas
11 adjacent to the highway, all within the state's right
12 of way, that we will also be digging some of these
13 test pits where basically on a one-day operation
14 they'll go in and dig a hole about eight by eight, by
15 10- to 12-foot deep, to look at the soil type. And
16 that actually gives us information required so we can
17 set up the new drainage basins because the intent is
18 to have most of these drainage basins be the
19 infiltration type where it would actually take the
20 water and recharge the ground water. And so we'll be
21 doing that in a number of locations.

22 CHRISTINE CRESSEY: Will it post like
23 on your website maybe when they're doing those or --

24 MODERATOR O'DOWD: Sure. We can put up

1 an information bulletin on that.

2 MICHAEL BERTOULIN: Yeah. Yeah.

3 CHRISTINE CRESSEY: That would be
4 helpful.

5 MODERATOR O'DOWD: Sure.

6 CHRISTINE CRESSEY: I have young kids
7 and I guess I'm just really overprotective of who's
8 wandering around or what's going on.

9 MODERATOR O'DOWD: I understand.

10 CHRISTINE CRESSEY: You mentioned that
11 the new bridge would be quieter with the expansion
12 joints. Would that be true for the Evans Bridge as
13 well? Would it be a little quieter? I recognize I
14 bought a house along the highway. I'm certainly not -
15 -

16 MICHAEL BERTOULIN: As someone who
17 travels on that bridge -- I've done it for 25 years
18 now every day when I go to work -- that bridge, Evans
19 Bridge, it's in tough shape right now.

20 CHRISTINE CRESSEY: Yeah.

21 MICHAEL BERTOULIN: And they've done
22 some recent emergency work overnight and repaired some
23 things.

24 CHRISTINE CRESSEY: That was our first

1 night in the house.

2 MICHAEL BERTOULIN: And that's been
3 done on an emergency basis. Basically, the new
4 structure won't have any expansion joints in it. It
5 will basically be a -- it won't have any open joints.
6 It's still a small bridge, only about a 45-foot span.
7 And, actually, it will be widened a little bit so that
8 a sidewalk can be put underneath it also.

9 CHRISTINE CRESSEY: And then just on
10 the easements, thank you for explaining what a
11 temporary easement was. That wasn't a stupid
12 question.

13 MODERATOR O'DOWD: No, it wasn't.

14 CHRISTINE CRESSEY: When those happen,
15 we'd be notified ahead of time?

16 MICHAEL SHEEHAN: Yeah, you'll be
17 contacted by a member from the Right of Way Bureau.
18 And we'll explain to you and we'll show you actually a
19 map of how your property is going to be affected on
20 the temporary easement. And we'll explain to you what
21 your rights are under the Eminent Domain Laws of
22 Massachusetts.

23 CHRISTINE CRESSEY: And would we know
24 who would maybe potentially be on the property when

1 they are on the property?

2 MICHAEL SHEEHAN: Well, after the right
3 of way work, then it goes out to bid. And whoever the
4 contractor is -- but all of the contractors are
5 insured, bonded, background checked, everything like
6 that, if that's your -- I think that's your question
7 going to. Yeah, all of that is required in part of
8 the bid process.

9 CHRISTINE CRESSEY: Thank you very
10 much. I appreciate it.

11 MICHAEL SHEEHAN: Okay. Great.

12 MODERATOR O'DOWD: Thank you. Any
13 other questions?

14 I want to thank you all for coming out
15 tonight. We do appreciate the time that you take out
16 of your busy schedule to participate in these.

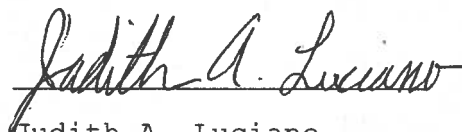
17 We will work with the communities, as
18 mentioned earlier, to try and mitigate, lessen, any of
19 the impacts associated with the proposed construction.
20 And we look forward to seeing you at the future
21 meetings, the next one being scheduled for July.

