



**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DEPARTMENT**

TUESDAY, JANUARY 25, 2011

FOR THE PROPOSED

BRIDGE REPLACEMENT, C-07-001,
BRIDGE STREET OVER THE MITCHELL RIVER
Project File No.: 603690
Accelerated Bridge Program

IN CHATHAM, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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 Mark Shamon, Vice President Engineering Services,
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1 DAMARIS SANTIAGO: Also, we have --

2 CAROL LEGARD: Damaris?

3 DAMARIS SANTIAGO: Yes?

4 CAROL LEGARD: Hi, this is Carol
5 Legard. You know, we can hear you, and I can hear you
6 all right, but it's pretty faint. So just be -- try
7 and be sure and speak up.

8 DAMARIS SANTIAGO: Okay. All right.

9 CAROL LEGARD: Thanks.

10 DAMARIS SANTIAGO: We have members of
11 the public also in attendance to this meeting. I want
12 to make sure that everybody understands this is not a
13 public meeting. This is a consulting parties'
14 meeting. However, if we have time at the end of the
15 meeting, we are going to allow the public to make
16 comments. In any case, you're always welcome to
17 submit your written comments to either myself. I have
18 business cards available for those that who want to
19 submit to me or to Joe Pavao, the project manager.

20 Before we start, let's just go around
21 the table and introduce themselves. Michael?

22 MICHAEL CHONG: Michael Chong, Federal
23 Highway Administration.

24 DAVE KELLS: Dave Kells from Pease Boat

1 Works and Marine Railway.

2 MICHAEL PEASE: Michael Pease from
3 Pease Boat Works.

4 DORR FOX: Dorr Fox from Preservation
5 Massachusetts and the National Trust for Historic
6 Preservation.

7 JIM IGOE: Jim Igoe, Preservation
8 Massachusetts.

9 ERIN KELLY: Erin Kelly, Preservation
10 Massachusetts.

11 DON AIKMAN: Don Aikman, Chatham
12 Historical Commission.

13 SPENCER GRAY: Spencer Gray, Friends of
14 Chatham -- of Mitchell River Bridge.

15 NORMAN PACUN: Norm Pacun, Friends of
16 Mitchell River Drawbridge. And on the conference call
17 is our consulting engineer, John Smolen, S-M-O-L-E-N,
18 of Smolen Engineering.

19 DAMARIS SANTIAGO: We'll have them
20 introduce themselves as well.

21 FLORENCE SELDIN: Florence Seldin,
22 member of the Chatham Board of Selectmen.

23 TIMOTHY ROPER: Timothy Roper, Board of
24 Selectmen.

1 DAVID WHITCOMB: David Whitcomb,
2 Chatham Board of Selectmen.

3 LEN SUSSMAN: Len Sussman, Board of
4 Selectmen.

5 SEAN SUMMERS: Sean Summers, Board of
6 Selectmen.

7 GEORGE PATTON: George Patton of URS
8 here. I'm a bridge engineer working on the project.

9 MARK SHAMON: Mark Shamon, URS.

10 JEFFREY SHRIMPTON: Jeffrey Shrimpton,
11 Mass Department of Transportation, Cultural Resources.

12 JOSEPH PAVAO: Joe Pavao, MassDOT
13 project manager.

14 DAMARIS SANTIAGO: Can we have the
15 persons over the conference call connection introduce
16 themselves?

17 KITTY HENDERSON: This is Kitty
18 Henderson of the Historic Bridge Foundation.

19 CAROL LEGARD: Carol Legard with the
20 Advisory Council on Historic Preservation.

21 ROBERTA LANE: Roberta Lane from the
22 National Trust for Historic Preservation.

23 PAUL BRANDENBURG: This is Paul
24 Brandenburg, Indiana Historic SPANS Task Force.

1 JIM COOPER: This is Jim Cooper, bridge
2 historian.

3 JOHN SMOLEN: This is John Smolen,
4 Smolen Engineering.

5 DAMARIS SANTIAGO: All right. Let's
6 just go to the first -- the second item on the agenda.
7 The first one was the introductions. The Accelerated
8 Bridge Program Overview, I turn to Joe Pavao here.

9 JOSEPH PAVAO: Thank you, Damaris.
10 I'm going to stand so everybody can
11 hear me clearly.

12 There's -- as I mentioned during the
13 introductions, my name is Joseph Pavao. I'm the
14 project manager for the Mitchell River Bridge Project.
15 I'm going to go through the next couple of agenda
16 items kind of all together. I would ask that everyone
17 just hold their questions. Let me get through the
18 agenda. I'm going to let Jeff Shrimpton speak about
19 the 106 process, and then we're going to have an open
20 discussion where everybody's going to have an
21 opportunity to speak.

22 So, I'm the project manager. I work
23 for MassDOT out of 10 Park Plaza, Boston, specifically
24 the Accelerated Bridge Program. The Accelerated

1 Bridge Program, as most of you may or may not know,
2 was signed into law in 2008 by Governor Patrick, where
3 approximately \$3 billion was made available for the
4 repair, rehabilitation, or replacement of structurally
5 deficient bridges throughout the Commonwealth.

6 The Mitchell River Bridge is currently
7 programmed within the Accelerated Bridge Program.
8 It's programmed for 12 -- approximately \$12 million.

9 The Accelerated Bridge Program is an
10 eight-year program. What that means, any project that
11 is programmed in the Accelerated Bridge Program must
12 be designed, permitted, and constructed by 2016. So
13 the ABP Program is a funding source that is available
14 and will expire in 2016.

15 Now, before I came on as the project
16 manager, there were several public information
17 meetings that were held in late 2009. I believe there
18 were two of them. I was not personally involved in
19 those meetings. But I did read the meeting minutes.
20 There were various comments from the public, from the
21 consulting parties, from the Board of Selectmen,
22 regarding aesthetic treatments for the bridge,
23 maintaining the low speed on the roads. There were
24 discussions about whether or not there should be bike

1 lanes on the bridge, how wide the sidewalks were going
2 to be. The comments that I kept reading over and over
3 focused on the historic importance of this bridge,
4 what it meant to the community. At the time, MassDOT
5 listened to the best of our ability. We came up with
6 a preliminary design that incorporated some modern
7 materials, and also took a lot of the comments that we
8 heard at those meetings to try to come up with some
9 aesthetic features that would preserve the historic
10 character of the bridge.

11 We came back in March of 2010. We had
12 a 25 percent design public hearing where we presented
13 our preliminary design to the consulting parties, to
14 the town, and to the community. And since that time,
15 the project kind of got on hold. There was a lot of
16 discussion as to the historic eligibility of this
17 bridge. There was a lot of correspondence that went
18 back and forth between the town, MassDOT, the Advisory
19 Council, Federal Highway, and other interested
20 parties.

21 Since that time, in October, there was
22 a ruling by the Keeper that the bridge is, in fact, NR
23 eligible. That was about the same time that I came on
24 as project manager.

1 So, what I did is I picked up the
2 phone. I called Terry Whalen on the Board of
3 Selectmen. And we sat down. We met with one or two
4 of the board members solely for the purpose -- number
5 one, to introduce myself as the project manager to the
6 Board of Selectman. And I also wanted to give them an
7 update on the status of the project. There was some
8 concern in a bunch of articles that I read since that
9 meeting and right up to January that MassDOT wasn't
10 doing enough under the 106 process.

11 As a result of that, I spoke to Damaris
12 and we decided to hold this meeting where we would try
13 to update the consulting parties on what the status of
14 the project was.

15 At the time when I had met with Terry
16 and the rest of the board, we told them that we were
17 moving forward with the project. MassDOT's fully
18 committed to funding and constructing something at
19 this location. I did task URS, our design consultant,
20 with taking a closer look at repairing the bridge,
21 rehabilitating the bridge; what will it take to do
22 that; what's involved in doing that; is there an
23 adverse effect in doing any of those repairs or
24 rehabilitations; what would it cost; and how long will

1 it last? So that was step one.

2 In the event that the bridge would need
3 to be replaced, whether it's all wood or modern
4 materials, I also asked URS to take a look at
5 different superstructure elements for the bridge,
6 specifically, an all wood superstructure, wood on a
7 steel structure, and a full concrete structure, and,
8 with that, incorporating as many of the aesthetic
9 treatments and mitigation elements that have come up
10 over the past almost year-and-a-half, including some
11 wooden railings, the possibility of using a wooden
12 crash tested traffic barrier -- that's the barrier
13 between the traffic and the sidewalk -- taking a look
14 at different alternatives for the decks and different
15 types of wood. There were some suggestions that were
16 made through the town on different types of products
17 that are available to us.

18 So when I met back then, I told the
19 board that we would be meeting with the consulting
20 parties sometime end of February, early March, after
21 we've done all of these evaluations. So the reason
22 we're here today was to let all of you know that we
23 are moving forward with the project. It is fully
24 funded under the Accelerated Bridge Program. And we

1 have no intention of removing the project from the
2 program. So it is funded. We are looking at
3 different alternatives.

4 And having said that, I'm going to turn
5 it over to Jeff Shrimpton, because I think it's
6 important that we go through the 106 process, and what
7 that means to the agency, MassDOT, and Federal
8 Highway, and how we intended to comply with the
9 Section 106 process. So I'm going to turn it over to
10 Jeff, who's going to talk about that, and then we're
11 going to open it up to a general discussion.

12 JEFFREY SHRIMPSON: Thank you, Joe.

13 This meeting today is just a
14 continuation of our ongoing Section 106 consultation
15 that began in August 2009 with our notification of the
16 Chatham Historical Commission that we were undertaking
17 a bridge replacement program in Chatham. Since that
18 time, we have had a determination of eligibility from
19 the Keeper of the National Register, and we fully
20 accept that finding from the Keeper. We also
21 recognize that our original proposal would be -- would
22 have an adverse effect under Section 106 on that
23 National Register-eligible property. So because of
24 that adverse effect, we have moved on to 36 CFR 800.6

1 of the Advisory Council's regulations that require us
2 to evaluate all alternatives to resolve an adverse
3 effect. And we are currently doing that. And, as far
4 as I'm concerned, there are no alternatives that are
5 off the table.

6 We are looking at repair of the
7 existing bridge. We are looking at rehabilitation to
8 its existing design. We're looking at replacement in
9 timber. We're looking at replacement with a concrete
10 substructure with alternative superstructures, as well
11 as other wooden elements on the superstructure such as
12 the railing, the sidewalk, and the wearing surface.
13 It may turn out that our original proposal is the most
14 prudent and feasible, but we are looking at all
15 alternatives at this moment.

16 It's important to remember that
17 National Register determination of eligibility means
18 that the Keeper of the National Register has
19 determined that this is an important significant
20 historic property that needs to be considered for
21 protection from disruption or impairment. The Keeper
22 of the National Register has no mandate as to what to
23 do about that property. The National Register is a
24 planning tool, but it's clear in the National Register

1 regulations that the decision-making process should be
2 done by the federal agency in consultation with the
3 Advisory Council. So the National Register Keeper has
4 identified the historic property, and now we are in
5 consultation as to how to undertake this project.

6 We hope to avoid an adverse effect.
7 We're going to do everything we can not to. But if we
8 cannot avoid an adverse effect, we will try to
9 diminish the effects or to mitigate the effects.

10 We hope to have our feasibility studies
11 done some time in February, at which time we will
12 provide those studies to all of the consulting
13 parties, to the Advisory Council, to the State
14 Historic Preservation Officer -- I'm sorry, the
15 Federal Highway Administration will do that. And then
16 Federal Highway will convene another meeting of the
17 consulting parties.

18 That's it.

19 JOSEPH PAVAO: Before we go on to an
20 open discussion, just two things. There is a sign-in
21 sheet hopefully that is going around. So if you
22 didn't have an opportunity to sign in, I would ask
23 that everybody please sign in. I believe it's --
24 who's got the sign in sheet?

1 DAMARIS SANTIAGO: It's going around.

2 JOSEPH PAVAO: It's going around.
3 We'll get one going if it hasn't started. The other
4 thing is, as you comment and ask questions please
5 state your name for the record so we have it recorded
6 as part of the transcript.

7 So I guess before we open it up, are
8 there any elected officials or board members who would
9 like to speak or comment first, and then we'll open it
10 up to the rest of the consulting parties?

11 DAVID WHITCOMB: David Whitcomb.

12 I'd like to just say that it sounds to
13 me like you're doing what we had hoped you'd be doing.
14 You're looking at all the alternatives and then you're
15 going to make a determination relatively quickly it
16 sounds like, by February, so that we can remain in
17 this Accelerated Bridge Program. I believe that's
18 what my board, and they can certainly speak for
19 themselves, was looking for this, especially looking
20 at alternatives, looking at replacing the bridge in
21 wood. But as long as -- I'm hoping that you really
22 give a look at all those several options and come back
23 with real reasons why you can or can't do anything. I
24 think that's what we're looking for.

