

**CAPE COD CANAL HIGHWAY BRIDGES
BOURNE, MASSACHUSETTS**

MAJOR REHABILITATION EVALUATION REPORT

**APPENDIX F
PUBLIC INVOLVEMENT**

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For Immediate Release:
Nov. 9, 2018
Release No. MA 2018-095

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Corps of Engineers to hold five public information meetings in December on Cape Cod Canal Bridge MRER Study

CONCORD, Mass. – The U.S. Army Corps of Engineers, New England District will hold five public information meetings in early to mid-December 2018 in and around Cape Cod to discuss the future of the Cape Cod Canal highway bridges spanning the Cape Cod Canal in Bourne, Massachusetts. Corps public information meetings are scheduled for Dec. 4 in Bourne, Dec. 5 in Plymouth, Dec. 6 in Nantucket, Dec. 11 in Martha's Vineyard and Dec. 12 in Hyannis.

The Corps is conducting a multiyear Major Rehabilitation Evaluation study of the Bourne and Sagamore highway bridges to determine whether major rehabilitation or replacement of either or both bridges will provide the most reliable, fiscally responsible solution for the future. The existing bridges were constructed 83 years ago and require increasingly more frequent maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal.

The study will result in a Major Rehabilitation Evaluation Report (MRER) evaluating the risk and reliability of the structures as well as the economic impacts/benefits of a number of alternatives including continuation of routine maintenance, major rehabilitation, and bridge replacement. The MRER is comprised of four elements: 1) structural engineering analysis of the bridges; 2) cost estimates for rehabilitation and/or replacement alternatives; 3) economic benefits of the alternatives; and 4) environmental effects of the alternatives.

As part of National Environmental Policy Act (NEPA) compliance, the Corps is seeking public input and will coordinate with appropriate state and Federal agencies and federally recognized Tribes to fully evaluate the alternatives.

During the public information meetings, the Corps will provide an overview of the MRER study, and the public and other stakeholders will have an opportunity to provide comments related to the study.

Registration will start at 6 p.m. There will be an open house from 6 – 6:30 p.m. with information posters and Corps staff on hand to answer questions about the MRER. A project overview presentation will begin at 6:30 p.m., followed by the opportunity for public comment concluding with all comments provided, or building closure, whichever comes first.

Public comments will be taken throughout the study process and a project website and email address to submit comments will be provided at the meeting.

The Corps public information meetings are scheduled for the following dates and locations:

- Tuesday, Dec. 4, 2018 in the Bourne High School auditorium, 75 Waterhouse Road in Bourne, Mass.
- Wednesday, Dec. 5, 2018 in the Plymouth South High School, Performing Arts Center, 490 Long Pond Road in Plymouth, Mass.
- Thursday, Dec. 6, 2018 in the Nantucket High School auditorium, 10 Surfside Road in Nantucket, Mass.
- Tuesday, Dec. 11, 2018 in the Martha's Vineyard High School Performing Arts Center, 100 Edgartown-Vineyard Haven Road in Oak Bluffs, Martha's Vineyard, Mass.
- Wednesday, Dec. 12, 2018 in the Barnstable High School Performing Arts Center, 744 West Main Street in Hyannis, Mass.



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For Immediate Release:
Dec. 27, 2018
Release No. MA 2018-115

Contact:
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cena-pa@usace.army.mil

Public comments on bridge study can be submitted on-line

Corps of Engineers working with agencies, public to complete Draft Cape Cod Canal MRER bridge study

CONCORD, Mass. – The U.S. Army Corps of Engineers, New England District recently held five public information meetings on the Cape, the South Shore and the Islands on the future of the Cape Cod Canal highway bridges spanning the Cape Cod Canal in Bourne, Massachusetts, and is now working to complete the draft bridge study and draft environmental assessment.

The Corps is conducting a multiyear Major Rehabilitation Evaluation study of the Bourne and Sagamore highway bridges to determine whether major rehabilitation or replacement of either or both bridges will provide the most reliable, fiscally responsible solution for the future. The existing bridges were constructed 83 years ago and require increasingly more frequent maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal.

More information on the Corps bridge study, including the presentation from the public information meetings, is available on the website at www.CapeCodCanalBridgesStudy.com.

The bridge study will result in a Major Rehabilitation Evaluation Report (MRER) evaluating the risk and reliability of the structures as well as the economic impacts/benefits of a number of alternatives including continuation of routine maintenance, major rehabilitation, and bridge replacement. The MRER is comprised of four elements: 1) structural engineering analysis of the bridges; 2) cost estimates for rehabilitation and/or replacement alternatives; 3) economic benefits of the alternatives; and 4) environmental effects of the alternatives.

The initial Corps alternatives include: **1)** without project plan (no action, continue to repair bridges as needed); **2)** major rehabilitation of each bridge as they currently exist and maintenance of the rehabbed bridges in the future; **3)** replacement of each bridge with a new structure built to current authorization of 4 lanes, 2 lanes each way brought up to modern highway standards with appropriate bike/pedestrian access; and **4)** replacement of each bridge with a new structure built to include the 4 authorized lanes and 2 auxiliary lanes designed as acceleration/deceleration lanes (entrance/exit) and built to modern day highway standards with appropriate bike/pedestrian access.

During a major rehabilitation the major components needing repairs would be reconditioned or replaced. Each major rehab would be expected to take approximately 3 ½ years to complete and would be done off-season from the latter part of October through mid-May, as much as feasible. These fixes would maintain bridge performance, but would result in a number of traffic delays during the rehab process.

– more –

Corps working to complete Draft Canal MRER bridge study

At the public information meetings in December, the Corps received additional suggestions from the public on bridge alternatives that they thought should be considered. These suggestions will be reviewed as part of the MRER study and NEPA process.

The MRER will be a decision document that compares a number of alternatives to determine the most fiscally responsible plan for the future of the two bridges that is also environmentally acceptable. The MRER will not result in a final bridge design for any replacement, nor initiate construction activities, nor guarantee future funding.

As part of National Environmental Policy Act (NEPA) compliance, the Corps is seeking public input and in the coming weeks and months will be reaching out to Federal and state agencies and Federally-recognized Tribes to continue the environmental review process to ensure all appropriate topics are covered within the Draft MRER and Draft Environmental Assessment.

Public comments can be submitted online at: www.CapeCodCanalBridgesStudy.com. Written comments can be submitted to: U.S. Army Corps of Engineers, Attn: Cape Cod Bridges Study NEPA Coordinator, 696 Virginia Road, Concord, MA 01742-2751.

The Corps is responsible for the Bourne and Sagamore bridges from abutment to abutment. The Massachusetts Department of Transportation (MassDOT) is responsible for approach roads and adjacent infrastructure. MassDOT is completing its own regional multi-modal transportation study of adjacent infrastructure improvements that are designed to ease traffic congestion.

The Corps is developing the Draft MRER and Draft Environmental Assessment on the highway bridges and anticipates the documents will be ready for public review and comment in the summer of 2019. The release of these documents will be followed by public meetings and a final comment period. After that review and public comment the Corps will work to complete the report and anticipates the Final MRER and Final Environmental Assessment will be completed in the winter of 2019/2020.



How to Participate

What is the purpose of this meeting?

The U.S. Army Corps of Engineers (USACE) is preparing an Environmental Assessment for the Cape Cod Canal Bridges Major Rehabilitation Evaluation Report (MRER).

The USACE is conducting a multiyear study of the bridges to determine whether major rehabilitation or replacement of either or both bridges will provide the most reliable, fiscally responsible solution for the future. The existing bridges were constructed 83 years ago and require frequent maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal.

An Environmental Assessment (EA) will be conducted as required by the National Environmental Policy Act of 1969 (NEPA). Under NEPA, Federal agencies must consider the impacts of a proposed project or action on the natural and human environment and take this information into account in their decision-making.



What is an Environmental Assessment?

Proposed actions that are not anticipated to result in significant impacts are analyzed through an EA rather than a more detailed Environmental Impact Statement (EIS). An EA analyzes the potential impacts of an action in sufficient detail to determine whether there are likely to be significant effects. A Finding of No Significant Impact (FONSI) is issued if the agency determines the proposed action will not have a significant impact to the human environment. The proposing agency may proceed with implementing the action once all analyses have been completed and potential effects thoroughly considered.

How is an EA prepared?

A typical Environmental Assessment involves the following steps:

1. **Public Involvement:** The USACE consults with agencies, federally recognized Tribes, interested groups, and the public to ensure that all important issues are considered.
2. **Preparation of the Draft EA:** A Draft EA is prepared by a team of environmental professionals to address all identified concerns. It describes the proposed action, the alternatives being considered, and the potential impacts of these alternatives on the environment both natural (air, water, vegetation, wildlife, etc.) and human-made (land use, traffic and transportation, noise, community resources, etc).
3. **Review of the Draft EA:** Once complete, the Draft EA is made available for review and comment. The USACE will hold public meetings when the Draft EA is released.
4. **Preparation of the Final EA:** After comments are received and analyzed, the USACE will prepare a Final EA. The Final EA incorporates and addresses the comments on the Draft.
5. **Publication of the Final EA and Finding of No Significant Impact (FONSI):** If the USACE determines the proposed action will not have a significant impact USACE will prepare a FONSI. The FONSI document is the document in which the USACE announces and explains its decision after having considered the findings of the EA and the comments received. If the USACE determines the action will have a significant impact on the human environment an EIS will be prepared.

What will the USACE do with my comments?

Comments will be collected, reviewed, and considered during drafting of the EA. They will be taken into consideration in making the decision as to whether issuing a FONSI is warranted. Although the USACE will not respond to each comment individually, both the Draft EA and the Final EA will be made available to the public.

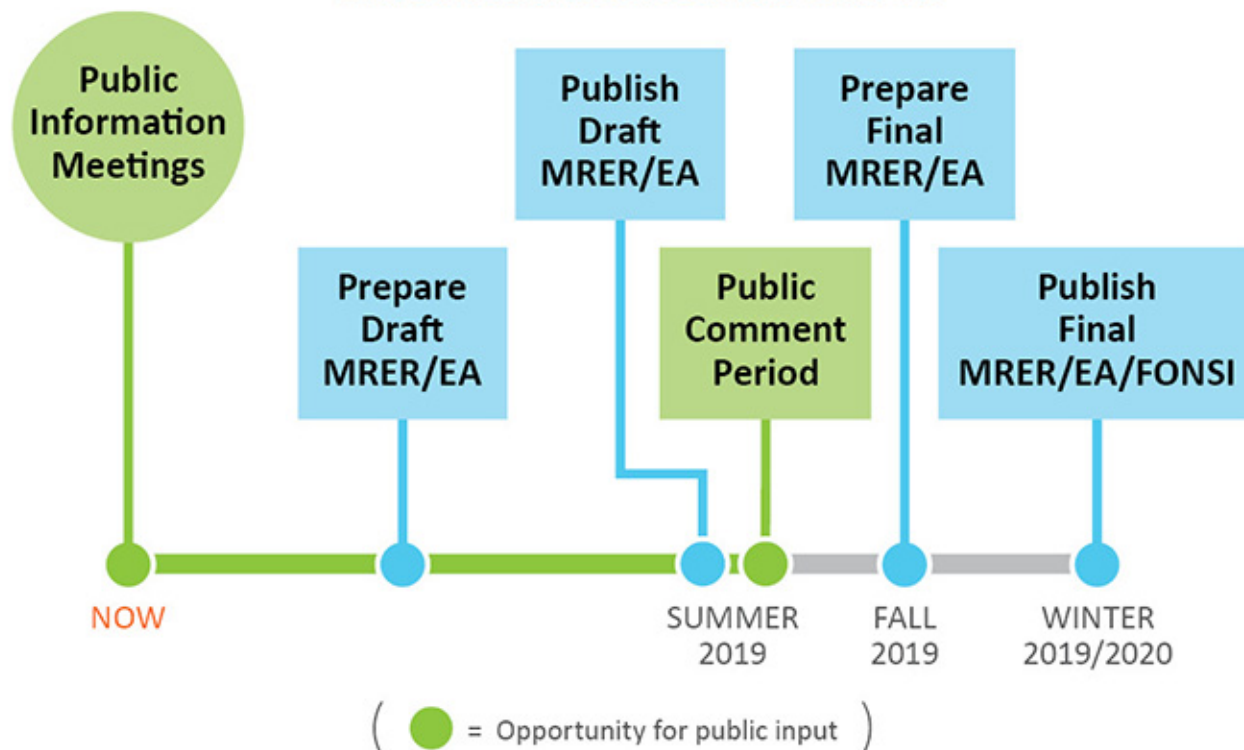
Is this meeting my only chance to comment?

There are multiple ways to submit comments, as identified in the box on this page. Another series of public meetings will be held following publication of the Draft MRER/EA. All comments received will become part of the Administrative Record and will be published in the final EA.

Ways to Comment

- Voice your comment at today's meeting where a court reporter will record your comment
- Provide written comments at today's meeting
- **Submit comments online via the project website:**
www.CapeCodCanalBridgesStudy.com
- Mail written comments to:
U.S. Army Corps of Engineers
Attn: Cape Cod Bridges Study NEPA Coordinator
696 Virginia Road
Concord, MA 01742

Environmental Assessment Timeline



To learn more about the study, please visit the project website:
www.CapeCodCanalBridgesStudy.com



Project Overview

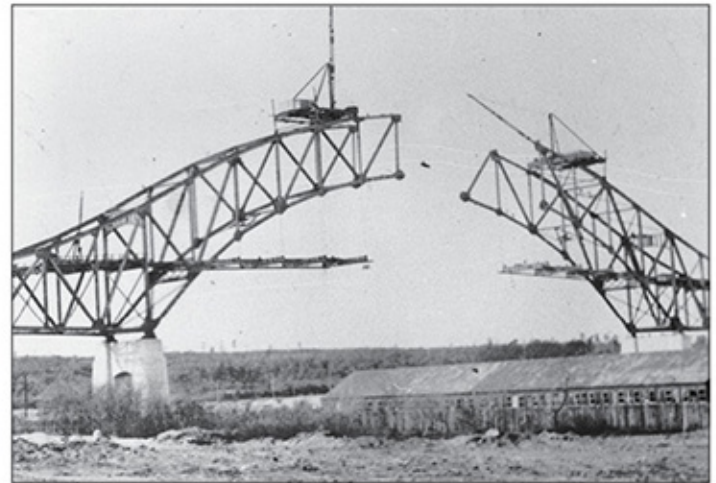
The U.S. Army Corps of Engineers (USACE), New England District, is conducting a multi-year Major Rehabilitation Evaluation Study of the Bourne and Sagamore highway bridges spanning the Cape Cod Canal to evaluate the current conditions of the bridges and what alternatives are feasible for the future.

The existing bridges were constructed more than 83 years ago and require frequent maintenance, which is costly and causes significant impacts to traffic crossing the Cape Cod Canal. The Study will result in a Major Rehabilitation Evaluation Report (MRER) and determine whether standard operation and maintenance, major rehabilitation, or replacement of both bridges will provide the most reliable, fiscally responsible solution for the future. The MRER will provide the basis of decision-making for USACE and Congress on the most cost-effective, safe alternative for critical public transportation access across Cape Cod Canal for the next several decades.

As part of the MRER, the USACE will develop an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) to examine the potential effects associated with the alternatives examined within the MRER, and allow for public involvement in the evaluation process.

History of the Bridges

On March 31, 1928, under direction from Congress and through authorization of the River and Harbors Act of 1927, the USACE assumed control of the Cape Cod Canal previously constructed by wealthy financier August Belmont, Jr. Along with maintaining the Canal, this authorization directed the USACE to build, operate, and maintain two high-span highway bridges to replace smaller cantilever bridges which had previously made navigating the canal difficult and unpopular with the maritime community. After listening to the concerns of waterway users and the public, the USACE constructed



new bridges, the Bourne and Sagamore, from 1933 to 1935, to provide two lanes of vehicle access (toll free) each way including pedestrian access. The highway bridges, and the companion Railroad Bridge constructed during the same era, provide the only means of access to the towns on Cape Cod and Islands. Approximately 215,000 residents and 5 million visitors use these bridges each year.

The USACE performs regular bridge inspections every 24 months, and maintains a 5-year operation and maintenance (O&M) plan to identify and schedule regular maintenance activities. The last major rehabilitation of the bridges was completed in the early 1980s. Since then, numerous O&M activities have been performed; some of these requiring lane closures dependent on the nature of the maintenance effort. Most recently these included steel repairs on the Bourne Bridge in 2012, joint replacement on the Sagamore Bridge in the spring of 2018, and upcoming effort to replace joints on the Bourne Bridge during the spring of 2019.

While the USACE will continue its rigorous inspection and maintenance schedule to keep the bridges operating as intended, construction costs and durations of these maintenance activities are anticipated to be significant. This is why the USACE is conducting the MRER Study.

Major Rehabilitation Study

To better understand the condition of its Civil Works projects the USACE completes a MRER whenever infrastructure maintenance construction costs are expected to exceed \$20 million and take more than 2 years of construction to complete. The MRER is based on four pillars of evaluation: a structural engineering risk and reliability analysis of the current structures, cost engineering, economic analysis, and environmental evaluation of all feasible alternatives. A MRER identifies operational and potential reliability issues, as well as opportunities for efficiency improvement, over a 50-year period of analysis.

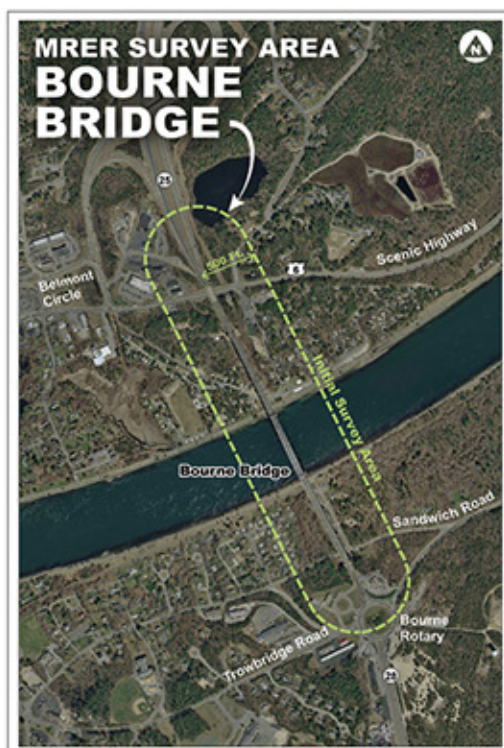
The MRER will compare the “without project” condition to all other alternatives. The “without project” condition refers to a baseline of continued regular inspections and standard maintenance construction on the bridges.

The MRER is the basis for USACE and Congressional decision-making between completing major rehabilitation or construction of new structures. While the MRER encompasses all necessary permitting of the selected plan, it will not result in a full design and construction. Additional efforts will be undertaken at the conclusion of the MRER to derive any additional Congressional authorization necessary leading to a full design and construction of the selected path forward.

Partnerships

The USACE is working with Federal and State partners, and local stakeholder groups to get technical and regional input for development of the MRER. Specifically, the USACE has entered into a Memorandum of Understanding with the Massachusetts Department of Transportation to continue sharing information and collaborative decision-making regarding the Bourne and Sagamore Bridges and future Cape Cod Canal regional transportation infrastructure alternatives into the future.

In addition, the USACE is closely coordinating with the Federal Highway Administration, U.S. Coast Guard, the Environmental Protection Agency, National Oceanic and Atmospheric Administration’s National Marine Fisheries Service, federally recognized Tribes, a number of regulatory agencies of the Commonwealth of Massachusetts, and the more than 20 towns in the area to inform these stakeholders on the MRER process.



To learn more about the study, please visit the project website:
www.CapeCodCanalBridgesStudy.com

Welcome

PUBLIC INFORMATION MEETINGS | DECEMBER 2018

How to submit your comments:

- Voice your comments tonight – sign up to speak at the registration desk
- Submit comments online: www.CapeCodCanalBridgesStudy.com
- Mail your comments by Comment Card also found at the registration desk

MAJOR REHABILITATION EVALUATION STUDY Cape Cod Canal Bridges



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PUBLIC INFORMATION MEETINGS

| DECEMBER 2018

MAJOR REHABILITATION EVALUATION STUDY

Cape Cod Canal Bridges



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Tonight's Agenda

**Authorization and History of
Cape Cod Canal and Bridges**

Existing Bridge Conditions

**Major Rehabilitation Evaluation
Study and Alternatives**

NEPA Process / Timeline

Partnerships

How You Can Participate



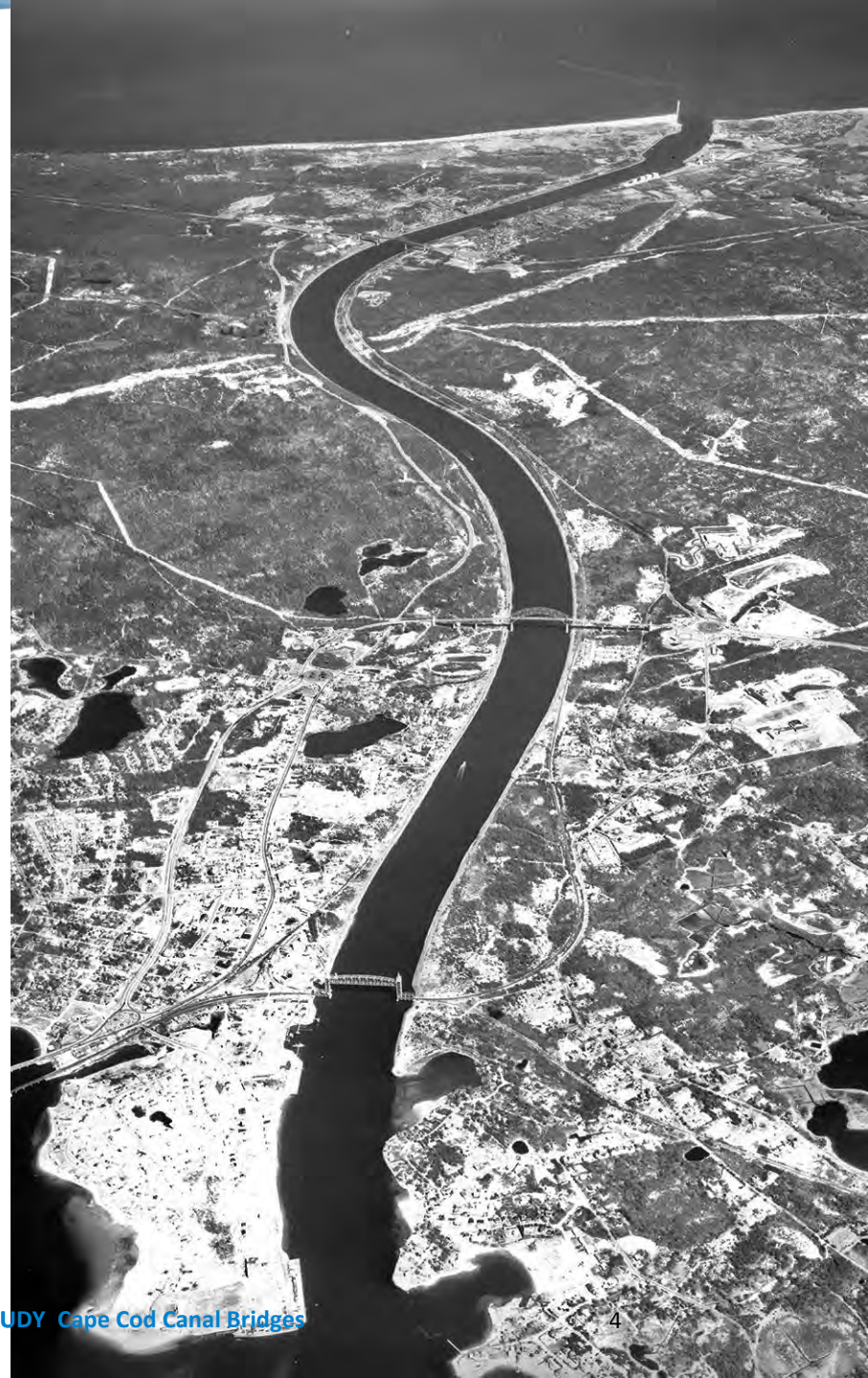
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Federal Authorization of the Cape Cod Canal

- Rivers and Harbors Act of 1927
- US Army Corps takes possession to operate & maintain March 31, 1928
- Federal Navigation Project is composed of:
 - Channel linking Buzzards Bay to Cape Cod Bay
 - Access areas surrounding the canal
 - Railroad Bridge
 - Bourne and Sagamore highway bridges



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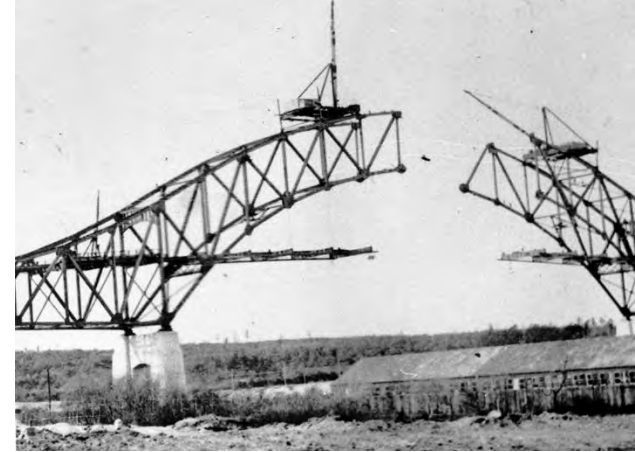
History of Cape Cod Canal Bridges

Designed and built by the US Army Corps of Engineers

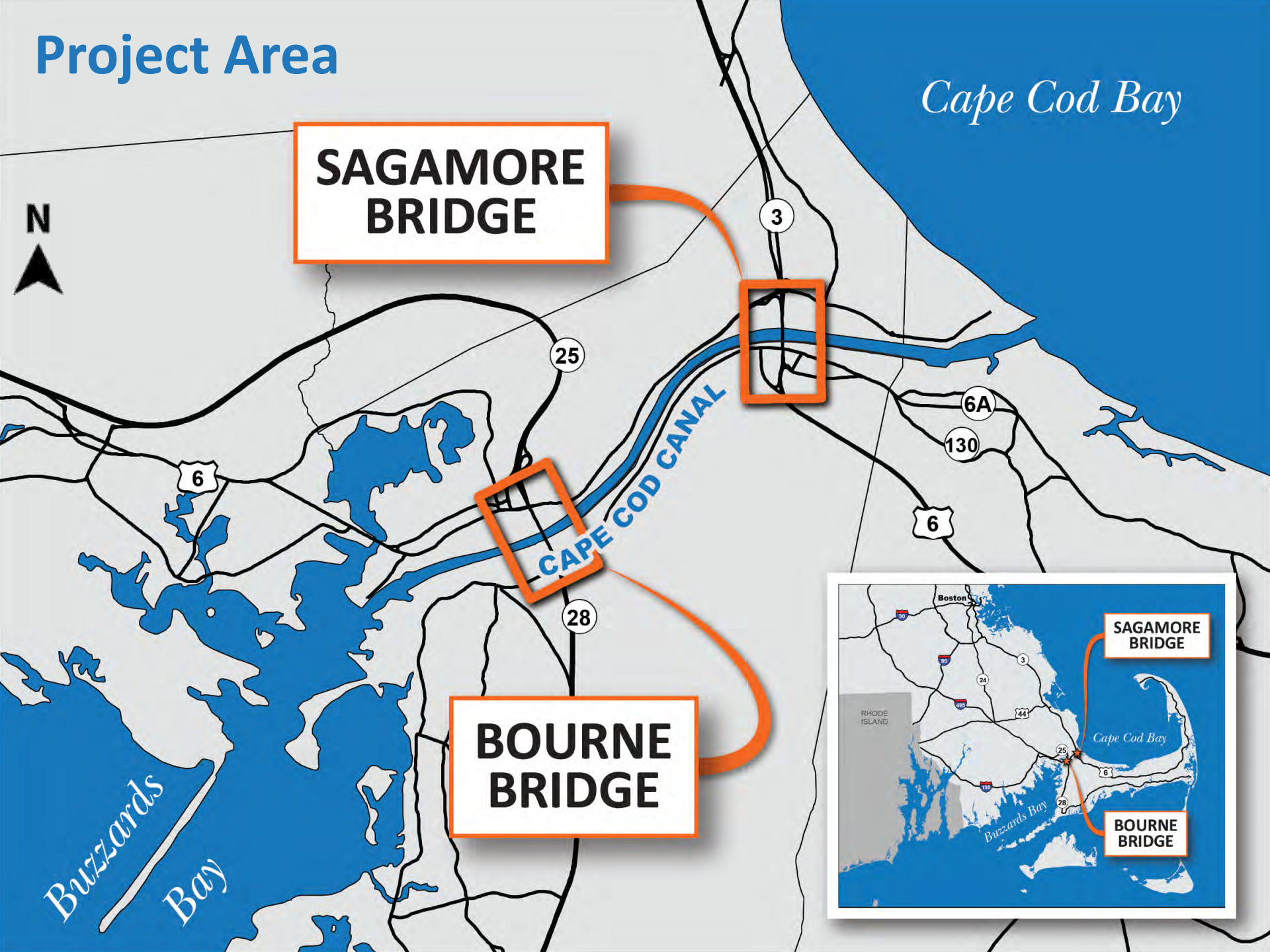
Built between 1933 and 1935

Approved bridge design funded by Congress:

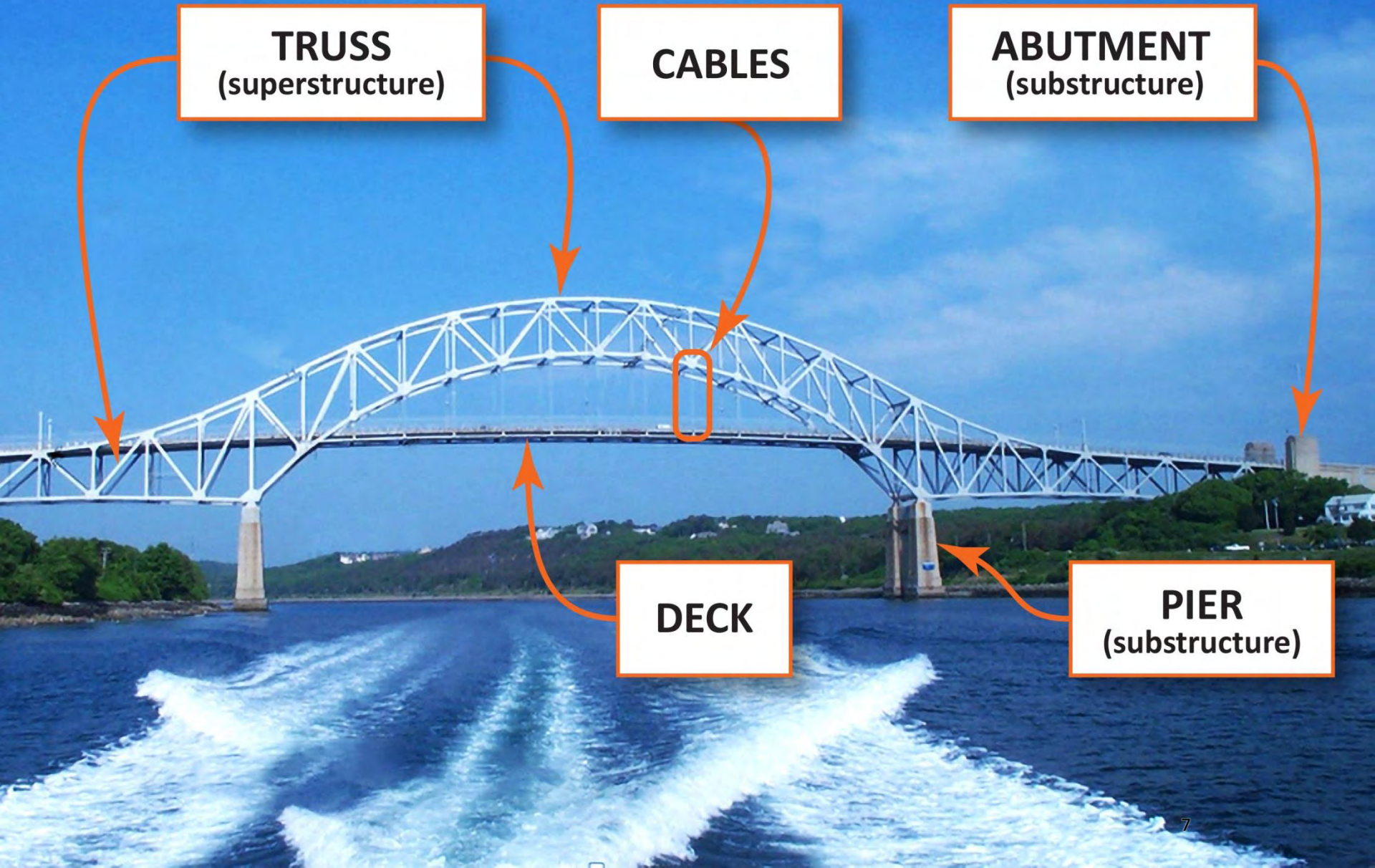
- Two highway bridges providing access to/from the Cape
- 4 lanes total per bridge; 2 lanes each way
- Abutment to abutment
- No tolls



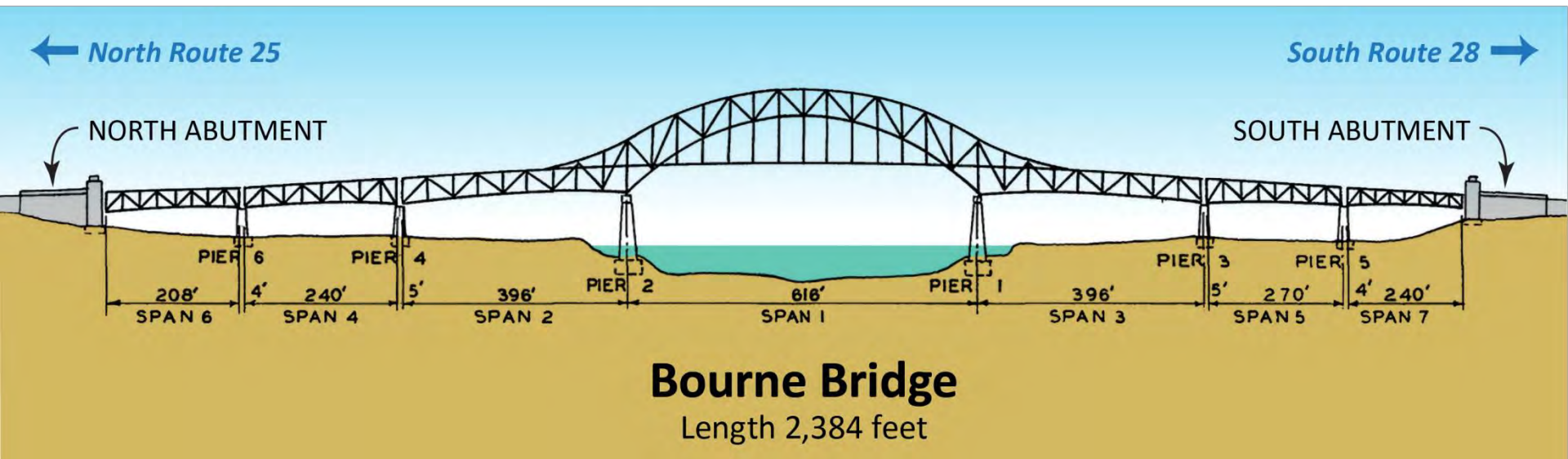
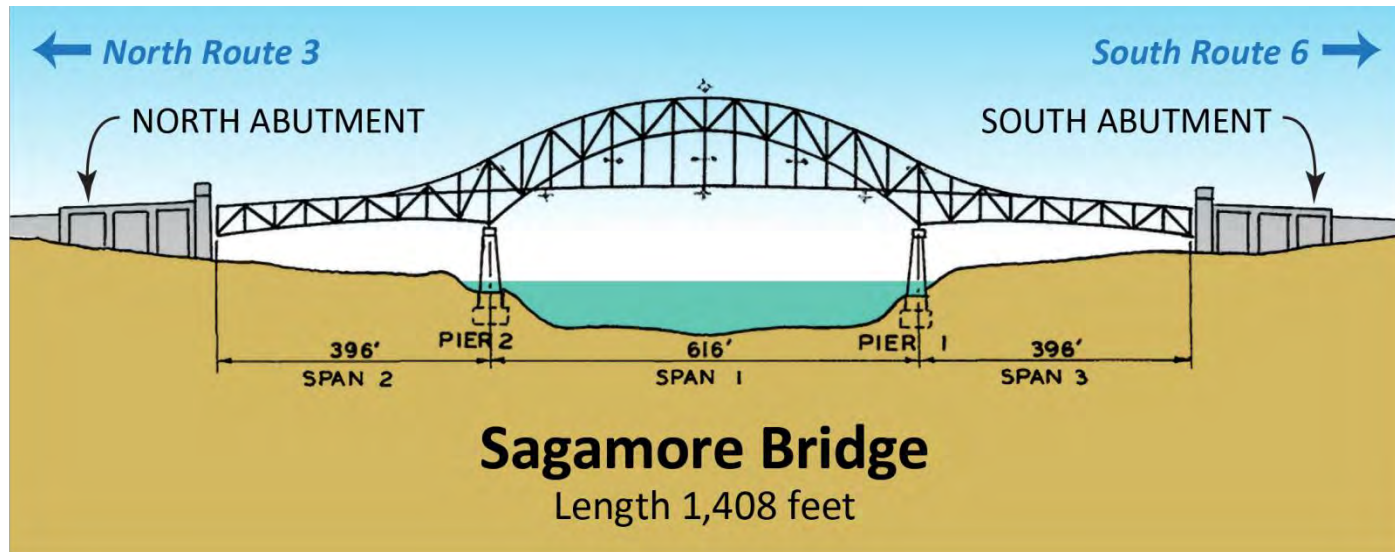
Project Area



Components of a Truss Bridge



Canal Bridges Truss Construction



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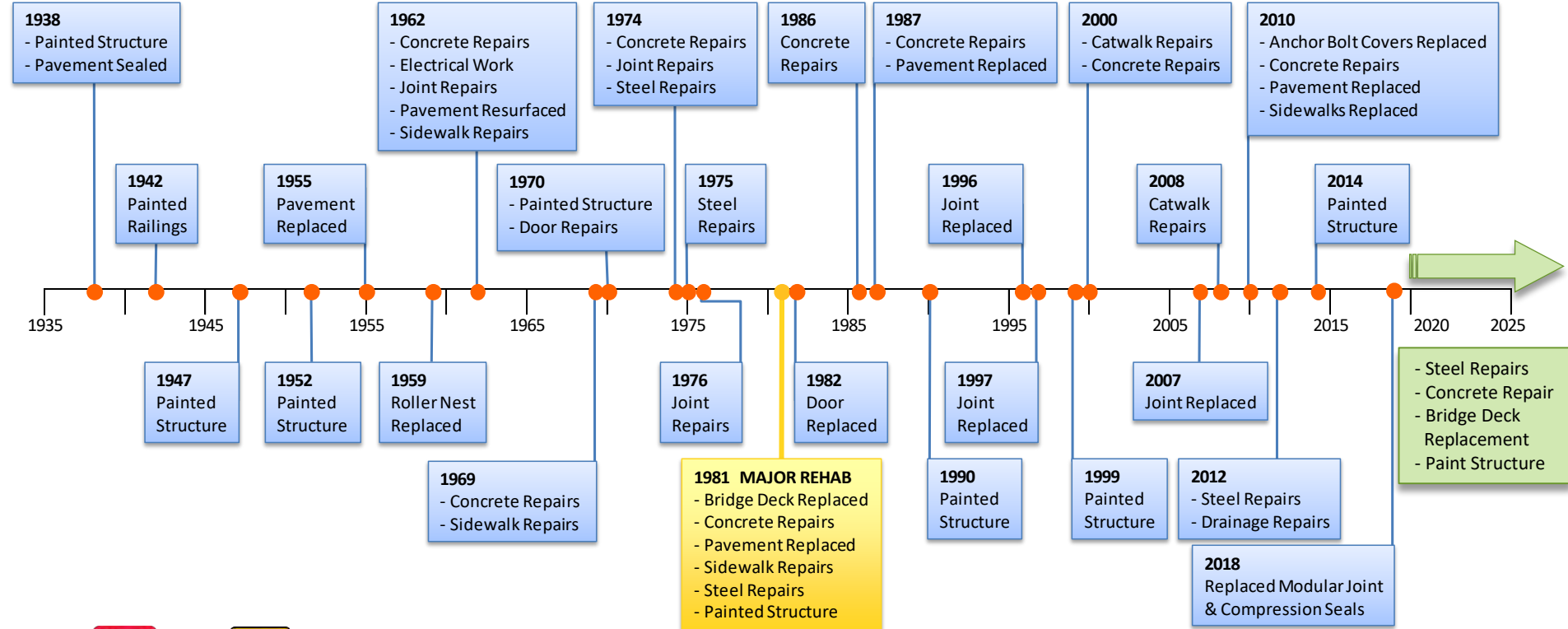




Bridge Operation & Maintenance (O&M)

- Maintenance is performed under a 5-year plan
- Routine maintenance and emergency repairs increasing in frequency

MAINTENANCE ACTIVITIES FOR SAGAMORE BRIDGE



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Bridge O&M

- Rigorous inspections every 24 months
- O&M performed regularly



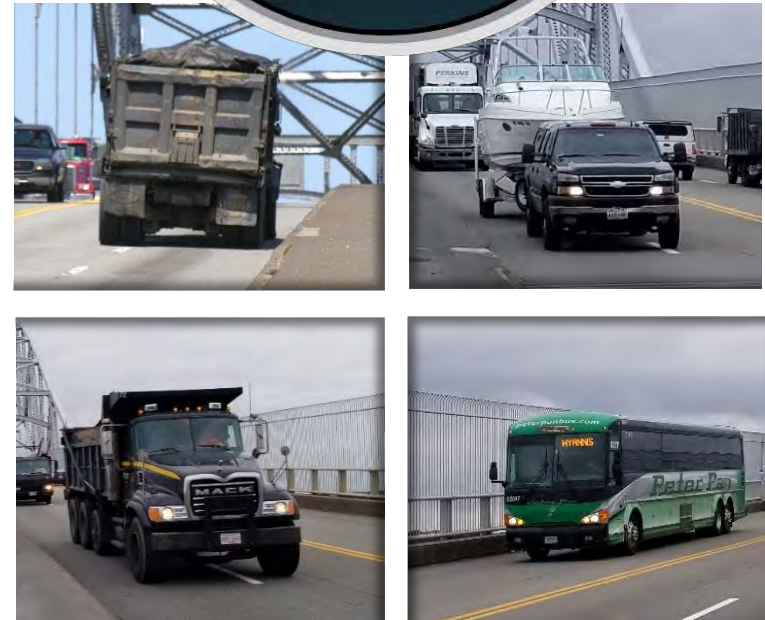
Current Conditions

Structures require increasing maintenance

- Considered in overall “Fair” and **Safe** condition by National Bridge Inspection Standards
- Portions of bridges more in need of significant repair than others
- Extensive, Costly repairs anticipated by **2025**

Structures are “functionally obsolete”

- Narrow lane / No median
- Shoulders non-existent
- Inadequate pedestrian / bicycle access



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What is the Major Rehabilitation Evaluation Study?

- Authorized in Water Resource Development Act (WRDA) of 1992, Sec 205 (modified by WRDA 14) for all Civil Works
- Required study covers 50-year lifecycle
- Compares baseline “without project” condition to identified alternatives
- Results in Major Rehabilitation Evaluation Report decision document recommending long term **PLAN** for both bridges.

IF anticipated maintenance =

> \$20M

AND

> 2 Years

then

**Major Rehab Evaluation
is required**



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The Major Rehabilitation Evaluation Report

Standard
O&M

Major
Rehab

Replacement



- Risk & Reliability Analysis
- Define Problem / Opportunities
- Probability of Unsatisfactory Performance

- Alternatives to correct problem
- Cost and Economic Benefit of Alternatives
- Environmental Compliance

The MRER will **NOT** . . .

Result in final bridge design

- Additional public input incorporated during design phase, after completion of the MRER.

Initiate construction

Guarantee funding

- Selected alternative will require appropriations and may require Congressional authorization



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Initial MRER Alternatives

- Without project (baseline)
- Major rehabilitation
- Replacement with current authorization
- Replacement including auxiliary lanes

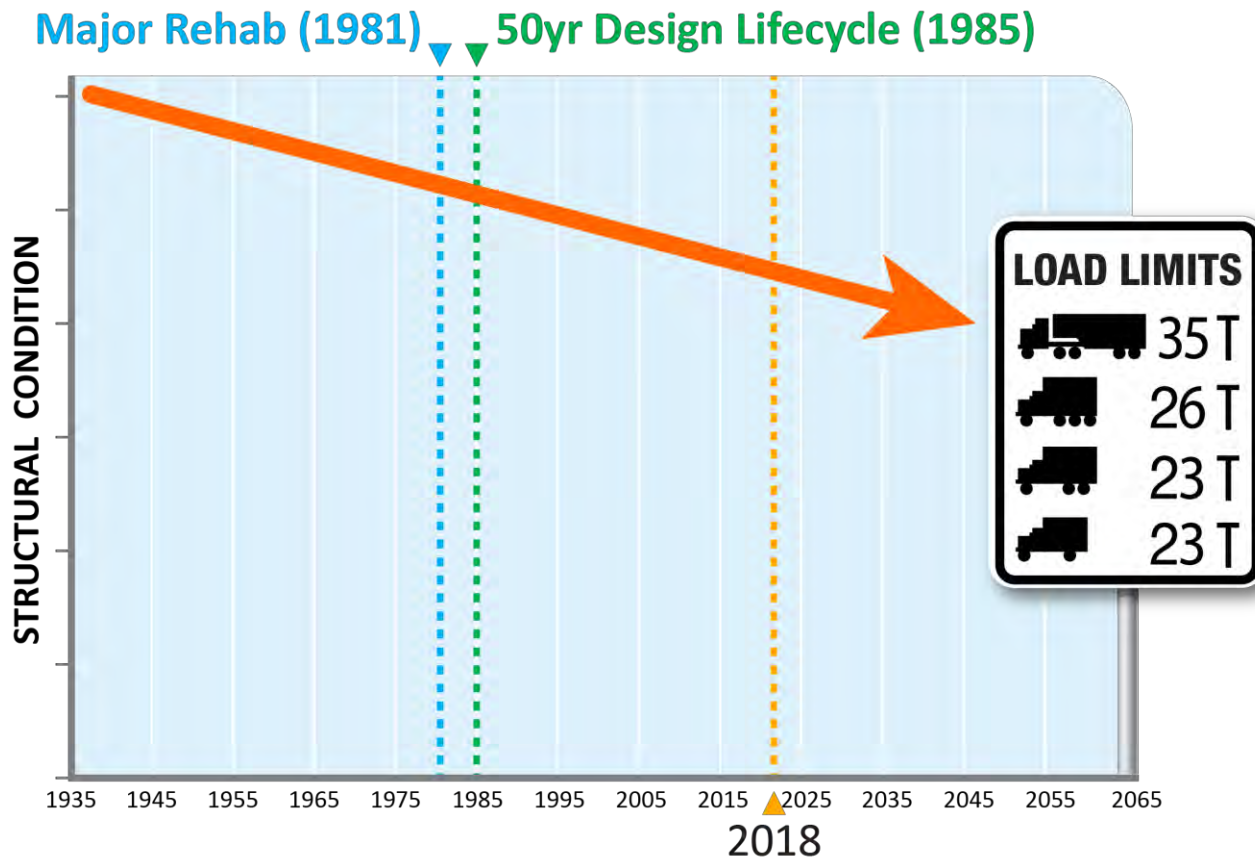
Other alternatives will be considered as they are identified through the public involvement and National Environmental Policy Act (NEPA) process.



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ALTERNATIVE Without Project - Baseline



- Involves continued inspection and maintenance of the bridges
- Not a sustainable long-term approach
- Will eventually lead to load limitations; posting of bridges
- Does not meet Satisfactory Performance



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ALTERNATIVE Major Rehabilitation

Major structural components are repaired or replaced

Extends life of bridges without load limitations in near term

Required twice during the next 50 years (per bridge)

Reality of Major Rehabilitation...

BEFORE

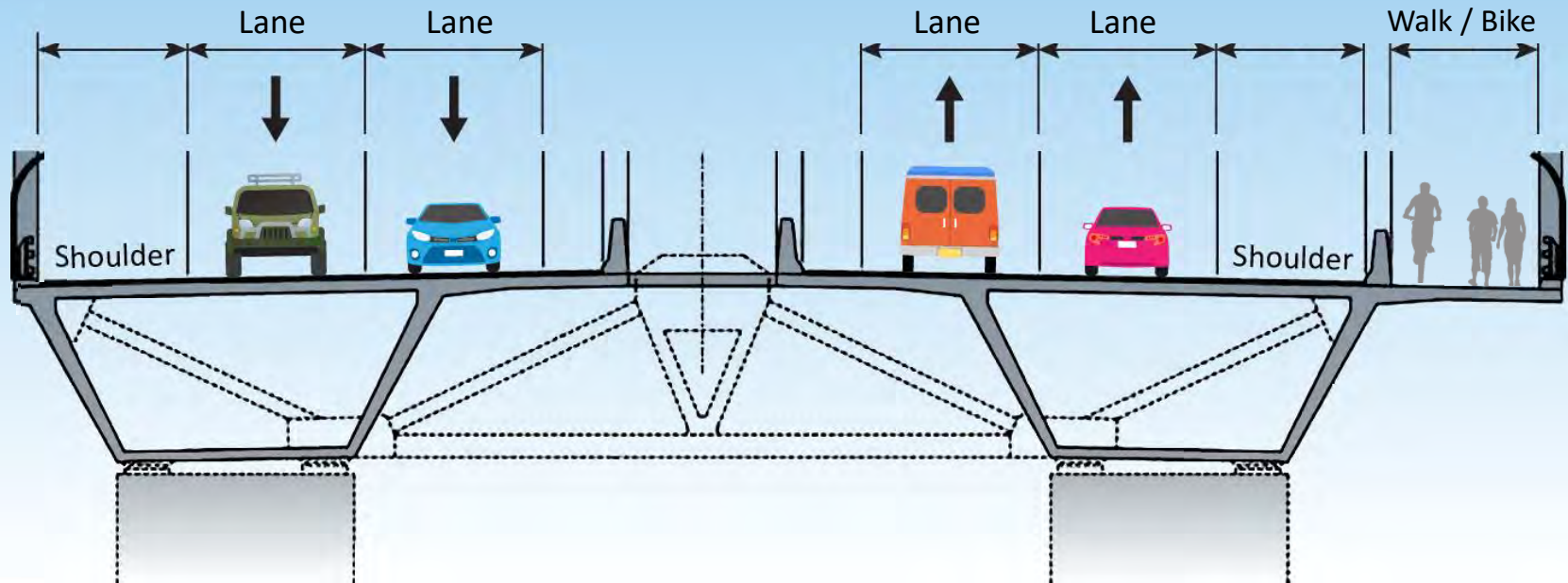


AFTER





ALTERNATIVE Replacement as Authorized



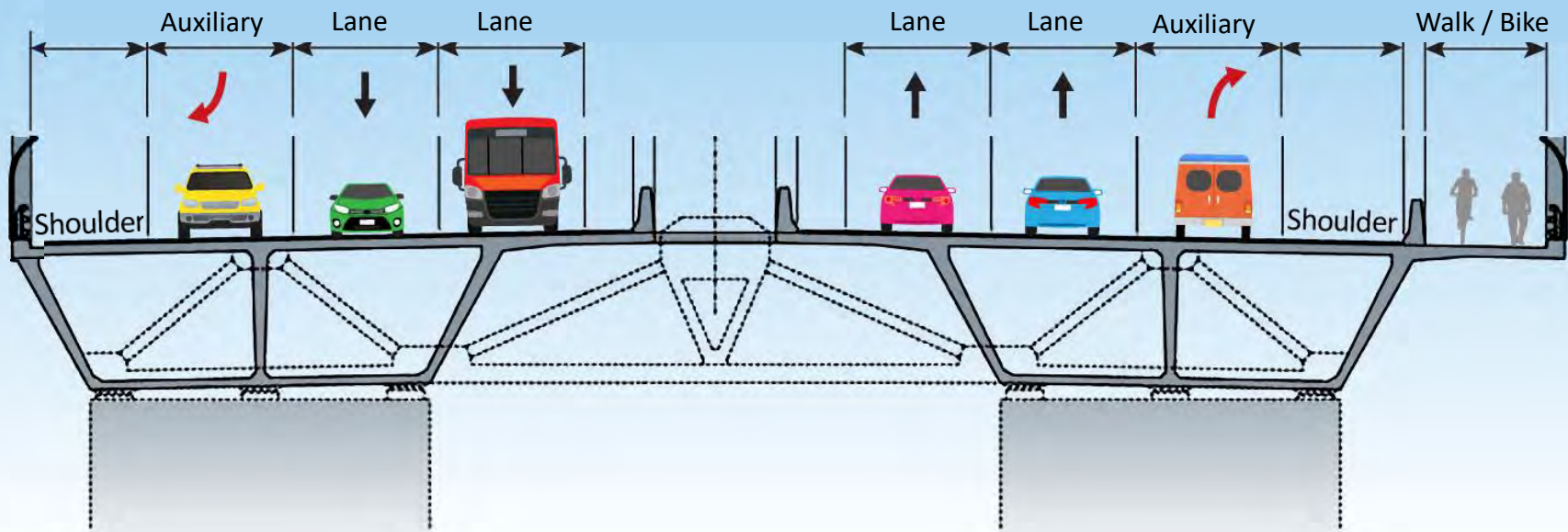
- 4-lane design
(2 travel lanes each way)
- New bridges would be built next to existing bridges using Federal Highway standards
- Current bridges would remain operational during construction
- Existing bridges would be removed post construction



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ALTERNATIVE Replacement Including Auxiliary Lanes



- 4-lane design + 2 auxiliary lanes (acceleration / deceleration)
- New bridges would be built next to existing bridges using Federal Highway standards
- Current bridges would remain operational during construction
- Existing bridges would be removed post construction



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Environmental Assessment through National Environmental Policy Act (NEPA)



NEPA related analyses will be undertaken



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Map of Existing Bridges and Initial Survey Areas

BOURNE BRIDGE



SAGAMORE BRIDGE

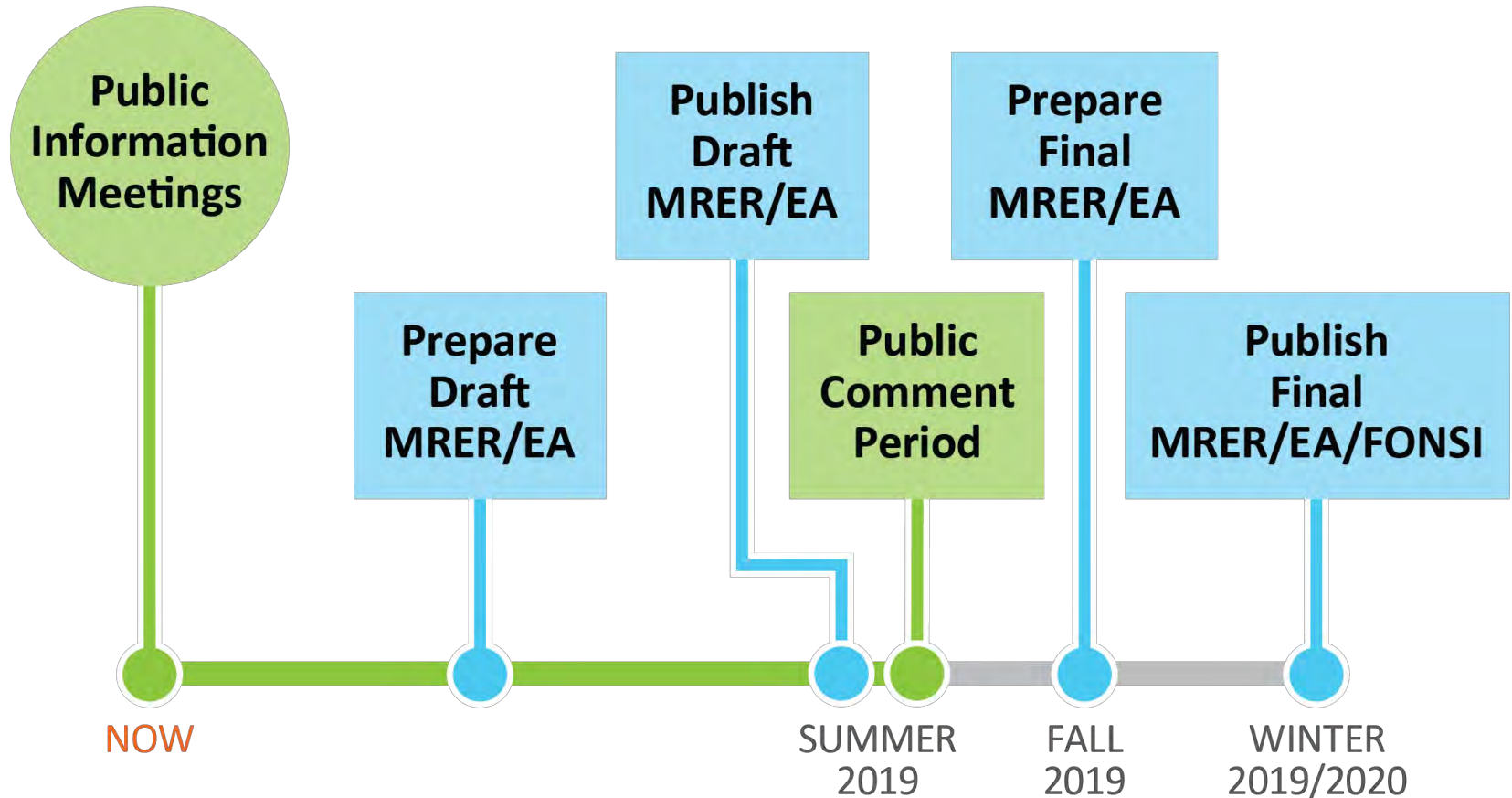


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MRER Study & NEPA Timeline



(● = Opportunity for public input)



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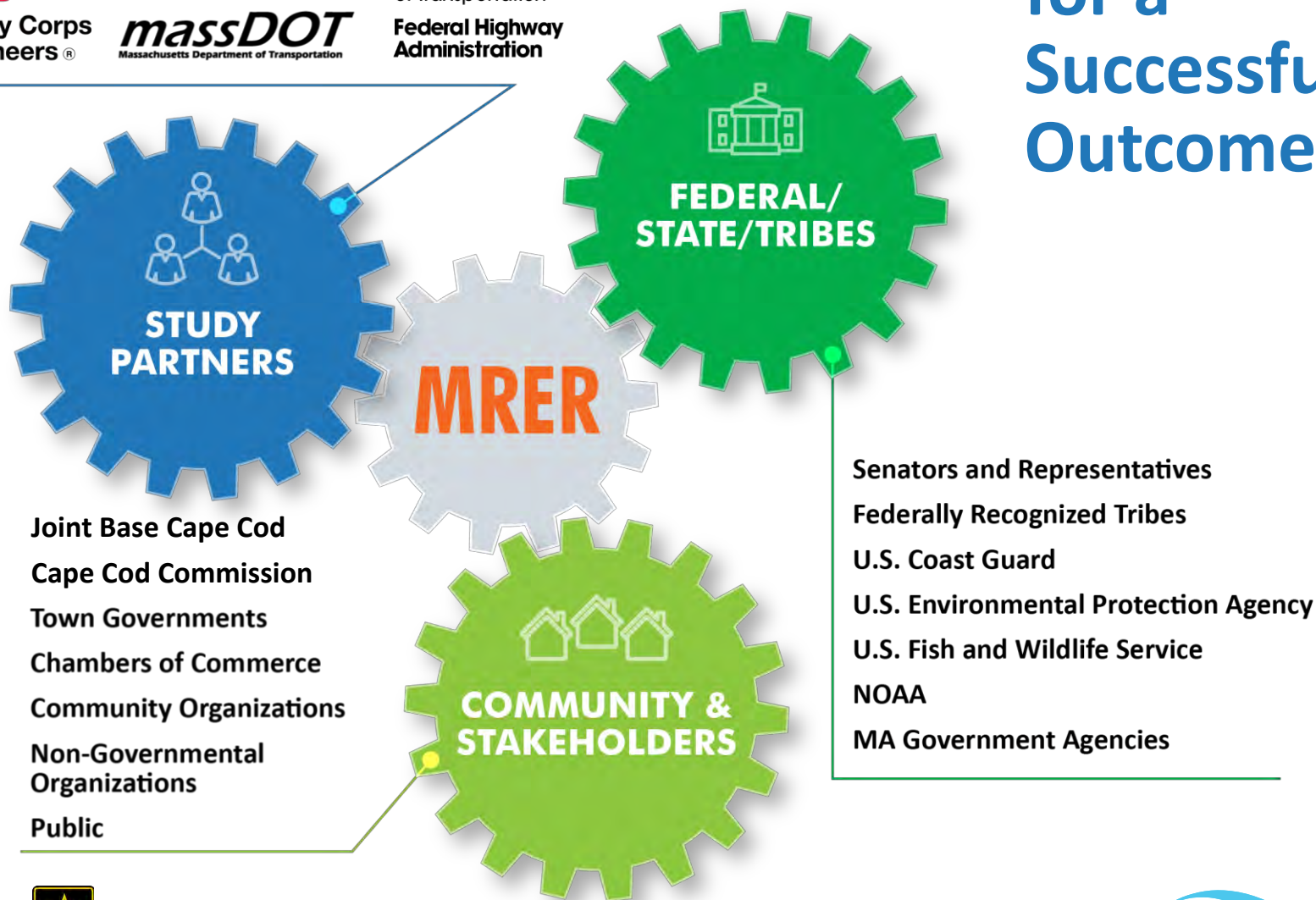
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massDOT
Massachusetts Department of Transportation



U.S. Department
of Transportation
**Federal Highway
Administration**

Partnerships for a Successful Outcome



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Opportunities to comment

Your input is important!