22 So, thank you very much for
23 participating this evening. We look forward to seeing
24 you in July.

1 (Whereupon, the proceedings were
2 concluded at 8:24 p.m.)
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C E R T I F I C A T E

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


Judith A. Luciano

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

MassDOT Highway Division, Accelerated Bridge Program

Whittier Bridge / I-95 Improvement Project

PUBLIC INFORMATION MEETING

Tuesday, April 27, 2010 6:00-8:00 PM
City Hall Auditorium
Newburyport, MA

ATTENDANCE (Please Print)

Name	Organization	Mail/Email Address (please indicate preferred method)
1. Brian Cressy		21 Evans Plau Amosby, MA 01913
2. Deborah Mullen		dmm8.green@msb.com
3. CHRIS CUCCO	MAGUIRE GROUP	CCUCCO@MAGUIREGROUP.COM
4. Joe Foley	City of Amesbury	Joe@amesbury.ma.us
5. Bill Rudolph	Lakeside Waterways	1 DEER ISLAND AMESBURY
6. Mary Hyne	DOT	10 Pea Pkg
7. KAREN SOLSTAD	PLANNING BOARD	AMESBURY #1 K.SOLSTAD@VERIZON.NET
8. Kempton E. Webb		525 Main St #2 Amesbury 01913
9. Jon Eric Clark	N'Port DPJ	
10. Kate Curly	Daily News	23 Liberty St. N'port.

MassDOT Highway Division, Accelerated Bridge Program

Whittier Bridge / I-95 Improvement Project

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City Hall Auditorium
Newburyport, MA

ATTENDANCE (Please Print)

Name	Organization	Mail/Email Address (please indicate preferred method)
1. Nancy Watters	wam DOT	you have it
2. Mike Guehgan	Mass Highway Row	
3. A. Wayne David	8 Town & CBBay	9784627516
4. Ruth Fane	Salisbury Hist Comm	
5. George Viny	City of Newburyport	giving@cityofnewburyport.com
6. Leonard R. Filogewe	MassDOT	Leonardi.Filogewe@STATE.MA.US
7. Lisa Engler	MassDOT	lisa.engler@state.ma.us
8. Rachel Webb	NBPT Resident	you have it
9. Anna Brundak	Salisbury	abpatt03@yahoo.com
10. Joseph Brian	NAH	

MassDOT Highway Division, Accelerated Bridge Program

Whittier Bridge / I-95 Improvement Project

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Newburyport, MA

ATTENDANCE (Please Print)

Name	Organization	Mail/Email Address (please indicate preferred method)
1. Jennifer Hinson	RVA	
2. Grace Arthur	MassDOT	grace-arthur@state.ma.us
3. DUNCAN NAYES	MRWC	
4. Erik Botteman	MILLENNIUM ENGINEERING	EBOTTEMAN@MEI-MA.COM
5. Roger Fother		
6. Elizabeth Marcus	Nept. Resident Coastal Trails Coalition	SUCRAME2001@yahoo.com
7. Audrey Clarkson		Audrey.clay@comcast.net
8. Nicholas Cressey	AMESBURY	NICRESSEY@AMESBURY.COM
9. Donna Holaday	Mayor City of Newburyport	mayor@cityofnewburyport.com
10. Christine Cressey	21 Evans Pl Amesb. Ma.	Christine.cressey@clinc.com

MassDOT Highway Division, Accelerated Bridge Program

Whittier Bridge / I-95 Improvement Project

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City Hall Auditorium
Newburyport, MA

ATTENDANCE (Please Print)

	Name	Organization	Mail/Email Address (please indicate preferred method)
1.	Jay Harris		42 Prospect St., NBPT
2.	Dave Russell	NBPT Harbor Comm.	15 Tifcomb St. NBPT
3.	Jerry Kline	Town of Salish	18 School St. Salish. jerrykline@hotmail.com
4.	Betsy Goodrich	MVPC	100 Main St. Newhall MA. bgoodrich@mvpc.org
5.	JERRY MULLINS	CITIZENS FOR ENVIRONMENTAL BALANCE	7 PARSONS ST, NBPT CEBPURT@LIVE.COM
6.			
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MassDOT Highway Division, Accelerated Bridge Program

Whittier Bridge / I-95 Improvement Project

PUBLIC INFORMATION MEETING

Tuesday, April 27, 2010 6:00-8:00 PM
City Hall Auditorium
Newburyport, MA

ATTENDANCE (Please Print)

	Name	Organization	Mail/Email Address (please indicate preferred method)
1.	Kate Jamett	RMA	kjamett@rpinhla.com
2.	Jim Carbone	MassDOT-Highway	James.Carbone@STATE.MA.US
3.	Gregory Tarbox	Arlington Twp	
4.	Joel R	GCSSC	
5.	Justine Fallon		
6.	Donald R. Lussier	Salisbury's DMU	dlussier@salisbury.ma.gov
7.	William R Harris	Newburyport Ch. 91 Citizens Comm.	williamr.harris@yahoo.com
8.	Joseph Deo	AMESBURY	
9.	Ray Dietz	"	r.dietz@emad.com
10.	Murphy Koller	MassDOT - DIST 4	murphy.koller@state.ma.us

