



April 8, 2011

To: Mike O'Dowd
MassDOT Accelerated Bridge Program
Project Manager

Through: Gary Bua, P.E.
TranSystems
Project Manager

From: Nathaniel Curtis
Howard/Stein-Hudson
Public Involvement Specialist

RE: **MassDOT Division of Highways
Kenneth F. Burns Memorial Bridge Replacement
Public Information Meeting
Meeting Notes of March 29, 2011**

Joe Pavao (MassDOT Accelerated Bridge) opened the meeting by welcoming the audience and thanking them for their attendance. He noted that the meeting had been advertised in the *Worcester Telegram and Gazette* on March 18th and 22nd and in the *Shrewsbury Chronicle* on March 24th. The official notice was not read, but will be made available as an appendix to the stenographer's transcript. He also asked that anyone in the audience who had not already done so sign in to ensure an accurate record of the meeting's attendance.

Turning to the project's history, Joe explained that its public involvement process has included public information meetings in March 2009 and March 2010. Meetings with the local historical and conservation commissions, the Lake Quinsigamond Commission, local officials and lake users have taken place in between these large public sessions. In September, 2010, as part of the MEPA process the project team conducted a site walk and scoping meeting at the Worcester Technical High School. At this meeting, it was announced that a steel deck arch bridge is MassDOT's preferred alternative to replace the current Kenneth F. Burns Memorial Bridge. Later on that month, MassDOT conducted a value engineering (VE) study as required by the Federal Highway Administration (FHWA). The VE includes assembling a group of independent experts without prior knowledge of the project. MassDOT briefs this panel on the project to date and then the group spends a week evaluating the project to determine whether it is a good use of public funds and makes every practical effort to avoid impacts on the human and natural environments. The results of the VE validate the steel deck arch as the best replacement type for the Burns Bridge.

As of March, 2011, the project is approaching its 25% design stage. By July, a design/build procurement package will be in place. The overall design of the structure: a steel deck arch with five spans and the number of lanes are essentially fixed. However, the public involvement process is by no means over and MassDOT is actively seeking community input on the bridge's aesthetic elements such as lighting, bump-outs, benches, railings, and possible monuments for the ends of the bridge. The agency is also looking to hear from the public on issues regarding safety, maintenance of access and traffic management during construction.

Highlights of the Presentation

Following Joe's opening remarks Gary Bua and Bill Grace, both of TranSystems briefed the audience on the current status of the project. Highlights of the presentation included the following:

- The presentation summarized herein does not represent a significant change from earlier presentations, with the exception of those elements addressing bridge aesthetics. A key purpose of the presentation is to share with the community how work on the bridge's appearance has progressed based on public comment.