- Your comments at public meetings will be recorded
- Written comments will also be accepted
- Initial comment period begins December 4, 2018
- Second public comment period begins after the Draft MRER/EA is published



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MAJOR REHABILITATION EVALUATION STUDY Cape Cod Canal Bridges



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Thank you for your participation!

How to submit your comments

Comments can be voiced at public meetings and will be recorded.

Submit comments online:

www.CapeCodCanalBridgesStudy.com

Written comments will also be accepted...

Mail comments:

U.S. Army Corps of Engineers

Attn: Cape Cod Canal Bridges Study NEPA Coordinator

696 Virginia Road

Concord, MA 01742



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PRE-DRAFT EA PUBLIC COMMENTS

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Cape Cod Canal Highway Bridges Pre-Draft MRER/EA Comment Summary

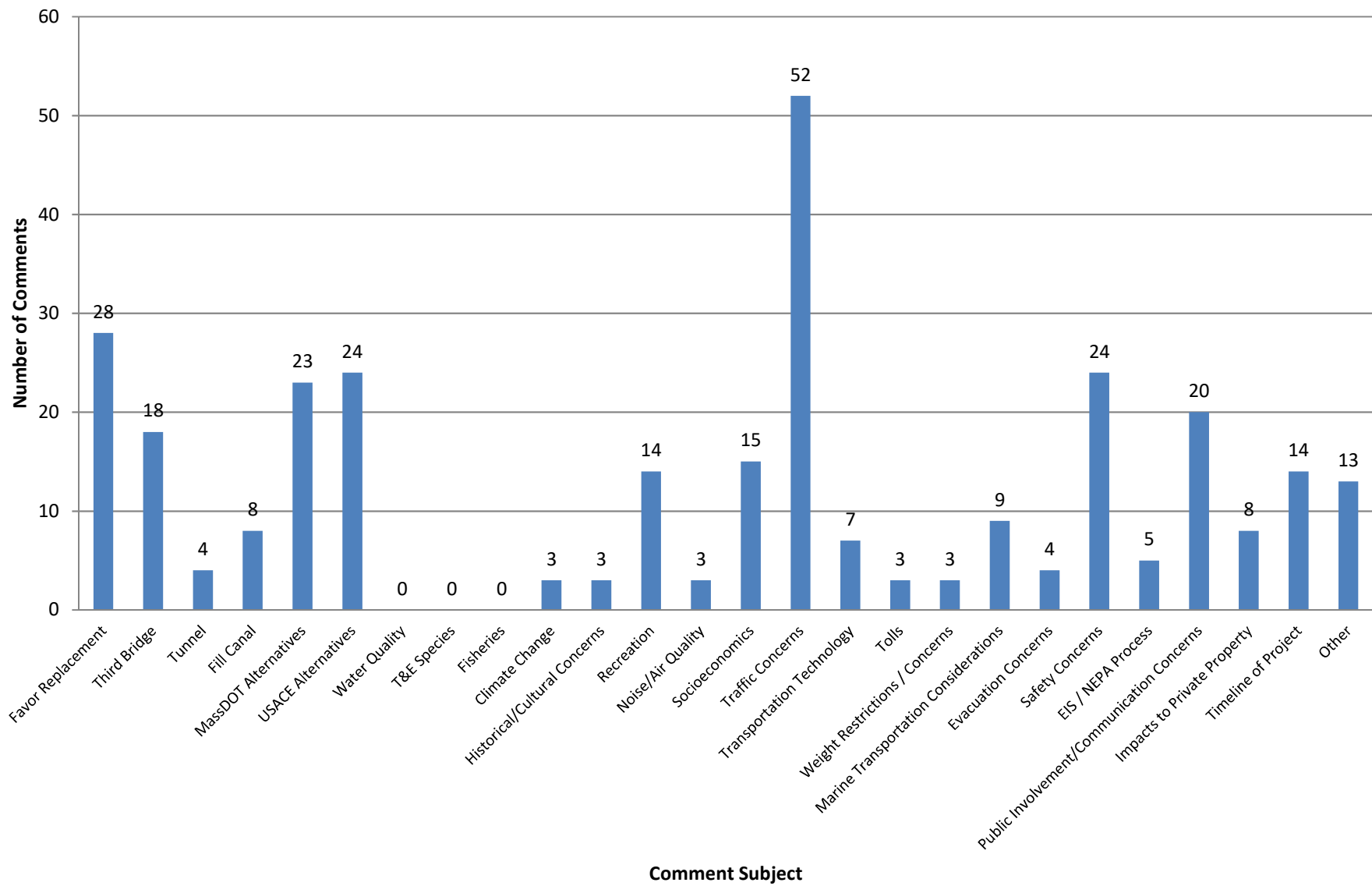




TABLE OF PUBLIC COMMENTS PRIOR TO DRAFT MRER/EA PUBLICATION

TABLE OF PUBLIC COMMENTS PRIOR TO DRAFT MRER/EA PUBLICATION																															
Comment #	Affiliation	Add to Mailing List (Yes/No)	Comment Date	Comment Type	Comment Subject																										
					ALTERNATIVES						ENVIRONMENTAL CONCERNS								TRANSPORTATION					OTHER							
					Favor Replacement	Third Bridge	Tunnel	Fill Canal	MassDOT Alternatives	USACE Alternatives	Water Quality	T&E Species	Fisheries	Climate Change	Historical/Cultural Concerns	Recreation	Noise/Air Quality	Socioeconomics	Traffic Concerns	Transportation Technology	Tolls	Weight Restrictions / Concerns	Marine Transportation Considerations	Evacuation Concerns	Safety Concerns	EIS / NEPA Process	Public Involvement/Communication Concerns	Impacts to Private Property	Timeline of Project	Other	
Specific Comments/Questions																															
1	Private Citizen	Yes	12/4/2018	Website	X				X																						I am in favor of replacing Bourne and Sagamore bridges and removing the Bourne rotary. The bridges have reached their end of life point and are too narrow for safe travel in 2018. Please incorporate a barrier down the middle of the new bridges to prevent head on collisions
2	Verizon	Yes	12/4/2018	Written																					X						Verizon would like to be kept in the consideration and design process. We have conduit and cable on both bridges that need to be kept intact to maintain communication services across the bridges.
3	Cape Cod Tech Council Blue Economy RDTN	Yes	12/4/2018	Written															X						X						1. Given tech advances in transportation and other sectors impacting and influencing transportation, are we considering canal crossing solutions that are non-traditional and innovative? 2. What are we doing to involve young people in developing solutions? Even 12-21 year-olds? 3. Are we securing insights from major logistics companies?
4	Private Citizen	Yes	12/4/2018	Written	X	X												X													Complete replacement of both bridges. Adding a third lane and Bourne Bridge Flyover. Third lane added to MacArthur Blvd. Three lanes fit naturally a the Sagamore. Concerns on a "rehab" would be closing one or both bridges. New Bridges would allow easy motorist travel. Rehab and maintenance will be almost as costly as replacing. I have included some rough estimates on cost and where the funds can be acquired based on some research I have done. New bridges, in my opinion, is the ONLY option we have. (See written comment for detailed cost estimates)
5	Private Citizen	Yes	12/4/2018	Written		X																			X						1. Safety - I would request that speed limit for 16 wheelers etc. to 20-25 mph to reduce the stress until the new structures are built. 2. Enclosed find my first ideas - but it is too early for me to "support it" as I do not know the costs. Actually, I'm thinking abutting the actual ones - isn't too bad - but the third bridge would take most tourist traffic - Good luck - I was active R.E. for 35 years! (See written comment for details)
6	Private Citizen	Yes	12/4/2018	Written		X												X													In favor of a third bridge. A feasible solution is to build a new bridge over the middle of the canal. In favor of tolls on the third bridge. (See written comment for more details)
7	Chairman/Board of Selectmen (Bourne, MA)	No	12/4/2018	Public Meeting																					X						<ul style="list-style-type: none">• Commented that the Bourne residents are impacted the most by the decision and asked that the USACE regularly update Town of Bourne officials on the progress of the study.• Invited the USACE to meet with the Town of Bourne Board of Selectmen to update them on the MRER Study.• Stated that Bourne is a small, but important community relative the Canal Bridges and the MRER Study.





TABLE OF PUBLIC COMMENTS PRIOR TO DRAFT MRER/EA PUBLICATION

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8	Member of the Cape Cod Commission	No	12/4/2018	Public Meeting					X									X							X				<ul style="list-style-type: none">Disappointed in lack of coordination/involvement by the USACE with the Cape Cod Commission, as well as the omission of the Cape Cod Commission on the Partnerships slide with the presentation.Stated he would like more specific timelines for progress of the MRER Study.Commented that there was no mention of the MassDOT study's "southside connector" within the USACE presentation of alternatives under consideration for the MRER study.Believes the Commonwealth of Massachusetts/MassDOT should be responsible for all decisions regarding the Canal Bridges and associated traffic concerns.
9	Private Citizen	No	12/4/2018	Public Meeting	X					X							X	X			X								<ul style="list-style-type: none">Concerned with property values in the area/region if USACE/MassDOT continue to conduct studies on the traffic issues, but do not act.Stated that if MassDOT continues to improve roads surrounding the bridges, but there are no improvements to the Canal Bridges it may lead to greater traffic problems.Not in favor of just four (4) lanes of travel on the Canal Bridges or proposed replacements.Need more access approaching both Bridges.Stop looking at Joint Base Cape Cod (JBCC) as a significant entity that should be avoided relative to new transportation infrastructure.Believes there is no significant commercial shipping and/or marine vessel (i.e., LNG tankers, cruise ships, commercial shipping, etc.) use of the Canal; therefore the large bridges to provide clearance for marine vessel traffic are no longer needed; Would like to see less expensive, causeway style bridges be considered and a freeway through JBCC.
10	Private Citizen	No	12/4/2018	Public Meeting		X				X																			<ul style="list-style-type: none">Proposed a third bridge in the middle of the canal for highway access to both the north and south and to JBCC.In favor of tolls on the bridges in order to pay for the third bridge.Believes a third bridge would reduce wear-and-tear and maintenance requirements on the current bridges.
11	Private Citizen	No	12/4/2018	Public Meeting					X	X								X									X		<ul style="list-style-type: none">Disappointed in lack of details in the presentation for proposed alternatives.Stated the problem is the traffic surrounding the bridges.Concerned that the 50-year timeframe horizon for the MRER Study is too short.
12	Private Citizen	No	12/4/2018	Public Meeting		X																							<ul style="list-style-type: none">In favor of a third bridge; believes any proposed bridge should have six lanes plus a bike/pedestrian lane.
13	Private Citizen	No	12/4/2018	Public Meeting		X			X								X	X									X		<ul style="list-style-type: none">Disappointed that a third bridge alternative is not included in the primary alternatives under consideration in the MRER Study.Stated that the Bourne residents are impacted the most by any decision coming out of the MRER Study.MassDOT gateways and side roads need to be considered in MRER Study.Would like to know what the process is for use of Eminent Domain related to any proposed replacement bridges.





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14	Private Citizen	No	12/4/2018	Public Meeting													X											<ul style="list-style-type: none">• Member of the Pile Driver’s Union Local 56• Frequent traveler of the bridges for work in Boston and needs good access to the north.• Stated working tradesmen will be significantly affected by any proposed alternatives under consideration within the MRER Study.• Would like to know what the USACE is doing to lessen the impact for the local tradesmen.
15	Private Citizen	No	12/4/2018	Public Meeting			X																					<ul style="list-style-type: none">• Would like clarification on whether USACE is proposing, in the long term, to replace both Canal Bridges with a single new bridge? Or maintenance of both existing Canal Bridges with the addition of a third bridge?• Would like a tunnel feasibility study completed. Prefers a tunnel alternative rather than a third bridge.• Can a new rail bridge/tunnel be accommodated in new tunnel design?
16	Private Citizen	No	12/4/2018	Public Meeting						X								X						X				<ul style="list-style-type: none">• Encouraged the MRER Study take into consideration the latest technology in transportation (i.e., driverless vehicles, etc.) when evaluating alternatives for the future.• Stated that the USACE needs to look to the future of technology in transportation that will occur within the next 50 years.• Would like the USACE to involve young people in the process for new ideas on traffic solutions. Believes USACE would be surprised with comments from 15-18 year olds.
17	Private Citizen	No	12/4/2018	Public Meeting																						X		<ul style="list-style-type: none">• Recognized the USACE for their work and continued safety of the Bridges.
18	Private Citizen	No	12/4/2018	Public Meeting	X					X							X	X					X		X			<ul style="list-style-type: none">• Lives on the Cape and travels to mainland for work.• Recognized the USACE for their quick response to fix road maintenance issues (i.e., potholes, etc.).• Welcomed any effort to improve safety on the Bridges.• Believes vehicle operators are the biggest safety issue, and believes there are measures USACE could enact currently to improve safety; would like to see reduced speed limits approaching the Bridges.• Would like the USACE to work with MassDOT for safe planning for bicycle connections to the Bridges.• Would like USACE to consider adaptability for future transportation technologies (vehicle-to-vehicle communication for driverless or semi-autonomous vehicles).• In concept, supports two new bridges and looks forward to more details.





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19	Private Citizen	No	12/4/2018	Public Meeting																											<ul style="list-style-type: none">• Retired environmental engineer having worked with several different federal agencies in Washington DC.• Stated that the National Environmental Policy Act (NEPA) process doesn't work as it was intended.• Noted that the USACE wrote an Environmental Impact Statement (EIS) for the Nantucket wind farm, which never became a viable project; but thought the MRER Study presentation glossed over consideration that replacement of the Bridges would have a significant impact on human environment not just biological, which would require an EIS not an Environmental Assessment (EA).• Disappointed that the format of the public information meeting was not a question-and-answer (Q & A) style format.	
20	Vice Chairperson for Town of Bourne Board of Selectmen and liaison to Cape Cod Commission Cape Cod Metropolitan Planning Organization	No	12/4/2018	Public Meeting													X	X														<ul style="list-style-type: none">• Interested in the transportation needs of the Cape Cod Canal area, but is concerned that there is not an integrated conversation ongoing between MassDOT the USACE.• Believes there is a disconnect in the MRER Study timeline, and wonders when an integrated conversation with local community is going to happen regarding the MRER Study?• Would like to know the location of the replacement bridges.• Stated that the placement of the new bridges affects businesses and eminent domain considerations along the Canal.• Noted that Bourne provides all emergency response on the Bourne Bridge and rotary.• Questions how the Town of Bourne is to respond to hazardous materials transportation across the Bourne Bridge?
21	Town of Bourne Town Administrator	No	12/4/2018	Public Meeting														X														<ul style="list-style-type: none">• Believes that completing the NEPA process/issuance of a Finding of No Significant Impact (FONSI) prior to acquisition of funding for the proposed alternative seems backwards.• Stated that 3.5 year timeframe to complete a major rehabilitation per bridge, is seven (7) years times two over a 50 year time span, which a lot of time and doesn't take into account annual maintenance, which also requires lane closures.• Noted that the bridges are busy going both on and off the Cape during the morning commute, and the disruption associated with lane closures for a significant duration to complete a major rehabilitation would be an unacceptable impact.• Believes Bourne has the greatest impact as a result of the traffic not only on weekdays, but also the weekends; Bourne also bears the greatest responsibility to provide emergency response to Bourne bridge and rotary.• Would like to see a joint conversation between USACE and the local Bourne community regarding the MRER Study and proposed alternatives.
22	Private Citizen	No	12/4/2018	Public Meeting										X																		<ul style="list-style-type: none">• Stated that climate change and floodplains/flood zones, and changes to the area over the next 50 years as a result of climate change and government redrawing of flood zones should be taken into account within the reports developed for the project.





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23	Private Citizen	No	12/4/2018	Public Meeting	X					X									X											<ul style="list-style-type: none">• Lives off Cape and owns a business in Falmouth.• Stated detours during major rehabilitation and routine maintenance causes increase in commuting times, both during the summer and off-season.• In favor of replacement of both Bridges with additional auxiliary lanes.• Wonders why no flyover project for Bourne Bridge rotary been approved as of yet?• Would like to see additional travel lanes on Route 28 south of the Bourne rotary.• This would allow for increased use of businesses on MacArthur Blvd.
24	Town of Bourne Assistant Town Administrator	No	12/4/2018	Public Meeting														X			X		X							<ul style="list-style-type: none">• Would like to see an economic analysis of impact if weight restrictions are implemented on the Bridges.• Stated that evacuation routes and requirements should be considered in design of the MRER Study alternatives.
25	Private Citizen	No	12/5/2018	Public Meeting														X	X					X	X					<ul style="list-style-type: none">• Former federal government environmental engineer.• Stated that an EA is thought of by bureaucrats as a way to avoid the need for an EIS.• Believes the EA should be used as a foundation for both biological and human (i.e., socio-economic) environment impacts.• Stated that it is not clear how much traffic (or how much more traffic) the replacement bridges would carry onto Cape Cod.• What are the economic impacts to the Cape and surrounding towns, and businesses as a result of this extra traffic?• Disappointed that the format of the meeting was not a Q&A style format in order for the public to get clarification on their questions.
26	District Representative for Senator deMacedo (Bourne, Plymouth, and Falmouth District)	Yes	12/5/2018	Public Meeting																					X				<ul style="list-style-type: none">• Stated that going forward she hopes that Senator deMacedo is included in the MRER Study process.• Concerned that public groups were not notified of the public meetings.• She would like to be added to the mailing list.	
27	Private Citizen	Yes	12/5/2018	Website						X	X														X		X		<p>A disappointing meeting.</p> <p>1. I expected to at least see alternatives for replacement</p> <p>2. No specific timelines for specific study tasks and targeted completion dates for study tasks.</p> <p>3. No involvement of the Cape Cod Commission, the Cape's Regional Transportation Planning Organization.</p> <p>4. Little information presented on how MA DOT and the Army Corp are working together to reach the best transportation solution (Bridge & Roads) for the Cape region.</p>	





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28	Private Citizen	Yes	12/5/2018	Website		X																							I live in south Plymouth by the Bourne bridge and use the Sagamore to get to work in South Yarmouth every day. Seems to me that a great solution would be to put a third bridge in the middle of the canal that connects Rt 25 by Bourne Rd/Plymouth Ln with Rt 6 just after exit 2. There is a power line trail that runs through Cape Cod Aggregates that looks like a natural route. This would offload traffic coming off Rt 6 looking to get to 495 and vice versa. If people were really thinking, this would be a great way to create and exit for the Ponds traffic as well. Take a look at a satellite view of the area and you will see how well this works.		
29	Private Citizen	Yes	12/5/2018	Website				X																					Fill in the canal in the middle. Make it a green way		
	Old Colony Planning Council	Yes	12/5/2018	Website																							X		Please add me to your contact list. Thank you.		
30	Private Citizen	No	12/6/2018	Public Meeting										X		X					X		X						<ul style="list-style-type: none">• Will the design of the replacement bridges allow for larger ships to use the Canal?• How are more extreme weather events being incorporated into the replacement bridges design?• Stated that the current bridges are dangerous for pedestrian use and the USACE should take into account other forms of transit in design of replacement bridges.		
31	Private Citizen	No	12/6/2018	Public Meeting	X																	X							<ul style="list-style-type: none">• Would like to see both Bridges replaced one at a time with lane expansions.• Believes the Bridges are currently unsafe due to motor vehicle accidents.		
32	Private Citizen	Yes	12/6/2018	Website					X							X	X		X							X			Several questions on proposed bridge construction: 1. Will there be noise and light pollution mitigation steps taken during construction? Backup alarms on forklifts and construction equipment are particularly annoying. 2. Will new bridge design include features to slow down traffic to posted speed limits and discourage lane changes? 3. Will pedestrian and bicycle lane be designed in such a way that it will afford year round, all weather access in order to transit over the bridge? 4. Will bridge continue to be toll free? Does MASSDOT have the ability to institute tolls on the access roads even if the Corps of Engineers is prohibited from making the bridge a toll bridge? 5. Will bridge design and access road design reduce incline on road over the canal? Seems like most motorists "floor it" when starting to ascend the bridge from either side. For those of us that live near the bridge		
33	Private Citizen	Yes	12/8/2018	Website	X																						X		Hello, I'm writing this letter as a 35yr resident to the town of Bourne and a Local 7 iron worker out of Boston. First off, I know it's not Boston's justification, but we have one of the strongest unions in the country. Our work speaks for itself and for those two reasons, we should be sought after for the work. Next thing, we need new bridges. If we're going to put up new bridges, we need more lanes going in each direction, but we only need that a few months out of every year. Just some thoughts, thank you for allowing the citizens a voice.		





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34	Private Citizen	Yes	12/9/2018	Website												X													Please ensure that any replacement bridges include a first class bicycle/pedestrian walkway, well protected from adjacent lanes of motor traffic. Any rehabilitation of the current bridges should include all possible upgrades to the bicycle/pedestrian walkways to improve safety, particularly the addition of a strong barrier between the walkways and adjacent traffic lanes. Thank you.	
35	Dukes County Commissioner	No	12/11/2018	Public Meeting																				X						<ul style="list-style-type: none">• Complimented the thoroughness and accuracy of the USACE presentation.• Wonders when the public will know the results of the MRER Study?
36	Martha’s Vineyard Commission, Cape Light Compact	No	12/11/2018	Public Meeting	X													X					X					X	<ul style="list-style-type: none">• Stated he is not a daily commuter but happy to know that the Bridges are kept to safety standards.• In favor of replacement of the Bridges, as it seems like a waste of money to keep maintaining the Bridges as they are.• Questions whether the public wants more capacity on the Bridges? Thinks people will be spilt on this question.	
37	Private Citizen	No	12/11/2018	Public Meeting											X	X					X	X				X			<ul style="list-style-type: none">• Concerned about the bike/pedestrian lanes and believes they should be kept separate from the vehicle lanes.• Stated that there is currently no good access to the bike/pedestrian lane.• Hopes all historical items associated with removal of the existing Bridges will be cataloged and placed in a public museum.• Would like to see the Bourne Bridge and Sagamore Bridge plaques put on display for public viewing in a convenient location.• Questions if the replacement bridges would incorporate increased clearance for larger vessels to use the Canal?• Worried about use of eminent domain for replacement of the bridges.• Is there an evacuation plan being proposed as part of the MRER Study evaluation of alternatives?• Would the USACE consider using all four (4) lanes as exit lanes for an evacuation?	
38	Martha’s Vineyard Chamber of Commerce	No	12/11/2018	Public Meeting	X																								<ul style="list-style-type: none">• In favor of replacement of the bridges with modern alternative incorporating wider lanes, additional auxiliary lanes, and the bike/pedestrian lane.	
39	Executive Director, Cape Cod Commission	No	12/12/2018	Public Meeting														X						X		X			<ul style="list-style-type: none">• Speaking as a representative for Steven Tupper (Cape Cod Commission Transportation Program Manager) who could not attend.• Stated that the residents of Cape Cod depend on reliable transportation routes.• Noted that the decision to replace or rehabilitate the Bridges will affect the Cape Cod communities for the long term.• Encouraged continued close collaboration with MassDOT on decisions moving forward.	
40	Truro Fire Department	No	12/12/2018	Public Meeting														X						X					<ul style="list-style-type: none">• Believes access to emergency services is a major issue that should be considered in the MRER Study and evaluation of alternatives.	





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41	Private Citizen	No	12/12/2018	Public Meeting														X		X							X		<ul style="list-style-type: none">• Stated that the increase in traffic associated with the Bridges and area transportation infrastructure has significantly affected Cape Cod communities.• Does not want tolls on the bridges as this would put an undue burden on local residents.• Expressed concern on the timeline and would like a prompt decision on this urgent issue to speed up implementation of the solutions.
42	President of the Canal Sportsman Club	No	12/12/2018	Public Meeting																						X			<ul style="list-style-type: none">• Stated that the Canal Sportsman Club property is within 500 feet of the Bourne Bridge.• How will the MRER Study and recommendations affect the club and its 101 members?
43	Private Citizen	No	12/12/2018	Public Meeting	X	X			X									X											<ul style="list-style-type: none">• Believes the USACE needs to look at the transportation issues as a whole.• In favor of bridge rehabilitation or replacement along with a third bridge to disperse traffic issues.• Indicated that just adding additional lanes will not resolve the traffic issues.• Stated that MassDOT refuses to study a third bridge alternative.• The future traffic environment involves a complete package including roads and bridges.
45	Canal Sportsman Club	No	12/12/2018	Public Meeting											X												X		<ul style="list-style-type: none">• Stated that the Canal Sportsman Club property line is within 150 feet of the Bourne Bridge and has been there since 1939. He would hate to see the club dislocated as a result of the Bourne bridge replacement.• How does construction on the replacement for the Bourne Bridge affect the club?• Stated he would like club access to the Canal maintained during construction.
46	Private Citizen	No	12/12/2018	Public Meeting	X													X											<ul style="list-style-type: none">• In favor of replacement of the bridges in a timely fashion for smoother access to and from Cape Cod.• Would like to see consideration of use of opposite travel lanes during peak travel periods, similar to the “zipper” lane in Boston.
47	CEO, Cape Cod Chamber of Commerce	No	12/12/2018	Public Meeting	X													X			X								<ul style="list-style-type: none">• Stated that the current Bridges do not meet existing traffic capacity.• In favor of replacement of both Bridges (not rehabilitation) to meet future needs.• Wants to know more about the future marine vessel capacity for the Canal based on the replacement bridge designs and wonders whether the height of the replacement bridges will inhibit vessel size through the Canal?• Stated she and the Cape Cod Chamber of Commerce are looking forward to working with USACE on the MRER Study.





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48	Private Citizen	No	12/12/2018	Public Meeting						X								X				X								<ul style="list-style-type: none">• Stated he is concerned with safety on the current Bridges.• Suggested a rumble strip and reflectors on double yellow lines on existing bridges to deter crossing of lanes – believes this is a cheap fix that can be implemented now to improve safety and save lives.• Would like to know what the economic impact is of the Canal by marine vessels (i.e., commercial shipping)?• Noted that the design and construction process of the Tappen Zee Bridge in New York was excellent and hoped that the USACE would look to its success as a guideline for the Canal Bridges replacement.
49	Private Citizen	No	12/12/2018	Public Meeting	X												X	X							X		X			<ul style="list-style-type: none">• Disappointed in length and timeframe of the MRER Study and stated that the Bridges need to be replaced as soon as possible.• Stated that Cape Cod is a year-round destination now, and that traffic disruption is a major economic impact to the region.• Stated in order to maintain the economic environment of Cape Cod, the Bridges need to be replaced now.
50	Private Citizen	No	12/12/2018	Public Meeting	X																									<ul style="list-style-type: none">• In favor of replacement of both Bridges.• Stated major rehabilitation of the Bridges would be negligent and that maintenance would continue to be costly, unsafe and inconvenient.
51	Private Citizen	No	12/12/2018	Public Meeting				X		X											X									<ul style="list-style-type: none">• Believes the Canal wouldn't have been created today if it was proposed as a new project, and doesn't think the Canal is currently being used for its previously intended purpose.• Would prefer crossings of the Canal similar to those in the Back Bay of Boston crossing the Charles River.
52	Private Citizen	No	12/12/2018	Public Meeting																				X		X				<ul style="list-style-type: none">• Stated that the website does not identify what a “MRER” is.• Believes that the USACE need to provide the public with a better understanding of the process that is being started and that this stage is the beginning of the decision making process.• Stated that the USACE should engage its Public Affairs department in Washington to talk to the public.• Disappointed that the format of the meeting was not a Q&A.• Would like to see “down Cape” be included in meeting locations.
53	Private Citizen	No	12/12/2018	Public Meeting						X								X												<ul style="list-style-type: none">• Stated that the roads on Cape Cod are already at capacity and widening bridge lanes will not solve the traffic problems.• Maintaining the Bridges in their current configuration allows for the same capacity and meets the public’s current needs.• Noted that the Sagamore Bridge flyovers did not alleviate traffic issues.