1 JOSEPH PAVAO: Yeah, that's our intent.
2 And I just want to add to that, that what we've done
3 in the past -- there is a lot of work that's been done
4 over the past year. So we're not starting from
5 scratch looking at all of this. We are getting
6 additional information. I did -- I neglected to
7 mention I did have the MassDOT Dive Team go out and
8 perform an underwater inspection of the piers. I
9 wanted to be certain that we had the most up-to-date
10 information on the condition of the bridge. I have
11 provided that to the consultant. I'm reviewing it
12 now. And as soon as we're complete with our review, I
13 will provide that to the town. It is a town-owned
14 bridge. So our intent is to provide the data to the
15 town as we review it and we're comfortable with the
16 information. We will be providing all of the
17 information to the town.

18 LEN SUSSMAN: Len Sussman, Board of
19 Selectmen.

20 By that do you mean that the
21 determination that had been made about the need for
22 this bridge to be totally replaced is subject to re-
23 examination?

24 JOSEPH PAVAO: Well, I think as part of

1 the 106 and 4F process, and Jeff you'll correct me if
2 I misspeak, we're required to show that we've avoided
3 an adverse effect. And I think the starting point to
4 that is at least determining in the form of a written
5 report, a rehab feasibility report, if you call it
6 that, that explains if we were to repair the bridge
7 what would we do for repairs, what would it cost, how
8 long is it going to last; if we were to do a full
9 rehabilitation, what would that involve, what would we
10 do for rehab, what would it cost, how long will it
11 last.

12 I also want the consultant to also tell
13 us, URS, is if we rehab the bridge and repair it, are
14 there any adverse effects as a result of doing that?
15 Because that may be the case. To do a full a full
16 rehabilitation, you may need to use some modern
17 materials, and that may be an adverse effect. So we
18 need to document all of that and show that we've done
19 that in good faith before we start looking at -- I
20 shouldn't say before -- we are going to be looking at
21 the replacement options parallel to that, recognizing
22 that we need to document the repair and the
23 rehabilitation portion of this project as part of the
24 106 and 4F project. So we'll be doing that in

1 conjunction.

2 There's a lot of work that's already
3 been done as far as the condition of the bridge and
4 what we could and cannot do, or I shouldn't say cannot
5 do, but is not feasible or prudent to do at this
6 location. And I know that most of the discussions
7 that have taken place, from reading the meeting
8 minutes, revolved around replacement of this
9 structure. And most of the discussions were under the
10 assumption that this structure would be replaced,
11 whether it's all wood, or fully modern, or a hybrid in
12 between. That's what I've been reading in the meeting
13 minutes. That's been the focus of the discussions.
14 There hasn't been too much focus on can we repair or
15 rehabilitate this bridge.

16 So we need to just document all of
17 that, and then take a look at if we do replace it what
18 can we put back in its place. And what's the most
19 feasible and prudent thing to put it back.

20 JEFFREY SHRIMPTON: I think early on in
21 the project, we had -- Mass DOT had convinced
22 ourselves that this bridge should be replaced. We did
23 not need a formal feasibility study at that time. We
24 -- it's fairly obvious to us. However, now that the

1 bridge has been found National Register eligible we do
2 need a formal feasibility study, which we will
3 complete and present to the consulting parties. But
4 at the time, as you'll recall, we had a finding of not
5 eligible from the State Historic Preservation Officer.
6 We have five -- at least four of those findings on
7 record, but the Keeper reversed them.

8 So we've been following the Section 106
9 process from the beginning, as we did consult early
10 with the State Historic Preservation officer. And at
11 that time, we were under the impression that we did
12 not have a National Register eligible bridge. Now
13 that we do, we will prepare and present formal
14 feasibility studies for alternatives.

15 DAVID WHITCOMB: Can I just follow up
16 on that? As you've said, initially the State
17 Historical Preservation Officer ruled that this wasn't
18 eligible. Has that changed? Is there anyone at this
19 table that can answer?

20 JEFF SHRIMPSON: I'm sorry? She said
21 it was not eligible?

22 DAVID WHITCOMB: The State Historical
23 Preservation officer, as you said, said that this
24 bridge was not eligible for the Historic Registry.

1 JEFFREY SHRIMPTON: That's a moot point
2 now.

3 DAVID WHITCOMB: That's a moot point?

4 JEFFREY SHRIMPTON: That's correct.

5 DAVID WHITCOMB: I thought that -- I
6 thought that as consulting parties, the State
7 Historical Preservation Officer was part of this as
8 well as the Keeper.

9 JEFFREY SHRIMPTON: She was invited.
10 But her opinion is reversed. Her opinion is now moot.

11 DAVID WHITCOMB: Okay.

12 SEAN SUMMERS: Sean Summers, Board of
13 Selectmen.

14 I have a question about feasible and
15 prudent and how that -- where that fits into the
16 change in the position of the Keeper. It would seem
17 to me that obviously if something's on the Register,
18 it's been deemed that it's valued and needs to be
19 preserved and protected in some respect. My question
20 becomes, does your responsibilities change because the
21 definition of what you have to find in terms of
22 feasibility and prudent, because it would strike me as
23 maybe fiscally prudent and feasible to replace the
24 bridge, but that may -- that is in contrast to the

1 historic nature of the bridge. In other words, it
2 might be a dollar -- more money required for the
3 historic part that's been determined for this bridge.

4 So my question to you is, feasible and
5 prudent would be one thing, but you apply that to this
6 particular project. In other words, there's two
7 different values.

8 JOSEPH PAVAO: Sure.

9 SEAN SUMMERS: One is prudent and
10 feasible money-wise, and the other one has been
11 determined by the Keeper that we have value that we
12 need to protect. So how does that change your view of
13 the project all around?

14 JOSEPH PAVAO: Well, I think, as Jeff
15 mentioned, we need to document -- we need to document
16 what it would take to do. And it's not going to be --
17 I don't think there's any hard line where we say this
18 is where we go from one to the other, one alternative
19 to another. It's going to have to do with lifecycle
20 costs. I mean we strive to provide a structure that's
21 going to last 75 years. Can you do that with a rehab?
22 Maybe, maybe not. I don't know that until I get all
23 the information.

24 The other thing we need to look at, for

1 example with the rehab, and we're just talking
2 hypothetically here, if you're going to do something
3 that's going to create an adverse effect. For
4 example, if a rehab involves encasing the existing
5 piles with fiberglass and filling them with concrete,
6 is that an adverse effect if that's the only way that
7 we can rehab the structure? If you're going to add
8 steel ties between all the columns, is that an adverse
9 effect? I mean, you're changing the historic
10 character of the bridge by doing that. So those are
11 the things that we need to look at.

12 So when I say feasible and prudent,
13 certainly cost will be one of the key evaluations. We
14 don't want to spend half the cost of a replacement to
15 have a structure last five years when we can spend the
16 full cost and have it last 75 years. So until we have
17 all the data and we've done a lifecycle cost between a
18 repair, a replacement, and different options for a new
19 structure, we can't really make that decision.

20 So the structure that you've seen in
21 the 25 percent design public hearing was what we
22 thought was feasible and prudent based on how we were
23 mitigating the effects of removing the structure. It
24 was based on comments that we received not only from

1 the public, but the consulting parties and the Board
2 of Selectmen at the time. And we incorporated many of
3 those mitigation measures. In fact, the bridge went
4 up I believe almost half a million dollars in cost,
5 the preliminary cost, just by adding mitigation
6 measures.

7 So understanding that at the time we
8 were talking about mitigation measures as if we
9 replacing the bridge, not having the NR eligibility
10 ruling, that's how we came to that preferred --
11 MassDOT's preferred alternative at the time. Now
12 that, as Jeff mentioned, there is the NR eligibility
13 ruling, we need to go back and take a harder look and
14 document, at a minimum, we need to document what it
15 would take to replace, to repair, or rehabilitate the
16 bridge, and why we can't do it or why we don't
17 recommend doing it. And costs will be a major factor
18 in that.

19 JEFFREY SHRIMPTON: I'd also like to
20 emphasize that we do rehabilitate historic bridges.
21 We have -- I've been a part of several historic
22 rehabilitations since I've been with Mass DOT. We've
23 also reconstructed historic bridges. We've
24 reconstructed bridges to fit into a historic context.

1 But I want to emphasize that every one of those
2 rehabilitations and every one of those reconstructions
3 has met our 75-year design life requirement. And that
4 is one --

5 ROBERTA LANE: I'm sorry, this is --
6 can I ask a question about that? This is Roberta Lane
7 from the National Trust.

8 JEFFREY SHRIMPTON: Yes.

9 ROBERTA LANE: Sorry. I just wanted to
10 ask whether URS has been a consultant on any of those
11 rehabs?

12 JEFFREY SHRIMPTON: URS?

13 ROBERTA LANE: Yes.

14 MARK SHAMON: No, URS has not.

15 ROBERTA LANE: Okay. Thank you.

16 JEFFREY SHRIMPTON: Yes?

17 FLORENCE SELDIN: I want to ask you a
18 question about that. Florence Seldin, Board of
19 Selectmen.

20 About that 75-year life cycle, is that
21 immutable? I mean if you're at 50 years, does that
22 change it or -- how do you determine the 75-year?
23 There seems to be some difference of opinion about the
24 people who have, have -- know about wood that it has

1 lasted, and there are -- they cite places where it
2 definitely has lasted the 75 years. So how do you
3 determine that? And how do you determine the
4 difference between whether it's going to last 50 years
5 or 75 years? What kind of proof will you offer?

6 JOSEPH PAVAO: I think as far as proof,
7 I don't know that we're going to have definitive
8 proof. We certainly have -- we have bridges that we
9 have constructed out of wood, wood in the water and
10 wood for the superstructure. We're going to be using
11 -- that will certainly play into our decision, our
12 past experience with different types of wood. We will
13 also have the consultant evaluate the properties of
14 the new woods that are out there. We've been asked to
15 take a look at -- I think it's Accoya and I forgot
16 some of the other ones. There's ekki wood, and then
17 there was one other that we're also looking at. So
18 we're trying to compare the different properties.
19 We're looking at the engineering characteristics of
20 the wood.

21 There are, in their pamphlets and their
22 warranties, they give us an indication as to how long
23 they think it will last. But some of these woods we
24 have used in real world conditions. So we're going to

1 be taking that under consideration during our
2 evaluations. I mean that's real time maintenance that
3 we've done and conditions that we have for a known
4 number of years that the bridges have been in place.

5 So we have inspection reports on these
6 bridge. And, to us, that data is going to be one of
7 the most valuable tools that we're going to use to
8 make a decision on whether or not wood is a feasible
9 and prudent alternative.

10 And as far as the 75 years, we strive
11 to get 75 years on all our bridges. But if you can
12 get 25 years out of wood, and you have replacements in
13 between, that's where the lifecycle costs will play
14 into it. Certainly the town and the board, I would
15 think, would have an interest in knowing this because
16 they're ultimately responsible for maintenance of the
17 bridge when we're done with it. So if we provide a
18 bridge that's going to last 25 years, the town's going
19 to need to come up with funding at some point to
20 replace the bridge or maintain it and keep it in
21 service.

22 So we're trying to look at the costs
23 over a 75-year period when we compare all of these
24 alternatives to see what's the most cost-effective

1 solution for this location. And that will play into
2 it. I'm not saying that's the only decision, but it
3 will play into it. And we need to provide that proof
4 to Federal Highway, who is funding this project, that
5 the use of taxpayer money is being used admirably.

6 Go ahead.

7 NORMAN PACUN: Yes. Thank you. For
8 the record, my name is Norm Pacun. I'm with the
9 Friends of the Mitchell River Wooden Drawbridge.

10 We have been, and continue to be, the
11 principal proponent for trying to save and preserve
12 the Mitchell River drawbridge. We were the ones who
13 went forward in the face of almost unanimous
14 opposition from Federal Highway, MassDOT, our own
15 Board of Selectman, your consultants, to seek an
16 appeal to the Keeper of the National Register. As Mr.
17 Shrimpton well knows, such an appeal is rarely, if
18 ever, granted, in the face of opposition from both
19 MassDOT and Federal Highway. But it was granted here,
20 and, in October, the Keeper found not only the bridge
21 to be National Register eligible, but I think it's
22 important for the record to show that the Keeper found
23 this bridge to be a rare surviving example of
24 construction that was once common in the United

1 States. It is the last remaining single-leaf wooden
2 drawbridge in Massachusetts, and we believe the Keeper
3 found perhaps, we believe, within the entire United
4 States. It's an exceptionally important part of our
5 community's historic identity.

6 Now, I'm pleased -- and I want to
7 pronounce this correctly, is it Mr. Pavao?

8 JOSEPH PAVAO: Pavao.

9 NORMAN PACUN: Pavao. I'm sorry, sir.

10 Mr. Pavao, I'm pleased to hear that
11 MassDOT and Federal Highway have come here with what
12 sounds like an open mind to explore all alternatives,
13 because that is what is required under Section 106.
14 This isn't something that you're granting now. When I
15 explained that to you back in August to your people --
16 not you, yourself, you weren't here then.