- The Kenneth F. Burns Bridge is being replaced through the Accelerated Bridge Program (ABP). The ABP is an eight-year, \$3 billion program, ending in 2016, to repair or replace structurally deficient bridges in the Commonwealth of Massachusetts. Hallmarks of the ABP are innovative construction techniques including design/build and minimization of construction phasing both of which will be used on the Burns Bridge project.
- Members of the 25% design team include:
 - TranSystems – project management, bridge design, highway design and environmental permitting.
 - Bridgescape LLC – bridge architecture and aesthetics.
 - Howard/Stein-Hudson – traffic engineering and public involvement.
 - GZA – geotechnical and hazardous materials.
 - Green International – field survey, utility and right-of-way research.
- TranSystems involvement with the Burns Bridge began in 2008. This phase of work included a routine and special member inspection. Results of this work included an emergency shoring of the bridge¹ and a primarily structures report. This report concluded that the bridge needed to be replaced; a fact first shared with the community at a public information meeting in March, 2009.
- In 2010, the 25% design team looked at different alignments and three possible replacement bridge types with adjustments made based in part on community feedback. Since the MEPA scoping session in 2010, the preliminary design has been further advanced. During the summer of 2011, the design/build procurement package will be developed with construction activity anticipated to begin in early 2012.
- The project team is assisting DOT with a range of environmental permits associated with the replacement bridge. This work accounts for a significant amount of labor over the past two years. The status of permitting is as follows:
 - The Environmental Notification Form has been filed with MEPA and a certificated was issued on 9/24/10. No Environmental Impact Report is required.
 - A draft Categorical Exclusion (CE) is being prepared for review by FHWA.
 - The existing bridge, though nothing immediately surrounding it, is of historical significance and replacing it will require a small taking of recreational land. These two elements fall under the 4f process and a draft document addressing that has been submitted to MassDOT for review prior to submission to FHWA.
 - A draft section 106 has been submitted and the project has committed itself to documenting the existing bridge with archival photographs and drawings.
 - With regard to wetland permits, orders of conditions have been issued by the Worcester and Shrewsbury Conservation Commissions. The Army Corps of Engineers permit has been submitted and is expected soon.
 - The Chapter 91 license and Water Quality Certificate have been prepared and are expected within the next few months.
 - The Article 97 land transfer process, which deals with the small taking of recreational land, will be filed with the state legislature soon.
- The public outreach process for the project has included fourteen meetings with either members of the public, local elected and appointed leaders, important local commissions and other key stakeholders. These include:
 - March 2009 – initial public information briefing.
 - November 2009 – initial local officials’ briefing.
 - February 2010 – second local officials’ briefing.
 - March 2010 – Lincoln Park Towers residents’ briefing.
 - March 2010 – second public information briefing.
 - May 2010 – Lake Quinsigamond Commission meeting.
 - September 2010 – MEPA scoping meeting.
 - March 2011 – third public information briefing.
 - Additionally, 2 meetings for the notice of intent, and 2 meetings with the historical commissions of Worcester and Shrewsbury.
- Key themes that the project team has learned through the public involvement process include the following:
 - Recreational use of the Lake is important to surrounding communities.

¹ The bridge as shored is safe for use by traffic and is inspected every six months to ensure its continued safety.

- Clearance under the bridge should be improved to facilitate boat traffic beneath the span.
- Bicycle and pedestrian connections around and over the bridge should be strengthened.
- Construction duration should be minimized to reduce impacts to travelers and local businesses.
- Public safety should be addressed both through improving access for emergency vehicles through wider shoulders and limiting unauthorized access to the underside of the bridge.
- The bridge is historic and its replacement should be aesthetically pleasing.
- Issues of water quality and bridge lighting should be addressed.
- Based on the key themes of the public involvement process, the design team has developed the following parameters for the new bridge:
 - It must provide for current and future volumes of all modes of traffic, providing adequate vehicle lanes, wider sidewalks and bicycle-accommodating shoulders.
 - Impacts to existing buildings and infrastructure should be minimized.
 - The bridge's vertical clearance should be improved for recreational lake users
 - Impacts to the lake and local cultural resources should be minimized.
- The current Kenneth F. Burns Bridge provides two eastbound and two westbound traffic lanes, separated by a raised median barrier. Five foot sidewalks are provided in both directions. Shoulders are minimal.
- The new Kenneth F. Burns Bridge will be built in accordance with current design standards and provide:
 - Three eastbound and westbound lanes with exclusive left and right turn lanes.
 - A shoulders varying between 8 and 12 feet.
 - A sidewalks varying between 7 and 11 feet, not including the bump-outs at each pier.
 - Sidewalks will be protected from traffic by a standard BR2 traffic rail allowing for the pedestrian railings to be ornamental.
 - An open median to facilitate construction and to provide a more pleasant, safer experience for Lake users.
- A key driver of the new bridge's alignment is construction sequencing. The current span has a kink to the north and this will be taken advantage of in constructing the new bridge. Almost all of the first phase of construction, with the exception of demolishing the south sidewalk on the current bridge will be able to take place off-line, without impact to traffic. This first phase of construction will provide enough new bridge to allow for two eastbound and two westbound lanes of traffic. Traffic will be shifted to the new bridge and the old bridge demolished after which the 2nd half of new bridge will be built. Using an open median allows for two-phase construction and a straight alignment of Route 9 over the bridge.
- The intersection of Lake Avenue and Route 9 will also be modified as follows to improve the efficiency and safety of this intersections operations:
 - Exclusive westbound right and left turn lanes on Route 9.
 - An extended eastbound left-turn lane on Route 9.
 - Double left-turn lanes on Lake Avenue northbound.
 - The bicycle lane on Lake Avenue will be extended to the entrance of Regatta Point Park.
 - The Lincoln Park Towers walkway will be connected to the new bridge's sidewalk.
- Additional improvements include:
 - Removal of the stairway to Ramshorn Island.
 - Maintenance of the parking on Lake Avenue south of Route 9.
 - A closed drainage system on the bridge which will bring stormwater off the bridge and to infiltration basin at the bridge's east and west abutments. Much of the stormwater in the Lake Avenue intersection will also be directed to and treated by the west infiltration basin.
 - On Route 9, just east of Quinsigamond Avenue, the roadway will be straightened with some slight impacts to the Bugaboo Creek restaurant parking lot.
- The project team's architect has developed two possible aesthetic themes for the new bridge: a traditional theme which features straighter lines and an older-style of roadway lighting and the lake theme which includes more curvilinear lines and modernist lighting. The bridge's open median provides 20 feet of space between the two