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54	Private Citizen	No	12/12/2018	Public Meeting		X			X	X						X				X						X	<ul style="list-style-type: none">• Concerned with traffic patterns and believes the USACE is not acting fast enough to fix traffic problems.• Is the only alternative being considered is replacement of both Bridges? Could there be one larger bridge proposed instead?• Could the railroad bridge be remodeled to carry traffic?• Will the study examine traffic patterns and exit locations, especially at Exit 1 at the base of the Sagamore Bridge? Traffic getting off Route 6 and trying to avoid traffic by taking Route 6A and merging back onto Route 6 at Exit 1C is what is causing the real traffic congestion.• Stated that traffic circle at the Bourne Bridge needs to be addressed.• State that bike/pedestrian access to the Bridges is a real issue and needs to be considered; In favor of the bike/pedestrian lanes.• USACE/MassDOT should look at using JBCC vacant land for solutions to traffic issues.• What is the marine vessel use of the Canal? What size marine vessels are using the Canal? This needs to be considered in the evaluation of potential alternatives within the MRER Study.• The USACE should consider the use/addition of commuter rail on the replacement bridges.				
55	Private Citizen	No	12/12/2018	Public Meeting				X		X																	<ul style="list-style-type: none">• Stated Cape Cod residents are living with the results of decisions made 100 years ago.• Believes the Canal is obsolete. Is there any consideration of filling in the Canal to remove the obstacle to traffic infrastructure?				
56		No	12/12/2018	Written		X											X									X	<ul style="list-style-type: none">1. Add a third bridge.2. Concern with natural gas pipeline crossing the canal. Can they be put underground and not crossing the bridges?3. The cape is now over populated. Please consider removing one bridge and having only one bridge. This will help to restrict the flow of visitors to the cape.				
57	Private Citizen	Yes	12/12/2018	Written		X			X	X					X			X			X						<ul style="list-style-type: none">1. Is the only model two bridges?2. Can the railroad bridge be remodeled to handle cars and trains (as in Alaska)?3. Will the studies examine the problems with roads (and entrances) leading to/from the bridges?4. Space planned for bikes and pedestrians?5. Can some of the Air Force base land be used to accommodate access and regress from the bridges?6. Survey the use of the canal, especially large ships. How many? And how tall are the ships including their masts? Also, pleasure craft especially sailing vessels.7. What about a rail lane in the middle? i.e. trolley/subway				





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58	Private Citizen	Yes	12/12/2018	Written														X					X							1. Consider putting rumble strip on center line with neon reflectors to help drivers stay in correct lane. DOT has done this on Scenic Highway. 2. Provide more obvious speed limit warning signs to get speeds down on bridges.	
59	Robert Paul Properties	Yes	12/12/2018	Written													X					X					X			What would the project costs of new bridges be and timeline? My concern is that this issue has been kicked down the road for so long now and it is in a critical state - it is having an adverse effect on this region's economy.	
60	Canal Sportsman Club	Yes	12/12/2018	Written											X											X				I would like to know how this project would impact our club of 101 members. We have a club house at 324 Main Street , Buzzards Bay.	
61		No	12/12/2018	Written														X									X			Getting on and off cape - time it will take. How long and when it is to start and be completed.	
62	Private Citizen	Yes	12/14/2018	Website					X								X	X									X			A plan needs to be moved forward as soon as possible. The current bridges can not handle today's travel. The traffic problems that are caused by bridge work are hurting the Cape Cod economy. How many people avoid the Cape when they hear of the traffic nightmares? Exit 1 leaving the Cape should be moved away from the Sagamore Bridge. Drivers use the Christmas Tree Store parking lot as a short cut. This is obviously a complicated issue. I hope the solutions are announced in the next couple of years and the construction RFP is written so that the projects are completed quickly.	
63	Private Citizen	Yes	12/14/2018	Website	X													X			X	X								Please plan to replace these bridges. It is scary to drive over the narrow lanes with vehicles coming at you. The constant repairs are a nightmare for employees who live off cape and vendors bringing good and services from off Cape. Many of us live in fear of a shut down or bad accident at a time we need to evacuate due to a hurricane barreling up the coast. Please also NEVER do repairs during hurricane season!!	
64	Private Citizen	Yes	12/15/2018	Website						X																				Leave current bridges in place, build 2 new ones which would create separate bridges for North South divided highway. Old bridges would have half the volume which could give them a longer life.	
65	Private Citizen	Yes	12/17/2018	Website														X												I wasn't able to make the meetings but as a citizen I would love to have the opportunity to join the team working on this if possible. I live on high ridge drive which dumps out onto the scenic highway very close to the Bourne bridge. Traffic is horrible because drivers constantly block our intersection. If there would be an opportunity to be more involved please let me know. I know wherever is being worked on and decided will be in the best interest for all both homeowners and tourists and town workers and the army Corp as well.	





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66	Private Citizen	Yes	12/17/2018	Website	X	X			X						X														Build two new bridges next to existing ones using EXACT same design except for wider lanes and narrow breakdown lane so that when done, when viewed from the side they would look identical to existing ones and then remove the current ones. A third bridge won't help as no connecting roads. And at some point the existing ones need major repairs that may not be possible.
67	Private Citizen	Yes	12/17/2018	Website			X			X																			Solution idea: We trench out paths for drop in tunnels. How it works: We trench a path that intersects with the canal about 30' deeper than the canal. We put up walls as to not let the trench fill itself in. We drop in 100-200' tubes that hold roadway and lights. Why this is a good idea: Cost effective. The tube sections can be replaced for maintenance or if there were an accident. The possibilities are endless.
68	Private Citizen	Yes	12/18/2018	Website	X												X					X							PLEASE replace these bridges!! The lanes are far too small . It's a gamble every time I drive over them. PLEASE REPLACE THEM - SOON!
69	Private Citizen	Yes	12/19/2018	Website					X	X							X	X											I spoke at the public meeting held at Bourne High School on December 4, 2019. One of my key points was a suggestion that we, collectively, explore innovative solutions outside basic bridge replacement. I pointed out that technology is impacting, and will continue to impact, how we deal with functional challenges around us. I recommend that the Army Corps and MASSDOT explore automated car management to load the new bridges with traffic. Imagine kiddie car rides at amusement parks. By momentarily taking control of cars approaching the bridges (electronically or physically) we could develop a system that loads the traffic at a constant speed and in close physical proximity. This approach would also help manage the merging of traffic at constant speeds and again in close physical proximity. There is much to be learned from manufacturing and production line technology, automation, and speed control. I would be happy to brainstorm this idea with appropriate Army Corps personnel.
70	Private Citizen	Yes	12/19/2018	Website	X												X												I strongly support the construction of new modern bridges over the Cape Cod Canal. To do anything else would be a major waste of resources and would negatively affect future generations of Cape Cod residents and small businesses.
71	Private Citizen	Yes	12/19/2018	Website			X																						Please consider a feasibility study of tunnels.





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72	Private Citizen	Yes	12/19/2018	Website	X												X						X						Having gone over these bridges for 60 years, the danger factor has increased to the point of replacement. I travel across the bridges at least 3 times per week, over and back, and I have never once crossed without being concerned for my safety. Those of us who know the bridge are cautious. It's those who are unfamiliar and those who are simply bad drivers that make the crossing perilous. REPLACE the BRIDGE in my lifetime, please. For safety, for the Cape economy, for ensuring that the Cape's tourism economy can be sustained. Thank you!
73	Private Citizen	Yes	12/19/2018	Website			X									X	X	X											Tunnels to replace both bridges that travel onto and off of Cape Cod. Replacements of bridges would be nice, but ugly. To many Americans live on Cape Cod, and exposed ground needs to be thought of first. A third tunnel could handle train traffic as well. Yet having Cape Cod canal as it was with just bridges for trains heading onto and off of Cape Cod is a more important view to consider. Especially with the pollution which increases every year with the sociability of Cape Cod growing thanks to tourism and residents. Now that's a very good vision to think a few times dealing with tunnels and train bridges.
74	Private Citizen	Yes	12/19/2018	Website	X					X																			The Cape needs two (or maybe three) new bridges. It is a waste of time and money to try and repair them.
75	Private Citizen	Yes	12/20/2018	Website		X		X	X	X							X	X											As a relatively new wash ashore, I find the notion of filling in the canal to be absolutely appalling. I also find the idea of a third bridge to be untenable. The Cape offers slower pace of life. Finding ways to allow more and more people to come and clog up the beaches and roadways seems counter productive to that very lifestyle. I trust that there are engineering break throughs that will allow the Corps and MassDOT to design safe, efficient and environmentally sound bridges that maintain the essence of Cape Cod. Do not let the almighty tourism dollar ruin this most beautiful place.
76	Private Citizen	Yes	12/21/2018	Website																					X			Please add me to your mailing list. Also, consider social media posts. Thank you.	
77	Private Citizen	Yes	12/21/2018	Website				X																				The Canal is obsolete, fill it in from the Sandwich Basin to Mass maritime.	
78	Private Citizen	No	12/22/2018	Website				X																				There is little need for the actual canal, so it would be much easier and cheaper to fill in the canal.	





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79	Private Citizen	Yes	12/23/2018	Website				X	X	X						X			X				X						I have lived for 20+ years in walking distance to the Sagamore Bridge. The traffic jams are a dangerous nuisance and the recreation potential is much under exploited. The bridges are technologically obsolete in design with perpetual corrosion issues evolving to structural issue. I suggest a major redesign of the entire canal - perhaps replacing both bridges with smaller lower structures and necking down a central portion of the canal to accommodate standard barge traffic as the largest vessels permissible. The days of sailing ships grounding on outer cape shoals are over. Let us conceive of and build an enduring design to serve our community for many years into the indefinite future.
80	Private Citizen	Yes	12/28/2018	Website																							X	I own a video production company, Hawk Visuals, out of Plymouth and we also engage in drone content. I was wondering if you would be interested in having a conversation as to how I can help with the Cape Cod Canal Highway Bridges MRE Study. I would be happy to communicate via email or feel free to give me a call here in my office at 508-317-9276. Thank you very much for your time! -Matt www.hawkvisualsmedia.com	
81	Private Citizen	Yes	1/4/2019	Website					X						X			X				X		X					<ul style="list-style-type: none">• Work with State Highway Division to put in place alternating inbound/outbound slower Speed Limits in peak months at least X miles out on either side of the bridges from current limit to 45. The goal is to slow traffic far ahead of bridges to reduce logjams.• Include "Estimated Time to Bridge is X" signs to keep drivers up to date.• A public information campaign will be needed for at least the first year so the public knows what to expect• Suggests the bridges include bicycle lanes. Acknowledges that space is limited but notes that there are other bridges that have this feature and are in more densely populated, busier areas• The road surface of the bridges should absolutely be comprised of materials which will required the least amount of hazardous -to-the-environment chemicals during inclement weather while also being average cost of for future repairs and maintenance.
82	Private Citizen	Yes	1/6/2019	Website					X	X					X	X		X	X				X						<ul style="list-style-type: none">• Place large overhead signs on the bridges "Caution: reduce speed, narrow lanes"• Build elevated sidewalks/ bike paths over the side of the bridges. These would require less structural support and would free up space to widen the lanes.• If a new bridge is built over the canal it could be for high speed elevated Electric monorail trains similar to what is used in Disneyland. This would reduce the number of vehicles crossing and air pollution from exhaust. The state already owns the land adjacent to route 3 so the trains could run alongside the highway. Commuter lots would need to be expanded or built. The number of stops along the line would be spaced to allow for passengers to enter or exit, without causing a major increase of trip time completion.





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83	S.M.A.R.T.	Yes		Written		X				X								X									X	X	<ul style="list-style-type: none">• Access ramps should be addressed - NOW. Existing bridges should be maintained for local non-truck traffic after third bridge is built.• New bridge with access to main highways and exits and entrance ramps away from canal congestion.• Route Vineyard trucks to New Bedford.• Upgrade Bourne rotary and access ramp to Route 25 North from scenic highway NOW - this cannot wait for new bridge (see comment card for diagram and map)
84	Private Citizen	Yes	12/13/2018	Written	X																	X		X			X		<ul style="list-style-type: none">• Attended Hyannis meeting as a private citizen and frequent bridge user• Why was there a lack of publicity for the five informational meetings?• Why is such a long and lengthy study needed? It is well known the 83 year old bridges are functionally obsolete and are in an unsafe condition• Why does the USACE not understand that 2 modern and safe bridges are needed NOW?• Why can't the replacement design planning begin now? THE NEED IS CLEAR• Until new bridges are constructed and in use, Cape Cod will be held hostage by Sagamore and Bourne Bridges.
85	Private Citizen	Yes	12/12/2018	Written		X				X	X							X											<ul style="list-style-type: none">• The federal government should extend Route 25 over the Bourne Bridge through the air force base, over to around exit 2 of Route 6. This would help with traffic on Route 6, which can be backed up to exit 6 on summer/holiday Sundays.• To alleviate traffic on Route 6, another bridge should be built by Route 6A on CC, because current Route 6A traffic goes over the Sagamore Bridge. This would take cars off the Sagamore Bridge, which is the more congested between the two bridges.
86	Woods Hole Community Association board member	Yes	12/5/2018	Written						X								X			X								<p>Present at Bourne presentation and two points that were made were:</p> <p>1) Large trucks take up two lanes, causing safety concern and traffic.</p> <p>2) If old bridges remain, there may need to be weight limits on truck traffic.</p> <p>In talking with other groups and evaluating needs, other options to travel to the Vineyard, especially truck traffic, should be encouraged. Currently potential exists to divert traffic (especially trucks) through New Bedford if possibilities are developed. This would address long term needs rather than just short term needs for bridge use. Would be a win-win for all involved.</p>





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87	Sandwich Emergency Management Team	Yes	12/7/2018	Written																											<ul style="list-style-type: none">• Attended the meeting in Bourne on December 4th as a long time Sandwich resident and bridge user and appreciates all the information• Frequently walks and bikes along the Canal and has volunteered on projects with the USACE to repaint mileage numbers and construct beehives• Concerned with beach erosion on Town Neck Beach and has written many articles and videos (original letter contains links)• Currently serves on Sandwich Emergency Management Team and has served on several other beach and town committees in the past• Suggests the USACE consider and include in the MRER EA the following issues: 1) Reports from the Coastal Erosion Committee in the study, "Massachusetts Coastal Commission Volume 1" and "Massachusetts Coastal Commission Volume 2 Working Group Reports" (original letter contains links to PDFs) 2) Include impacts from climate change 3) Wider bridges would allow more traffic to pass, however with limited road capacity on the Cape, this could simply shift traffic jams elsewhere; responsible travelers and commuters make plans to avoid traffic now and should continue to do so. 4) Supports use of rotaries as a way to slow traffic. 5) Heavy truck traffic could be restricted to evening hours.	
88	Turtle Rock LLC	Yes	12/20/2018	Written																					X		X				Abutter to Sagamore Bridge on the Cape side. Owner and manager of the Christmas Tree Shop property since 1980s, which has been a great asset. With the pending project coming up soon, wants to ensure USACE has property owner/company contact information and is available to discuss any upcoming issues. There have been some other changes to town and state roads for which no prior notice was provided to property owner.	
89	Private Citizen	Yes	1/24/2019	Website				X								X		X														What a shame to fill in the canal!! That is a HUGE attraction and we are a resort area!! I want to know when we have meetings! Thank you!
90	Private Citizen	Yes	1/24/2019	Website	X												X	X											X			We don't need to look far to see a recent successful bridge replacement project completed. The State of Rhode Island replaced the Saconnet Bridge with little interruption by constructing a state of the art concrete precast bridge next to the existing bridge and dismantled the old bridge upon completing the new bridge. My opinion, this makes the most sense and limits the impact on the Cape residents and economic vitality of the Cape.
91	OpenChatham.com	Yes	2/13/2019	Website																						X						The website should provide a link to the ACE's regulations for complying with NEPA. There was a story in the Cape Cod Times about a formal agreement between ACE and MassDOT. That information would be helpful for public understanding, and should also be on the website.





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92	Private Citizen	Yes	1/31/2019	Written		X			X	X								X											Believes that a third bridge is key to resolving vehiculular traffic problems associated with the Cape Cod Canal. Believes that MassDOT Canal Area traffic study project manager and engineers are "wearing blinders" with regard to assessing a third bridge as a potential solution to traffic issues. Written submission has several pages demonstrating commenter's position that third bridge is best option to resolve traffic issues.
93	Private Citizen	Yes	2/19/2019	Website														X											I am concerned as i live off the road that intersects with rt 6 where the scenic park is. what will happen with us trying to leave our property. today people dont obey the light and block us from leaving home.
	Town of Bourne Assistant Town Administrator	Yes	2/25/2019	Website																							X	Do you have an email notification policy for project updates? I would like my email address added to the list for email notification for project updates. Thank You.	
	Private Citizen	Yes	3/21/2019	Website																							X	Please add me to your mailing list. Thank you.	
	Private Citizen	Yes	3/21/2019	Website																							X	comment addition by AECOM to add likely email address for previous commenter that provided email address with 3 d's in spelling of last name, which is inconsistent with last name spelling provided by commenter.	
94	Private Citizen	Yes	3/22/2019	Website											X			X										I want to see what we have preserved. These iconic bridges serve their purpose, and allow the amount of traffic over that the intersecting roads can handle. To replace them with bigger, etc, will take away from what we pay dearly for and cherish here on Cape. Keep the up and safe. There is a lot worse bridges around this state and country that need attention.	
95	Private Citizen	Yes	3/22/2019	Website	X	X			X									X										There is nothing that should be a supprise to anyone, the bridges are getting close to EOL. That said the most sense, and least impact may be to build a 3rd bridge, once complete the other 2 could be fully refurbished or replaced as deemed by MRE. The only concern is the locatoin, Iknow on the cape side, the Mass Military reservation could create access between 28 and 6, the Mainland side could be problematic, the 6A may be sufficient to handle the volume to a central point.	
96	Private Citizen	Yes	3/22/2019	Website	X													X					X					I believe the bridges need replacement. We Cape Coddors are held hostage every year either for so much traffic, accidents or the constant repairs that go on. We need modern bridges that are larger, taller and can handle the summer traffic. I have been a off Cape commuter for the last 20 years and have seen everything.	



12/4/2018 to 10/2/2019

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PUBLIC NOTICES

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**US Army Corps
of Engineers®**
New England District

696 Virginia Road
Concord, MA 01742-2751

Public Notice

In Reply Refer to: Craig Martin

nae-pn-nav@usace.army.mil

Programs & Project Management Division

Date: October 03 2019

Comment Period Closes: November 01 2019

30 DAY PUBLIC NOTICE

AVAILABILITY OF DRAFT MAJOR REHABILITATION EVALUATION REPORT (MRER) and DRAFT ENVIRONMENTAL ASSESSMENT (EA) CAPE COD CANAL HIGHWAY BRIDGES BOURNE, MA

Interested parties are hereby notified under provisions of the National Environmental Policy Act of 1969 (NEPA) (implementing regulations in 40 CFR 1500-1508 and 33 CFR 230), that the U.S. Army Corps of Engineers (USACE), New England District, has prepared a draft Major Rehabilitation Evaluation Report (MRER) and accompanying draft Environmental Assessment (EA) for the Cape Cod Canal Highway Bridges, Cape Cod Canal Federal Navigation Project, Bourne, Massachusetts.

Project Description:

The MRER is a decision document which will provide the basis for the Corps to determine the most cost-effective, safe, and practicable alternative for providing critical access across the Cape Cod Canal, a Federal Navigation Project (FNP). The Cape Cod Canal Federal Navigation Project consists of a channel, anchorages and other improvements that have been constructed and maintained by the USACE.

The draft MRER and accompanying EA evaluates alternatives to address component deficiencies of the Bourne and Sagamore bridges which impact their structural and operational reliability. The alternatives include, but are not limited to: continued repair and maintenance of the bridges as needed, perform a major rehabilitation, or replace both bridges with new structures. The MRER includes engineering, cost, economic, and environmental analyses. The Corps will address design and construction considerations and perform additional environmental analyses specific to the recommended plan in the next phase of the project.

Proposed Action:

Based upon recommendations of the MRER, the Corps proposes to replace both the Bourne and Sagamore bridges with new bridges consisting of a total of 4 travel lanes with 2 auxiliary lanes for each. New bridges would be built adjacent to the existing bridges and will incorporate modern safety design standards such as 12-ft. wide travel lanes; appropriate pedestrian and bicycle access

with a separation barrier from vehicle lanes; a median between the two directions of vehicular travel; and shoulders to accommodate vehicle breakdowns. Bridge abutments would be located further north and south of their present locations on each side of the Canal in order to produce approach grades consistent with modern federal highway standards. The existing bridge piers are currently located within the Canal. New bridge piers would be relocated out of the water to the Canal shoreline.

The current bridges would remain open and continue to be inspected and maintained in a safe and reliable state while construction of the new bridges is underway. The current bridges would be dismantled after the new bridges have been opened to traffic.

The actual bridge type, design specifications, and location of new bridges will be determined and evaluated during the design phase of the Cape Cod Canal Bridges Project, which is expected to occur after the MRER is approved.

Environmental Impacts:

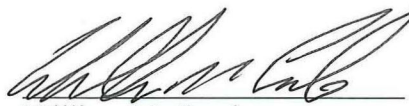
The results, as found in the draft EA and Draft Finding of No Significant Impact (FONSI), show that the proposed action would not have a significant adverse impact on the environment. At the conclusion of the public comment period, it is anticipated a FONSI will be signed for the proposed action. An Environmental Impact Statement therefore, is not necessary to implement the Proposed Action for this phase of the Canal bridges project.

Additional Information:

Additional information may be obtained from Mr. Craig Martin, Programs & Civil Project Management Branch, Programs & Project Management Division, at the return address above or by email at nae-pn-nav@usace.army.mil. Copies of the Draft MRER and Draft EA are available online at <https://www.capecodcanalbridgesstudy.com/> under the "Documents" tab. Additional copies can be obtained by contacting the Public Affairs Office, 696 Virginia Rd, Concord MA 01742-2751.

Comments are invited from all interested parties and must be submitted via the project website: www.CapeCodCanalBridgesStudy.com or to Craig Martin at the U.S. Army Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742-2751, no later than November 1, 2019.

1 OCT 2019
Date


William M. Conde
Colonel, Corps of Engineers
District Engineer

**U.S. Army Corps of Engineers
New England District**

NOTICE OF 14-Day EXTENSION to PUBLIC COMMENT PERIOD

**AVAILABILITY OF DRAFT MAJOR REHABILITATION EVALUATION REPORT (MRER)
and DRAFT ENVIRONMENTAL ASSESSMENT (EA)
CAPE COD CANAL HIGHWAY BRIDGES, BOURNE, MA**

Interested parties are hereby notified under provisions of the National Environmental Policy Act of 1969 (NEPA) (implementing regulations in 40 CFR 1500-1508 and 33 CFR 230), that the U.S. Army Corps of Engineers (USACE), New England District, has prepared a draft Major Rehabilitation Evaluation Report (MRER) and accompanying draft Environmental Assessment (EA) for the Cape Cod Canal Highway Bridges, Cape Cod Canal Federal Navigation Project, Bourne, Massachusetts.

A Notice of Availability of the Draft MRER and Environmental Assessment was published to the New England District website on October 3, 2019. **Written comments on this draft MRER and EA must now be received by November 15, 2019.**

Project Description:

The MRER is a decision document which will provide the basis for the Corps to determine the most cost-effective, safe, and practicable alternative for providing critical access across the Cape Cod Canal, a Federal Navigation Project (FNP). The Cape Cod Canal Federal Navigation Project consists of a channel, anchorages and other improvements that have been constructed and maintained by the USACE. The draft MRER and accompanying EA evaluates alternatives to address component deficiencies of the Bourne and Sagamore bridges which impact their structural and operational reliability. The alternatives include, but are not limited to: continued repair and maintenance of the bridges as needed, perform a major rehabilitation, or replace both bridges with new structures. The MRER includes engineering, cost, economic, and environmental analyses. The Corps will address design and construction considerations and perform additional environmental analyses specific to the recommended plan in the next phase of the project.

Proposed Action:

Based upon recommendations of the MRER, the Corps proposes to replace both the Bourne and Sagamore bridges with new bridges consisting of a total of 4 travel lanes with 2 auxiliary lanes for each. New bridges would be built adjacent to the existing bridges and will incorporate modern safety design standards such as 12-ft. wide travel lanes; appropriate pedestrian and bicycle access with a separation barrier from vehicle lanes; a median between the two directions of vehicular travel; and shoulders to accommodate vehicle breakdowns. Bridge abutments would be located further north and south of their present locations on each side of the Canal in order to produce approach grades consistent with modern federal highway standards. The existing bridge piers are currently located within the Canal. New bridge piers would be relocated out of the water to the Canal shoreline.

The current bridges would remain open and continue to be inspected and maintained in a safe and reliable state while construction of the new bridges is underway. The current bridges would be dismantled after the new bridges have been opened to traffic. The actual bridge type, design

specifications, and location of new bridges will be determined and evaluated during the design phase of the Cape Cod Canal Bridges Project, which is expected to occur after the MRER is approved.

Environmental Impacts:

The results, as found in the draft EA and Draft Finding of No Significant Impact (FONSI), show that the proposed action would not have a significant adverse impact on the environment. At the conclusion of the public comment period, it is anticipated a FONSI will be signed for the proposed action. An Environmental Impact Statement therefore, is not necessary to implement the Proposed Action for this phase of the Canal bridges project.

Additional Information:

Additional information may be obtained from Mr. Craig Martin, Programs & Civil Project Management Branch, Programs & Project Management Division, at the return address above or by email at nae-pn-navAusace.army.mil. Copies of the Draft MRER and Draft EA are available online at <https://www.capecodcanalbridgesstudy.com/> under the "Documents" tab. Additional copies can be obtained by contacting the Public Affairs Office, 696 Virginia Rd, Concord MA 01742-2751.

Comments are invited from all interested parties and must be submitted via the project website: www.CapeCodCanalBridgesStudy.com or to Craig Martin at the U.S. Army Corps of Engineers, New England District, 696 Virginia Road, Concord, MA 01742-2751, **no later than November 15, 2019**.

To view/download the subject public notice, please access it on project website listed above.

U.S. Army Corps of Engineers
New England District
696 Virginia Rd.
Concord, MA 01742-2751



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How to Participate

What is the purpose of this meeting?

The USACE conducted a multiyear study of the Bourne and Sagamore bridges to determine whether major rehabilitation or replacement of either or both bridges would provide the most reliable, fiscally responsible solution for the future. The existing bridges were constructed 84 years ago and require frequent maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal.

The USACE prepared an Environmental Assessment (EA), as part of the Cape Cod Canal Bridges Major Rehabilitation Evaluation Report (MRER), and in compliance with the National Environmental Policy Act (NEPA), to examine the potential effects associated with the alternatives examined within the MRER and to allow for public involvement in the evaluation process.

What is an Environmental Assessment?

An Environmental Assessment (EA) is required by the National Environmental Policy Act of 1969 (NEPA).



Under NEPA, Federal agencies must consider the impacts of a proposed project or action on the natural and human environment and take this information into account in their decision-making.

Proposed actions that are not anticipated to result in significant impacts are analyzed through an EA rather than a more detailed Environmental Impact Statement (EIS). An EA analyzes the potential impacts of an action in sufficient detail to determine whether there are likely to be significant effects. A Finding of No Significant Impact (FONSI) is issued if the agency determines the proposed action will not have a significant impact to the human environment. The proposing agency may proceed with implementing the action once all analyses have been completed and potential effects thoroughly considered.

How is an EA prepared?

A typical Environmental Assessment involves the following steps:

1. **Public Involvement:** The USACE consults with agencies, federally-recognized tribes, interested groups, and the public to ensure that all important issues are considered.
2. **Preparation of the Draft EA:** A Draft EA is prepared by a team of environmental professionals to address all identified concerns. It describes the proposed action, the alternatives being considered, and the potential impacts of these alternatives on the environment both natural (air, water, vegetation, wildlife, etc.) and human-made (land use, traffic and transportation, noise, community resources, etc.).
3. **Review of the Draft EA:** Once complete, the Draft EA is made available for review and comment. The USACE will hold public meetings when the Draft EA is released.
4. **Preparation of the Final EA:** After comments are received and analyzed, the USACE will prepare a Final EA. The Final EA incorporates and addresses the comments on the Draft.
5. **Publication of the Final EA and Finding of No Significant Impact (FONSI):** If the USACE determines the proposed action will not have a significant impact USACE will prepare a FONSI. The FONSI document is the document in which the USACE announces and explains its decision after having considered the findings of the EA and the comments received. If the USACE determines the action will have a significant impact on the human environment an EIS will be prepared.

What will the USACE do with my comments?

Comments will be collected, reviewed, and considered during drafting of the Final EA. They will be taken into consideration in making the decision as to whether issuing a FONSI is warranted. Although the USACE will not respond to each comment individually, both the Draft EA and the Final EA will be made available to the public.

Is this meeting my only chance to comment?