17 JOSEPH PAVAO: No.

18 NORMAN PACUN: To the project manager,
19 and Mr. Elnahal, and others, we were told regardless
20 of the Keeper's decision, they would never build a
21 wooden drawbridge. And I want it to be clear that
22 what I hear you saying today is that's off the table.
23 You are paying attention to the Keeper's decision
24 because it's required under Section 106. Now, what I

1 mean there is this, the only alternatives that we have
2 ever seen through your website, and through the
3 PowerPoint presentation and others, is the alternative
4 that the Friends and others said we didn't want. But
5 we were told it doesn't make any difference. So we
6 are looking now for preservation of the existing
7 bridge, whether you do it by repair, or
8 rehabilitation, or construction, as the last single-
9 leaf wooden drawbridge in Massachusetts and the United
10 States to be the number one alternative that you need
11 to do under Section 106. That's my reading of the
12 regulations.

13 Before you go to any other
14 alternatives, you have to try, you have to use your
15 reasonable and good-faith efforts, to try to save this
16 bridge, and I think I'm not quite hearing that. Yes,
17 you are entitled to explore all alternatives, but the
18 number one alternative, because this is now National
19 Register-eligible, and because this is such an
20 important historic structure, is to try to save this
21 bridge.

22 Now, some of the things you stated, I
23 have difficulty accepting. For example, the question
24 of cost, prudent and feasible, to my understanding, is

1 a requirement under Section 4F of the Transportation
2 Act, but if the present bridge can be reconstructed,
3 and even if it may cost more money, but if the cost is
4 not extraordinarily excessive, my reading of the law
5 and the cases is that that's what you need to do. And
6 why? Because this is a protected historical asset.
7 The purpose of Section 4F and Section 106 is a federal
8 purpose and goal to try to save and protect historic
9 structures, that otherwise would be lost in the United
10 States, and this is the last one of those.

11 So, I think while you must take cost
12 into consideration, the fact that it might cost more
13 over a 75-year-life, may not be sufficient for you to
14 say, "Well, that's it. It costs more in our judgment;
15 therefore, we're not going to preserve this bridge."

16 We, the Friends, asked MassDOT back in
17 April of this year for a lifecycle cost analysis that
18 you had made and e-mailed to the Board of Selectmen
19 saying you had just compared the cost of wood, and
20 concrete, and steel, and you found that the initial
21 cost of wood was less. We asked for that back in
22 April, and you have refused since then to give us that
23 information. So I hope the first piece of
24 documentation that we receive -- all of us as

1 consulting parties -- is that, because there was a
2 reason why we never got it, and we went over and over
3 again, and it was denied to us. So, we need to see
4 that, and we will ask for that.

5 On the conference call, consulting with
6 us, is John Smolen. His firm is Smolen Engineering in
7 Jefferson, Ohio. He is the builder and designer of a
8 host of wooden bridges. He has vast experience and he
9 is knowledgeable in terms of costs and construction.
10 And, he has advised us, without seeing the specifics
11 of your design, of course, that he believes that this
12 bridge can be reconstructed as a wooden drawbridge at
13 a lesser cost today than concrete and steel. So I do
14 hope you will take advantage of his expertise when you
15 go forward and prepare your materials and
16 documentation to us.

17 I am going to close my initial remarks
18 right now, but I also hope that we, as a town, receive
19 a response, which I thought we were going to have by
20 today, from the Massachusetts Highway Commissioner to
21 the letter that the Board of Selectman sent
22 approximately two weeks ago, and it isn't with us yet.
23 So we're looking forward to that.

24 Thank you.

1

2 JOSEPH PAVAO: Thank you Mr. Pacun.

3 Just to address a couple of things.

4 I'm not an attorney, so I'm not going to get into a
5 debate about the meanings of 106. That's why I have
6 Jeff Shrimpton here.

7 A couple of things. I mean you touched
8 on a lot of stuff, and I want to try to address all of
9 them, or at least give you our thoughts on them.

10 First of all, the letter that was
11 submitted by the board, I do apologize. I spoke to
12 Terry about it. It was meant to go out last Friday,
13 before this meeting. It should be going out today, at
14 the latest tomorrow. And what I will do when I get
15 back is once that's been signed by the Administrator,
16 I will forward it to the Board of Selectmen
17 electronically. I'll scan it and send it
18 electronically. So the intent was to get that letter
19 out, and I apologize for that.

20 The costs. We talked about the cost.
21 The current cost of replacement, based on the
22 lifecycle costs that URS has submitted to us, the
23 initial cost is a little bit less; we're not going to
24 deny that. But when you look at it over the lifecycle

1 cost, over a 75-year period, and you taken into
2 account maintenance and the time value of money, that
3 has to be a consideration. Now, if they're close,
4 that is something that we would consider, but if there
5 is a huge discrepancy in the cost, it is difficult for
6 me to justify that to the taxpayers and to Federal
7 Highway, that this is the best alternative for this
8 location.

9 NORMAN PACUN: But you are going to
10 show this to us? We haven't --

11 JOSEPH PAVAO: We will --

12 NORMAN PACUN: Excuse me. We haven't
13 seen that, and so what you are now saying is what
14 you've seen and prepared is -- means that wood, over
15 the long cycle, the 75 years, is going to cost more.
16 But we don't accept that because, number one, we
17 haven't seen what you said, but, number two, we asked
18 for this, and you denied it to us. And so, that's
19 important. We need to know why you kept your hands on
20 this and didn't give it when you wanted to tell people
21 your side of the story. I'm only saying, sir, two
22 sides of the story. We need to see this
23 documentation.

24

1 JOSEPH PAVAO: I heard your comment the
2 first time. I have it written down, and it's one of
3 the things I plan to address.

4 The lifecycle cost that was done at the
5 time, my understanding was that you submitted a four-
6 year request for the lifecycle cost. It went to our
7 legal department. I'm not going to speak on behalf of
8 the legal department. And they responded to you on
9 that, and I don't know what the response was.

10 NORMAN PACUN: No, that's not correct,
11 sir.

12 JOSEPH PAVAO: The lifecycle cost that
13 was provided is going to be redone. And the reason
14 it's going to be redone is because we need to document
15 now the repair or rehabilitation, like I mentioned.
16 There's also been different types of wood that have
17 been suggested to us by the board when I met with them
18 in October. I think it was the Accoya, and I forgot
19 the other two.

20 So I've asked URS to take the lifecycle
21 costs that they did, and I want them to take another
22 look at it, take a look at some of the assumptions
23 that were made, refine some of the costs in it, add in
24 the different types of wood with the different life

1 expectancies. I believe, at the time it was looked
2 at, okay, it's going to last 25 years, so we'll have a
3 replacement at year 25 and one at 50 for the wood,
4 versus all steel that would last 75 years. I've asked
5 them to take a look at can we stretch that out to 37-
6 and-a-half years and have one replacement for the
7 wood? What does that do to the life-cycle cost? So
8 we are exploring that and taking a look at all the
9 costs.

10 Now, as far as providing the data, we
11 will make that information available, but only when we
12 have completed our review, our engineers are satisfied
13 with it, we will make that available to the town.
14 It's a town bridge, and I intend to make it available,
15 but only when our evaluation is complete. We do not
16 provide draft documents for the public until our
17 engineers, our consultant and our staff has adequately
18 reviewed it, and is happy with the results. And then
19 we will make that available for the public.

20 So, I don't know if that answers your
21 question.

22 NORMAN PACUN: No, it doesn't answer.

23 JOSEPH PAVAO: It doesn't explain the
24 original lifecycle cost that was done, as far as what

1 --

2 NORMAN PACUN: No, it doesn't. It
3 doesn't because, in April, you, MassDOT --

4 JOSEPH PAVAO: Sure.

5 NORMAN PACUN: -- wrote an email to the
6 Board of Selectmen and said here's what we have found.

7 JOSEPH PAVAO: Mm hum.

8 NORMAN PACUN: I didn't do that. You
9 did it. And, yet, after I asked for that material,
10 you refused to give it. I don't think -- the point is
11 I don't think you should feel that you can have this
12 both ways. I think it's important to realize there
13 are going to be disagreements on this.

14 JOSEPH PAVAO: Sure.

15 NORMAN PACUN: You have already said
16 wood lasting 25, maybe 37. Our information, and
17 information we've received, is that wood can last far
18 beyond 50 years and into 100 years. So, you will
19 never do that. You need to do that documentation in
20 order to comply or in order to answer some of the
21 questions that we have.

22 JOSEPH PAVAO: Mr. Sussman, if you have
23 -- I mean, Mr. Sussman, I'm sorry -- Mr. Pacun, if you
24 have information that you want to provide that I can

1 forward to our consultants, I would be happy to have
2 them evaluate that. As far as having your bridge
3 expert be part of the design, we have bridge experts,
4 we have qualified engineers working on this project,
5 we have staff within DOT that are professional
6 engineers that are looking at these evaluations. As
7 project manager, that's who I am going to be relying
8 on. If you have information that you want to provide
9 to us, suggestions with different types of woods, and
10 literature on warranties, we will be happy to take a
11 look at that and incorporate that into our evaluation,
12 but as far as providing documents that are in a draft
13 form and having the designer, your design consultant,
14 sit at the table with us and coming up with these
15 alternatives and these evaluations, we don't do that.
16 This is why we hire our design professional engineers
17 to do the design for us. They are under contract with
18 us, they are the ones that are going to ultimately be
19 making the recommendations to us, stamping plans, and
20 providing their professional opinions.

21 So, having said that, if you have
22 information that you want us to evaluate, we'll be
23 happy to look at that. I won't turn that away. And
24 when we're done with our evaluations, and we're happy

1 with our results, and we think we've done a good job,
2 and we can come here confidently and show you why or
3 why not we're doing certain things, then we're going
4 to present that to you. And when we have those
5 reports, we will turn them over to the town.

6 PAUL BRANDENBURG: Excuse me.

7 DAMARIS SANTIAGO: Yes?

8 PAUL BRANDENBURG: Yes, this is Paul
9 Brandenburg. I just had a quick question.

10 JOSEPH PAVAO: Sure.

11 PAUL BRANDENBURG: You keep mentioning
12 turning over the documents to the town. I assume you
13 mean turning over the documents to the consulting
14 parties?

15 JOSEPH PAVAO: We will -- we will --

16 PAUL BRANDENBURG: So all consulting
17 parties should be receiving whatever documentation is
18 being produced, correct?

19 JOSEPH PAVAO: We will provide results
20 of our analysis to the consulting parties. Specific
21 documents and reports, it is a town-owned bridge.
22 MassDOT does not provide type studies and all the data
23 using the evaluations. We will provide the final
24 reports and the conclusions of our reports. Being

1 that it's a town-owned bridge, I will provide it to
2 the town, and if the town wishes to distribute that
3 information, then that's beyond MassDOT's control.

4 NORMAN PACUN: With all due respect,
5 sir -

6 PAUL BRANDENBURG: I would disagree
7 with that analysis.

8 NORMAN PACUN: Yes. I do, too.

9 PAUL BRANDENBURG: In every process
10 I've been involved in --

11 JOSEPH PAVAO: Sure.

12 PAUL BRANDENBURG: -- consulting
13 parties have been able to review all materials.

14 JOSEPH PAVAO: Thank you.

15 NORMAN PACUN: Yes, this doesn't --

16 PAUL BRANDENBURG: I just want to go on
17 record saying that I disagree with that.

18 MICHAEL PEASE: This is Michael Pease
19 from Pease Boat Works.

20 And just to share some thoughts from
21 our perspective, we've, you know, we specialize in
22 wooden boats restoration and building. We're familiar
23 with woods available today, the history of woods used
24 for boat building. And, we're firm believers that if

1 you can do it out of wood, that's the best way to do
2 it. It's an incredible material. We could probably
3 come up with species that would last 70 years or
4 longer. But after saying that, I think the real
5 question here is, it's not just having a piece of wood
6 that will withstand the elements for that period of
7 time, but what we're talking about here is a
8 functioning, moving span and a drawbridge. And with
9 that, I'll be curious to see if Smolen Bridge
10 Construction has had any experience with building a
11 wooden drawbridge.

12 My issue is we can put it together with
13 wood, but these are all moving parts. And when it's a
14 functional, moving span, in a navigable water way, you
15 can notch, you can bolt beautiful pieces of wood
16 together that will be there 100 years from now, but it
17 will not be a weld, and that's something you have to
18 really consider.

19 JOSEPH PAVAO: That is something that
20 we've been looking at.

21 MICHAEL PEASE: And, one other quick
22 point, and I'll get off the air here. The bridge, in
23 terms of restoring or rehabbing the bridge that's
24 there, it's a bridge that was already totally

1 replaced, you know, 25 years ago, except for maybe
2 some of the pilings.