spans near the abutments and this space can be used to a monument or gateway structure that helps to define the bridge.²

- *View from the Top:*
 - The bridge can be lit either with traditional lights, similar to those currently installed on the Shrewsbury side of the bridge or with more modern lights, sometimes referred to as the “cobra” type.
 - Based on the light cast by each type, if the traditional type of lighting were used there would need to be lamps down both sides of the bridge and spaced at fairly close intervals. Taller, modern style lights could be spaced further apart and could be placed on the median side of the bridge only.
 - As noted previously, the sidewalks are protected by BR2 traffic rails.
 - The stamped concrete sidewalk currently installed in Shrewsbury is shown continuing onto the bridge.
 - At each pier location will be a bump-out and possibly bench which will allow pedestrians to enjoy both regattas and the Lake.

- *Railings and lighting:*
 - A goal of both the traditional and lake themes is to provide an ornamental pedestrian railing that is relatively transparent to allow pedestrians to enjoy the Lake.
 - In the traditional theme, a square, symmetrical railing that takes uses the current railings for inspiration is used.
 - The lake theme uses a curved railing that bows outward mimicking the shape of s sailboat.
 - Medallions can be incorporated on the railings at the bump-outs in both the traditional and lake themes.
 - Night views of the bridge show how closely the traditional lighting must be spaced along the bridge. One possible option is to mix the two lighting types, putting modern lighting along the roadway and traditional lamps to frame each bump-out. LED lighting could be placed in the bridge’s railing and used to illuminate the sidewalk.

- *Monuments:*
 - At present, the project team has two placeholder monuments for the bridge. The lake theme incorporates a sailboat, while the traditional theme features a cupola based on the towers of Worcester’s Union Station. Monuments could also be placed on the Shrewsbury end of the bridge reflecting this community’s character. It is possible that these monuments could be designed by local artists.

- *From the Lake:*
 - The current bridge’s main span is 125 feet wide with 18 feet of vertical clearance above the water at the center of the arch. The new bridge would have a main span 240 feet wide and provide a vertical clearance of 23 feet over a 50 foot length, creating a much larger “envelope” of space for boats to pass under the span.³ The low points will be off the bridge to aid in the capture and treatment of storm water.
 - Renderings currently show the proposed bridge as being a light blue color, used with the lake theme, but it could be other colors and the project team is eager to work with the community and historic commissions to arrive at a color which enjoys broad support. A light color is preferable since it will resist fading and keep the bridge looking light and transparent.
 - The goal is to maintain as transparent a bridge as possible, a departure from the current span which is very heavy and significantly blocks the view along the Lake.
 - The goal of the proposed lighting is to keep light on the roadway and prevent it from spilling over onto to the Lake’s surface. The bridge could be under-lit to highlight is structural elements. The monuments at either end of the bridge could also be lit.