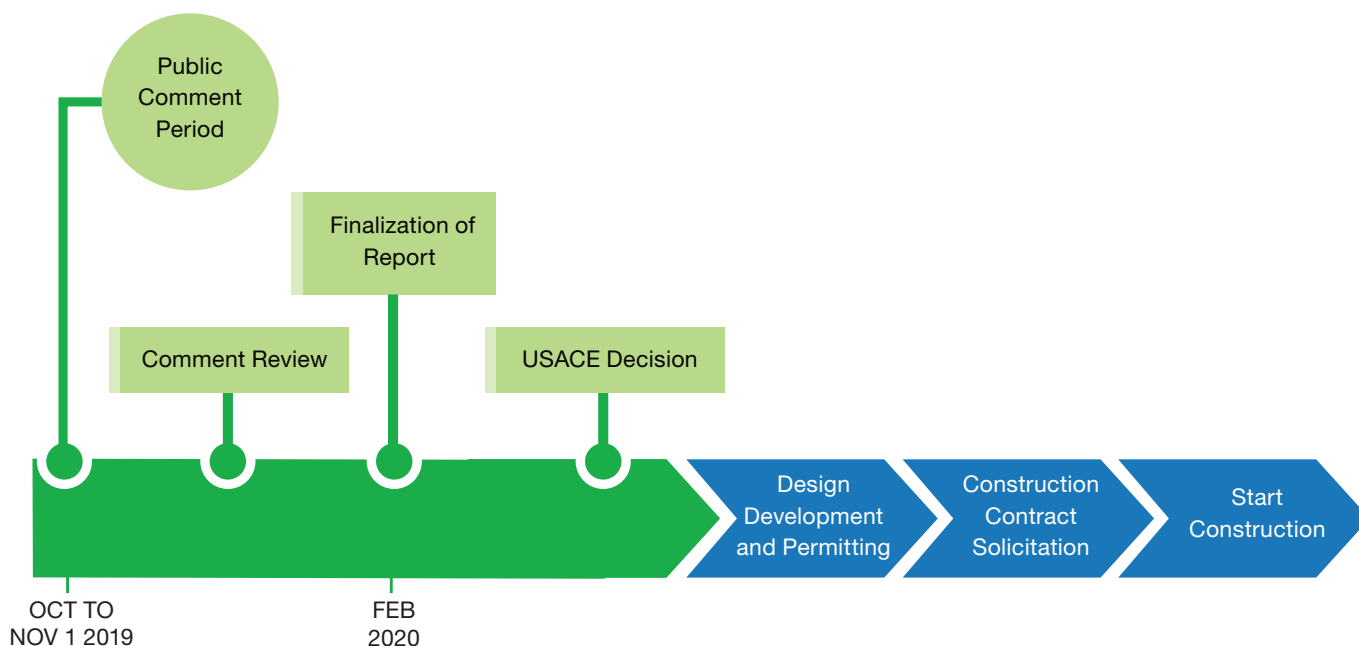
There are multiple ways to submit comments, as identified in the box on this page. All comments received will become part of the Administrative Record and will be published in the final EA.

Ways to Comment

- Voice your comment at today's meeting where a court reporter will record your comment
- Provide written comments at today's meeting
- **Submit comments online via the project website:**
www.CapeCodCanalBridgesStudy.com
- Mail written comments to:
U.S. Army Corps of Engineers
Attn: Cape Cod Bridges Study NEPA Coordinator
696 Virginia Road
Concord, MA 01742

Submit Comments by November 1, 2019

Study Completion Timeline & Next Steps



To learn more about the study, please visit the project website:
www.CapeCodCanalBridgesStudy.com



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Project Overview

Major Rehabilitation Study

The Major Rehabilitation Evaluation Report (MRER) presents the findings of a study examining the alternatives of rehabilitating or replacing the Bourne and Sagamore bridges, which cross the Cape Cod Canal. The bridges are part of the Cape Cod Canal Federal Navigation Project (FNP) which is operated and maintained by the U.S. Army Corps of Engineers (USACE), New England District (NAE). The Bourne and Sagamore bridges were constructed more than 84 years ago and require frequent maintenance, which is costly and causes significant impacts to traffic crossing the Cape Cod Canal. The USACE completes an MRER whenever infrastructure maintenance construction costs are expected to exceed \$20 million and take more than 2 years of construction to complete.

The MRER is based on four pillars of evaluation: a structural engineering risk and reliability analysis of the current structures, cost engineering, economic analysis, and environmental evaluation of all feasible alternatives. An MRER identifies operational and potential reliability issues, as well as opportunities for efficiency improvement, over a 50-year period of analysis.

As part of the MRER, the USACE prepared an Environmental Assessment (EA), in compliance with the National Environmental Policy Act (NEPA), to examine the potential effects associated with the

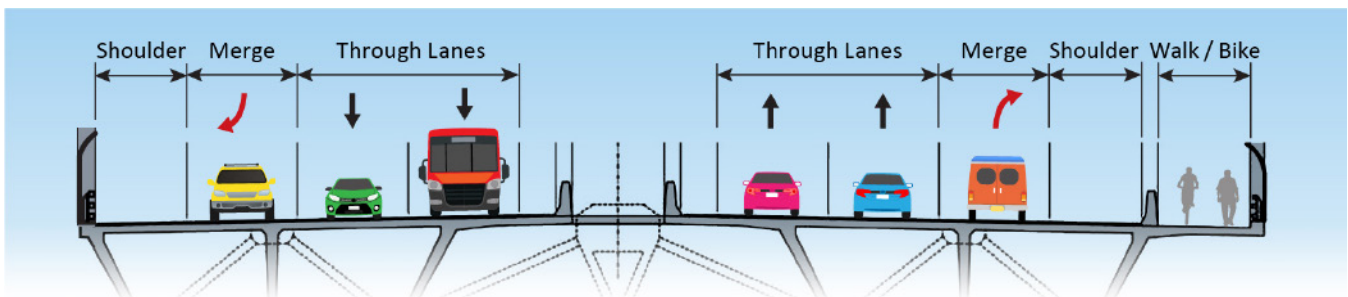
alternatives examined within the MRER and allow for public involvement in the evaluation process.

The MRER provides the basis of decision-making for USACE on the most cost-effective, safe alternative for critical public transportation access across Cape Cod Canal for the next several decades.

The MRER is Phase I of the bridges project and will not result in full bridge design and construction details. Additional efforts will be undertaken at the conclusion of the MRER to derive any Congressional authorization necessary leading to a full design and construction of the selected path forward.

Alternatives Analyzed

Numerous alternatives have been proposed for the future of the Cape Cod Canal highway bridges. Public comments were submitted during a series of five informational meetings held in December 2018 and through written comments via the USACE Cape Cod Canal Bridges Project website (www.CapeCodCanalBridgesStudy.com) established specifically for this project. Various methods for new canal crossings were suggested, including new bridges, tunnels, low causeway style bridges and closure of the Canal to navigation with restoration to the pre-Canal road system. These initial alternatives were then evaluated and screened to reduce the list to only those plans, which in terms of likely cost, impacts on the marine and land transportation systems, traffic and environmental impacts, and overall practicability, would be implementable.



Analysis of four alternatives were carried through the Study and accompanying EA for further analysis: (1) No Action (i.e. continued standard maintenance replacing elements as identified through regular inspection); (2) Major Rehabilitation; (3) Bridge Replacement – 4 lanes; and (4) Bridge Replacement - 4 Lanes with 2 Auxiliary Lanes.

The Recommended Plan

The MRER has determined that providing two new highway bridges would be the most **cost-effective** means of providing safe and reliable crossings as the existing bridges are 84-years-old and require frequent maintenance.

A new high level, fixed span bridge would be constructed immediately adjacent to each of the two existing highway bridges so as to minimize the modifications needed to the connecting roadways on both the mainland and the Cape. The new highway bridges would be designed to include access for both pedestrians and other non-vehicular traffic such as bicycles. To improve traffic safety and through traffic reliability each bridge would include two through traffic lanes and one acceleration/deceleration lane in each direction, for a total of six vehicular lanes on each bridge.

The two existing bridges would remain in operation until the new bridges are opened to traffic. It is anticipated that both bridges would be closed to traffic and demolished once the new bridges are opened.

Partnerships

The USACE is working with Federal and State partners and local stakeholder groups to obtain technical and regional input for all phases of the bridges project. The USACE has entered into a Memorandum of Understanding with the Massachusetts Department of Transportation to continue sharing information and collaborative decision-making regarding the Bourne and Sagamore Bridges and Cape Cod Canal regional transportation infrastructure alternatives into the future.

In addition, the USACE is closely coordinating with the Federal Highway Administration, U.S. Coast Guard, the Environmental Protection Agency, U.S. Fish and Wildlife Service, National Oceanic and Atmospheric Administration's National Marine Fisheries Service, federally-recognized Tribes, several regulatory agencies of the Commonwealth of Massachusetts, and the more than 20 towns in the area.



4-Lane with Auxiliary Lanes Bridge Replacement



To learn more about the study, please visit the project website:
www.CapeCodCanalBridgesStudy.com

Welcome

AGENCY RECOMMENDATION MEETINGS | OCTOBER 2019

How to submit your comments on the Draft MRER Study:

- Voice your comments tonight – sign up to speak at the registration desk
- Submit comments online: www.CapeCodCanalBridgesStudy.com
- Mail your comments by Comment Card also found at the registration desk

MAJOR REHABILITATION EVALUATION STUDY Cape Cod Canal Bridges



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AGENCY RECOMMENDATION MEETINGS

| OCTOBER 2019

MAJOR REHABILITATION EVALUATION STUDY

Cape Cod Canal Bridges



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Today's Agenda

Existing Conditions

Major Rehabilitation Evaluation
Report and Alternatives

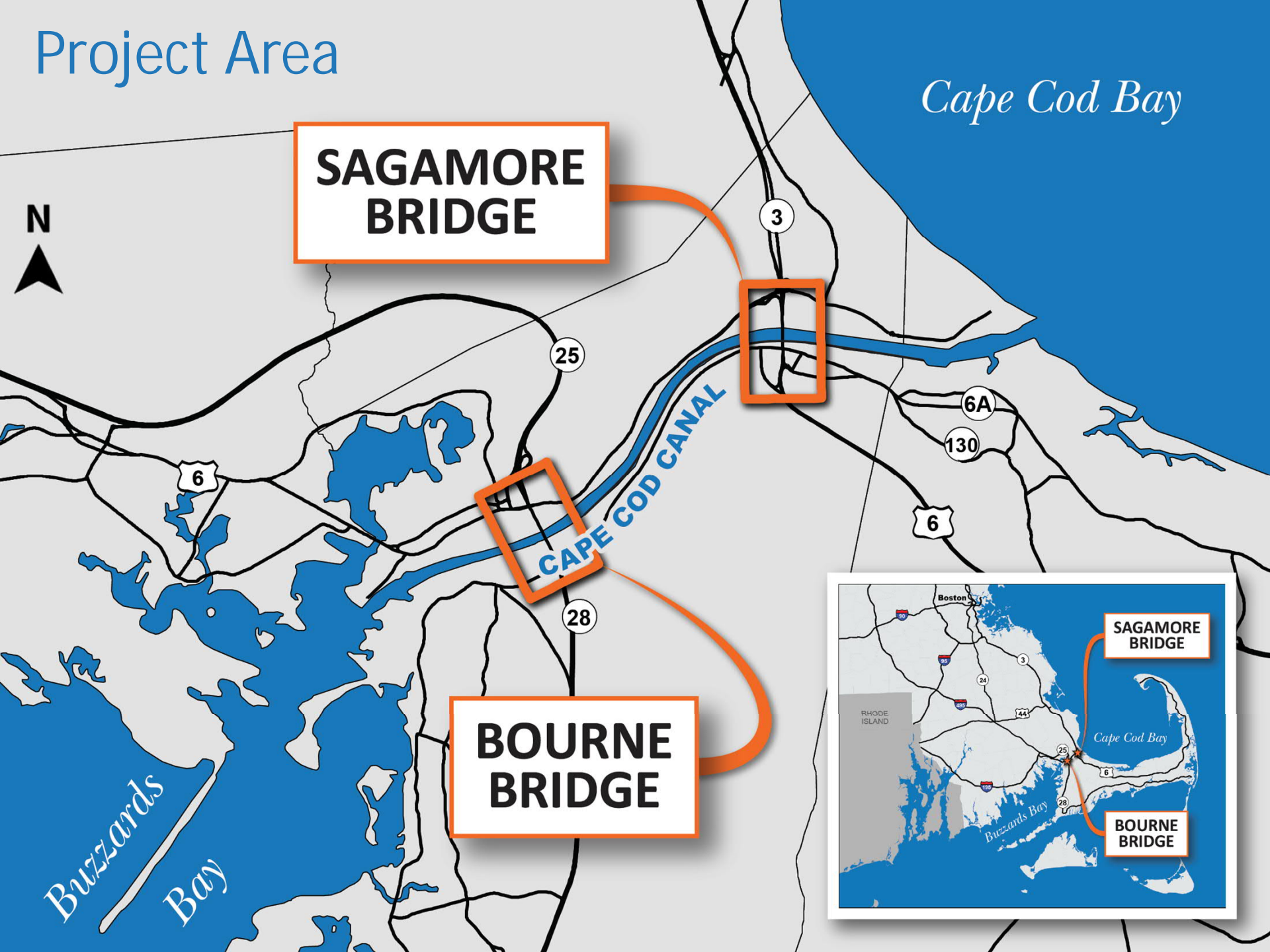
Summary of Findings

Recommended Plan

Timeline and Next Steps

How You Can Submit Comments

Project Area



Federal Navigation Project Importance to the Region

- Canal Vessel trips (2018)
 - Recreation – 14,320 (est)
 - Large Vessel – 7,460
- Important Ecological Connection
- Recreational Benefits

Operated by the District's Cape Cod Canal Office



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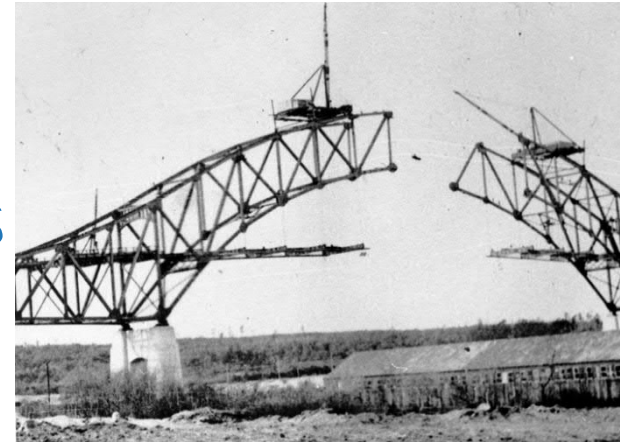
Bourne & Sagamore Highway Bridges

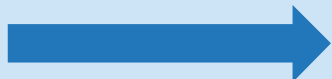
Built between 1933 and 1935

84-year old structures requiring increased maintenance

Approved bridge design funded by Congress:

- Two highway bridges providing access to/from the Cape
- 4 lanes total per bridge; 2 lanes each way
- Abutment to abutment
- No tolls

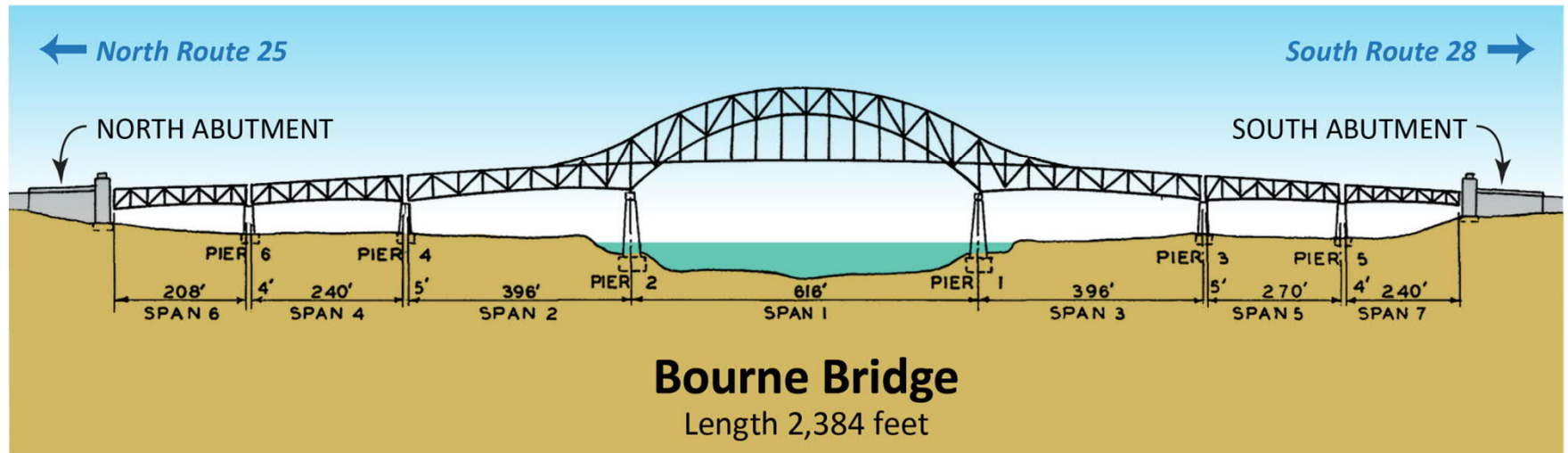
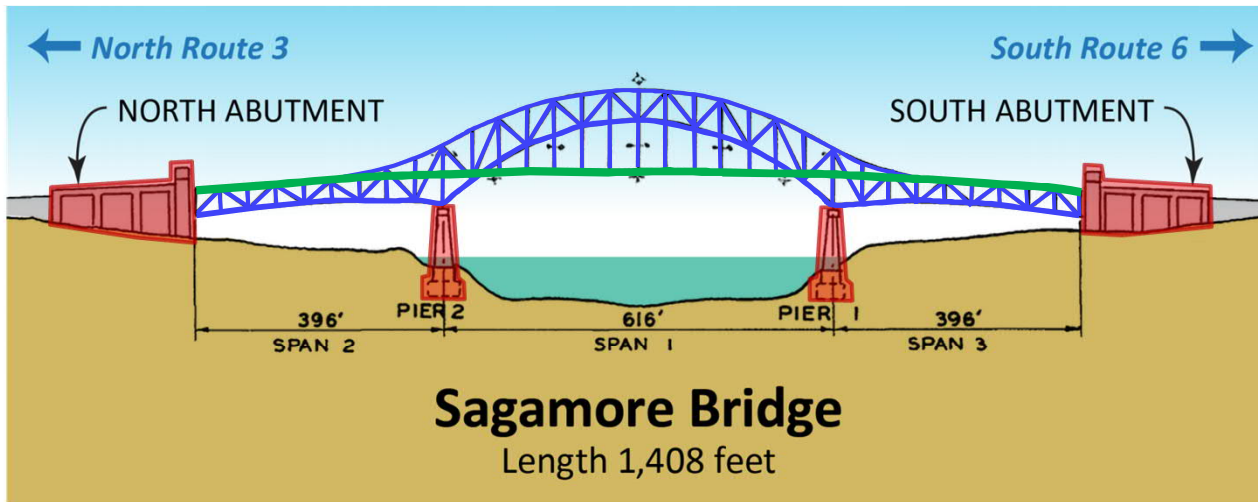


Bourne & Sagamore
Design  Current

80,000 vehicles
Per Month (avg)

3,027,000 vehicles
Per Month (10 yr avg)

Canal Bridges Truss Construction



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MAJOR REHABILITATION EVALUATION STUDY Cape Cod Canal Bridges



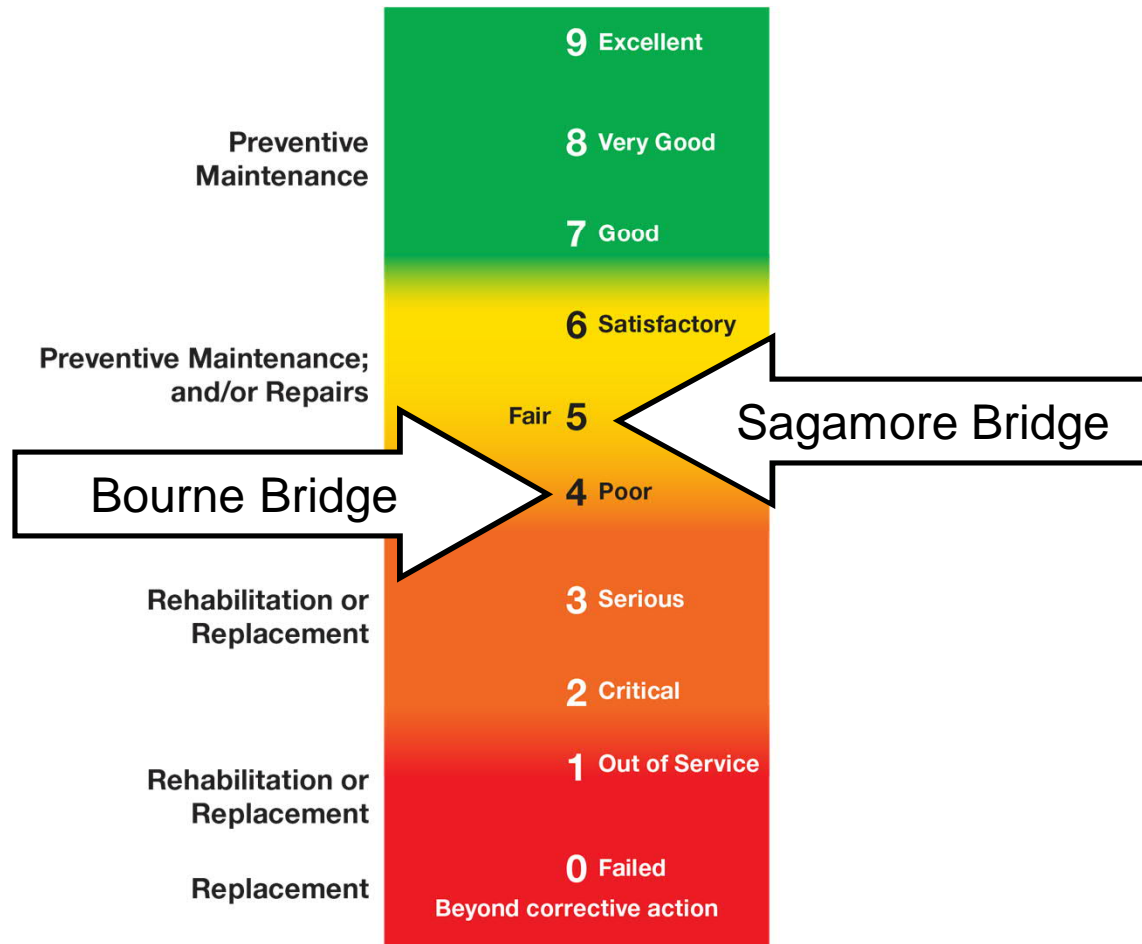
Existing Bridge Conditions

- Full Inspections every 2 years for each bridge
- Maintained to Safe Conditions
- Built to Outdated Standards
 - Narrow lane widths
 - No shoulder lane or median
 - Limited Pedestrian access
- Last Major rehab for both structures 1979-81



Existing Bridge Conditions

National Bridge Inspection Standards Condition Ratings



Bourne Bridge



Sagamore Bridge

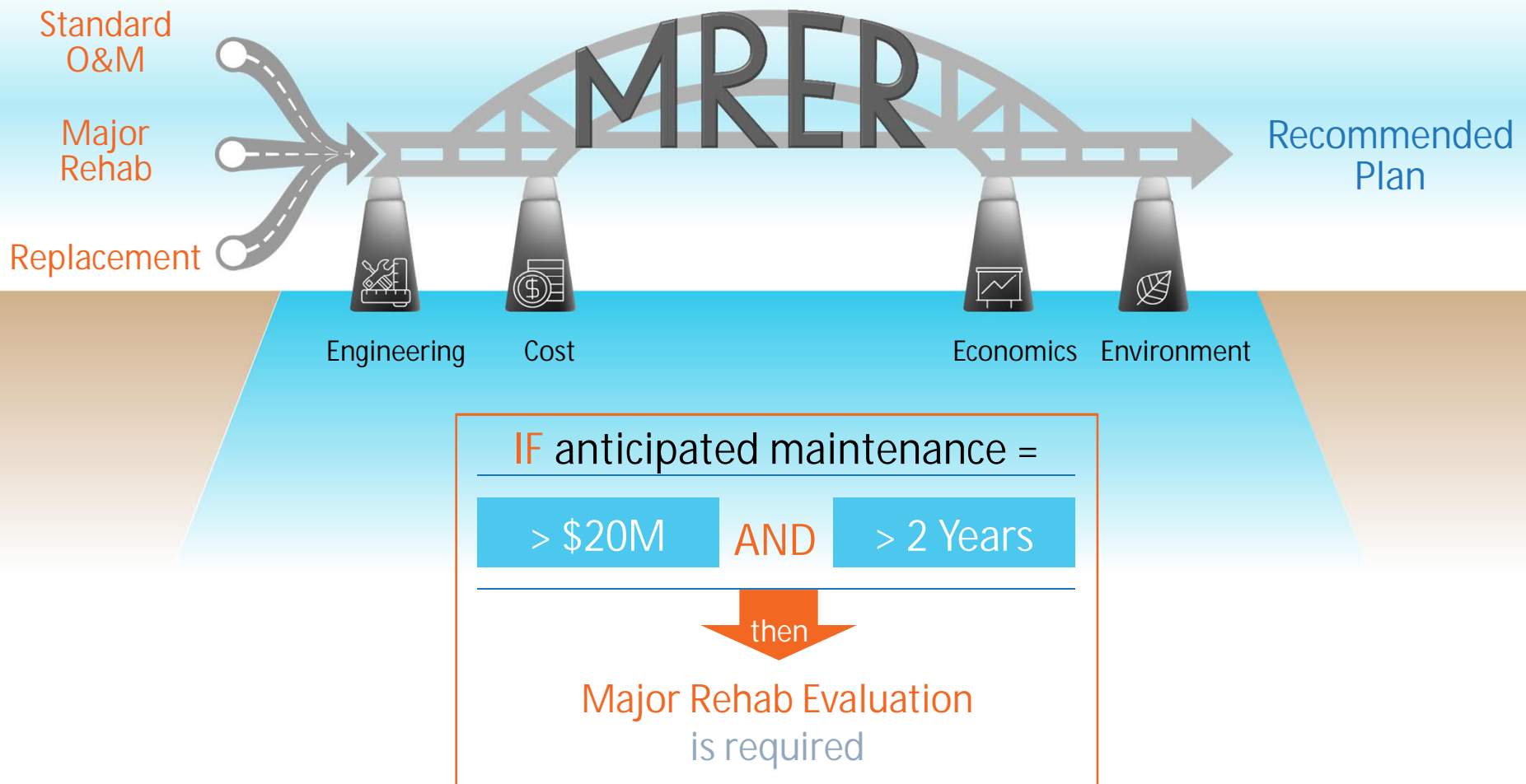


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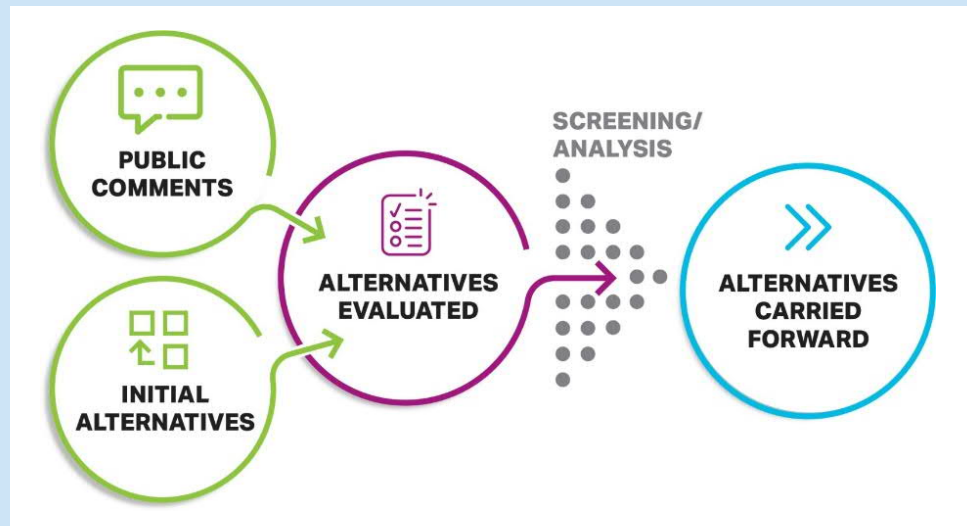


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The Major Rehabilitation Evaluation Report



Alternatives Analysis

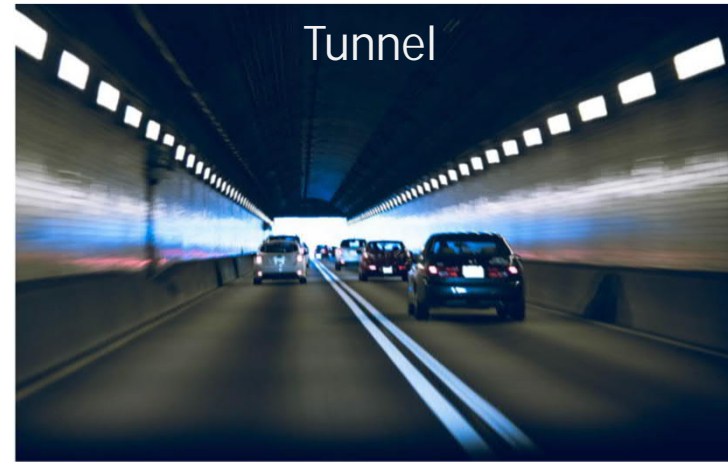


Alternatives carried forward for full analysis:

- A. Fix-as-Fails / “Without project” (baseline)
- B. Major rehabilitation
- C. Replacement – 4 Lane
- D. Replacement – 4 Lane + 2 auxiliary lanes



Alternatives Not Carried Forward



ALTERNATIVE - A

Fix-as-Fails / Without Project Baseline

- Involves continued inspection, maintenance and repair of the bridges on “fix-as-fails” basis
- Not a sustainable long-term approach
- Will likely lead to load limitations; posting of bridges



Effect of load limits:



ALTERNATIVE - B

Major Rehabilitation

- Repair major components of existing bridges
- Required twice per bridge during next 50 years

BEFORE

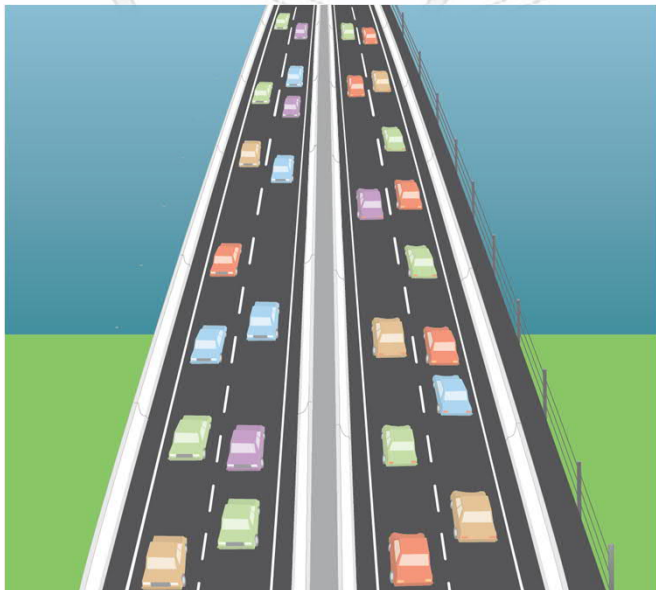
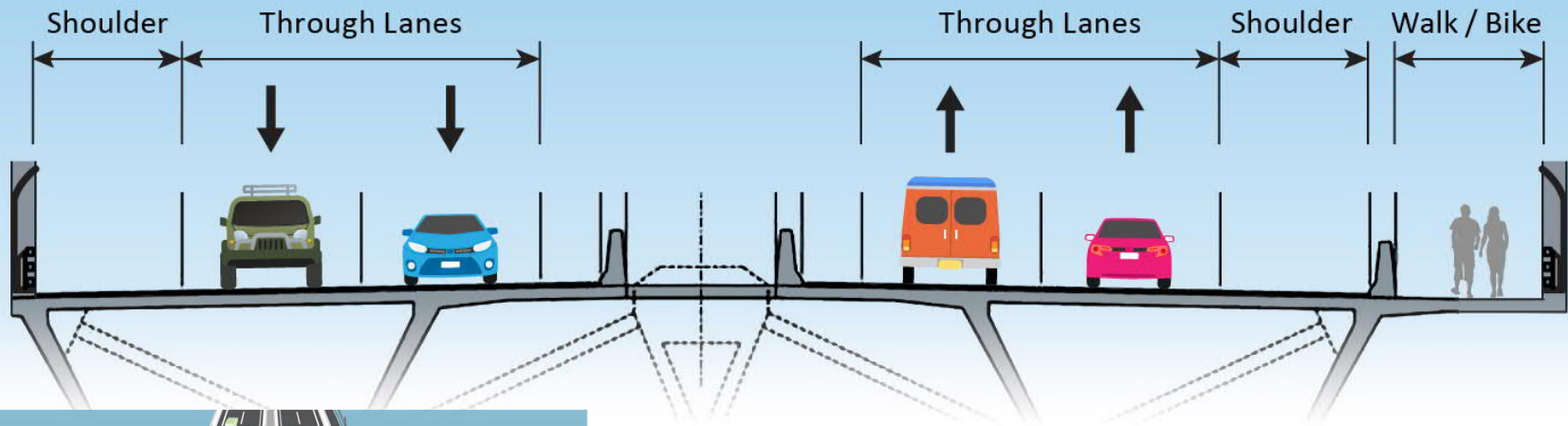


AFTER



ALTERNATIVE - C

Replacement – 4 Lane



- Designed to modern safety standards
- Matches current bridge layout
- Pedestrian and bicycle access
- Median / shoulders for breakdown lane
- Current bridges remain open until new bridges constructed



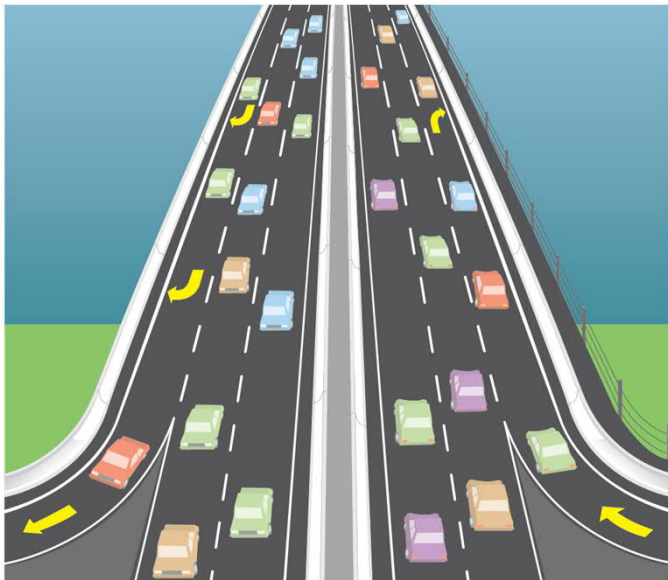
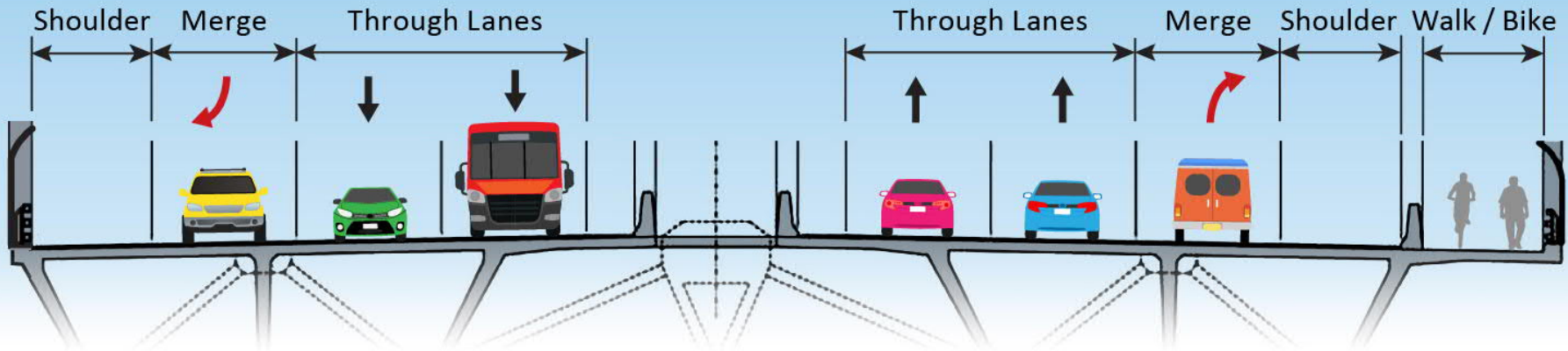
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ALTERNATIVE - D

Replacement – 4 Lane + 2 Auxiliary Lanes



- Designed to modern safety standards
- Would increase the current bridge layout by 2 lanes for acceleration / deceleration
- Pedestrian and bicycle access
- Median / shoulders for breakdown lane
- Current bridges remain open until new bridges constructed



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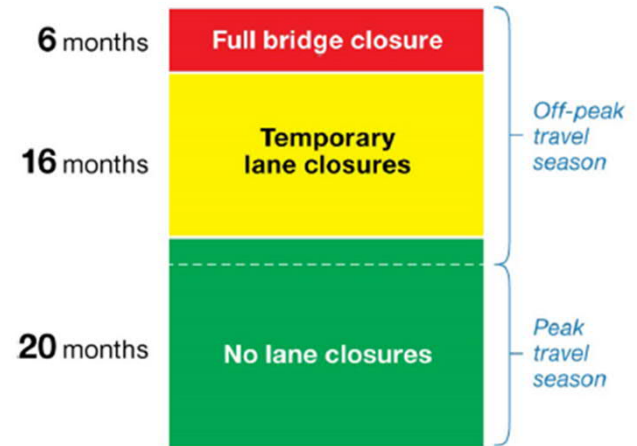


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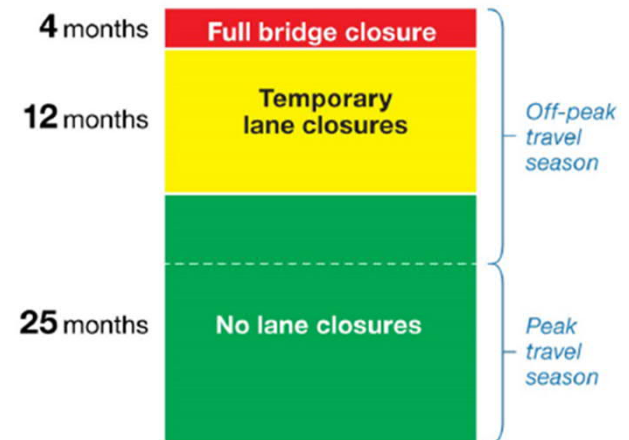
FINDINGS - Engineering

- Conceptual Schedule of Construction Repairs needed to maintain bridges.
- Rehabilitation Construction Period: **3 ½ years per bridge with closures**
- Proposed Rehab Construction start (dependent on funding):
Sagamore: 2025 / Bourne: 2029
- Will require 2 Major Rehabs and numerous O&M events during 50 year project horizon.

3 ½ Year Construction Period



Bourne Bridge



Sagamore Bridge



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FINDINGS - Cost Engineering

- Activity / Cost Schedule over the 50 year maintenance horizon developed.
- Full Cost and Schedule Risk Analysis completed for alternatives carried forward.

Total Project Cost Summary

50-YR OPERATIONAL HORIZON

MAJOR
REHABILITATION ¥

REPLACEMENT
(4-LANE)

REPLACEMENT
(4-LANE + 2 Aux)

Bourne Bridge

\$ 817 M

\$ 804 M

\$ 907 M

Sagamore Bridge

\$ 687 M

\$ 510 M

\$ 567 M

Non-Federal Approaches

\$ ----

\$ 149 M

\$149 M

GRAND TOTAL *

\$ 1,504 M

\$ 1,463 M

\$ 1,623 M

* Includes PED, LERRs, S&A, Contingency, Utility Relocation, State Approach work, and escalation through mid-point of construction

¥ 2 Major Rehabs required over 50 year Study period.

FINDINGS - Economics

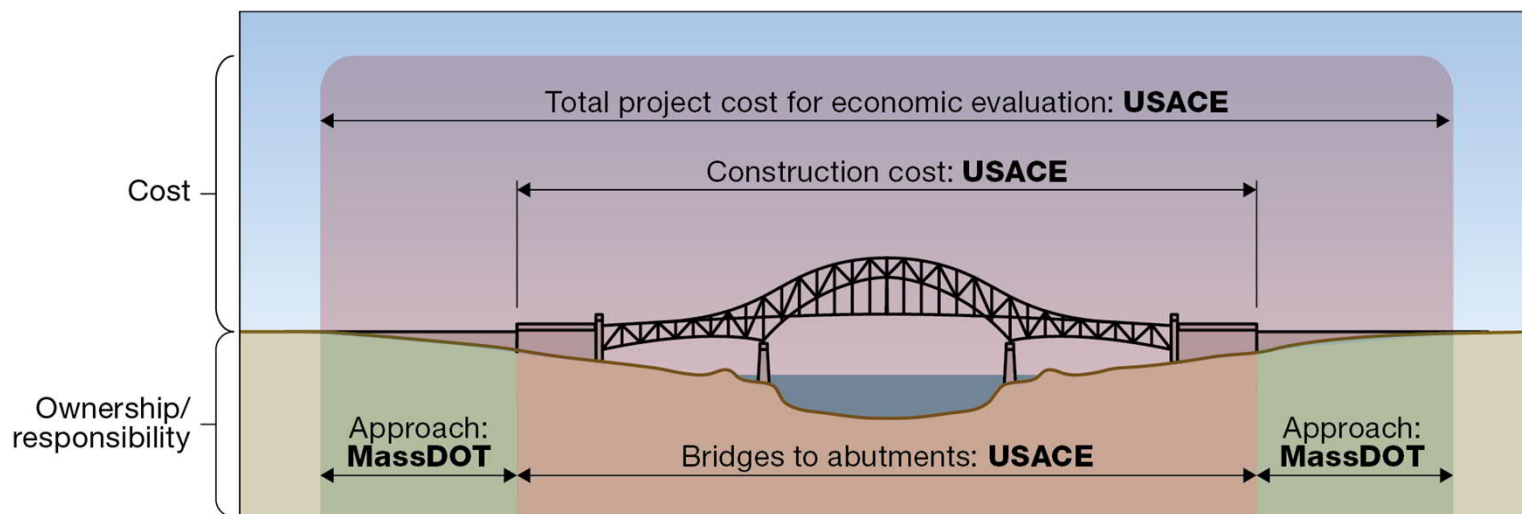
- Analysis compared annual costs to annual net benefits of each alternative over 50 year study period in a risk based approach.
- Incorporated traffic modeling to simulate partial lane & full bridge closures of all alternatives.

Bourne

Benefit to Cost Ratio
 Major Rehabilitation: 2.3
 Replacement (4 lane): 3.1
 Replacement (4+2 lane): 2.8

Sagamore

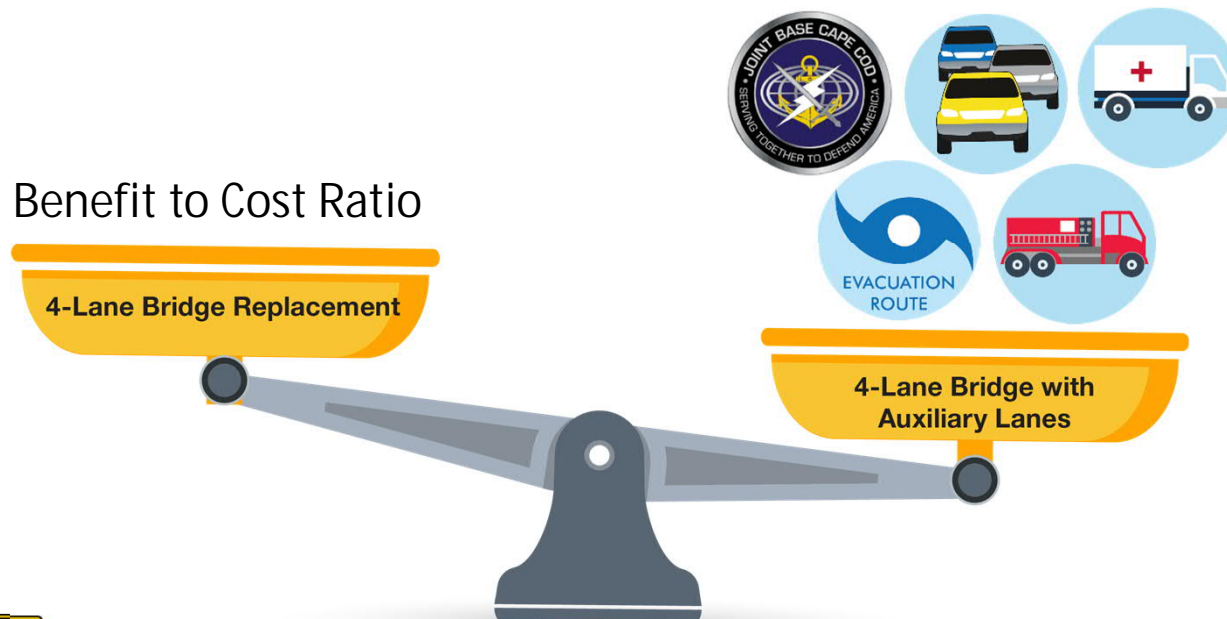
Benefit to Cost Ratio
 Major Rehabilitation: 3.2
 Replacement (4 lane): 7.7
 Replacement (4+2 lane): 7.1



FINDINGS - Economics

- Other Social Effects - a qualitative analysis suggests additional Future benefits could be gained with incorporation of auxiliary lanes.
- Model assumes no MassDOT improvements other than approach work prior to bridge construction.

Benefit to Cost Ratio + Future Benefits

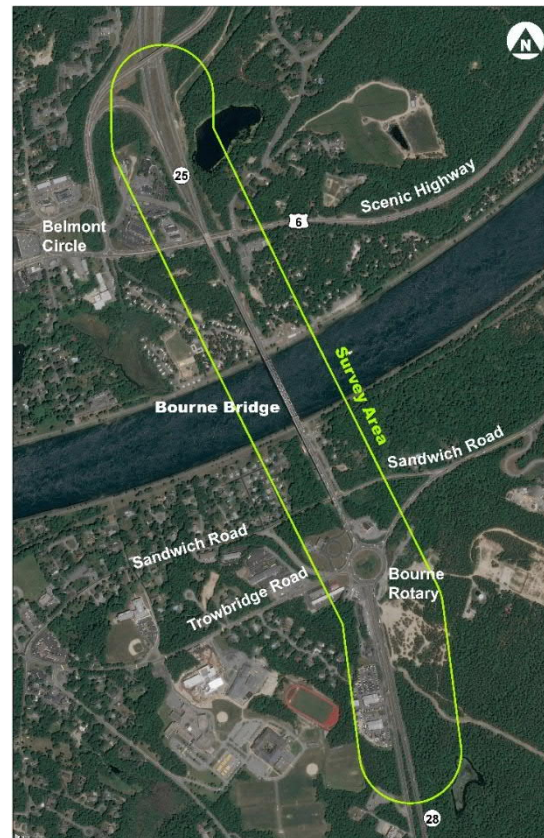


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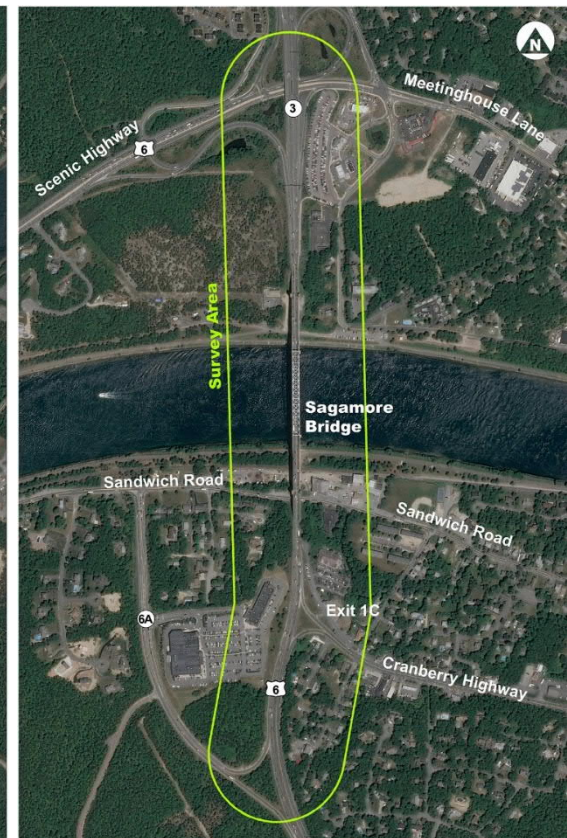


FINDINGS – National Environmental Policy Act

- NEPA undertaken for Rehab vs. Replace Decision (Phase I)
- Evaluates existing environmental conditions and assesses potential impacts to resources
- Coordination with MassDOT & FHWA and Resource Agencies
- Draft EA w/FONSI developed



BOURNE BRIDGE



SAGAMORE BRIDGE

FINDINGS – Environmental



- Project survey area is predominantly developed with existing roadways, homes, and businesses.
- Overall low direct impact to the natural environment for all alternatives.
- Protective measures and use of construction best management practices will mitigate any potential indirect effects of the alternatives.
- Additional environmental analysis will be required in Design (Phase II).

FINDINGS - Historic /Archaeological

- Both bridges eligible for National Register of Historic Places
- Several historic districts around the bridges; would require viewshed analysis during design
- Two known archeological sites within study area with cultural sensitivity
- Coordination with State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officers (THPOs) of Federally recognized tribes in next phase of project.





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Federal Highway
Administration

massDOT
Massachusetts Department of Transportation

Partnerships for a Successful Outcome



Joint Base Cape Cod
Cape Cod Commission
Town Governments
Chambers of Commerce
Community Organizations
Non-Governmental
Organizations
Public



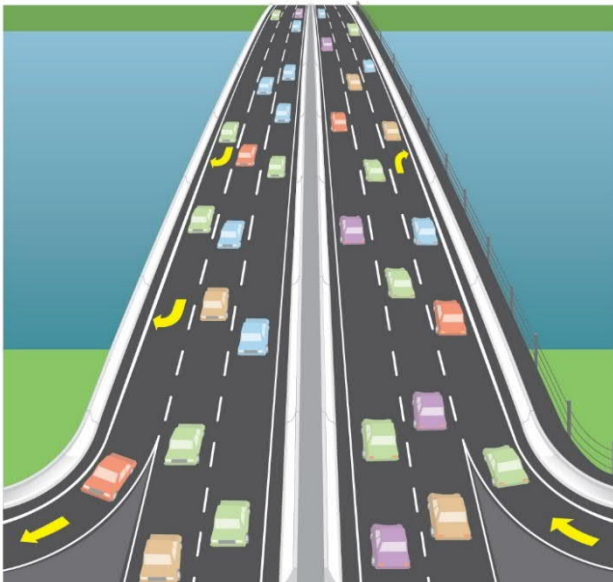
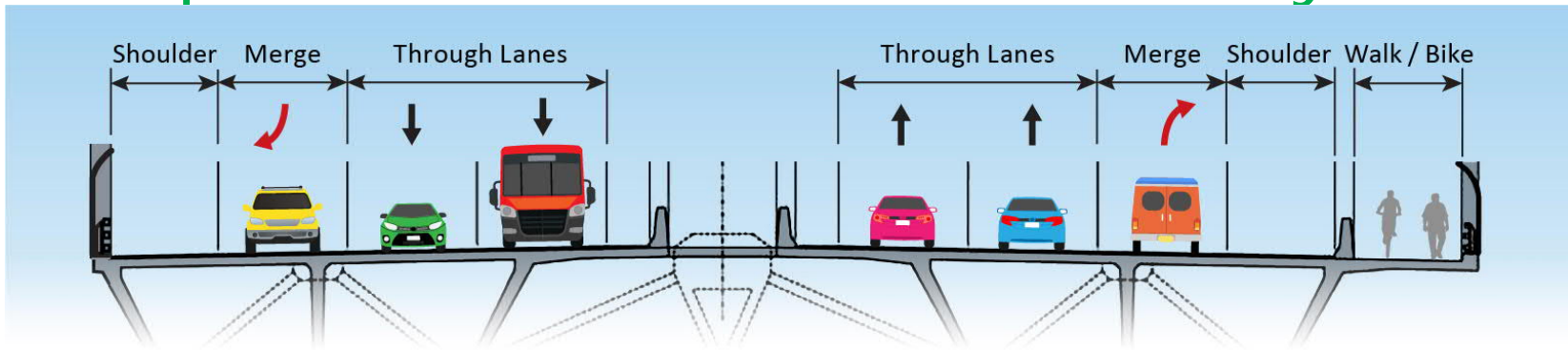
Senators and Representatives
Federally Recognized Tribes
U.S. Coast Guard
U.S. Environmental Protection Agency
U.S. Fish and Wildlife Service
NOAA
MA Government Agencies



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Recommended Plan – Alternative D Replacement – 4 Lane + 2 Auxiliary Lanes



- Most fiscally and environmentally responsible plan for access on/off Cape Cod for the next 100 years.
- Aligns with MassDOT Transportation Study recommendation for improved traffic.
- Will cost approximately \$1 Billion dollars in initial construction (FY20 dollars) to build both bridges and require continued collaboration with MassDOT and Federal Highways Administration.



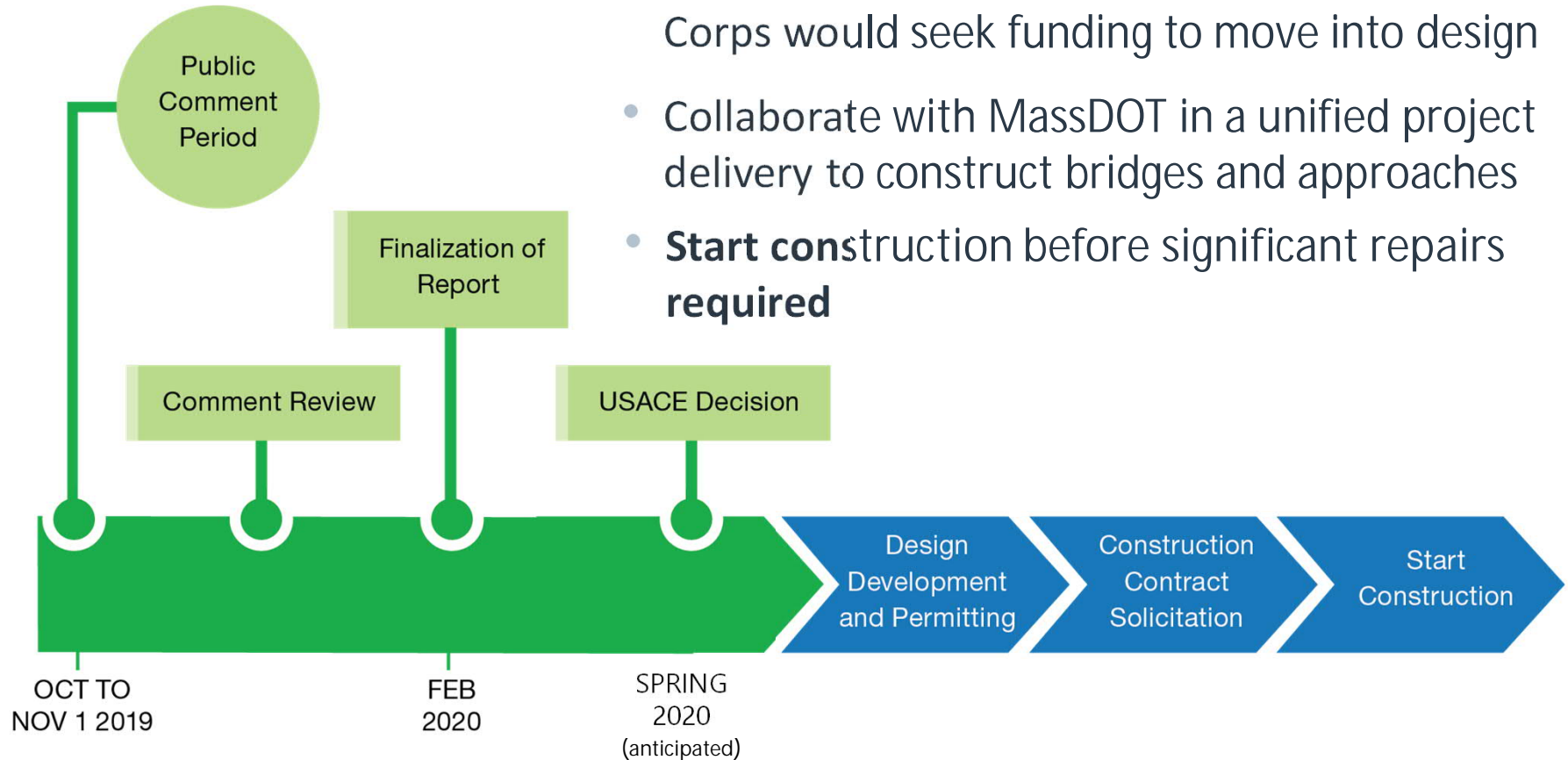
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Project Timeline & What Comes Next...

- After a USACE HQ decision is rendered the Corps would seek funding to move into design
- Collaborate with MassDOT in a unified project delivery to construct bridges and approaches
- **Start construction** before significant repairs required



What Comes Next...



Identify funding & project delivery method

- Selected alternative will require appropriations and may require Congressional authorization

Bridge design and permitting

- Additional public input incorporated during design phase



Initiate Construction

- Construct replacement bridges BEFORE significant repairs are required on existing bridges



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Opportunities to comment

Your input is important!

- Your comments at public meetings will be recorded
- Written comments will also be accepted
- 30-Day comment period is open from October 3 to Nov 1, 2019



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MAJOR REHABILITATION EVALUATION STUDY Cape Cod Canal Bridges



28

Q&A Session

Comments due by **November 1, 2019**

Other ways to submit comments

View Draft MRER Report & Environmental Assessment and submit comments online:

www.CapeCodCanalBridgesStudy.com



Written comments will also be accepted...

Mail comments to:

U.S. Army Corps of Engineers

Attn: Cape Cod Canal Bridges Study NEPA Coordinator

696 Virginia Road

Concord, MA 01742



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NEWS ARTICLES

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PUBLIC MEETING/DRAFT EA AVAILABILITY INFORMATION WAS PUBLISHED IN:

DAILY NEWSPAPER

Boston Herald
Boston Globe
Cape Cod Times
Providence Journal (Providence, RI)
Brockton Enterprise
Daily Times Chronicle (Woburn)
Milford Daily News
Metro West Daily News
Patriot Ledger (Quincy)
Springfield Republican
Sun Chronicle (Attleboro)

WEEKLY NEWSPAPER

Martha's Vineyard Times
Vineyard Gazette
Barnstable Patriot
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Cape Codder
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The Bourne Enterprise
JI Weekend (Manchester, CT)
Masphee Enterprise
Falmouth Enterprise
The Register (Yarmouth)

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RADIO

Bloomberg Radio

WBZ News Radio
WCAI-RM (NPR Cape and Islands)
WGBH-FM

TV

WCVB-TV Boston
WBZ-TV CBS Chan. 4
Boston 25 (Fox)
WWLP-TV (Springfield, Mass.)