3 JOSEPH PAVAO: Correct.

4 MICHAEL PEASE: It was not really
5 permitted when it was completed, yet it was in
6 operation and had to receive special permitting
7 process to actually -- to actually work and be able to
8 work a few years ago. It has a very unsafe span
9 that's illegal. It doesn't open the whole way. It
10 does not make the best use of the navigable waterway
11 that's there, as it stands. We've had bridge tenders
12 from the Harbormaster's Office say that they won't
13 open it all the way because they're afraid of it. To
14 me, how can we think of rehabbing what's there when we
15 have these issues that face us?

16 JOSEPH PAVAO: Well, I think, as part
17 of 106, we have to at least document that we looked at
18 the rehab, and what would it take to do a rehab on the
19 bridge.

20 MICHAEL PEASE: Yeah.

21 JOSEPH PAVAO: When looking at this
22 bridge, you know, and the condition of the piles that
23 are there from our dive inspection, I'm not sure how
24 you would rehab this bridge. I'm fairly confident

1 that you wouldn't be able to rehab this bridge. We're
2 going to document that, and I think we're going to be
3 able to show that. And when I say that, we can't
4 rehab it, what would a rehab involve? You would have
5 to -- the piles that are there that have deteriorated,
6 they have 80 percent section loss on some of them. I
7 don't know how you would rehab that. You would have
8 to replace those. Now, even if you were to replace
9 them with wood piles, you would have to remove the
10 deck to replace them with wood piles. The span that's
11 there has been problematic. The Coast Guard will be -
12 - is going to be one of the agencies that will issue a
13 permit for this bridge. Without a Coast Guard permit,
14 we do not have a bridge project. And as you
15 mentioned, I believe there were problems with the
16 current span not opening all the way.

17 Given that, I think regardless of what
18 we put there for a bridge, there are certain elements
19 of this structure that MassDOT is very uncomfortable
20 using wood as a replacement for certain portions of
21 the bridge. I know it's been stated in past meetings
22 that the use of wood in the water we are very
23 uncomfortable with. We think that we're going to be
24 able to show that it's not a feasible option for this

1 location. In the event that the bridge needs to be
2 replaced, wood in the water is not something that
3 MassDOT feels comfortable doing, and we don't feel
4 that that's going to be one of the options that we can
5 use at this location. Now, there's been much --

6 ROBERTA LANE: Sorry. Can I just break
7 in and comment? This is Roberta Lane from the
8 National Trust.

9 JOSEPH PAVAO: Sure.

10 ROBERTA LANE: I do want to say that I
11 do appreciate what I'm hearing in terms of MassDOT
12 coming back and trying to re-examine this whole issue,
13 but it's not the case that documentation is all that's
14 needed. This is meant to be a consultation process.

15 JOSEPH PAVAO: Sure.

16 ROBERTA LANE: And it's critical,
17 because of that, that there be openness to
18 consultation. I think what the goal that many of us
19 have is to try to make MassDOT comfortable with some
20 of these kinds of ways of building and engineering
21 bridges and these traditional building practices, and
22 we can't do that without the documents. And I'm going
23 to echo what Paul Brandenburg said that, you know, it
24 is typical, in our view, that, you know, as part of

1 the consulting party process, what we would have
2 access to the documentation, to be able to examine it.
3 I know you're on a fast track, but, you know, there
4 also needs to be time built in for that examination by
5 the consulting parties of those documents and for us
6 to be able to come back and respond and have that, you
7 know, meaningful kind of discussion.

8 JOSEPH PAVAO: Understood. And as I
9 said before, we will provide all the documents, we
10 just won't provide them in draft form. As we review
11 it, and we're comfortable that the documents are
12 accurate, we will provide them.

13 ROBERTA LANE: Not just to them, but to
14 the consulting parties?

15 JOSEPH PAVAO: We will provide all the
16 documents to the Federal Highway Administration for
17 distribution.

18 ROBERTA LANE: Okay.

19 NORMAN PACUN: Will the -- the question
20 that Ms. Lane asked, and I think we need an answer to,
21 is will the consulting parties have prompt and
22 immediate access to the same documents that you use to
23 prepare your analysis?

24 JOSEPH PAVAO: Once they are reviewed

1 by our engineers, and we are confident that we have a
2 good document, we will provide it to the Federal
3 Highway and the town for distribution to the
4 consulting parties.

5 NORMAN PACUN: And if there are
6 documents that you decide you are not going to
7 consider, even though you looked at those, we will
8 never see those?

9 JOSEPH PAVAO: No. I will provide all
10 documents that we have reviewed and are complete to
11 Federal Highway. Federal Highway -- this is a Federal
12 Highway process. It will be at Federal Highway's
13 discretion to distribute the documents.

14 DAVID WHITCOMB: And also to the Town
15 of Chatham?

16 JOSEPH PAVAO: Provided to the town.
17 It's a town bridge.

18 DAVID WHITCOMB: I think it's safe to
19 say that the Town of Chatham will share these
20 documents with anybody who is interested.

21 CAROL LEGARD: Hi. This is Carol
22 Legard with the Advisory Council. So, I was trying to
23 break in and I realized I had my phone on mute.

24 I just want to echo what Roberta said

1 earlier, that we do need to have documentation, and it
2 sounds like you all are not disagreeing there. But
3 the timing of when things are provided to the
4 consulting parties is certainly up to Federal Highway
5 and MassDOT. But, once the consulting parties have
6 that documentation, they do need to be provided an
7 opportunity to digest it and provide feedback and
8 ideas about -- and will respond to those in
9 consultation under Section 106. And I think that's
10 what I hear MassDOT saying. And I do appreciate the
11 effort that's going into this by the agencies. And, I
12 understand everybody is coming at it from a different
13 perspective, but we have to expect that the decision-
14 making agency will remain open to looking at
15 alternatives until the consultation has concluded.

16 JOSEPH PAVAO: I think the response is
17 what we will do is the reports that we're going to be
18 preparing, it's going to be a rehab feasibility
19 report. That's one of the documents we'll be getting
20 from the consultant. And then we'll be getting
21 lifecycle costs, we'll have an updated lifecycle cost
22 to the one that was performed for a full wooden
23 replacement versus a modern structure, and then we're
24 going to have life cycle costs for different

1 superstructure alternatives for the top side of the
2 bridge. Those documents, once they're completed, and
3 we've reviewed them, and we're satisfied with them,
4 we'll provide them to Federal Highway and the Town.
5 They will make their way over to the consulting
6 parties. And what we can do is before the next
7 consulting parties' meeting -- this will provide an
8 adequate amount of time for the consulting parties to
9 digest that information, review it, comment on it, and
10 then we'll get back together and we'll discuss the
11 reports. If that's acceptable to everyone, that's the
12 way I see it progressing.

13 JIM COOPER: Well, I -- this is Jim
14 Cooper. I do not understand why the lead agencies
15 here in running this 106 process do not send the same
16 documentation to the consulting parties at the same
17 time as they send it to the town.

18 JOSEPH PAVAO: I'm going to send it --
19 this is a Federal Highway process. All of the
20 documentation will go to Federal Highway. Federal
21 Highway will distribute to the town and the consulting
22 parties.

23 JIM COOPER: Thank you.

24 JOSEPH PAVAO: Some information on the

1 bridge, for example, the dive inspection report, that
2 I will forward directly to the town. It is a town-
3 owned bridge. Even though MassDOT did the inspection,
4 I think that the town needs to be aware of the
5 condition of the bridge at all times. Ultimately, the
6 town is responsible for maintenance on this bridge,
7 and ensuring that it's safe to be open to the public,
8 along with MassDOT. So, information like that I
9 believe that they need to have directly from MassDOT,
10 so I intend to provide that directly.

11 DON AIKMAN: Don Aikman, Chatham
12 Historical Commission.

13 I wonder if the representatives from
14 URS could comment on their experience in building or
15 working with wood and wooden bridges, and who they
16 might be using as consultants to assist them in doing
17 their work with wood, if they don't have experience
18 with wood?

19 GEORGE PATTON: I would be glad to.
20 George Patten with URS. I'm actually the engineer
21 that is leading the design effort here.

22 I personally have 22 years of
23 experience in designing bridge structures, and I'm a
24 nationally-recognized expert in the design of movable

1 bridges. I've done, you know, the inspection,
2 evaluation, and rehabilitation on more than 60 movable
3 bridge projects, you know, throughout the United
4 States here, and the lead designer on 15 new movable
5 bridges, and also, you know, participated in the
6 inspection and evaluation of over 100 other type of
7 bridges. So I've got extensive experience working
8 with different materials -- concrete, steel, wood, you
9 know, even new modern materials such as, you know,
10 carbon fiber, you know, throughout projects throughout
11 the United States, prestressed concrete. So as a
12 bridge engineer, we're used to, you know, I'm used to
13 working in, you know, with all different types of
14 materials in different applications, including wood.

15 I would have to say here that my
16 personal experience is not as extensive in wood
17 structures, but I have done significant research, you
18 know, as part of this project. It's important to
19 recognize here, out of the 600,000 bridges throughout
20 the United States here, about 30,000 bridges are made
21 of timber. And, as has been brought up here, there's
22 only one maybe two timber drawbridges in all of the
23 United States remaining. So not too many engineers
24 have had an opportunity to work on timber drawbridges,

1 and we've identified significant challenges for this
2 project as related to that.

3 You know, for one here, there are no
4 national standards regarding the design of timber
5 drawbridges. AASHTO, the American Association of
6 State Highway Transportation Officials here, is the
7 governing design specification for bridges throughout
8 the United States. This is what MassHighway uses for
9 design. It's what most states use. And in the cases
10 -- towns like Chatham here would usually default to
11 what the state is using. So we have to -- we do have
12 to take and use our experience in design of movable
13 bridges overall, and determine how to apply those
14 design codes to this particular project.

15 We do know, and it's been brought up
16 here, some of the issues here with the current design.
17 It's fair to say that, you know, from our evaluation
18 here, that the existing bridge does not meet current
19 design standards. And whenever you're doing a
20 rehabilitation project -- a rehabilitation project is
21 defined as bringing a project up to current design
22 codes, whereas a repair project is to bring a project
23 up to its original standards, if you will. And so
24 that's certainly another, you know, something that

1 needs to be defined for this project, and whether it's
2 going to be a rehabilitation project meeting the
3 current design standards, or just a repair project,
4 just to sort of restore that project.

5 We've got to make some decisions there,
6 because there are many other aspects that introduce
7 challenges on this project, such as the navigation
8 clearance. It's been determined here that the current
9 19-foot channel, and the fact that the bridge only
10 opens a partial amount of that, is inadequate for the
11 current navigation track. And if we provide the full
12 25-foot of horizontal clearance and unlimited vertical
13 clearance, you know, for that, to provide a
14 drawbridge, that means current design standards,
15 including the operating machinery, you know, the
16 actual structure itself, and doing so without
17 providing adverse effect, you know, from a historical
18 perspective, is all going to be I think a major
19 challenge for us. It's a very complex process, and
20 that's why it's taking a while to get, you know, this
21 lifecycle cost analysis, you know, done. And we have
22 to make sure that we take into account all of these
23 issues.

24 So, with that said, working with

1 timber, James Wacker who is one of the leading experts
2 in timber bridges throughout the United States here,
3 he's the leader. He works with the U.S. Forest
4 Service here in their Forest Products Library. He was
5 also -- he recently chaired the American Society of
6 Civil Engineers Structures Engineering Institute
7 Conference, where they specifically looked at design
8 practices for all types of bridges. He led the timber
9 portion of this here. And one of the interesting
10 things that was brought out here by James Wacker, once
11 again, one of the preeminent experts in timber bridge
12 technology in the U.S. here, is he said that current
13 design practice for timber bridges in the United
14 States are quite lacking, on pretty much every
15 perspective. That is, we don't currently have best
16 management practices in place. We don't have good
17 standards in place for design of timber bridges. We
18 have poor education of engineers, you know, for design
19 of timber bridges, poor maintenance, inspection
20 techniques. All of these things here have led to a
21 decline in the number of timber bridges being
22 constructed in the U.S. And despite this, there's
23 big, you know, there are major reasons here why we
24 only see timber bridges in this environment last 30

1 years, and it's because of all of these issues
2 together, combined, here is why we haven't been able
3 to see that. And until the timber bridge industry can
4 develop these best management practices for all
5 aspects -- design, maintenance, inspection, etc. --
6 you know, it's unlikely here that we have the tools
7 available to us to provide a bridge that's going to
8 provide 75-year service life.

9 Now, with that said, you know, we're
10 going to continue to look to see what's available to
11 us. We're doing that now. We're working with wood.
12 You know, one of the newest products out there
13 available is Accoya wood. Accoya is a manufactured
14 wood product that takes pine, and using an acetylation
15 process that converts the acetyl oxides in the wood to
16 a much more improved wood product here. It makes it
17 dimensionally stable and less susceptible here to wood
18 decay due to the moisture effects. And so we're
19 looking at that.

20 We're looking, you know, at available
21 tropical hardwoods. And, of course, you know, there's
22 obviously concerns with tropical hardwoods in terms
23 of, you know, the political issues associated with
24 using woods that come from a rain forest perhaps here.