² This section addresses elements which are visual. Readers may find it helpful to download a copy of the presentation to keep ready-to-hand while reviewing this section.

³ The project team is still working on this aspect of the design to see if additional height can be created. Somewhere between 6 and 8 inches of additional space is currently thought possible.

Question & Answer Session⁴

Joe Pavao began the Question and Answer session with a few remarks. He noted that the project team would do its best to answer any and all questions having environmental and ROW experts in their group as well as members of MassDOT district three where the Burns Bridge is located. He concluded his remarks by requesting that any elected officials in the room be allowed to speak first.

Q: Joe Secco (JS): I live in precinct three and I'm an administrator at Saint Anne's church. This doesn't impact us directly, but there are a few things I'd like to get some answers on. With that pedestrian rail on the sidewalk, what happens with the snow?

A: Joe Pavao (JP): The sidewalk would be protected by a BR2 rail which is between 12 and 18 inches high. So, the snow would be plowed off the road and pushed onto the sidewalk.

Q: JS: And the City of Worcester would have to clean the sidewalk up?

A: JP: Yes, they would clean the sidewalks the way they do now.

Q: JS: Is there an opportunity to combine the traditional and lake themes at all? The lighting in the traditional theme is nice, but I'd like it combined with the bowed railing.

A: JP: Yes, we can definitely mix and match. We want to hear from you on things like that.

C: Gary Bua (GB): We have two themes for discussion purposes, but you're welcome to mix and match them.

Q: Gerald Dio (GD): I am the Fire Chief in Worcester. My concern is access for fire trucks. Will the corridor be open in terms of crossing Route 9? We have a large life hazard in the Lincoln Park Towers high-rise and usually the trucks are using either Route 9 or Lake Avenue.

A: JP: The intent right now is that we will have two lanes in both directions open at all times during construction. During phase one we'll build just enough bridge to the south of the existing structure to get two lanes in both directions. In the final condition there will be breakdown lanes so that your trucks can get over the bridge even when there is traffic on it.

Q: Michael Pilker (MP): I guess I have one question: during construction, will you have sidewalks available for the residents of Lincoln Park Towers to access shopping in Shrewsbury?

A: JP: Yes, we met with them earlier. In the first phase of construction we will have to take away the south sidewalk that they generally use for about a year, but we'll detour them to the north sidewalk so they can still get across.

C: GB: We will also make some improvements to the crosswalks, the refuge space in the center island and some improvements to signal timings to help the residents make the crossing. We based the timing on a walking speed for senior citizens and we shared all these details with the residents and the Worcester Housing Authority.

C: MP: In terms of the monument, I really like it, but this is a bridge over a lake, not a railroad terminal, so while I like the boat, I don't see what the purpose of the Union Station style tower would be. The boat is nice, you might have some crossed oars, something that reflects that this a pickerel fishing area, the Lake was named for that. I'd like to see a monument at either end and then carry the monuments theme to the center arch so that boaters can see that. I like the notion of a light color, light blue or whatever, I think matches with the Lake's aesthetic. I like the bowed out railing. I like the mix of traditional and new lighting.

⁴Not all members of the commission or audience provided their names prior to speaking. As such, questions and comments are presented anonymously.

C: Donna O'Connor (DO): I'm from Shrewsbury and I love the traditional look and the railings. As far as the sailboat versus Union Station, I like them both. Traditionally, every Memorial Day there used to be a veterans' parade to the bridge. That's moved now, but it would be nice if you could incorporate something about that.

A: JP: We have been meeting with the historical commissions regarding the history of the area around the bridge. Part of the MOA we have with them is that will place interpretive panels on the bridge. You have four quadrants for the bridge and there's an opportunity to place a panel at each of those sites. This sounds like a possible panel theme. We would definitely like to hear from all of you about historical themes.

C: DO: I also appreciate that you've come here tonight to share all of this with us. As a mother, I'm looking at the openings between the piers and wondering whether there would be a temptation for a teen to ride a jet-ski between them. I think that could be dangerous.