MassDOT Highway Division, Accelerated Bridge Program

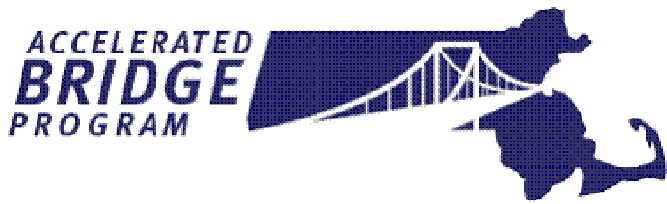
Whittier Bridge / I-95 Improvement Project

PUBLIC INFORMATION MEETING

Tuesday, April 27, 2010 6:00-8:00 PM
City Hall Auditorium
Newburyport, MA

ATTENDANCE (Please Print)

Name	Organization	Mail/Email Address (please indicate preferred method)
1. Darrell Ford	Maguire Group	dford@maguiregroup.com
2. Ari Herzog	NBPT City Council	AHERZOG@GMAIL.COM
3. Barbara Rudolph		BaraBudy@comcast.net
4. Lars Johannesen		Lars.Johannesen@verizon.net
5. David McFarlane		d3 McFarlane@comcast.net
6. R. Courtney		430 main st Amesbury, MA
7. O'Donn		10 PARK PLAZA MA 02118
8. Tom Deamid	MassDOT	10 Park Plaza Boston MA 02116
9. HENRY Wilson		
10. DOUG HARRISON		3-PINE HILL ROAD NBPT



PUBLIC INFORMATIONAL MEETING

TUESDAY, APRIL 27, 2010

AT

NEWBURYPORT CITY HALL, AUDITORIUM

**60 PLEASANT STREET
NEWBURYPORT, MASSACHUSETTS**

6:00 – 8:00 PM

FOR THE PROPOSED

**WHITTIER BRIDGE / I-95 IMPROVEMENTS PROJECT
I-95 FROM EXIT 57 TO EXIT 60
PROJECT 601096**

**BETWEEN THE CITY OF NEWBURYPORT AND
THE TOWNS OF SALISBURY AND AMESBURY**

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION**

**LUISA PAIEWONSKY
ADMINISTRATOR**

**FRANK A. TRAMONTOZZI, P.E.
CHIEF ENGINEER**



The Massachusetts Department of Transportation's Highway Division

Invites You to a

Public Information Meeting

for the

Whittier Bridge/I-95 Improvement Project

Tuesday, April 27, 2010

6:00 – 8:00 PM

**Newburyport City Hall, Auditorium
60 Pleasant Street, Newburyport, MA**

The purpose of this meeting is to present an update on the environmental analyses for the highway widening and bridge river crossing alternatives that are being evaluated as part of the Draft Environmental Impact Report/Environmental Assessment process. The evaluation is being performed as part of a joint federal NEPA and state MEPA environmental review process and in accordance with the scope outlined in the Secretary's Certificate for the Environmental Notification Form. Following the presentation, MassDOT staff will lead a discussion to answer questions and gather public comment on the alternatives. Comments received will be carefully considered as the alternatives evaluation moves forward.

The Whittier Bridge/I-95 Improvement Project involves as its centerpiece the replacement of the Whittier Bridge over the Merrimack River. It is one of the most significant projects to be undertaken by MassDOT under the Commonwealth's \$3 billion Accelerated Bridge Program. The completed project will result in four travel lanes, a shoulder adjacent to the high speed travel lane and a breakdown lane in each direction along the length of the project corridor. The project will improve safety and reduce congestion with additional I-95 lane capacity. The project also includes the replacement or reconstruction of four adjacent bridges along I-95 in Amesbury and Newburyport.

If you have questions or would like more information about the project, please contact Mike O'Dowd, MassDOT Highway Division Project Manager, at 617-973-7475. To be added to the project email or US Mail distribution lists, please contact Stephanie Boundy, Public Outreach Coordinator for MassDOT's Accelerated Bridge Program, by phone at 617-973-8049 or by email at Stephanie.Boundy@state.ma.us. The City Hall Auditorium is accessible.