1 Certainly, I don't think anyone is comfortable with
2 using tropical hardwoods unless they come from a
3 certified, sustainable source. And there are
4 challenges in actually getting people to certify that
5 it is from a sustainable source. There's a large
6 premium cost associated with getting that
7 certification, and there is, on top of that here,
8 there can be delay issues and all associated. And
9 that's getting wood such as, we mentioned ekki and
10 greenheart, you know, for the timber piles.

11 So, when it comes to woods like Accoya,
12 even though we have this tremendous new wood product
13 here, and it looks like it's going to be the future of
14 the wood industry, there are challenges with using
15 this material. Currently available Accoya wood only
16 comes in limited sizes. In order to use it for the
17 types of beams that we need for a bridge of the spans
18 that we're talking about here, we need to create
19 glulam structures, where we glue the wood together and
20 can span greater distances with that. But, with that,
21 there are discussions about whether glulam has an
22 adverse effect on the historic aspect of the bridge.
23 So these are all things that need to be factored in
24 here.

1 Also, Accoya itself here is not a -- if
2 you read through the literature on Accoya wood here,
3 it's not recommended for submersion into saltwater or
4 brackish environments. You get the sense here that
5 the acetylation process here is not warranted for that
6 here. Even if you could create a glulam pile of
7 adequate size, there is no history as to whether you
8 can drive a glulam pile here because, in a sense here,
9 that hasn't been done.

10 You know, so these are all the things
11 that we're looking into here to determine whether we
12 can, you know, find a way to mitigate or potentially
13 save the existing structure. And I'll be glad to
14 answer any questions.

15 JOSEPH PAVAO: We have somebody that's
16 been wanting to speak.

17 DAVE KELLS: Thank you very much. Dave
18 Kells from Pease Boat Works.

19 Just, so a lot of the selectmen and
20 everybody else here can get an idea of the status of
21 our bridge right now, I went to the Harbormaster's
22 office right before Christmas to try to get an opening
23 so I could de-rig a sailboat. I basically was told,
24 "Sorry. We need five days of moderate weather to open

1 a bridge." So, I managed to work, you know, around
2 the problem. I ended up sending a customer a bigger
3 bill than if I was able to get the boat to our
4 facility to take the mast down.

5 But I ended up having a conversation
6 with one of the harbormaster's assistants who helped
7 rebuild the bridge in the '80s, and was talking about
8 how the railings were put on top of the deck. The
9 deck was originally supposed to be replaceable, but in
10 order to make the sidewalks wider, they put them on
11 the deck, so then the sub-deck, underneath the
12 herringbone that you see, is all rotting away. We
13 were then talking about the counterweight and how the
14 counterweight is rusting out. And the next time I
15 went under, I looked at it. You can see it's rusty
16 and the bolts are kind of iffy, but I'm not an
17 engineer.

18 Also, he said one of the reasons that
19 they need the moderate weather is because the thing
20 swells and then it freezes shut. He said if you
21 actually drive out there right now and look at where
22 the two faces meet, they are so tight it is
23 ridiculous. And then they're frozen. And, also, the
24 herringbone, if you want to call it that, is

1 misaligned by over two inches. So I drove by, I
2 opened the door and looked. And I can understand why
3 they don't want to open it. They hit the button and
4 the winches load up and they don't know what's going
5 to happen, whether the cables are going to break, the
6 pulleys are going to fly off the top of the beams, the
7 winches are going to pull up, or it's going to give,
8 and then the whole bridge is going to jump up and
9 bounce, and then something else is going to break. So
10 for right now, in the winter time, five days of
11 moderate weather to get that bridge opening. So, if
12 we had an emergency with one of our fishing boats, and
13 they wanted to come into our facility to get hauled
14 out, we couldn't do it. So that's where our bridge
15 stands right now.

16 On top of what the survey is going to
17 be for the pilings, I was also curious to know whether
18 they were doing a survey of the structure itself, you
19 know, underneath the decking. Obviously I'm glad to
20 hear that you're aware of it doesn't open all the way
21 and looking towards making it, you know, span
22 vertically and a little wider, but having mentioned
23 moving the opening a little bit to the West, which
24 would actually benefit the approaches to the bridge --

1 MICHAEL PEASE: That was addressed in
2 the first meeting.

3

4 DAVE KELLS: It was addressed, but it
5 hasn't been mentioned here.

6 Also, what hasn't been mentioned is a
7 timeframe for, you know, possible construction.
8 Obviously, as a business, the longer this goes on, the
9 more we have to deal with it, the more, you know,
10 potential for damaging boats and possibly people,
11 expenses that we incur and that our customers incur.
12 But, obviously we're concerned with how the bridge
13 functions. I mean, if you can build it out of wood,
14 great, but make it function.

15 JOSEPH PAVAO: All good points.

16 To answer your question, I think the
17 last inspection was in 2006, the full inspection of
18 the bridge, of the entire super structure. Due to the
19 fast deterioration of the piles in the water, that was
20 the reason I sent the dive team out and I wanted to
21 get a clearer picture on what was happening under the
22 water where you can't see. So we did do that
23 inspection. We did not do an updated inspection on
24 the rest of the bridge being that it wasn't done too

1 long ago.

2 Regarding the span opening, it's
3 something that I have discussed with URS. And I know
4 we are evaluating all of the options. But one of the
5 things that we're fairly confident that we're not
6 going to be able to do on this project is replace the
7 span itself out of wood. That will need to be a steel
8 structure with maybe some type of wood cladding or a
9 wood decking on the steel structure, so we can make it
10 look like the wood. But because of the clearance
11 requirements, and the requirements by the Coast Guard,
12 we don't think it's going to be possible to construct
13 it out of wood. And, Mark, you can maybe chime in on
14 that.

15 GEORGE PATTON: George Patton with URS
16 again.

17 You know, what we have found here in
18 our analysis of the superstructure, if the bascule
19 leaf is the cantilever route, and the operating
20 mechanism being back at the piers, you know,
21 cantilevering a wood structure out there, you know, of
22 the size beams needed for the vertical clearance depth
23 that we have, we look at maximizing the roadway
24 profile to get the top of the deck as high as we can

1 to give us as much clearance under the bridge as is
2 practical. And even with that, with the -- even with
3 the highest strength timber available to us here, we
4 can't get that bridge to cantilever, you know, out and
5 still provide a working design that meets current
6 design standards.

7 Now, with that said, the existing
8 design, in the sense it's a simple span supported from
9 the tip end of the leaf by the cables, and then about
10 the pivot points, so it acts as a simple span. And so
11 the only way for us to get a design that would work
12 out of wood would be in order to provide a design
13 similar to the existing with the operating cables up
14 over a sheave in the tower.

15 Now, with that said here, the existing
16 cable system and the existing winch system that's out
17 there, as well as the sheave, the deflector sheave at
18 the top of the tower, none of that meets current
19 design criteria. And if we were to design a system
20 like that today that met current design standards, the
21 size of that sheave at the top of the tower would get
22 much larger, the size of the operating cable would get
23 much larger, and the winch system itself there would
24 be much larger. Is it impossible to design something

1 like that? No. But, at the same time here, it's not
2 the most desirable structure from that standpoint.

3 Regarding the counterweight, in order
4 to make the balance of the longer span to provide the
5 25-foot navigation channel, the counterweight is going
6 to get about another four feet longer. The existing
7 counterweight already dips in the water. So, in order
8 to provide a counter weight that would work, even
9 using lead and everything like that to counterweight
10 here, we have to have a concrete pier to keep that
11 counterweight, you know, in the drive at it pivots.
12 And that's the need for the concrete bascule pier as
13 we're showing. You know, a timber bascule pier is
14 just not going to be a practical solution.

15 We've looked at other solutions. What
16 if we went from -- convert from a single-leaf to a
17 double-leaf bascule? We understand that at this site,
18 at some point in the history of this bridge here, it
19 was a double-leaf bascule. There are numerous
20 challenges regarding putting a double-leaf bascule,
21 and the type of operating system and the cables that
22 go up over the towers. You know, it's possible to
23 keep the counterweight out of the water with a double-
24 leaf bascule, but because those two leaves are

1 cantilevered out with no support at the tip and, in a
2 sense, they're just hinged together with a cable that
3 goes up and over the top, as traffic drives across the
4 bridge, it puts tension in those cables every time a
5 vehicle drives across that bridge, and there are
6 concerns with fatiguing the cable and the operating
7 machinery under that condition.

8 So, I mean, once again, these are all
9 challenges that have to be overcome. With all of this
10 here, the devil is in the details. We can all sit
11 here and wish, you know, to have a timber drawbridge
12 just like we have now. But in order to increase the
13 navigation channel, in order to meet current design
14 standards here, you know, these are all challenges
15 that we have to find ways to overcome. And, believe
16 me, we're looking to find ways to do this here. But,
17 in some cases here, you know, unless we're using wood
18 made out of titanium, you know, it's just not going to
19 be practical in some cases.

20 NORMAN PACUN: Yes, Norm Pacun speaking
21 again.

22 We're obviously not in a position to
23 respond to Mr. Patton's very specific review. And we
24 obviously need to see the documentation that you're

1 offering. But just as an example, for some of the
2 reasons why we have concerns, early on in your
3 presentation, you cited specifically to James Wacker,
4 who is the U.S. Forest Products Specialist in wood.
5 And, at the same time, I believe, you indicated that
6 either his writings or comments indicated that wood
7 doesn't go past 30 or 35 years.

8 I spoke to Mr. Wacker two weeks ago,
9 and he specifically referred me to two presentations,
10 two publications, which I will give to you, sir, which
11 say specifically that this is the statement of the
12 Forest Products Division, or Forest Products Service,
13 that wood lasts 50 years or more. And so, when we
14 hear that you're talking 30 years, or you're talking
15 less, and then I talk to that very person, and he
16 comes back to me and says, "Oh, no. Wood can be made
17 to last beyond 50 years," I'm wondering what is the
18 information that you're actually looking at.

19 And I think that the concerns that have
20 been expressed by other consulting parties regarding
21 the documentation is critical, especially with respect
22 to the longevity and cost of wood. We are told that
23 today the price of wood is quite low. We know that's
24 a cycle, and we know that could change, but because of

1 clearly the recession, and clearly the building
2 industry situation, cost features on wood, especially
3 wood for pilings, could be much lower today than they
4 were perhaps even a year or two ago.

5 The pilings that are there today,
6 admittedly may be deteriorating, but 80 percent of
7 them have been there in the water for 90 years or
8 more. But nobody from MassDOT has even said that
9 today. That's a fact. And so the fact that they've
10 lasted for 90 years suggests that wood does go beyond
11 25, 35, 45, 55 years. I would expect that they would
12 deteriorate, but I don't quite understand why a
13 southern yellow pine or similar wood that probably was
14 used 90 years ago could not be used today with
15 appropriate and permitted preservatives.

16 GEORGE PATTON: Well, we know exactly
17 why that is the case, and that is piles that were in
18 place for greater than 60 years there, used creosote,
19 and significant amounts of --

20 NORMAN PACUN: But there were other
21 preservatives, sir, other than creosote.

22 GEORGE PATTON: But it's been shown
23 here that the preservatives used today do not have
24 nearly the performance characteristics of the creosote

1 used years ago.

2 NORMAN PACUN: Well, you would have to
3 show that to us.

4 GEORGE PATTON: Creosote is --

5 JOSEPH PAVAO: And we intend to do
6 that.

7 GEORGE PATTON: Creosote is not used in
8 applications, you know, today, because of the toxic
9 material and the inappropriateness of the submersion
10 in marine environments. Now, with that said here, you
11 know, creosote is actually still a recommended
12 preservative for timber by AASHTO. With that said
13 here, it's still not appropriate where there is human
14 contact, which we all know this bridge has quite a bit
15 of pedestrian traffic, fishermen and all, and any of
16 the superstructure elements here, it would not be
17 appropriate to use --

18 NORMAN PACUN: No one is suggestion
19 creosote.

20 GEORGE PATTON: Right. No, I'm just
21 saying, if you want to know why that is.

22 And to respond to your earlier comment
23 about James Wacker and the life expectancy of timber
24 bridges being 50 years, yes, it is possible to have 50

1 years' service life of timber if implemented properly.
2 The problem is today we do not have best management
3 practices, and he admits to that in his own writings,
4 you know, at the ASCE SEI conference, whatever, that
5 those best management practices are not in place
6 today.

7 NORMAN PACUN: But they can be.

8 GEORGE PATTON: Well, once again here
9 is that if we were to make this project into a
10 research project, and I'm not so -- and, potentially,
11 we could put together the kinds of details needed to
12 get a 50-year service life out of this bridge, but
13 that type of research project here may not fit into
14 the schedule of this project given the 2016 deadline,
15 you know. We're, in a sense, having to prepare a set
16 of details and specifications for a specific bridge
17 project that will become, in a sense here, a national
18 standard on how to apply this to get that kind of
19 service life out of a bridge. So, I mean, that's
20 where that would have to head towards in order to make
21 that happen.