A: JP: We cannot close the gap between the piers because the bridge is being built in two phases, but we'll see what we can come up with to stop people from taking a boat down the bridge's center line. Thanks for bringing that up.

C: Matt Beaton (MB): I'm the State Representative for Shrewsbury and Westborough. I do think Donna raised a good point: there are certainly a high number of jet-skiers and water craft that zip around under the bridge. Two quick things and somewhat selfishly motivated: this is the Kenneth F. Burns Bridge and as a rower, I want to make sure his name stays on it. Also, there are sailboats that come from Regatta Point and I can remember as a kid one or two would always get hung up under the bridge. Will that still happen with the new structure?

A: JP: Currently, the bridge provides 18 feet of vertical clearance over the water at the center arch. The new bridge will provide a clearance envelope under the central arch of 23 feet of vertical clearance across 50 feet. We are still refining the design of that center arch and think we may be able to get up to 8 additional inches of height. As for the name, this is the Kenneth F. Burns Bridge. We know this is important to people and it will stay the Kenneth F. Burns Bridge; we have no intention of changing the name.

Q: Peter Collins (PC): There is a set of stairs coming down to the Lake's shore on the White City side, will you maintain that access?

A: JP: We have discussed this in the past and we've been told that the preference is to limit access to the shore so that it's not a hang-out for kids who could graffiti on the abutments. We will be providing access from the Vinny T's side and there will be space in front of the abutment so that you can access the shore south of the bridge.

C: Richard Fiske (RF): Speaking from our agency, we'd prefer the stairs remain or that there be some way to access the Bugaboo Creek side because right now there's a large wall down there that stops us from going north to south.

A: GB: We want to let you get down on the Bucca di Beppo side and then let you cross in front of the abutment; you will have access north to south.

C: JP: We want to make sure you have access to the Lake's shore on the Bugaboo Creek side. After the Q&A session finishes, please come see us and we can show you on the roll plans exactly how it would work.

Q: Jim O'Day (JO): Relative to the bridge projects across the Commonwealth, are we in competition with other bridges and are they of this same scope? Is that bridge the same type of bridge or is there any other bridge that may have a different type of structure with something over the bridge. This isn't my favorite choice for type and I've been vocal about that. Being from Worcester, I know we get chuckled at and I want to make sure we're getting the best bridge we can get. The Longfellow Bridge looks far more magnificent. This steel deck arch sounds like it will be very efficient, but it looks like an aircraft carrier deck. The memorials and monuments just seem like they're there to cover up something.

A: JP: I work in the DOT mega-projects division and every bridge is different for each setting. We have the Longfellow, Whittier, and Fore River bridges in our portfolio and they are all similar in terms of scope and money spent, but each one is very different in terms of location, type and a host of other factors. The Longfellow Bridge project is the major rehabilitation of an existing structure. The Fore River Bridge is a moveable span. The Whittier Bridge is on an interstate highway and will be replaced with a similar network tight arch to what's out there today. Prior to tonight's meeting I read all the public comments and they have been good comments, we have a lot of support for the steel deck arch. We've tried to incorporate everyone's comments within the constraints of space, budget and time. This isn't the cheapest bridge. We could have built a cheaper bridge that would require less maintenance. We had a VE done and that team of engineers validated our decision that the steel deck arch is the best bridge for the site. Public comment and whether we had responded adequately to it certainly went into that VE exercise. I think with all the public outreach we have done, we've vetted the public concerns. Tonight we're here to get your opinions about the top side of the bridge and how to make it aesthetically pleasing.

Q: John Cygielnik (JC): I guess I have two questions: the westbound left-turn lane: how many cars does it accommodate and will traffic back up into the through lane. Question two is about emergency vehicles. One the Worcester side, will there be synchronized lights so that emergency vehicles can get through? I think you really need that.