Weigh in on Cape Cod Canal bridge plans

The U.S. Army Corps of Engineers, New England District, will hold five public meetings in mid-October 2019 on Cape Cod, the South Shore and in Boston to provide its recommendation from the Cape Cod Canal Highway Bridges Major Rehabilitation Evaluation Study on the future of the highway bridges spanning the Cape Cod Canal in Bourne, Massachusetts.

"Our recommendation,

documented in the draft Major Rehab Evaluation Report, is to replace the Bourne and Sagamore highway bridges with new structures built to include the 4 authorized travel lanes and 2 additional auxiliary lanes designed as acceleration/deceleration lanes built to modern highway standards with appropriate bike/pedestrian access," said District Engineer Col. William Conde, commander of

the U.S. Army Corps of Engineers, New England District.

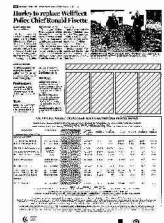
The Draft Major Rehabilitation Evaluation Report (MRER) and Draft Environmental Assessment are available for review on the website at <https://www.CapeCodCanalBridgesStudy.com> under the "Documents" tab. The Corps will accept public comments on the recommendations in the draft bridge study through Nov. 1, 2019.

Corps public meetings on the MRER bridge study include:

- Wednesday, Oct. 16, 2019, Bourne High School auditorium, 75 Waterhouse Road, Bourne

- Tuesday, Oct. 22, 2019, Nauset Regional High School auditorium, 100 Cable Road, Eastham

- Wednesday, Oct. 23, 2019, Barnstable High School Performing Arts Center, 744 West Main Street, Hyannis



Cape Cod bridge replacements

The U.S. Army Corps of Engineers has recommended replacing the two narrow and often backed-up bridges that carry vehicular traffic across the Cape Cod Canal. The Corps, which oversees the Bourne and Sagamore bridges, issued a report on the bridges after a study that weighed the advantages of rehabbing the nearly 85-year-old spans versus replacing them entirely. The Corps determined that replacing them would be more cost-effective than paying \$1.5 billion to rehabilitate them. The report recommends replacing the four-lane bridges with new wider four-lane structures that include auxiliary acceleration-deceleration lanes, and bike and pedestrian access. Construction could start as early as 2025.



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Draft Army Corps Of Engineers Report Recommends Replacing Canal Spans

By MICHAEL J. RAUSCH

A draft report by the Army Corps of Engineers recommends replacing the Bourne and Sagamore bridges over the Cape Cod Canal.

The Army Corps announced October 3 that its Draft Major Rehabilitation Evaluation Report will recommend replacement of the two aging spans as opposed to continued repairs.

"The USACE has determined that there is sufficient justification for pursuing a program of bridge replacement for both the Bourne and Sagamore highway bridges over the Cape Cod Canal," the report stated.

According to the Corps, the study "has determined that providing two new highway bridges would be the most cost-effective means of providing safe and reliable crossings. The existing bridges are 85 years old and are functionally obsolete."

The Corps owns the bridges, which it built between 1933 and 1935.

Colonel William Conde, commander of the US Army Corps of Engineers for the New England District, said the draft report recommends new structures that will include four travel lanes and two acceleration/deceleration lanes "built to modern highway standards."

The bridges would also be built "with appropriate bike/pedestrian access," the colonel said.

The Corps has scheduled five public meetings this month on the draft report recommendations.

The first will be held next Wednesday, October 16, at 6 PM in the auditorium at Bourne High School. The Corps invites the public to attend and provide input on the draft report.

Replacing the bridges, instead of continuing to repair them, also was the recommendation of

MassDOT's Cape Cod Canal Region Transportation Study Group.

The study group issued the results of its five-year study in February.

The existing bridges were constructed 85 years ago. They were built to replace two earlier bridges that had proven to be problematic.

The original Bourne and Sagamore bridges were drawbridges that were electrically operated, and, when opened, provided a 140-foot navigational clearance.

However, the swift current of the canal proved dangerous for vessels waiting for the drawbridges to be opened.

see Canal Bridges on Page 8

Fear among mariners led to an underwhelming number of vessels passing through the canal in its first few years, causing it to be deemed a failure.

During World War I, President Woodrow Wilson ordered the canal taken over by the Federal Railroad Administration. After the war, it was returned to the control of original owner August Belmont, but it became apparent that improvements needed to be made to the canal bridges.

In 1928, under authority of the federal Rivers and Harbors Act of 1927, the Army Corps took over operation of the Cape Cod Canal. The Army Corps widened and deepened the canal, and constructed three new bridges: the Bourne and Sagamore vehicular bridges, and the Buzzards Bay railroad bridge.

A Boston Sunday Globe article reported that 1,200 men worked on building the bridges, and roughly 2,000 men worked in the Pennsylvania steel mills,

making the pieces used in construction.

Workers were both skilled and unskilled. Skilled laborers earned \$1.50 an hour, while unskilled workers made 50 cents an hour.

One of the more significant additions to the bridges was the installation of railing to cut down on the suicides and suicide attempts. In 1977 alone, nine people took their lives jumping from the two bridges. Repeated suggestions to make the bridges safer were made by the Samaritans of Cape Cod, a non-denominational, non-profit volunteer organization that provides emotional support to the lonely, depressed, or suicidal.

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That community criticized the Army Corps for scheduling the bridge work during the Cape's shoulder season when businesses are gearing up for the busy summer months. Similar outrage was expressed when repairs and commuter



snarls were the result of work done on the Bourne Bridge this past spring.

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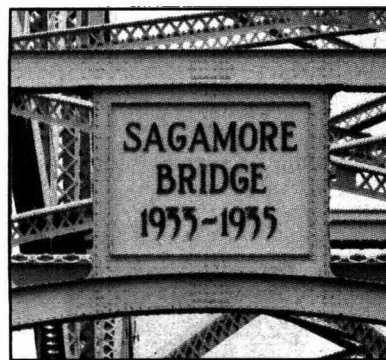
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A final recommendation on whether to replace or continue to repair the Cape Cod Canal bridges will be contained in the final report that will be submitted to Corps headquarters in Washington, DC, in February 2020.



BRENDA M. SHARP/ENTERPRISE

The Sagamore Bridge and the Bourne Bridge were built in a program under President Franklin Roosevelt's New Deal.



Bourne residents question impact of bridge proposals

First hearing on planned replacement of canal spans raises concerns on land-takings

By Ethan Genter

egenter@capecodonline.com

BOURNE — Whatever happens to the Bourne and Sagamore bridges, Bourne stands to be most affected among Cape towns.

About 100 people showed up at Bourne High School on Wednesday night to remind the U.S. Army Corps of Engineers, which was holding the first of five public meetings to talk about its recently released draft report calling for replacement of the two vehicular bridges, of that fact.

"This announcement to potentially — I'm being optimistic — replace the two bridges is an exciting time," said Judith Froman, chairwoman of the Bourne Board of Selectmen. "We want to ensure our 20,000 residents have a significant voice at the table."

She called on the Corps and the Massachusetts Department of Transportation to come to Bourne and meet with the selectmen, even offering up Dec. 3 as a potential date.

"It is now time to have more engagement with Bourne specifically," Froman said.

In the report, released earlier this month, the Corps recommended building two new six-lane bridges adjacent to the existing spans, which would then be torn down. The report is still in its draft form, and Wednesday's meeting was held to get input from the community before it is finalized and the Corps decides what to do.

The Corps said replacing the bridges would be more cost-effective than doing major rehabilitation work on the

84-year-old spans across the canal. But replacement could result in land-takings, a large fear of some of those attending the meeting.

James Poore, who lives and works out of his home near the Sagamore Bridge, worried what would happen to his property.

"It's more than just a home, it's our livelihood," he said. "It's very concerning to me. ... This project is going to impact my life a lot."

Dave Collins, a Sagamore resident who also lives near that bridge, feared what could happen to his and his neighbors' homes if the bridge were to be replaced.

"On the west side, where we happen to live, there is a development of about 15 to 18 houses, and looking at the preliminary design, on the west side, it would take five to six of those houses out and it would be about 50 feet from my front door," he said. "I think a lot of consideration ought to be given to people's homes, (to people) that have lived here for all of their lives, before any decision has been made."

John Doble, a lifelong resident of Bourne, lives on Sandwich Road, right underneath the Cape side of the Bourne Bridge. He had similar concerns.

"How much is my property going to be impacted by this construction of a new bridge?" he asked. "What alternatives do we have?"

The Corps is getting input from the public on whether to rehabilitate or replace the bridges, and any decision on land-takings or on the footprint of the bridges would be considered in the design phase, which has not yet

started, said Craig Martin, the Corps' project manager in the New England District.

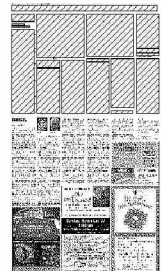
"Once we start the design phase, anyone that might be within the footprint of the potential construction, we are going to bring them in as part of the working group to get their input and notify them of the most up-to-date information," he said.

Others wondered if a third bridge in the middle of the Cape Cod Canal, an idea that has been bandied about for years but was rejected by the Corps in the study, was still a viable option.

The Corps, which is also responsible for the Buzzards Bay Railroad Bridge, is mandated to keep two, non-tolled crossings and said a third bridge was eliminated because of the costs and the amount of work that would be needed to realign a new bridge with local roads.

The state has proposed changes to several roads leading to the bridges and is starting to move into the design phase of some of those projects. Both the Corps and Department of Transportation officials have promised to work together.

"We're going to have a lot of work to do. I understand everybody's concerns. We are going to have a lot more outreach. We are going to work in partnership with the state," said Scott Acone, deputy district engineer for programs and project management in the New England District. "Their transportation study and our rehabilitation are two pieces of a puzzle, and they have to fit together. That's really the only way this is going to help address some of the regional transportation concerns that we have here."



Follow Ethan Genter on
Twitter: @EthanGenterCCT.

The Army Corps of Engineers will accept public comments on the draft study on the Bourne and Sagamore bridges through Nov. 1. Comments may be submitted at public meetings or online at CapeCodCanalBridgesStudy.com. Written comments may be submitted to U.S. Army Corps of Engineers, New England District, Attn: Craig Martin, 696 Virginia Road, Concord, MA 01742-2751. Comments also may be emailed to nae-pn-nav@usace.army.mil.

Two more hearings will be held on the Cape:

Eastham: 6 p.m. Oct. 22, Nauset Regional High School auditorium, 100 Cable Road

Hyannis: 6 p.m. Oct. 23,

on the bridge while work is being done.

Public comments



Alan Margraf, of Sagamore, addresses representatives of the U.S. Army Corps of Engineers during a public forum Wednesday at Bourne High School on the proposed replacement of the Bourne and Sagamore bridges. Several area residents expressed concerns about what impact the project could have on their neighborhoods.

Online

Read more stories about plans for the bridges: capecodtimes.com

More bridge work, hearings

The Bourne and Sagamore bridges will be down to one lane in either direction next week while the U.S. Army Corps of Engineers performs pavement maintenance.

The repairs to the Bourne Bridge will start at 8 p.m. Tuesday and end at 5 a.m. Wednesday.

The Sagamore Bridge work will be done Wednesday into Thursday during the same time period.

Wide loads will not be allowed



Craig Martin, the Army Corps' project manager in the New England District, presents the draft report on the future of the two vehicular bridges over the Cape Cod Canal. [RON SCHLOERB PHOTOS/CAPE COD TIMES]

TIME TO GO

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By MICHAEL J. RAUSCH

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see **Canal Bridges on Page 2**

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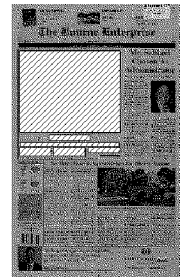
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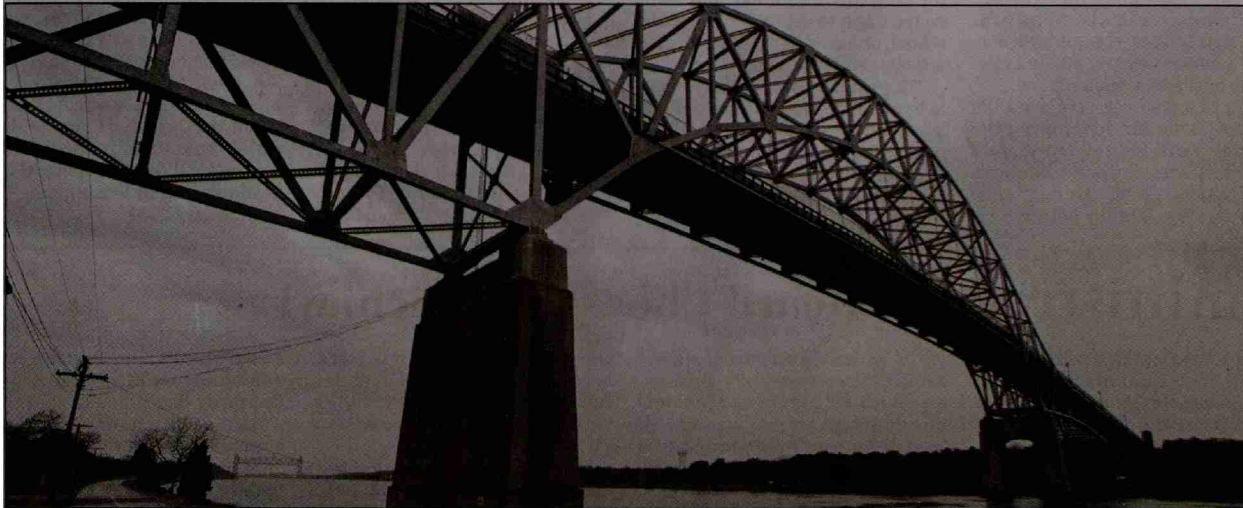
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PHOTOGRAPHS BY GENE M. MARCHAND/ENTERPRISE



PHOTOGRAPHS BY BRENDA M. SHARP/ENTERPRISE

The Bourne Bridge and the Sagamore Bridge were built in a program under President Franklin Roosevelt's New Deal.

Cape bridge input sought

Feedback is wanted on plans to replace the two **Cape Cod Canal bridges**, the Bourne and Sagamore bridges. The **U.S. Army Corps of Engineers** recently recommended the replacement of the 85-year-old spans instead of rehabbing them. A hearing on the plans is being held Wednesday, Oct. 23 at Barnstable High School Performing Arts Center at 744 West Main St. in Hyannis. Registration and open house starts at 6 p.m., with the meeting at 6:30. The Corps is accepting comments through Nov. 1 at www.CapeCodCanalBridges-Study.com or by mail at U.S. Army Corps of Engineers, New England District, Attn. Craig Martin, 696 Virginia Road, Concord, MA 01742-2751. Comments can also be emailed to nae-pn-nav@usace.army.mil



State official: Takeover of canal bridges 'on table'

**Transfer from Army Corps
would not occur until after
aging spans are replaced**

By Ethan Genter

egenter@capecodonline.com

BOSTON — A transfer of the Bourne and Sagamore bridges from the U.S. Army Corps of Engineers to the state after they are replaced is “on the table,” according to the state’s highest transportation official.

Having the bridges in the hands of the state, which owns the roads that lead to the spans, would give the state more control, Massachusetts Department of Transportation Secretary Stephanie Pollack said at a board meeting Monday.

“We’ve not volunteered to take the bridges in their current condition. This would not be an as-is transfer,” she said. “The issue has been raised: Would we consider doing it after they were newly constructed, and it would certainly give

See BRIDGES, A4

us more control over that next 50 years if we had new bridges — over inspections, maintenance and keeping them in good shape.”

But she emphasized the idea is only in the preliminary stages.

“It’s on the table but no final conclusion has been reached, nor would it be reached until we had a (memorandum of understanding) ready,” she said.

The Corps, which manages and operates the two automobile crossings over the Cape Cod Canal, is currently taking public comment on a draft plan that recommends

replacing the existing bridges with wider bridges that have two added auxiliary lanes, a median, shoulders and a pedestrian and bike path.

The bridges are 84 years old, and replacement is estimated at \$1 billion.

The Corps is not normally in the business of maintaining traffic bridges, and the idea was talked about because the bridges are critical links in the state road network, Corps officials have said.

The state and the Corps have a memorandum of understanding that lays out how they will proceed in the bridge replacement process, but a second memo is in the works, Pollack said.

“We have started conversations on a second, more detailed memorandum of understanding that we would not execute until after the Army Corps finishes its formal process,” she said.

The possibility of the state taking over the bridges after they are replaced could help leverage more money from the federal government and end up working for both parties, said U.S. Rep. William Keating, D-Mass.

“I think it’s a complementary move,” he said.

The idea has been discussed in several meetings between the Corps and the state and no objections have been raised, said Keating, who lives in Bourne, not far from the bridges.

“People have said. ‘You know this makes a great deal of sense,’” he said.

Cape legislators, however, had mixed feelings on the potential transfer.

“I think it’s a wonderful idea,”



state Rep. William Crocker, R-Centerville, said.

Having the bridges and the roads leading to them all under the same ownership umbrella would make it easier to have local voices heard, he said.

Any chance of changing hands is still a long way off.

"It's still very, very much in the planning stages at this point," Crocker said.

State Rep. David Vieira, R-Falmouth, was open to talking about the idea but had reservations when it came to future funding and tolls.

"Clearly the federal government has the obligation to replace the bridges," he said. "Any future dis-

cussion of ownership, I'd be open to discussing."

The Corps is obligated to keep the crossings toll-free; the state, however, is not. Vieira worried that, at some point to keep up with the costs of maintaining the bridges, the state could turn to tolls.

"That's a concern I have," he said.

*Follow Ethan Genter on
Twitter: @EthanGenterCCT.*

Online

Read more coverage of Cape Cod bridges:
capecodtimes.com



Pollack



Crocker



Vieira

Army Corps leader commits to bridge project

Replacement of canal spans may require 'out-of-the-box' solution, official says

By Ethan Genter

egenter@capecodonline.com

WASHINGTON — The highest-ranking official in the U.S. Army Corps of Engineers said Wednesday that he is committed to replacing the Bourne and Sagamore bridges, but it may take some innovative ideas to get it done.

Lt. Gen. Todd Semonite told Sen. Edward Markey, D-Mass., at a Senate Environment and Public Works Committee hearing that the Corps planned to put the project on its work plan, a list of projects that go beyond the normal line items in its civil works budget.

"You have our commitment in the work plan and just from an engineering perspective to fight to get these done," Semonite said.

Last week, Markey and fellow Democrats Sen. Elizabeth Warren and U.S. Rep. William Keating wrote a letter to Semonite asking him to allocate the necessary funding to replace the bridges.

The Corps is taking public comment through Nov. 1 on a draft report that recommends replacing the bridges.

"These two bridges are vitally important," Markey said. "They connect the nearly 250,000 residents of the Cape with the rest of Massachusetts, and the tourism community is obviously very important."

The Corps' budget historically has been about \$5 billion a year, so projects as big as the bridge

replacement, which is estimated at \$1 billion, can be difficult to fund, said Scott Acone, the Corps' deputy district engineer for programs and project management in New England.

"That's about 20% of our budget," he said.

If Congress appropriates more money for different programs, the Corps uses the work plan as a guide for what to fund.

The bridges are the No. 1 priority for the Corps' New England district, Acone said, but the money Congress puts toward the work plan can vary widely from year to year.

Projects such as the bridges may need creative long-term solutions to get done, Semonite said.

"I have been to those bridges three times personally. I've talked to the governor personally about this. We need to look at an out-of-the-box solution here," he said.

The Corps has looked at something similar to a reverse mortgage to pay for projects that are not only expensive but also a critical pinch point in the transportation infrastructure, he said.

"I would encourage, not only for this particular project but for other projects that this committee has that are so important to this nation and there is a single point of failure, that we've got to find another way to get these projects approved," Semonite said.

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STATE

ARMY CORPS COMMITS
TO REPLACING
CAPE COD BRIDGES

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PAGE 3



When It Comes To The Bridges, Really Consider All Alternatives

The Army Corps of Engineers apparently considered alternatives to replacing the bridges over the canal with wider spans. Among them were a third bridge between the current bridges, a tunnel running beneath the canal, filling in the canal and a series of low bridges connecting the Cape to the mainland.

To what extent the Army Corps considered those options is a question that project manager Craig Martin did not answer at a meeting last week at Bourne High School. We don't expect anyone gave a lot of thought to filling in the canal or building a tunnel; it's pretty obvious that those options make no sense.

But replacing the existing spans with low bridges might. Would it not cost less, maybe even much less? Bridges built shore to shore without approaches would be shorter. The bridges could be made even shorter by filling in either side of the canal and, in effect, creating a causeway.

Once constructed, wouldn't shorter and lower bridges be less costly to maintain?

Such a plan, especially a causeway concept, would put an end to certain types of canal traffic. Barges would no longer be able to get through, nor would cruise ships, commercial fishing boats, sailboats and large

sport fishing vessels and cruisers.

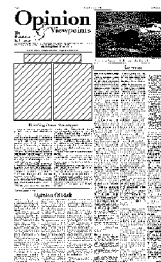
That is a problem. But whose problem is it?

It is estimated that replacing the bridges will cost \$1 billion. What if half that could be saved by causeway-type construction? That \$500 million is a lot of money. Should taxpayers be asked to subsidize barge companies, commercial fishermen and cruise lines? Should taxpayers be asked to pay for the convenience and enjoyment of sailors and sport fishermen?

If the Army Corps moves ahead with its current replacement scheme, maybe the users of the canal should pay with the equivalent of tolls. Has that idea ever been considered?

And what is the trend in the use of the canal? The canal is no longer the commercial necessity it once was. Global Positioning Systems and other navigational advances have made circumnavigating the Cape safe; the shoals that were once a menace to shipping are today easy to avoid. How might use of the canal change in the future?

If the Army Corps of Engineers has not considered all angles of alternatives to replacing the bridges, it should. Taxpayers should demand it. At \$1 billion, no one should accept the status quo.



Bridge Alternatives

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If the Army Corps moves ahead with its current replacement scheme, maybe the users of the canal should pay with the equivalent of tolls. Has that idea ever been considered?

And what is the trend in the use of the canal? The canal is no longer the commercial necessity it once was. Global Positioning Systems and other navigational advances have made circumnavigating the Cape safe; the shoals that were once a menace to shipping are today easy to avoid. How might use of the canal change in the future?

If the Army Corps of Engineers has not considered all angles of alternatives to replacing the bridges, it should. Taxpayers should demand it. At \$1 billion, no one should accept the status quo.



Cape Cod Canal bridges seek public input on upgrades

CONCORD - The U.S. Army Corps of Engineers, New England District, has extended the public comment period through Friday, November 15 for public input to the recommendation in the Cape Cod Canal Highway Bridges Major Rehabilitation Evaluation Study on the future of the highway bridges spanning the Cape Cod Canal in Bourne.

The Corps recommendation, documented in the draft Major Rehab Evaluation Report, is to replace the Bourne and Sagamore highway bridges with new structures to include the 4 authorized travel lanes and 2 additional auxiliary lanes, designed as acceleration/deceleration lanes built to modern highway standards with appropriate bike/pedestrian access. The Draft Major Rehabilitation Evaluation Report (MRER) and Draft Environmental Assessment are available for review on the website at <https://www.CapeCodCanalBridgeStudy.com> under the "Documents" tab. The Corps will accept public comments on the recommendation contained within the draft bridge study through November 15, 2019.

The two bridges are major go-through bridges for motorists from the Greater Boston area, as well as New England, the East Coast, Canada and elsewhere. Much interest and concern has been expressed over the efficiency of the two bridges for decades.

The Corps will accept public comments on the draft study through November 15. Public comments can be e-mailed (see above) or mailed to U.S. Army Corps of Engineers, New England District (Attn: Craig Martin), 696 Virginia Rd., Concord, MA 01742-2751, or also to nae-pn-nav@usace.army.mil.



Still time to speak on Canal bridges

Deadline extended for comment on Cape Cod Canal bridges project

By David Kindy
 dkindy@wickedlocal.com

Have something to say about the planned construction of two new highway bridges over the Cape Cod Canal? You can still do so until Nov. 15.

The New England District of the Army Corps of Engineers has extended the deadline for public comment. Residents can make their thoughts known online, by email or via regular mail.

The Corps of Engineers announced last month that it will recommend constructing two new spans to replace the Sagamore and Bourne bridges, which are nearly 85 years old. It issued the Cape Cod Canal Highway Bridges Major Rehabilitation Evaluation Study outlining its

recommendation.

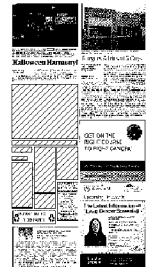
In the meantime, the Corps of Engineers began conducting public sessions to get input from people regarding their concerns about the project. One meeting was held Oct. 17 at Plymouth South High School for residents to learn about the work, which is estimated to cost more than \$1 billion and could begin as soon as 2025.

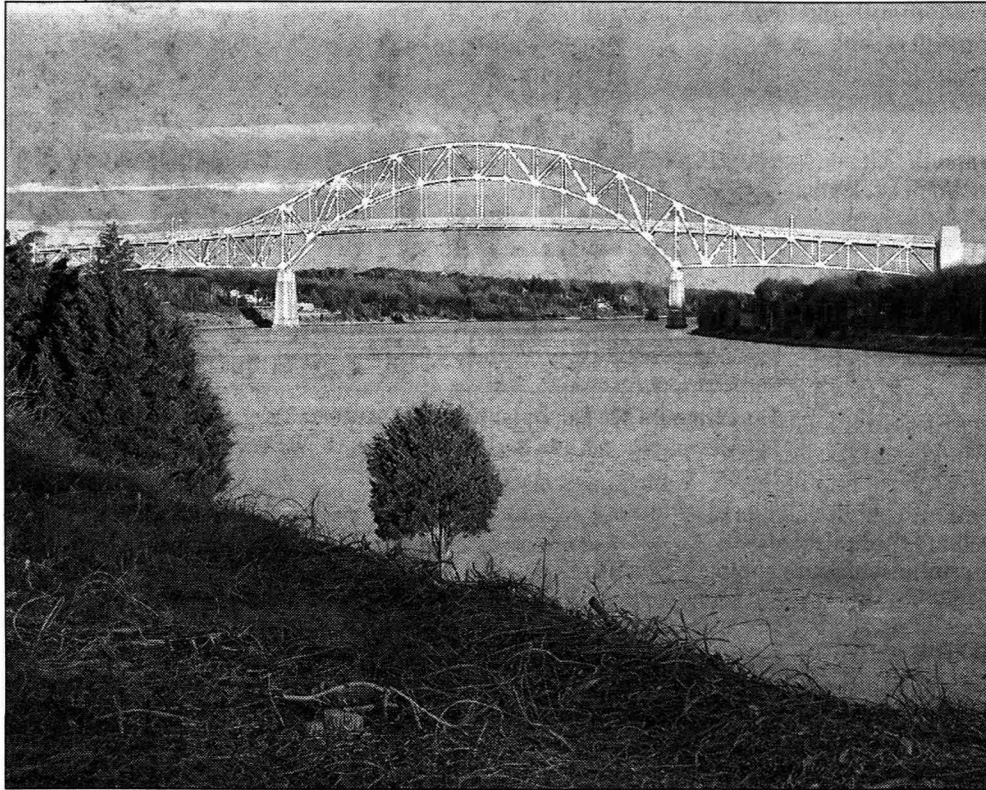
The Corps of Engineers recommends replacing the two highway bridges with new structures built to include four authorized travel lanes and two additional auxiliary lanes for use as acceleration and deceleration lanes. The bridges would also include bicycle and pedestrian access.

In addition to public

comment, the Major Rehabilitation Evaluation Study will undergo an independent external peer review by the private and academia sectors before. The final report will be submitted to Corps of Engineers headquarters in Washington, D.C., for a decision to be announced in February.

The Army Corps of Engineers will accept public comments on the draft study through Nov. 15. They can be submitted online at www.CapeCodCanal-BridgesStudy.com, emailed to nae-pn-nav@usace.army.mil or sent in writing to U.S. Army Corps of Engineers, New England District, (Attn: Craig Martin), 696 Virginia Road, Concord, MA 01742-2751.





Sagamore Bridge, which spans the Cape Cod Canal, at sunset

Army Corps: Replace the canal bridges

Long-awaited study concludes replacement of aging spans more cost-effective than rehabilitation

By Ethan Genter

egenter@capecodonline.com

CONCORD — In a report released Thursday night, the Army Corps of Engineers recommended replacing the aging Bourne and Sagamore bridges, with construction possibly starting in 2025. The recommendation came in a draft version of the Corps' long-awaited Major Rehabilitation Evaluation Study, which weighed rehabbing the two 84-year-old bridges against replacing them.

The Corps, which owns and maintains the bridges, determined that the estimated \$1.5 billion to replace them would be more cost-effective than the similar amount it would take to rehabilitate them.

As recommended, each new bridge would have four travel lanes, two in each direction, and an auxiliary lane on both sides. There also are plans for a median, shoulders and a separate bike and pedestrian lane, which the current bridges do not have. The lanes also would be widened from 10 to 12 feet.

The existing bridges would remain open during construction and be demolished after the new bridges are finished. The new Sagamore Bridge would

See BRIDGES, A4

be built to the west of the existing bridge and the new Bourne Bridge to the east of that span.

Replacing the bridges would have minimal disturbances to traffic during construction, according to the report. But

the existing bridges would still need maintenance during that time.