22 JOSEPH PAVAO: If you have data that
23 you would like to provide to us and have us look at,
24 we'll be happy to incorporate that into the reports.

1 NORMAN PACUN: I will provide to Mr.
2 Patton the information that Mr. Wacker gave to me,
3 yes.

4 JOSEPH PAVAO: That would be great.

5 SEAN SUMMERS: Can I just -- on that
6 point?

7 JOSEPH PAVAO: Sure.

8 SEAN SUMMERS: Sean Summers. I think
9 the invitation from MassDOT to receive information
10 from consulting parties and others is excellent
11 because what I hate to see is to come back again or
12 for you guys to have some reports and then have
13 somebody say, "Well, you didn't look at x." So, I
14 think it's the responsibility not only of you guys who
15 are doing the design, but of the knowledgeable folks
16 who are on the phone here, and the folks here, to get
17 you information that, as you said, there's not a lot
18 of literature out there or --

19 GEORGE PATTON: Well, there's tads of
20 literature out there.

21 SEAN SUMMERS: Pardon me. There's no
22 criteria.

23 GEORGE PATTON: Yeah.

24 SEAN SUMMERS: But there are a lot of

1 folks in our meetings will come like, "Geez, you know,
2 we've heard that the bridge over in Yarmouth is made
3 out of X, and lasts forever." Well, I think it's
4 incumbent upon those who want us to do this also to
5 engage and to get you that information so that you can
6 respond.

7 JOSEPH PAVAO: But I just want to add
8 that we're going to have all kinds of information
9 coming from both sides. We're going to have
10 literature, we're going to have expert testimony,
11 we're going to have research projects, whatever that
12 may be. We are going to weigh our decision heavily on
13 past experience. Bridges that MassDOT has built using
14 some of the woods, the ekki wood, and I don't know if
15 we've used some of the others, where we have bridges
16 we have built with the best available products at that
17 time. And it's for those reasons that we have said in
18 the past and we continue to be very, very hesitant to
19 use any type of wood in this type of environment, in
20 the water.

21 As far as the superstructure, we have
22 considered using wood on the superstructure. We will
23 consider using wood in the superstructure. And, we
24 will look at that. But as far as using wood in the

1 water, we are very confident that it is not going to
2 be an appropriate use for this location. And I -- we
3 still have to do our work and do that --

4 NORMAN PACUN: But you haven't --
5 excuse me -- but you haven't completed your report
6 yet, so how can you be so confident?

7 JOSEPH PAVAO: I'm saying that, Mr.
8 Pacun. I just finished saying that. We have not
9 completed it. But we are confident based on our past
10 experience.

11 NORMAN PACUN: I don't think you can
12 say that. With all due respect --

13 JOSEPH PAVAO: Sure.

14 NORMAN PACUN: -- the purpose of the
15 106 process is for you to use your reasonable and good
16 faith efforts to try to preserve this bridge if you
17 can. It doesn't start with the premise that we know
18 our past experience and, therefore, we can't do it.
19 That's the point that has troubled so many of us from
20 the beginning, that people from MassDOT have come down
21 here and said, "We're not going to do it." We heard
22 Mr. Elnahal say specifically, as specifically as we
23 could, he said, "I don't care what the Keeper says.
24 I'm not going to do it."

1 And so I hope that what this shows,
2 what your report shows, is that you are looking at
3 this as openly and fairly as possible, and not simply
4 looking at your past experience and weighing very,
5 very heavily on that. Because if that's the case, we
6 probably don't even need to look at what you submit to
7 us. We know what it's going to be.

8 GEORGE PATTON: If I may back up just a
9 little bit what Joe said though. I think what he's
10 saying are based on the available information that we
11 have to date. You know, and, you know, for example
12 here, you read research material that talks about
13 greenheart pilings here, and the fact that greenheart
14 pilings are significantly more resistant to marine
15 bores than southern -- southern -- treated southern --
16 southern pine. And so, you know, we do our research
17 to find out if that is indeed the case because we're
18 not going to just take that on face value. And we are
19 yet to find greenheart piling installations here, in
20 the same environment that this bridge is in, that has
21 provided 50, 60 years of life that we've -- and we
22 have recent installations here that MassDOT was
23 involved in that show much different than that.

24 You know, we've looked at things like

1 the plastic wrapping of piles, PVC wrapping of piles,
2 which is done extensively through the United States
3 here. And, yet, when you delve further into the
4 issue, you find that there are actually some
5 shortcomings to that meaning that the PVC wrapping is
6 very sensitive to damage. And anything -- there's
7 many things. And it also interferes with the ability
8 to do inspections. And we all know that bridges have
9 to be inspected every two years, and that the tools
10 needed to inspect timber bridges, you know, which is
11 usually a visual inspection, which you can't see
12 anymore because of the plastic wrapping, or sounding,
13 which is hitting the handle of the pile with a
14 sounding hammer or a pick test, would do damage to the
15 plastic making it useless. The only way to do the
16 inspections then are to use much more sophisticated
17 inspection techniques such as ultrasonic and means
18 like that. And now we're asking Mass Highway, or
19 MassDOT, to change their means of inspecting timber
20 piles just for this one project. Is that a practical
21 solution? Well, that has to be discussed.

22 So, I mean, these are all things, once
23 again, we continue to look at here. We're getting new
24 information every day. We continue to do our due

1 diligence and research here. All we're saying is that
2 based on current available information, there's
3 nothing to support, you know, the fact that we can put
4 timber in the salt water and get the kind of service
5 life here needed to support a lifecycle cost
6 comparable to a concrete --

7 NORMAN PACUN: Now, if I provide you
8 with the information that I received from Mr. Wacker
9 today at the end of the meeting, will you equally
10 provide me with the current information that you just
11 said you have? Because we don't have any of that. We
12 don't want to wait for a month. Give us the
13 information that you have that you're basing your
14 conclusions on. Mr. Pavao, you asked me to provide
15 Mr. Patton, and I will provide him at the conclusion
16 of this meeting, with what I've received from Mr.
17 Wacker. But I will get in response all of information
18 that you say you have that leads you to the conclusion
19 that you're very, very hesitant to put pile -- put
20 wood in water? Can I have that?

21 GEORGE PATTON: Once again here, we
22 haven't completed --

23 NORMAN PACUN: Well, you see. So we
24 won't get it, and yet you want me to provide you with

1 the information that I get piecemeal. And I'm not a
2 bridge engineer.

3 JOSEPH PAVAO: Mr. Pacun, I didn't, I
4 didn't -- if you have the information and you wish to
5 provide it, you can provide it.

6 NORMAN PACUN: Well --

7 JOSEPH PAVAO: I have --

8 NORMAN PACUN: You asked me to do so,
9 and I said I would. But I can't get the same
10 information from your consultants.

11 JOSEPH PAVAO: As I mentioned, until
12 MassDOT has reviewed, we don't put out draft documents
13 --

14 NORMAN PACUN: This is not a document.
15 This is the information that he is relying on.

16 JOSEPH PAVAO: We need to rely on that
17 information also. We need to be comfortable that
18 we're using the correct information.

19 NORMAN PACUN: Well he's telling us --
20 he's telling us now in this process that he's relying
21 on it and he's concerned about it. And I think we
22 would like to see it.

23 CAROL LEGARD: Let me -- let me break
24 in. This is Carol Legard.

1 Norm, I understand your concern and
2 your mistrust of the government entities here. But
3 they really aren't under any obligation to provide you
4 or any of us with all of the information they use to
5 make their decision.

6 NORMAN PACUN: No. I didn't ask for
7 that, Carol.

8 CAROL LEGARD: They don't have to
9 provide us all with --

10 NORM PACUN: I didn't ask for that,
11 Carol. I asked for just the information that Mr.
12 Patton has now said what he's giving us.

13 CAROL LEGARD: You know, I'm trying to
14 -- you know, I'm trying to help us move forward with
15 this because -- but the timeframe for carrying out
16 consultation is set by the federal agency. You know,
17 the standard is they need to provide folks with
18 sufficient documentation to explain their -- how they
19 make -- reach their decisions and determinations. So,
20 I think it's fair that if you have information you
21 feel is important for them to make that decision on,
22 it would be very good for you to share that with them.
23 But I can fully understand why the agencies don't want
24 to just provide documentation in a piecemeal fashion

1 because all of this consultation takes people's money
2 and time. And they to do it in orderly fashion so
3 that everybody's got the same information as we move
4 forward through the 106 process.

5 JOSEPH PAVAO: Yes sir?

6 DAVE KELLS: Just a couple of things
7 that I forgot to mention.

8 One, when I couldn't get the bridge
9 opening, we are required to file a report with the
10 Coast Guard that we could not get a bridge opening.
11 And, obviously, any time we can't get one, we are
12 required by law to notify the Coast Guard that the
13 bridge isn't functioning.

14 Second, I didn't -- I don't know if you
15 skipped it or don't have the answer, but what is the
16 timeframe for construction? And, also, what is the
17 true mitigation process? I mean we've talked about
18 whether we use wood, or not use wood, or steel, or
19 concrete, or the concrete encapsulated in granite,
20 make it a good looking bridge. If you determine that
21 you're not going to build it out of wood, do you come
22 back to meet with all of us again to say this is what
23 we're going to come up with and work out some more
24 details of the how it looks and how it functions?

1 JOSEPH PAVAO: Sure. The answer is
2 yes. I mean as we go thorough the process, if it's
3 determined that we can't rehabilitate the bridge and
4 we're looking at some type of replacement, if it was -
5 - hypothetically speaking, if it was determined that
6 wood would not be feasible for this project, then we'd
7 be talking about the superstructure and what could we
8 do to mitigate the adverse effect of not putting back
9 a wooden structure. So, to answer your question, we
10 would be talking about the mitigation.

11 A lot of that has been discussed in the
12 past. The 25 percent design public hearing that we
13 had incorporated many of the comments that the public,
14 the board, and other members had made at the time. So
15 I don't think it's fair to say that there was complete
16 disagreement on what we were proposing. There were
17 people that provided comments and we did incorporate a
18 lot of the elements, to the best of our ability, in
19 the 25 percent design.

20 Going back to what you said about
21 construction, I think right now we're carrying about
22 three years of construction, which could probably be
23 squeezed down depending on what we end up putting up
24 there for a structure.

1 DAVE KELLS: Do you mean from start to
2 finish?

3 JOSEPH PAVAO: From start to finish.

4 DAVE KELLS: And when do you guess you
5 might start?

6 JOSEPH PAVAO: Well, if we back off a
7 completion of 2016, we would need to advertise this
8 project late 2012, the very beginning of 2013 we need
9 to get this project out on the street. The driving
10 factor for that is going to be a Coast Guard permit.
11 Coast Guard does take, I believe, 17 months on
12 average. So when we back that off, we need to have
13 the Section 106 process complete. Whether that ends
14 up in a memorandum of agreement, we need to have all
15 those decisions made so that we know what we're going
16 to be putting out there for a structure. I can't
17 submit a permit to the Coast Guard until I know
18 exactly what the channel opening is going to be and
19 what that vertical clearance is going to be, both in
20 the closed and open position. And as you mentioned
21 earlier, there are issues with the wooden span being
22 able to open and providing an adequate horizontal
23 clearance. The Coast Guard ultimately will make the
24 decision on whether or not we move forward with this

1 bridge if we don't provide them with the adequate
2 openings that they're asking for.

3 FLORENCE SELDIN: I just have a
4 question.

5 You mentioned going through the 106
6 process, and you complete the process. Supposing
7 there is disagreement with the conclusion that you
8 come to at the end of this process, what happens then?

9 JEFFREY SHRIMPTON: I've never been
10 involved in a project where there was disagreement, so
11 maybe Carol could answer that for us.

12 CAROL LEGARD: I couldn't quite make
13 out that whole question.

14 FLORENCE SELDIN: I said to --

15 CAROL LEGARD: Perhaps you can repeat
16 it?

17 FLORENCE SELDIN: Yes. Supposing you
18 come to the end of the 106 process. Federal Highway
19 and MassDOT submit their conclusions and their design.
20 And supposing there is disagreement with those
21 conclusions, what happens then?