A: JP: Relative to the left-turn lane today if you want to make a westbound left turn, you need to make a u-turn on Lake Avenue north. We looked at that and decided that we could provide a left-turn lane to eliminate the inconvenience. Relative to the length of the storage lane, we have a traffic engineer from Howard/Stein-Hudson on the team, and while I don't know the exact length, when the storage lane was designed, it was set up with enough length to accommodate the queue of cars which will be there 95% of the time in 2030. Regarding synchronizing the signals, everything is going to be designed to support 2030 volumes. The signals at Lake Avenue will be replaced with state-of-the-art equipment, the controller is new so we won't replace that, but we'll be installing opticom on the lights so that they can talk to your emergency vehicles. We will have interconnect on Belmont Street all the way west to Plantation Street and we'll be upgrading the signal that controls the exit from the Lincoln Park Towers. That signal will be interconnected into the other lights and there will also be communications cables run over the bridge into Shrewsbury.

Q: Hariette Chanlder (HC): I have a question about this bridge which is a public project being built with public funds. I want a Massachusetts building to be engaged in building the project. That isn't required now. Can you assure it will happen?

A: JP: We had this discussion earlier today. We have 80% federal funding on this project. The current bidding laws don't let us specify a Massachusetts contractor. We have pre-qualified contractors and if a contractor is pre-qualified, then they have the right to submit a bid. We don't have a mechanism to limit that the work be done with Massachusetts residents or City of Worcester residents. That's my answer tonight. I am going to take this issue up with MassDOT legal counsel and see what I can find out, but my understanding right now is that we do not have the flexibility to limit who bids on the job.

Q: Anne Sumner (AS): I am a proponent of less lighting since the area around the bridge is already highly lit. I'd like to lean on the side of less lighting and more enjoyment of the night time. I was wondering what prompted your idea to under-light the bridge.

A: JP: We have had lots of comments from our various from public meetings about wanting to have the bridge under-lit to highlight its structure. We also heard that from the City of Worcester. Worcester also suggested the lighting in the pedestrian railing. Up above, along the roadways, we have minimum lighting standards that we have to reach. Aesthetic lighting is certainly up for discussion. Maintenance of the lighting systems is a concern, and our plan is to use LED lighting for the aesthetic lights. Those cost a little more up front, but save a lot of money on energy and maintenance in the long run.

Q: DO: Some people here might be old enough to remember when White City occupied that corner of the bridge and what a wonderful place it was. I like the idea of the lighting reflecting some of the White City. I think also the bridge helps

to reflect the peacefulness of the Lake. I've spent more time than I care to dwell on in hospital rooms at UMass and the bridge is a gentle focal point.

A: JP: We will be doing interpretive panels and that sounds like a great idea for one of those. Thank you for your comment about the bridge.

C: Matt Hogan (MH): A number of thoughts: Representative O'Day talked about this being a state bridge, and I attended a meeting about this at Worcester Vocational and there was a presentation about it being a state bridge and from how many places you can see it. The through arch was so much more expensive and I offered the idea of using one of these deck structures and gluing some ornamental arches to the side and it was dismissed and I don't know why. I do like the monuments. As far as the intersection on the Worcester side, I don't know if this project will address that, but the eastbound signal goes whether there's someone in the lane or not. If Belmont Street is going to have traditional lighting, I want to continue the theme over the bridge. Lastly, I like the blue.

A: JP: The lights at the intersection of Route 9/Belmont Street and Lake Avenue will be brand new because of changes in geometry. When the project is done, the City of Worcester will retake ownership of the lights. Regarding the traditional lighting, I know the City of Worcester would prefer that approach, but we wanted your input. With the traditional lighting the lights have to be spaced closely and we weren't sure whether people would just find it cluttered.

Q: Lydia Sarkison (LS): I have quite a few questions, but my concern is about pedestrians, thinking of Regatta Point with the summer programs and kids crossing the street to the deli for lunch. I presume the median may make it a little better, but when will you install an overpass?

A: JP: Right now we're not considering an overpass. We will have new signals, new pedestrian actuator buttons and handicapped ramps that meet ADA standards and there will be more storage space in the pedestrian islands. It will be much safer than it is now.

Q: LS: Will you make similar changes next to the Burger King? Also, will pedestrians be able to get across Route 9 in a single move?