DEVAL L. PATRICK
GOVERNOR
TIMOTHY P. MURRAY
LT. GOVERNOR
JERREY B. MULLAN
SECRETARY & CEO
LUIA PAIEWONSKY
DIVISION ADMINISTRATOR



Dear Concerned Citizen:

The Massachusetts Department of Transportation (MassDOT) is committed to building and maintaining a transportation infrastructure that is both safe and efficient for all who use our roadways, bridges, bicycle facilities and pedestrian paths, while maintaining the integrity of the environment.

As part of the design process for this project, we are conducting this public hearing to explain the proposed improvements, listen to your comments and answer any questions you may have. At the conclusion of the hearing, MassDOT will review all of your comments and, where feasible, incorporate them into the design of the project.

We recognize that road and bridge construction can create inconveniences for the public. MassDOT places a great deal of emphasis on minimizing the temporary disruptive effects of construction.

MassDOT encourages input from local communities and values your opinions. Please be assured that we will undertake no project without addressing the concerns of the community.

Sincerely,

Luisa Paiewonsky
Highway Division Administrator

www.mass.gov/massdot

TEN PARK PLAZA • BOSTON, MA 02116-3969 • PHONE: 617.973.7000 • FAX: 617.973.8031 • TDD: 617.973.7306



Figure 1:

Site Locus Plan

Newburyport, Amesbury, and Salisbury Massachusetts



Project Location

The project area extends 4 miles along the I-95 corridor from Exit 57 (Route 113/Storey Avenue) in Newburyport to Exit 60 (State Route 286/Main Street overpass and the toll road overpass) in Salisbury and includes the Whittier Bridge over the Merrimack River (**Figure 1**). The Whittier Bridge / I-95 Improvement Project will directly affect the towns of Newburyport, Amesbury and Salisbury.

Purpose

The purpose of the project is to replace the existing six-lane John Greenleaf Whittier Memorial Bridge over the Merrimack River to remedy structural deficiencies and the functional obsolescence of the existing bridge. The project is part of the Commonwealth's Accelerated Bridge Program to repair and replace bridges throughout Massachusetts. In addition, to comply with current Interstate Highway Design standards, the existing three-lane cross section of I-95 would be widened to a four-lane cross section from the I-95 / Route 113 Interchange (Exit 57) in Newburyport to I-495 (Exit 60) in Salisbury.

Existing Conditions

The existing seven-span Whittier Bridge built in 1954 carries six lanes of traffic. The existing bridge is in need of extensive repairs to remain in service and cannot be rehabilitated to accommodate an eight-lane cross section. The bridge does not provide sufficient capacity for current and projected traffic volumes, is the location of an elevated number of accidents, and fails to meet current FHWA Interstate Highway Standards.

Scope of Work

MassDOT has selected a consultant team led by Parsons Brinckerhoff to provide Preliminary Design Services, including a bridge type study, and Environmental Services, including an Environmental Notification Form (ENF), Environmental Assessment (EA), an Environmental Impact Report (EIR) and environmental permits, leading to the development of preliminary construction documents and a Request for Proposal (RFP) package for design-build services.

The Whittier Bridge / I-95 project proposes to replace the existing bridge with a new structure on a parallel alignment. The new structure will have four travel lanes, a high-speed shoulder and a breakdown lane in each direction. The project will provide additional I-95 lane capacity to accommodate projected 20-year traffic volumes and improve safety. It also includes the replacement or reconstruction of four adjacent bridges along I-95 in Amesbury and Newburyport. In addition, the roadway will be widened from the existing six lanes to eight lanes along the 4-mile project alignment from Exit 57 in Newburyport to Exit 60 in Salisbury.

Bridge types under consideration for replacement of the Whittier Bridge include network tied-arch bridge, extradosed bridge, cable-stayed bridge, and box girder bridge. Architects renderings of these bridge types are shown in **Figure 2-Figure 5**.

Environmental Review

MassDOT is committed to the performance of a full environmental review process for this project in compliance with all applicable state and federal regulations. The review will combine state and federal environmental review in a joint

process. The Environmental Notification Form (ENF) was filed on June 1, 2009, which initiated the state review process. Currently, feasible options are being evaluated by the study team and the beneficial and adverse effects associated with each option will be documented in a Draft and Final EA/EIR. As part of this review process, an extensive and comprehensive public participation program is being implemented. This outreach program will keep the public updated on the project's status, seek public input, support the regulatory process, and offer coordinated meetings for elected and municipal officials.