22 CAROL LEGARD: Okay. The purpose of
23 this SHPO process is to share information and consult
24 among all the consulting parties to determine if we

1 can reach agreement on measures to avoid, minimize, or
2 mitigate the adverse effects of this project on the
3 bridge. So when all of the parties don't reach
4 agreement on kind of how to resolve things, Federal
5 Highway needs to get MassDOT, the Massachusetts State
6 Historic Preservation Office, and, if we're
7 participating in consultation, the Advisory Council on
8 Historic Preservation. And I'm assuming we are going
9 to be formally participating. Those parties need to
10 be willing to sign a memorandum of agreement agreeing
11 on the terms of what will be done to minimize or
12 mitigate adverse effects. I'm -- now, I'm
13 anticipating that -- well, I don't know. I don't want
14 to anticipate anything. If either the SHPO or the
15 Advisory Council is not happy with the results of
16 consultations and feels like --

17 JOSEPH PAVAO: Carol, can I -- can I
18 interrupt for one --

19 CAROL LEGARD: -- it's not going to be
20 productive, if Federal Highways feels that way, we can
21 terminate consultations and formally comment to the
22 head of the agency in which case Federal Highway still
23 gets to make the decision on how to proceed with the
24 project taking into account our comments. That rarely

1 happens. In most cases, even where the consulting
2 parties are not in agreement with the outcome, in most
3 cases we can reach agreement on measures to resolve
4 Section 106 --

5 JOSEPH PAVAO: Carol --

6 CAROL LEGARD:-- just with a memorandum
7 of agreement.

8 JOSEPH PAVAO: Carol, can I just
9 interject for one second? When you mentioned the
10 memorandum of agreement, who are the -- maybe it's
11 just worth clarifying who the formal signatories are
12 on the memorandum of agreement. And to what --

13 CAROL LEGARD: Yeah. And, you know,
14 who knows? We may end up with a no adverse effects
15 finding. I don't know where this is all going until
16 we see the documentation. And this is an unusual case
17 because we've got a structure that has been modified
18 and replaced over time.

19 JOSEPH PAVAO: Carol, I think my
20 question is, if there was an adverse effect and we
21 were pursuing a memorandum of agreement with
22 mitigation measures for the bridge --

23 CAROL LEGARD: Right.

24 JOSEPH PAVAO: -- hypothetically

1 speaking --

2 CAROL LEGARD: Then it's --

3 JOSEPH PAVAO: -- who signs that
4 document in this case?

5 CAROL LEGARD: That would be the
6 Federal Highway Administration, the State Historic
7 Preservation Office, and the Advisory Council on
8 Historic Preservation.

9 JOSEPH PAVAO: And MassDOT.

10 CAROL LEGARD: And Mass DOT is usually
11 in as a -- sign it --

12 JOSEPH PAVAO: Okay.

13 CAROL LEGARD: Sometimes they have them
14 as a party. But they would -- we want them to be a
15 signatory because they have to carry out duties under
16 the terms of the agreement.

17 JOSEPH PAVAO: Sure. And would we --
18 would we invite the Board of Selectmen?

19 CAROL LEGARD: And then the other
20 parties are usually invited to be concurring parties
21 in the agreement. Other parties that have
22 participated in consultation are invited to indicate
23 their agreement with the outcome through signing as
24 concurring parties. Whether or not those other

1 parties that are not signatories decide to sign the
2 agreement does not -- that's not going to stop the
3 signatories with moving forward with an executed
4 agreement.

5 SEAN SUMMERS: Can I --

6 JOSEPH PAVAO: Thank you.

7 SEAN SUMMERS: Sean Summers one more
8 time. Does it -- what happens if, you mentioned I
9 believe three bodies that have to sign off. What
10 happens if there's disagreement amongst those bodies?

11 And, another hypothetical, and I know
12 you're hesitant to lead to that, but I think it's just
13 need to know, is if there is not -- if there -- at the
14 end of the day there is no agreement, Federal Highway
15 will be the arbiter of a final decision. Is that what
16 I'm hearing?

17 CAROL LEGARD: What happens is it gets
18 elevated to the political level. So if we --

19 SEAN SUMMERS: I thought we were at the
20 political level.

21 CAROL LEGARD: Can you hear me okay?

22 FEMALE: Yes. Fine, Carol

23 CAROL LEGARD: If either Federal
24 Highways, the SHPO, or the Advisory Council terminates

1 consultation saying, "Okay. We're not able to reach
2 agreement," then the Advisory Council, our appointed
3 members work with staff to develop a letter commenting
4 to, not the head of the division, but the head of the
5 agency, the administrator for Highways or perhaps the
6 Secretary of Transportation. So it elevates it.

7 We issue our comments within, you know,
8 a 45-day period to do that. And the Administrator or
9 Secretary, whoever we write to, has to respond to
10 those comments. And, ultimately, it's that level that
11 they make the decision on how to move forward with the
12 project. So it elevates it, but it's still Federal
13 Highways that gets to make the decision on, you know,
14 how to proceed to carry out the project.

15 DAVID WHITCOMB: David Whitcomb. I
16 just wanted get a clarification of what Mr. Pavao said
17 initially. The 106 reviews does not mandate approval
18 or denial of the project, correct?

19 CAROL LEGARD: Does not mandate --
20 well, I'm not sure what that question means. But it's
21 a procedural requirement. And it doesn't mandate
22 preserving the historic property even if it's of
23 exceptional significance. It requires federal
24 agencies to take into account the effects and try and

1 reach agreement with the parties involved in
2 consultation on how those effects would be avoided, or
3 minimized, or mitigated.

4 So, in a case like this, we would hope,
5 you know, to find a way to avoid adverse effects. And
6 you're right on track doing the feasibility studies,
7 and the information we need is hopefully containing,
8 will be containing studies that look at different
9 alternatives for completing the project. But Section
10 106 is -- even if the Advisory Council were to say,
11 "You should not proceed with this project. It's going
12 to have too much of an impact on the bridge," that's
13 not going to stop Federal Highways from being able to
14 proceed with the project. And that's very rare for us
15 to take a position like that.

16 DAVID WHITCOMB: Thank you.

17 JOSEPH PAVAO: Len?

18 LEN SUSSMAN: Time -- the timely
19 completion of this project is of interest to everybody
20 in this room.

21 JOSEPH PAVAO: Yes.

22 LEN SUSSMAN: No matter what their
23 initial position is as to what bridge is going to be
24 built there. Would it be possible at our next meeting

1 to have you bring a timeline --

2 JOSEPH PAVAO: Sure.

3 LEN SUSSMAN: -- with milestones?

4 JOSEPH PAVAO: Absolutely. We can do
5 that.

6 LEN SUSSMAN: So that we can begin to
7 have a sense what that ticking clock really means to
8 us.

9 JOSEPH PAVAO. Yes.

10 LEN SUSSMAN: How quickly various tasks
11 and discussions need to --

12 JOSEPH PAVAO: We'll do that. We'll
13 put in the critical path that we need to follow in
14 order to get this. We will do that. We have every
15 intention of doing it. I wanted to wait until after
16 this meeting to come up with a schedule. Knowing what
17 we need to do moving forward, I think we can provide
18 that to you.

19 LEN SUSSMAN: Absolutely. More about
20 the particulars?

21 JOSEPH PAVAO: Sure.

22 LEN SUSSMAN: You'll fill in details on
23 that timeline?

24 JOSEPH PAVAO: Absolutely.

1 LEN SUSSMAN: I just wanted to go back
2 to what's feasible and what's prudent. The guidance
3 document here from the Federal Highway Administration,
4 I just want to read a couple of short things from
5 this.

6 JOSEPH PAVAO: Sure.

7 LEN SUSSMAN: This is sort of a FAQ,
8 frequently asked questions.

9 "What is feasible? An alternative is
10 feasible if it can be constructed as a matter of sound
11 engineering." So we're going to be talking at future
12 meetings about what sound engineering all about.

13 JOSEPH PAVAO: Sure.

14 LEN SUSSMAN: And requiring a certain
15 standard of proof or evidence.

16 "What's prudent? An alternative is
17 prudent if it meets the test in 23 CFR 774.17, which
18 includes factors assessing safety, or operational
19 problems, how well project purpose and need are met,
20 and severity of social, economic, or environmental
21 impacts, and the severity of impacts to environmental
22 resources protected under other federal statutes."

23 That's all. I think we're going to --
24 we may need to return to those definitions.

1 JOSEPH PAVAO: Sure.

2 LEN SUSSMAN: It's not the most
3 specific guidance in the world, but I think it's
4 helpful.

5 DAMARIS SANTIAGO: Before we continue,
6 I would like to -- I'm sorry.

7 DAVE KELLS: I'm sorry.

8 DAMARIS SANTIAGO: Just real quick.

9 DAVE KELLS: I'm sorry. Sure.

10 DAMARIS SANTIAGO: We are approaching
11 the last 15 minutes of the meeting, so let's just have
12 a -- let's just keep that in mind.

13 DAVE KELLS: Just a quick question.

14 The town is maintaining this bridge
15 today to its current level of function. But if the
16 bridge sustains a substantial failure, a cable,
17 counterweight falls off, a piling collapses, something
18 where the bridge is -- can't open, or people can't
19 drive over it, and there also is no weight restriction
20 on it, who is responsible to repair a major damage to
21 the bridge between the construction of the new bridge?
22 Who's responsible?

23 JOSEPH PAVAO: The town. It's a town-
24 owned bridge. The town is responsible. That doesn't

1 mean the town couldn't solicit MassDOT's help. But
2 the town is ultimately responsible for the bridge.

3 The worst case scenario that you speak
4 of would end up in a closure of the bridge and a
5 detour, and it would have to be placed in the open
6 position to allow for the Coast Guard passage. Marine
7 traffic does have priority over vehicular traffic
8 according to the Coast Guard. Those are the laws. So
9 if the structure was deemed unsafe, it would have to
10 be closed to traffic.

11 DAVE KELLS: And what would it take to
12 get a weight restriction put on that bridge?

13 JOSEPH PAVAO: It's up to the town.

14 FLORENCE SELDIN: It's coming up today.
15 It's coming up at our meeting today. It's on the
16 agenda.

17 MICHAEL PEASE: Meetings all day, can't
18 pull boats.

19 LEN SUSSMAN: Just one note about
20 Accoya wood. I put it on the table at the last
21 meeting.

22 JOSEPH PAVAO: Sure.

23 LEN SUSSMAN: I'd like to suggest that
24 you not spin your wheels on that, at least insofar as

1 the substructure is concerned, the piles. I did some
2 further research into that and it is not --
3 specifically not recommended for marine environments.

4 JOSEPH PAVAO: Sure.

5 LEN SUSSMAN: Fresh water, great.
6 Maybe the superstructure --

7 GEORGE PATTON: Actually, it is
8 recommended for in and around environments, just not
9 for submersion in salt water.

10 LEN SUSSMAN: Right.

11 GEORGE PATTON: Like for a dock
12 superstructure or whatever, it's certainly recommended
13 for that. It's just not recommended for submersion.

14 MICHAEL PEASE: Kind of to that effect,
15 too, any wood of any species encased in any kind of
16 plastic or fiberglass that's to be left under the
17 water is not a sound practice from our perspective,
18 Pease Boat Works. It's been proven over time, unless
19 you get a 100 percent guarantee that no moisture will
20 get behind that plastic.

21 GEORGE PATTON: It may reduce the
22 oxygen available for supporting the life of marine
23 bores, but it produces other concerns in terms of
24 decay and, you know, inspection, and things like that.

1 MICHAEL PEASE: Yeah. What we found
2 over time, if you select the right species that has a
3 high rot resistancy in salt water, to let it stand as
4 itself is the best way to do it. But you need to come
5 up with the right species. And, again, from my
6 opinion, it's not so much about the longevity of
7 certain wood species under the water as much as it is
8 about the functioning of a moving span.

9 DAMARIS SANTIAGO: Do we have any more
10 comments from the consulting parties?

11 PAUL BRANDENBURG: Excuse me. This is
12 Paul Brandenburg. Can you hear me?

13 DAMARIS SANTIAGO: Yes.

14 JOSEPH PAVAO: Yes.

15 PAUL BRANDENBURG: Just a quick
16 question. I think we're kind of close to our time for
17 this meeting. I direct the question to Federal
18 Highway. What is the next step and when can we expect
19 the next consulting party meeting?

20 DAMARIS PAVAO: Joe, can you answer
21 that?

22 JOSEPH PAVAO: I'm going to sit down
23 with URS, get a timeline from them on when they can
24 complete the evaluations that we discussed today. And

1 I will consult with Damaris on how to distribute that
2 information. And then what I think I'm hearing is we
3 need to give the consulting parties some time to
4 review those documents prior to meeting. So, I don't
5 want to provide the documents and have a meeting two
6 days after that. We want to give all of you an
7 opportunity to take a look at them and prepare some
8 comments.

9 So, I'll have to get back to the Board
10 and the consulting parties through Damaris on when the
11 next meeting will be. I don't want to pick a time
12 now, but I'm guessing end of February, middle of
13 March. Does that sound reasonable? So we're talking
14 probably some time in March in order to allow an
15 opportunity for everyone to review the documents.