A: JP: The intersection on the Shrewsbury side really won't be changed too much since the Town has just finished some major work over there. I think on the Worcester side, pedestrians are going to have to be stepped across the road with a stop in the middle. It's such a wide space that if we try to get them across in one go the traffic backs up way too much.

C: LS: I like the traditional theme; I don't want this bridge looking like 290. How did you decide on the separation between the two sides of the bridge? Can a car fall through that hole?

A: JP: The separation of the two sides has to do with construction phasing. If you're coming down Belmont Street today you'll see from the hilltop that the bridge is off-set to the north. When we build to the south of it, we want to make sure we minimize impacts, but straighten out the jog. When Gary tried to do that with a closed median he determined it was actually much harder than having an open median which has the added benefit of bringing light and air to the space under the bridge. As to cars falling through the middle, there will be a barrier to prevent that from happening.

Q: LS: Structurally, would the bridge be the same with a closed median?

A: GB: It wouldn't make much difference. The median is about roadway alignment, construction staging and getting light under the bridge for boaters. We didn't want to set up the feeling of the space under the bridge being a tunnel. There will be a crash tested safety rail on the inside of the bridge to ensure that cars can't flip over the edge and into the open median.

C: LS: One more thing regarding access of the bridge on the south side. It's been nice to be able to access the bank from White City.

A: JP: Based on our discussions with local law enforcement, we want to try to prohibit access down below the bridge to prevent it from being a hangout. We heard that we do need to maintain emergency access down there, but trying to build stairs and make them ADA compliant would have triggered significant impacts to the properties on either side.

Q: Karen Valentin-Goins (KVG): I'm very happy about the bike and pedestrian accommodations. Is there a significant pedestrian refuge island on the western side? Then I'd also request as long a pedestrian phase as is possible.

A: JP: It's a balancing act to try for an acceptable LOS for both pedestrians and cars, but we do have a minimum time that we need to adhere to for letting pedestrians cross. We are going to need to step pedestrians across the lanes otherwise it will trigger a big backup.

Q: No name given (NNG): I own Ziebart in Shrewsbury. When you make changes to the westbound lanes, what will happen to access into our parking lots? Ziebart is a car detailing business so we will be very concerned about dust.

A: JP: Are you referring to the wall in front of the restaurant?

A: GB: The piece of the wall nearest to Vinny T's will need to be modified a bit, but we think we can tie into the existing wall.

A: JP: The short answer is that there will be access to all properties through construction. There will be dust control language in the contract so we can address your concerns about that.

Q: JP: Do we have any lake users in the room tonight? We met with the rowing community prior to this session, but is there anyone here who can speak to access during construction?

A: Patrick Diggins (PD): I think we discussed this earlier, but the biggest thing for us is being able to get one shell under the bridge at all times while the ice is off the Lake.

C: JP: Based on comments we've had in the past, I recall that minimum number we've had was forty feet, but we're going to try for fifty. There will be times that you have events going on and we'll try to limit the work or types of work that can go on during May or October and we'll put that into the special provisions of the contract.

Q: MP: With that discussion started, will there be regular access for boaters to go north-south under the bridge when it's under construction?

A: JP: The answer is yes, there will always be a north/south access of 40-50 feet.

C: MP: The wider the better. If it's a shared channel there will be a lot activity and if there's a crew boat going through with the oars out it takes up a lot of space. We don't want to have people sitting there and getting frustrated.

A: JP: I would caution you that even if we can get you 50 feet there will be times when boats will have to wait. If you go to the first slide, you can see that there are places where the new and old piers won't line up. There may be some conflicts where we fully or partially close arches. We will try to limit this which is why we wanted to ask you about minimum channel openings.

C: John Rickmeyer (JR): As a rower and boater, this looks good and I like the improved lake views. The only concern I have is about the under-lighting impacting boaters' night vision. The crew teams do practice in the early morning and late afternoon.

A: JP: We do have a lighting contractor on board who will be addressing issues of that nature. We don't want to flood the Lake with light; we just want to highlight the bridge itself. The under-lighting points up into the bridge, not down onto the Lake.