Schedule

The design and construction of the project improvements will be managed and overseen by MassDOT. The project is scheduled to be advertised in Spring 2012. Construction is expected to last approximately 3-4 years depending on the construction methods used. MassDOT intends to implement innovative design and construction techniques to expedite both the design and construction of this project. The project contractor will be required to maintain vehicular traffic over the bridge during construction.

For more information, please visit the project website at <http://whittierbridge.mhd.state.ma.us/>. Or if you have questions or concerns, please contact Stephanie Boundy, Public Outreach Coordinator for the Accelerated Bridge Program at (617) 973-8049.



PROJECT FACT SHEET

Location: The project area extends along the I-95 corridor from Exit 57 (Route 113/Storey Avenue) in Newburyport to Exit 60 (State Route 286/Main Street overpass and the toll road overpass) in Salisbury and includes the Whittier Bridge, which carries I-95 traffic over the Merrimack River (**Figure 1**). The Whittier Bridge / I-95 Improvement Project will directly affect the towns of Newburyport, Amesbury and Salisbury.

Role: The Whittier Bridge is a major component of the regional transportation infrastructure carrying an average of 75000 vehicles per day. The I-95 corridor, the major north-south interstate highway on the eastern seaboard of the United States, serves as an important commuter route to Boston from the North Shore area of Massachusetts, New Hampshire and southern Maine.

Project History: The Whittier Bridge was originally designed to carry only two lanes of traffic in each direction with full breakdown lanes. In the 1960s, it was reconfigured to three lanes in each direction without shoulders. Significant corrosion has occurred to structural elements of the bridge and the bridge is considered to be badly deteriorated. MassDOT has been carrying out structural repairs to the bridge on a regular basis to maintain the bridge in a safe condition until the bridge can be replaced. An analysis of the existing condition of Whittier Bridge concluded that as a result of the extensive deterioration of the existing structure, the temporary nature of the near-term repairs, and the indeterminate nature of much of the structure that rehabilitation of the bridge is not a practical option.

Project Future: MassDOT Highway Division has selected a consultant team led by Parsons Brinckerhoff to provide a bridge type study, 25% design plans, and a 25% design-build procurement package for the Whittier Bridge / I-95 Improvement Project. The existing bridge over the Merrimack River will be replaced with a new bridge on a parallel alignment within the existing right-of-way. The project is expected to cost \$285 million.

Key Dates:

- Final EA/EIR: November 2010
- 25% Design: October 2011
- Design-Build Procurement Package: May 2012
- Completion of Construction: 2016

Process: Replacement of the Whittier Bridge is a major component in Governor Patrick's Accelerated Bridge program. MassDOT Highway Division is committed to completing this and other bridge projects in the shortest amount of time possible with the least amount of disruption to local communities while being environmentally responsible. To speed replacement of the Whittier Bridge, MassDOT Highway Division is planning to use design/build methods and will investigate innovative construction techniques.

Citizen Input: Your input to the project is solicited and appreciated. Wherever possible, MassDOT Highway Division will integrate citizen input into its design and construction of the Whittier Bridge/I-95 Improvement Project. There will be opportunities for you to offer your thoughts throughout the process. For more information, please visit the project web site at <http://whittierbridge.mhd.state.ma.us/>. Or if you have questions or concerns, please contact Stephanie Boundy, Public Outreach Coordinator for the Accelerated Bridge Program, at (617) 973-8049 or at Stephanie.Boundy@state.ma.us.

ARCHITECT'S RENDERING PROPOSED NETWORK ARCH BRIDGE

Figure 2



PROPOSED EXTRADOSED BRIDGE

Figure 3



ARCHITECT'S RENDERING PROPOSED CABLE STAYED BRIDGE

Figure 4



ARCHITECT'S RENDERING PROPOSED GIRDER BRIDGE

Figure 5



PLEASE FOLD AND STAPLE

Frank A. Tramontozzi, P.E., Chief Engineer
Attn: Shoukry Elnahal, P.E.
MassDOT Highway Division
10 Park Plaza, Room 6500
Boston, MA 02116

Re: Public Information Meeting
Whittier Bridge / I-95 Improvement Project
Project File Number: 601096

PLEASE FOLD AND STAPLE