16 MARK SHAMON: That sounds reasonable.

17 DAMARIS SANTIAGO: Right.

18 PAUL BRANDENBURG: Okay. Thank you
19 very much.

20 JOSEPH PAVAO: You're welcome.

21 DAMARIS SANTIAGO: All right.

22 JOHN SMOLEN: This is John Smolen. Can
23 I have a second to speak?

24 JOSEPH PAVAO: Sure.

1 DAMARIS SANTIAGO: Yes.

2 JOHN SMOLEN: Anyway, I'm positive on
3 timber for bridges. I've designed bridges in
4 concrete, steel, prestressed concrete, post-tension,
5 fiberglass, and steel products. And we do a lot of
6 new timber bridge designs that specify timber piling.
7 And a lot of these -- you know, I'm sensing some
8 negativity on the use of wood. That bothers me
9 because we have advantages here. We have the oldest
10 covered bridge in Europe is 600 years old. The oldest
11 bridge in Asia is 1100 years old, and it does stand on
12 piling. Wood, the salt, if it does anything to wood,
13 it preserves the wood. And that's -- if you could
14 pressure treat timber with salt, you'd find it
15 wouldn't decay. The green insects, that's another
16 story. You do need the copper tech treatment.

17 It's a renewable resource. It's green.
18 So, if it's green, no paint is needed. It absorbs
19 impact well. And I'm sure Mr. Patton realizes that
20 you don't have to add the impact factor when you're
21 designing with wood. So, thermal expansion, it saves
22 you a bundle on the expansion joints at the end of the
23 bridge. And, of course, timber can carry the modern
24 heavy loads. These two-lane covered bridges that my

1 company designs, I mean they're designed for this
2 semi-, H25, semi-stacked trains, semis. We'll make
3 the bridge both lanes, so that's not an issue.

4 But the other -- and I hope -- I know
5 there are some good East Coast timber engineers, some
6 good designers. But, as far as standards and all
7 that, you know, I have not found that there are
8 standards. And we've done maintenance manuals, too,
9 for new covered bridges because we've designed a whole
10 lot of them. And aside from that, wood is a good
11 building material. It's lightweight so you're going
12 to have less weight to cope with than a lip bridge,
13 instead of lifting a big chunk of concrete up there,
14 or steel.

15 Anyway, the other thing I want to say
16 is when I was county engineer, I heard somebody say
17 something about pilings being 80 percent deteriorated
18 off on this bridge. And, I'll tell you, that means to
19 me that you got served notice that there might be a
20 safety issue there. And, MassDOT or whoever should
21 see to it that if there's a need for a load reduction
22 on that bridge, it ought to be put up, because you
23 have been served legal notice. It's on your record
24 here. And, thinking of the safety of the public, some

1 action should be taken in that regard -- if I
2 understood that right. I heard it's 80 percent of the
3 piling being rotted off. That bothers me.

4 That's all. Thank you.

5 JOSEPH PAVAO: Thank you.

6 Just to answer your question about the
7 report, the dive inspection report was done. There
8 was nothing that came back as critical or deeming the
9 bridge unsafe for vehicular traffic or pedestrian
10 traffic. So, the bridge is safe. I do want to make
11 that clear.

12 JOHN SMOLEN: Okay. Well, that should
13 be clear, too, then.

14 JOSEPH PAVAO: And that's why I'm
15 stating that. And I will be providing those reports
16 to the town. And, hopefully, the town will use that
17 in making their decisions on whether to reduce the --
18 put any postings on the bridge. I'll get that to the
19 town today.

20 MARK SHAMON: Could I just ask you, Mr.
21 Smolen, a question? How many wooden drawbridges have
22 you designed and built?

23 JOHN SMOLEN: That question, you know
24 there's only one in the country. But I'll tell you

1 something, I could do it. I could do it. And I'm
2 sure your company could, too.

3 JOSEPH PAVAO: Thank you.

4 DAMARIS SANTIAGO: Anyone else?

5 Can we allow five minutes' space for
6 the public if they want to comment?

7 GEORGE MYERS: Yes, I'd like to say
8 something.

9 DAMARIS SANTIAGO: Okay.

10 JOSEPH PAVAO: Sure. Please state your
11 name for the record.

12 GEORGE MYERS: Can you hear me?

13 I'm George Myers. I'm a full-time
14 Chatham resident and only one of many Chatham citizens
15 who favor replacing the Mitchell River bridge with a
16 modern, context-sensitive bridge proposed by MassDOT
17 at the public hearing in March of 2010.

18 At that time, MassDOT planned to
19 advertise the project for construction in February
20 2011, just a week from today. But the furor created,
21 particularly by the Friends of the Mitchell River
22 Wooden Drawbridge, over MassDOT's design has obviously
23 delayed that date and, without question, will add to
24 the final cost of the bridge replacement. Hopefully,

1 it will not result in a loss of any funding committed
2 to the project.

3 While we all acknowledge that
4 preservation of historic structures is important for
5 our national and local heritages, I believe it is
6 equally important that we are careful to select only
7 those structures that are truly worthy of preservation
8 historically as well as economically and
9 pragmatically. And, as we all know, Section 106 does
10 not mandate preservation at all costs. It may turn
11 out, as I believe it will, that few, if any, of the
12 wooden components of the existing Mitchell River
13 Drawbridge can be salvaged so that the existing
14 drawbridge must be demolished and replaced in its
15 entirety. In that case, I trust that MassDOT will
16 build a structure that is not only in keeping with the
17 history of the Mitchell River Drawbridge, but is also
18 built to last so as not to be an unnecessary burden on
19 Chatham taxpayers in years to come.

20 MassDOT has frequently demonstrated its
21 outstanding ability to preserve the essence of
22 historic bridges using modern construction materials
23 and techniques. Just last July, MassDOT completed
24 replacement of the Chester Waterous covered bridge

1 over the Nashua River in Pepperell. That bridge is
2 virtually identical in appearance to the 40-year-old
3 all wooden covered bridge it replaced. Yet, major
4 portions of the bridge were designed and constructed
5 by MassDOT using steel, concrete, and other long-
6 lasting, non-wood components. For example, both
7 approaches to the bridge are traditional
8 steel/concrete spans comprising half the total bridge
9 span. The center span is made of glulam engineered
10 wood laminates supported on steel girders spanning two
11 new reinforced concrete piers covered with a stone
12 fascia. The pedestrian walkways are poured concrete
13 with steel railings. And the vehicle roadway is
14 asphalt.

15 I am confident that MassDOT will build
16 Chatham a new Mitchell River Drawbridge that will
17 satisfy Section 106 and of which the great majority of
18 Chatham citizens can be proud.

19 Thank you.

20 DAMARIS SANTIAGO: Thank you.

21 STEVE BUCKLEY: Hi. My name is Steve
22 Buckley.

23 I want to make a comment that even if
24 the historic aspects, the controversy about the

1 Mitchell River Bridge, didn't exist, that under law
2 the Federal Highway Administration is required to
3 assess the environmental, social, economic impacts,
4 every type of impact you can possibly think of, not
5 just environmental.

6 But my background, I have experience in
7 environmental impact statements. So, the legal
8 requirements are to look at all aspects not just
9 historic. So, but from what I've looked at or been
10 able to discern in conversations and so forth, it does
11 not appear that that process is moving forward. So, I
12 would caution the Federal Highway Administration to
13 make sure that the historic impact process or
14 consideration is part of the National Environmental
15 Policy Act requirements for considering all aspects of
16 this because I would hate to see you go through the
17 historic aspects and then find out that -- and I'm
18 sure people will be watching very closely that you're
19 following every little legal aspect at all -- that we
20 have to start all over again because you didn't
21 consider all the other socioeconomic and environmental
22 impacts at the same time.

23 And, that being said, that would I
24 think help clear up the aspect that traditionally an

1 agency puts something out for comment. So, when Mr.
2 Pavao was talking about coming up with a document that
3 they're comfortable with, I think it's one that will
4 be offered for comment and not that they are satisfied
5 with and that's the end of the story. So, there will
6 be an opportunity, I believe, for the comments, the
7 documents that you're putting out, to be reviewed by
8 people here, and then commented on, and then even
9 tweaked and improved upon even more.

10 So, I just wanted to make sure that
11 that was clear to people. And, hopefully, the
12 information that Len Sussman asked, to make it more
13 clear next time, will make it so that you don't want
14 to make it -- we don't want to only shoot for tenth
15 grade level understanding, which would be about 16-
16 year-old, but I think you should shoot for maybe
17 understandable by a 60-year-old.

18 That's my suggestion. Thanks.

19 DAMARIS SANTIAGO: Well, thank you,
20 everyone, for -- oh, we have one last one.

21 GLORIA FREEMAN: My name is Gloria
22 Freeman. And I thank you for hearing from the public.

23 Mr. Pavao, you said that you won't
24 provide data regarding the lifecycle of wood vs.

1 concrete and steel to the consulting parties or to the
2 public until they are completed in your mind. But,
3 you're using the information in the public without any
4 proof. So, with all due respect, I hope that until
5 you are willing to release your documentation, you
6 won't quote it. It doesn't seem quite fair to me.

7 I have to tell you that from my
8 perspective, it sounds as if you have made up your
9 mind about giving us a timber bridge. The URS
10 engineer seems to have all kinds of reasons why wood
11 won't work, and little hope that it will work. But,
12 again, please provide the documentation rather than
13 just commenting on it.

14 I'm disappointed, as a member of the
15 public, because it sounds as if you really don't have
16 an open mind. And I hope that all consulting parties
17 will encourage you to dig deeper, to do your due
18 diligence, and don't use information from reports
19 until you can provide that documentation to everyone
20 else.

21 You started today's meeting on a very
22 hopeful note. But it seemed to go downhill from there
23 except for Mr. Smolen, one of the last speakers. And
24 I certainly hope that you'll listen to him. And, than

1 you for listening to me.

2 JOSEPH PAVAO: Thank you.

3 DAMARIS SANTIAGO: Thank you. All
4 right. We thank everybody for participating in this
5 meeting. And, until -- we don't have the completed
6 documentation. I think later on, we'll have exchange
7 of communication for when the next meeting is going to
8 be. So, stay tuned.

9 JOSEPH PAVAO: I just want to add one
10 thing, Damaris, real quick.

11 DAMARIS SANTIAGO: All right.

12 JOSEPH PAVAO: The members of the
13 public that made comments, you are welcome to submit
14 those in writing to Damaris at Federal Highway or to
15 myself at MassDOT so they can become part of the
16 record.

17 Thank you, everyone.

18 (Whereupon, the proceedings were
19 concluded.)

20 //

21 //

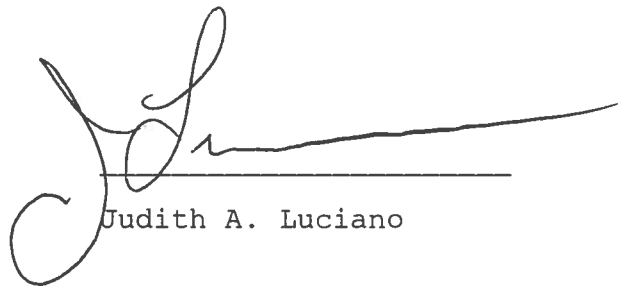
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C E R T I F I C A T E

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**

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George Patton
M. A. K. . a .

- Carol Legard
- James Cooper
- Roberta Lane
- John Smolan

COMPTON

DATE

TIME

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George Myers' Comments at January 25, 2011 Section 106 Meeting

I am George Myers, a full-time Chatham resident, and only one of many Chatham citizens who favored replacing the Mitchell River drawbridge with the modern, context-sensitive bridge proposed by MassDOT at the Public Hearing here on March 18, 2010. At that time, MassDOT planned to advertise the project for construction next month, in February 2011. But the furor created, particularly by the Friends of the Mitchell River Wooden Drawbridge, over MassDOT's elegant design has obviously delayed that date and, without question, will add to the final cost of the bridge replacement. Hopefully, it will not result in the loss of any funding.

While we all acknowledge that preservation of historic structures is important for our national and local heritages, I believe it is equally important that we are careful to select only those structures that are truly worthy of preservation, historically as well as economically and pragmatically. And, as we all know, Section 106 does not mandate preservation. It may turn out, as I believe it will, that few if any of the wooden components of the existing Mitchell River drawbridge can be salvaged so that the existing drawbridge must be demolished and replaced in its entirety. In that case, I hope that MassDOT will build a structure that is not only in keeping with the history of the Mitchell River drawbridge, but also is built to last so as not to be an unnecessary burden on Chatham taxpayers in the years to come.

MassDOT has frequently demonstrated its outstanding ability to preserve the essence of historic structures using modern construction materials and techniques. For instance, in July 2010, MassDOT completed replacement of the Chester Waterous covered bridge over the Nashua River in Pepperell. That bridge is virtually identical in appearance to the 40-year old all-wooden covered bridge it replaced. Yet, major portions of the bridge were designed and constructed by MassDOT using steel, concrete and other longer-lasting, non-wood components. For example, both approaches to the bridge are traditional steel/concrete spans comprising half the total bridge span; the center span is made of GLULAM engineered wood laminates, supported on steel girders spanning two new reinforced concrete piers covered with a stone fascia; the pedestrian walkways are poured concrete with steel railings; and the vehicle roadway is asphalt.

Therefore, I am confident that MassDOT will build Chatham a new Mitchell River drawbridge that will satisfy Section 106 and of which the great majority of Chatham citizens can be proud.