A: GB: Our goal is to accentuate the bridge, but we can tone it down beyond what you saw tonight.

Q: MP: Right now you're supposed to go no more than headway speed under the bridge. Will we be keeping that rule?

A: RF: That is something we'll need to discuss.

Q: JP: Are there signs under the bridge now that indicate that?

A: RF: There are, but they are very old. I think they're original to the 1916 bridge. You'll probably need to replace them.

Q: Nichole Bostilla (NB): I have a question about the bonded concrete and the benches: could someone in a wheelchair get to the overlook and would the concrete work well for someone in a wheelchair?

A: JP: Right now the sidewalks in Shrewsbury just east of the bridge have that stamped concrete which does meet ADA compliance. There will be enough room for a wheelchair to get past the bench. We'll be ADA compliant throughout this new construction. Just so you know, the renderings right now show granite benches, but they could be metal as well.

C: NB: I also think that if Belmont Street will have traditional lighting, then it should be echoed over the bridge.

A: JP: We've heard that a few times tonight. I think we may well wind up with similar lighting.

C: JP: Anyone else? No? All right, that will conclude our meeting for tonight. Please remember to sign in if you have not already done so and thank you for your time tonight.

Next Steps

The project team will next meet with the Worcester and Shrewsbury Historical Commissions on April 28, 2011. A meeting with the Lake Quinsigamond Commission is set for April 27, 2011.

Appendix 1: Meeting Attendees⁵

First Name	Last Name	Affiliation
Russ	Adams	City of Worcester
Nicole	Apostola	Resident
Tony	Argento	Resident
John	Barber	Resident
Matt	Beaton	State Representative (11 th Worcester)
Stephanie	Boundy	MassDOT – Public Involvement
Gary	Bua	TranSystems
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Harriette	Chandler	State Senator (Assistant Majority Whip)
Peter	Collins	Resident
Mel	Coord	Town of Shrewsbury
John	Cygielnik	Resident
Gerard	Dio	City of Worcester
Ron	Dionne	Resident
John	Dwinnel	DCR
John	Fallon	MassDOT – Accelerated Bridge Program
Richard	Fiske	Town of Shrewsbury
Henry	Fitzgerald	Resident
Christine	Francoeur	Resident
Larry	Freed	Resident
John	Gaston	Resident
Tom	Grout	Resident
Gary	Hall	Resident
Allen	Hight	Resident
Laura	Hogan	Resident
Matt	Hogan	Resident
Ed	Kennedy	Resident
Pam	Kraus	Resident
Russell	Kraus	Resident
Susan	LaGrange	City of Worcester
Matthew	LaPlante	Resident
Ralph	Leblanc	Resident
John	Lindberg	Resident
John	Ly	Resident
Jeff	Malakowski	Resident
Donald	Mason	Resident
Paul	McMahon	Resident
Richard	Michaud	Resident
Jim	Miller	Resident
Johanna	Miller	Resident
Bill	Moisuk	Resident
Dennis	Molinari	Resident

⁵ Illegible entries appear in the reproductions of the sign-in sheets.

Steve	Moriarty	Resident
Johanna	Musselman	Resident
Mohammed	Nabulsi	MassDOT – District 3
Jean	Nault	Resident
Donna	O'Connor	Resident
James	O'Day	State Representative (West Boylston)
David	Patnaude	Resident
Joe	Pavao	MassDOT – Accelerated Bridge Program
Jack	Perrault	Town of Shrewsbury
Nick	Perrone	Resident
Rob	Pine	Middlesex Corporation
Steven	Power	Resident
John	Rekemeyer	Resident
Mario	Russo	MassDOT Right-of-Way
George	Samara	Resident
Lydia	Sarkison	Resident
John	Skavic	Resident
Topher	Smith	TranSystems
Mickey	Splaine	MassDOT – District 3
Richard	Stavros	Resident
Joseph	Tecco	St. Anne's Church
Karin	Valentine-Goins	Resident
John	Waugh	Resident
Kristen	Wilson	Town of Shrewsbury
Anne	Zetteck-Sumner	Resident