The Corps estimated that it would need to acquire 11 acres for the new Bourne Bridge and about 4.5 acres for the Sagamore Bridge. The cost of acquisition, improvements and relocation of businesses was estimated at \$7.8 million per bridge.

The Cape Cod Canal was built in 1916 to cut down on travel times for ships heading south from Boston. The bridges were built about 20 years later, at a time when the Cape's population was about 26,000 people and vehicles were much smaller than the SUVs and trucks that cross the bridges every day now.

Both bridges are structurally deficient and do not meet modern-day standards.

"The existing bridges were constructed 84 years ago and require increasingly more frequent repair and maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal," the Army Corps wrote in a statement.

With the release of the draft report, the Corps is kicking off a public comment period to start later this month. Public meetings will be held in Bourne, Plymouth, Boston, Eastham and Hyannis.

The Corps will review those comments and then finalize its report and give its decision, possibly by spring. That timeline could provide for construction to start in 2025.

The final report will be submitted to Corps headquarters in Washington, D.C., for a decision in February. Public comments on the report will

be taken through Nov. 1.

"I am pleased to see that the Army Corps of Engineers' report concludes that the best and most cost-effective way to manage the vital transportation link over the Cape Cod Canal is to construct two modern bridges to replace the Bourne and the Sagamore," U.S. Rep. William Keating, D-Mass, said in a statement. "Two new bridges built up to modern standards will improve traffic flow, allow better access to the Cape and Islands in the coming years, and provide vital evacuation routes ... As a year-round resident of Cape Cod who depends on the Bourne Bridge, I strongly feel that this is the best outcome for our Cape and Islands community and the greater Southeastern region as a whole. Our federal delegation stands together in pursuing funding in Congress for this important project."

The Massachusetts Department of Transportation came to a similar conclusion about the bridges in May. After a five-year study, the state proposed bridges that were 138 feet wide — 90 feet wider than the existing ones. The department envisioned each bridge with six 12-foot lanes, a 10-foot-wide median, a 12-foot-wide shared-use path and a 6-foot sidewalk on either side.

The state also recommended revamping several of the roads leading to the bridges; bonds for that work were proposed in Gov. Charlie Baker's \$18 billion bond bill earlier this year.

A hearing on that bill is scheduled for Oct. 8, Cape Cod Regional Transit Authority Administrator Thomas Cahir said.



Multiple bills before Congress could help pay for the bridges, including a \$5 million amendment in an appropriations bill that would pay for their design and a \$1 billion bill that would bolster the nation's evacuation routes, of which the bridges are a component.

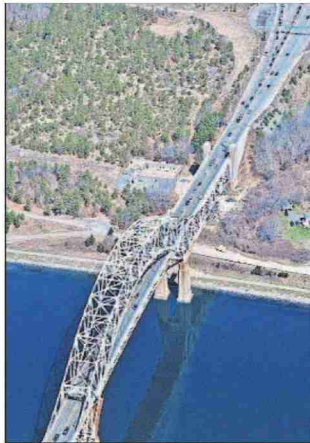
Rehabilitation of the bridges was estimated to take 3½ years and result in temporary and full closures.

Other scenarios looked at in the Corps report include replacing both bridges with a single bridge; the addition of a third automobile bridge not overseen by the Corps; replacement of the bridges with tunnels; and even filling in the canal.

*Follow Ethan Genter
on Twitter: @
EthanGenterCCT.*



Traffic backs up on the Bourne Bridge heading into the rotary during one of the increasingly frequent maintenance and construction projects. [STEVE HEASLIP/CAPE COD TIMES]



An aerial view of the Sagamore Bridge as traffic backs up heading on to the Cape. The Army Corps of Engineers, which owns and maintains both vehicular bridges over the canal, has recommended replacing them. [STEVE HEASLIP/CAPE COD TIMES]

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billion to replace them would be more cost-effective than the similar amount it would take to rehabilitate them.

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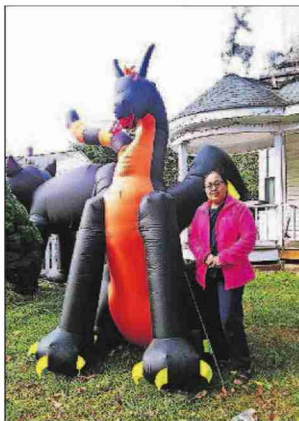
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Karen Mendez with her inflatable Halloween dragon on her front lawn in Framingham. If Framingham does cancel trick-or-treating on Halloween night because of the risk of EEE, then Mendez said she and her kids will go to Natick Mall and have fun. [DAILY NEWS STAFF

PHOTO/HENRY SCHWAN]

Friendly political rivals share successes

Area legislators talk about efforts to help Plymouth and beyond

By David Kindy

dkindy@wickedlocal.com

What do you get when you take a bunch of politicians from both parties and throw them in a room together? Mutual respect and good-natured kidding.

That was the case at the 2019 Legislative Breakfast, presented Friday by the Plymouth Area Chamber of Commerce at the Hotel 1620 Plymouth Harbor. Instead of rancorous debate and name-calling, local politicians joked with each other and related how they work together to solve problems at the State House and in the district.

"Even though we come from different backgrounds, we're all friends," said state Sen. Vinny deMacedo. "We don't take it personally. We maintain decorum and agree to disagree."

The spirit of congeniality was evident throughout the Legislative Breakfast as each speaker – Democrat or Republican – supported their colleagues on a myriad of issues concerning local communities: economic development, gambling, transportation, tourism and more.

DeMacedo, R-Plymouth, led off the session by discussing how the Massachusetts Legislature has been working to increase funding for the Rainy Day Fund. The stabilization account has grown substantially in less than five years, from \$1.8 billion in 2015 to \$2.6 billion today. It is expected to reach \$3.5 billion by

2020. The fund helps the state pay for important programs when tax revenues fall during economic decline, and a strong fund helps make for a strong financial rating.

"We have to be prepared," he said. "When things get bad, that's when you need the Rainy Day Fund. We're in a much better position now than we've ever been."

The racetrack and gambling proposal announced for Wareham was discussed by state Rep. Susan Williams Gifford, R-Wareham. She has filed legislation to have the Massachusetts Gaming Commission review the plans and determine its viability for Region C, which includes Southeastern Massachusetts.

"We want to know if the state can support another casino," she said. "Having this proposal reviewed by the commission will help us understand what we can sustain. This is the first step."

The impact of replacing the Sagamore and Bourne bridges over the Cape Cod Canal was discussed by state Rep. Randy Hunt, R-Sandwich. On Thursday, the U.S. Army Corps of Engineers announced new bridges were necessary and it hoped to begin construction as early as 2025. He detailed the planned improvements, which include wider and additional lanes.

"These changes will help a lot," he said. "Traffic will move much more quickly, which will provide a lot of relief." He added, "Ten years from now, we could be using two new spans."

State Rep. Matt Muratore, R-Plymouth, talked about the "significant dollars" that have gone into infrastructure improvements to help Plymouth prepare for its 400th anniversary in 2020. He said the federal and state delegation worked together to secure \$14 million for dredging Plymouth Harbor so larger cruise ships and other vessels can visit.

"The eyes of the country and the world will be on us," he said. "The focus will be on us all year and beyond 2020."

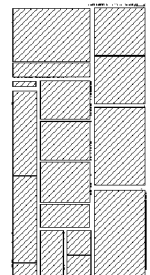
The challenge of dealing with the opioid crisis was the focus of Plymouth County District Attorney Tim Cruz' talk. Cruz, a Republican from Marshfield, described how the Plymouth County Drug Task Force has become a national model by working to reduce opioid deaths while getting referrals for addiction therapy are going up.

"Things are happening here," he said. "We've made a lot of progress, but there's still more we need to do with your help."

State Rep. Josh Cutler, D-Duxbury, discussed his role as a leader of the Workability Taskforce to study the critical issue of workforce development for persons with disabilities.

State Rep. Kathy LaNatra, D-Kingston, discussed a petition to the Office of Business Development to establish a MassMade program to identify, connect and support businesses that produce consumer goods in the commonwealth.

Register of Deeds John Buck-



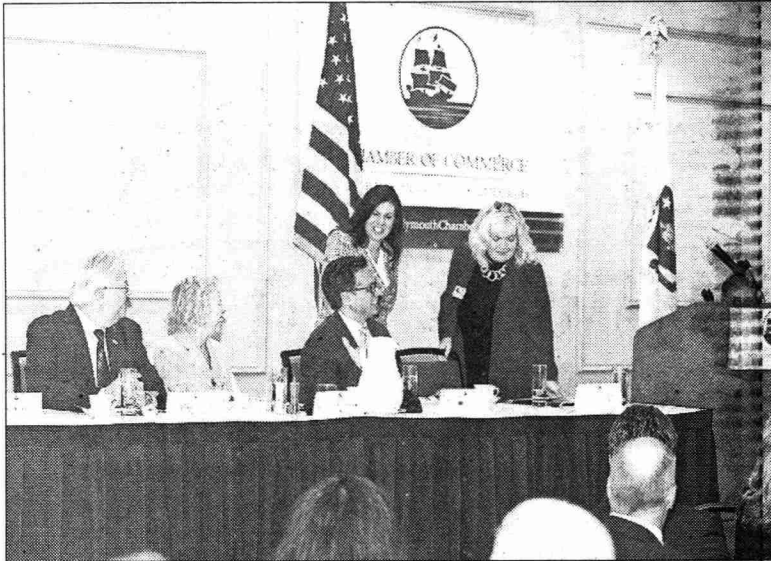
ley, D-Brockton, provided an update on the Registry's continuing efforts to enable the system to search land records back to 1686.

Plymouth County Sheriff John McDonald, R-Kingston informed the audience of a five-year deal with county commissioners to lease the County Farm land and continue it for agricultural and prisoner work programs.



Sharon Brown, PACC Government Affairs Committee chair, welcomes the crowd and state and local legislators to the Plymouth Area Chamber of Commerce annual Legislative Breakfast held last Friday at Hotel 1620. [WICKED LOCAL

PHOTO/DENISE MACCAFERRI]



State Rep. Kathy LaNatra jokes with state Sen. Vinny deMacedo on her way to the podium where, she spoke about her, along with state Rep. Josh Cutler and others' petition that the Office of Business Development establish a MassMade program to identify, connect and support businesses that produce consumer goods in the commonwealth. [WICKED LOCAL PHOTO/DENISE



State Sen. Vinny deMacedo presents the state's healthy fiscal position.
 [WICKED LOCAL PHOTO/DENISE MACCAFERRI]

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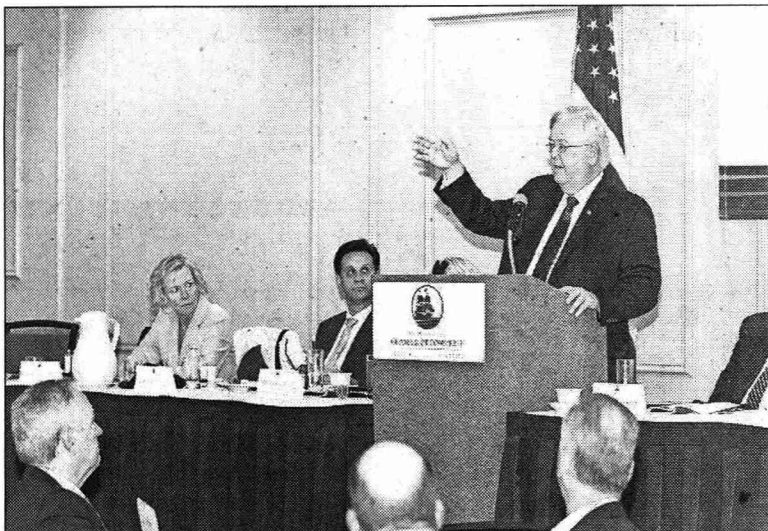
State Rep. Josh Cutler talked about his role as leader of the Workability Taskforce to study the critical issue of workforce development for persons with disabilities. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



State Rep. Susan Williams Gifford spoke about a proposal for a thoroughbred race track and gambling in Wareham. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]

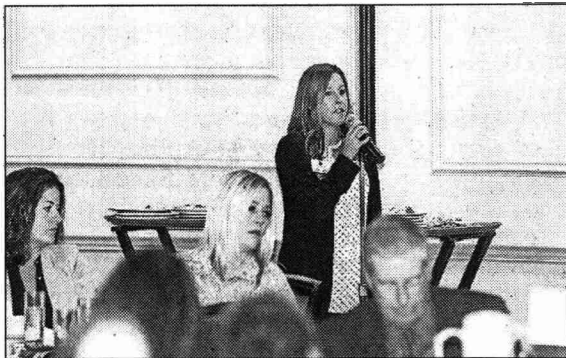


Plymouth County DA Timothy Cruz reported that Plymouth County's Drug Abuse Task Force's Outreach Program has resulted in a 26 percent decrease in fatal drug overdoses. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



State Rep. Randy Hunt gives some details on the recent news of the Army Corps of Engineers proposal to replace the Sagamore and Bourne bridges.

[WICKED LOCAL PHOTO/DENISE MACCAFERRI]



Stacey Jordan, area manager at HomeBridge Financial, asks the legislators about the status of gender equality legislation.

[WICKED LOCAL PHOTO/DENISE MACCAFERRI]



Plymouth County Register of Deeds John Buckley Jr. updates the Plymouth Chamber audience on the Registry's continuing efforts to enable the system to search land records back to 1686. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]

PLANS FOR NEW CAPE COD BRIDGES WIN PRAISE

The Army Corps of Engineers' draft recommendation to build new Bourne and Sagamore bridges was no surprise to most officials on the Cape, but they were heartened to see the federal agency working in concert with the state for what would be a landmark project for the region.

PAGE 3



Reviewing plans for the spans

Army Corps of Engineers gets town input on replacing canal bridges

By David Kindy

PLYMOUTH – What would happen if and when two new bridges are built over the Cape Cod Canal? Plymouth residents were asking that question at a public meeting last week with the Army Corps of Engineers, which is responsible for constructing the new spans.

Approximately 25 people attended the session on Thursday to find out what they can expect from this major project estimated at more than \$1 billion, which could begin as early as 2025. Eight people asked questions and made statements about the future project. One person had concerns about how his house and business would be impacted if the bridges are replaced.

Undoubtedly, it will have an impact on local neighborhoods but the full extent is not known yet. According to Tim Dugan of the New England District of the Corps of Engineers, that's because there are still a lot of variables to be decided.

"We are preparing a draft study with an initial recommendation to replace the

bridges," he said. "The report has to be completed, go through technical reviews and approved at Corps headquarters in 2020 before we seek funding. All that has to happen before we even start thinking about planning and design – if approved. That is a long way off."

The Corps of Engineers announced earlier this month it was recommending replacing both the Sagamore and Bourne bridges, which were built nearly 85 years ago. Both require extensive work to maintain and have reached the point where structural integrity is becoming an issue.

The current plan calls for constructing two new bridges with four full-size travel lanes and two additional auxiliary lanes for acceleration and deceleration – all built to modern highway standards and with bicycle and pedestrian access. The work could take up to three years to complete. The current bridges would remain in use until the new spans are completed.

Funding for the new bridges would come from the federal government. Sens. Edward

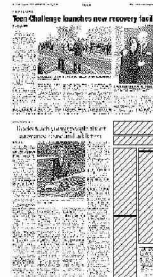
Markey and Elizabeth Warren and U.S. Rep. William Keating are urging the Corps of Engineers to include all necessary funding in its work plan for fiscal 2020.

The Sagamore and Bourne bridges, which connect nearly 250,000 residents on Cape Cod, Martha's Vineyard and Nantucket to the rest of Massachusetts, are vital to the regional and state tourism economies.

At the Plymouth meeting, the Corps of Engineers presented the draft Major Rehabilitation Evaluation Report and environmental assessment for review by the public, which can present comments for consideration. The report will also undergo an independent external peer review by the private and academia sectors before a final recommendation on whether to replace or continue to repair the Cape Cod Canal bridges is submitted to Corps headquarters in Washington, D.C., for decision in February 2020.

The Corps of Engineers will accept public comments on the draft study through Nov. 1. They can be submitted online at www.CapeCodCanalBridgesStudy.com. Written comments can be sent to: U.S. Army Corps of Engineers, New England District, (Attn: Craig Martin), 696 Virginia Road, Concord, MA 01742-2751. Comments also can be emailed to nae-pn-nav@usace.army.mil.

Reach David Kindy at dkindy@wickedlocal.com



When It Comes To The Bridges, Really Consider All Alternatives

The Army Corps of Engineers apparently considered alternatives to replacing the bridges over the canal with wider spans. Among them were a third bridge between the current bridges, a tunnel running beneath the canal, filling in the canal and a series of low bridges connecting the Cape to the mainland.

To what extent the Army Corps considered those options is a question that project manager Craig Martin did not answer at a meeting last week at Bourne High School. We don't expect anyone gave a lot of thought to filling in the canal or building a tunnel; it's pretty obvious that those options make no sense.

But replacing the existing spans with low bridges might. Would it not cost less, maybe even much less? Bridges built shore to shore without approaches would be shorter. The bridges could be made even shorter by filling in either side of the canal and, in effect, creating a causeway.

Once constructed, wouldn't shorter and lower bridges be less costly to maintain?

Such a plan, especially a causeway concept, would put an end to certain types of canal traffic. Barges would no longer be able to get through, nor would cruise ships, commercial fishing boats, sailboats and large sport fishing vessels and cruisers.

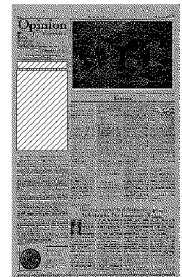
That is a problem. But whose problem is it?

It is estimated that replacing the bridges will cost \$1 billion. What if half that could be saved by causeway-type construction? That \$500 million is a lot of money. Should taxpayers be asked to subsidize barge companies, commercial fishermen and cruise lines? Should taxpayers be asked to pay for the convenience and enjoyment of sailors and sport fishermen?

If the Army Corps moves ahead with its current replacement scheme, maybe the users of the canal should pay with the equivalent of tolls. Has that idea ever been considered?

And what is the trend in the use of the canal? The canal is no longer the commercial necessity it once was. Global Positioning Systems and other navigational advances have made circumnavigating the Cape safe; the shoals that were once a menace to shipping are today easy to avoid. How might use of the canal change in the future?

If the Army Corps of Engineers has not considered all angles of alternatives to replacing the bridges, it should. Taxpayers should demand it. At \$1 billion, no one should accept the status quo.



Cape Cod Canal bridges seek public input on upgrades

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SOUND OFF

U.S Army Corps of Engineers recommends replacing the Sagamore, Bourne Bridge to Cape Cod; would require 310 days of closures: “85 years ago it took them just 2 years from start to completion with 1930’s technology to build both the Sagamore and Bourne bridges at approximately the same time. After reading the forecasted timeframes for the replacement bridges, we have not come very far. Sad.” – 1ifbyland on [masslive.com](https://www.masslive.com)



Bridges to be replaced

Construction of new Cape bridges likely to impact Plymouth traffic

By David Kindy

dkindy@wickedlocal.com

There's a lot to be done before crossing these bridges, but planning is already underway following the announcement that the Army Corp of Engineers recommends replacing the two roadway spans over the Cape Cod Canal. If and when that happens, it will likely have an impact on Plymouth traffic.

"There's not a lot of information at this point, but we know it will have a big impact," said Lee Hartmann, director of Planning and Development in Plymouth. "When the flyover was constructed at the Sagamore Bridge in 2006, it definitely affected traffic on Bourne Road, Buttermilk Bay, Exit 2 at Cedarville and along Herring Pond Road."

The Corps of Engineers would like to begin replacing the Sagamore and Bourne bridges in 2025. In preparation for that, it has scheduled a series of meetings to present project plans and solicit comments from the public. The Plymouth session will be held Thursday, Oct. 17, beginning at 6 p.m. in the Performing Arts Center

at Plymouth South High School.

Estimated cost to replace both bridges is more than \$1 billion. According to state Rep. Randy Hunt,

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R-Sandwich, whose district includes Precinct 9 in Plymouth, current projections are \$625 million for the Bourne Bridge and \$415 million for the Sagamore Bridge.

"Obviously, we will have to compete for funding with other federal construction projects, but our congressional delegation will be pushing that whole issue," he said.

Hunt cited evacuation safety of residents and visitors on Cape Cod for the need to do the project.

"Some 225,000 people live year-round on the Cape," he said. "That population swells to more than 4 million during the summer. If something happens, we need to evacuate everyone safely."

The bridges are nearly 85 years old and need considerable repair to maintain them. If they are not replaced, a major rehabilitation project will be needed to keep them safe. Hunt said that would be expensive and would do little to alleviate traffic congestion on and off Cape Cod.

"During repair work, one bridge would need to be shut down for a period of time and traffic rerouted to the other bridge," he said. "It would be a nightmare and a huge hit to the economy, because people would stay away."

Current plans call for the bridges to be built on the "inside" of the existing spans. The new Sagamore Bridge would be constructed just to the west of the current site, while the new

Bourne Bridge would be erected just to the east of that location. Both existing bridges would be left in place while new construction takes place, and repair work would still be needed as part of regular safety and maintenance efforts.

The Army Corps of Engineers wants to increase the size of the lanes on the bridges to 12 feet from the 10 feet on the current spans. It also plans to add access lanes to speed traffic through the area, and include bike and pedestrian lanes. Work on the new bridges could start as early as 2025 and would take two-three years to complete.

Plymouth will monitor the project closely to make sure the impact on local traffic is not disruptive. When major construction was done on the Sagamore Bridge in 2006, town roads and villages noticed an uptick in congestion as drivers heading to and from the Cape tried to avoid the work areas.

"What with Waze and other apps, people will be traveling through the town and taking shortcuts," Hartmann said. "We'll be looking for ways to minimize that impact."

Hunt said there is a long way to go before construction starts. The project still must be designed, funded and approved by numerous federal and state regulatory agencies. However, he is hopeful work on the bridges can be started soon and completed quickly.

"It's an accelerated timeline," he said. "They replaced a collapsed bridge in Minneapolis in 19 months, so it can be done."



Army Corps of Engineers recommends Bourne, Sagamore bridge replacements

The Army Corps of Engineers has recommended that the 84-year old "functionally obsolete" Bourne and Sagamore bridges be replaced with new structures, according to the Cape Cod Canal Highway Bridges Major Rehabilitation Evaluation Study.

"Our recommendation, documented in the draft Major Rehab Evaluation Report, is to replace the Bourne and Sagamore highway bridges with new structures built to include the four authorized travel lanes and two additional auxiliary lanes designed as acceleration/deceleration lanes built to modern highway standards, with appropriate bike/pedestrian access," District Engineer Col. William Conde, commander of the U.S. Army Corps of Engineers, New England District, said in the release.

The report also states that the replacement of both bridges is expected to cost upwards of \$1 billion. Currently both bridges are scheduled for major rehabilitation — the Sagamore Bridge in 2025 to 2027, and the Bourne Bridge in 2029 to 2031. Sagamore has

an estimated cost of \$185 million, while Bourne is expected to cost \$210 million.

The draft Major Rehabilitation Evaluation Report (MRER) and draft environmental assessment are available for review on the Corps website.

The Corps is accepting public comments on the recommendations through Nov. 1. The study is to determine whether major rehabilitation or replacement of one or both of the bridges will provide a "reliable, fiscally, and environmentally responsible solution for future access across the Canal and Cape Cod," according to the release.

After the comment period, the Corps will address issues and concerns and finalize documents ahead of making a decision. An independent external peer review of the private and academic sectors will also review the report to advise on whether the bridges need to be replaced or can be repaired. The final MRER will be submitted to Corps headquarters in Washington D.C. for a February 2020 decision.

The MRER considers four major alternatives in its analysis: take no action and continue to repair bridges as needed, major rehabilitation of the bridges with routine maintenance, replacement of each

bridge with a new structure with four lanes and bike and pedestrian access, or replacement of each bridge with a new structure with four lanes, bike and pedestrian access, and two auxiliary lanes.

Public meetings for the MRER bridge study are scheduled for the following dates:

Wednesday, Oct. 16, at Bourne High School auditorium, 75 Waterhouse Rd., Bourne.

Thursday, Oct. 17, at Plymouth South High School Performing Arts Center, 490 Long Pond Rd., Plymouth.

Monday, Oct. 21, at the Thomas P. O'Neill Jr. Federal Building auditorium, 10 Causeway St., Boston. Registration and open house at 1 pm. Meeting starts at 1:30 pm.

Tuesday, Oct. 22, Nauset Regional High School auditorium, 100 Cable Rd., Eastham.

Wednesday, Oct. 23, Barnstable High School Performing Arts Center, 744 West Main St., Hyannis.

Comments can also be made online at capecodcanal-bridgesstudy.com, emailed to nae-pn-nav@usace.army.mil, or mailed to U.S. Army Corps of Engineers, New England District, (Att'n: Craig Martin), 696 Virginia Rd., Concord, MA 01742-275. **wvr**



Army Corps Recommends New Canal Bridges

By MICHAEL J. RAUSCH

A draft report by the Army Corps of Engineers recommends replacing the Bourne and Sagamore bridges over the Cape Cod Canal.

The Army Corps announced October 3 that its Draft Major Rehabilitation Evaluation Report will recommend replacement of the two aging spans as opposed to continued repairs.

"The USACE has determined that there is sufficient justification for pursuing a program of bridge replacement for both the Bourne and Sagamore highway bridges over the Cape Cod Canal," the report stated.

According to the Corps, the study "has determined that providing two new highway bridges would be the most cost-effective means of providing safe and reliable crossings. The existing bridges are 85 years old and are functionally obsolete."

The Corps owns the bridges, which it built between 1933 and 1935.

Colonel William Conde, commander of the US Army Corps of Engineers for the New England District, said the draft report recommends new structures that will include four travel lanes and two acceleration/deceleration lanes "built to modern highway standards."

The bridges would also be built "with appropriate bike/pedestrian access," the colonel said.

The Corps has scheduled five public meetings this month on the draft report recommendations.

The first will be held next Wednesday, October 16, at 6 PM in the auditorium at Bourne High School. The Corps invites the public to attend and provide input on the draft report.

Replacing the bridges, instead of continuing to repair them, also was the recommendation

of MassDOT's Cape Cod Canal Region Transportation Study Group.

The study group issued the results of its five-year study in February.

The existing bridges were constructed 85 years ago. They were built to replace two earlier bridges that had proven to be problematic.

The original Bourne and Sagamore bridges were drawbridges that were electrically operated, and, when opened, provided a 140-foot navigational clearance.

However, the swift current of the canal proved dangerous for vessels waiting for the drawbridges to be opened.

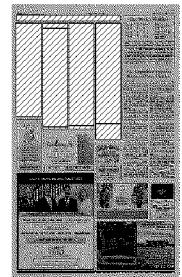
Fear among mariners led to an underwhelming number of vessels passing through the canal in its first few years, causing it to be deemed a failure.

During World War I, President Woodrow Wilson ordered the canal taken over by the Federal Railroad Administration. After the war, it was returned to the control of original owner August Belmont, but it became apparent that improvements needed to be made to the canal bridges.

In 1928, under authority of the federal Rivers and Harbors Act of 1927, the Army Corps took over operation of the Cape Cod Canal. The Army Corps widened and deepened the canal, and constructed three new bridges: the Bourne and Sagamore vehicular bridges, and the Buzzards Bay railroad bridge.

A Boston Sunday Globe article reported that 1,200 men worked on building the bridges, and roughly 2,000 men worked in the Pennsylvania steel mills, making the pieces used in construction.

Workers were both skilled and unskilled. Skilled laborers earned \$1.50 an hour, while un-



skilled workers made 50 cents an hour.

One of the more significant additions to the bridges was the installation of railing to cut down on the suicides and suicide attempts. In 1977 alone, nine people took their lives jumping from the two bridges. Repeated suggestions to make the bridges safer were made by the Samaritans of Cape Cod, a non-denominational, nonprofit volunteer organization that provides emotional support to the lonely, depressed, or suicidal.

In 1981 the Army Corps agreed to install the eight-foot-high railings now in place on the bridges.

In recent years, the Bourne and Sagamore bridges have required increasingly more frequent repair and maintenance, which is costly and causes significant slowdowns for traffic crossing the Cape Cod Canal.

In spring last year the Sagamore Bridge underwent extensive repairs that required lane closures and caused traffic gridlock. News of the work to be done drew a harsh rebuke from Cape Cod Chamber of Commerce CEO Wendy K. Northcross, as well as other chamber members and members of the Cape business community.

That community criticized the Army Corps for scheduling the bridge work during the Cape's shoulder season when businesses are gearing up for the busy summer months. Similar outrage was expressed when repairs and commuter snarls were the result of work done on the Bourne Bridge this past spring.

Ms. Northcross and other chamber members have established Coalition for the Fix, an advocacy group lobbying in favor of having the two canal bridges replaced in order to avoid the periodic repairs they say jeopardizes business on the Cape.

Wider bridges will allow for a freer flow of traffic and make it

easier for people who live and work on the Cape to get their children to school, or aging parents to a doctor appointment, she said.

"The whole point of the project is to create a more reliable transportation system for Cape residents primarily, but also for visitors," Ms. Northcross said.

Judith M. Froman, chairman of the Bourne Board of Selectmen, suggested that wider lanes might increase the speed at which people travel over the bridges. That, in turn, could be helpful in keeping traffic flowing over the bridges, Ms. Froman said.

Wider bridges, she said, could also mean more room for drivers to react to an unexpected event.

"It is amazing to me how often people slow down to look at the view and they cause accidents," Ms. Froman said. "Maybe we need a viewing tower like at the Penobscot Stonington bridge in Maine."

The Corps said it will accept public comments on the recommendations in the study through Friday, November 1. In addition to next Wednesday's meeting at Bourne High, other Cape meetings will be held: on Thursday, October 17, at Plymouth South High School Performing Arts Center; Tuesday, October 22, at Nauset Regional High School in Eastham; and Wednesday, October 23, at the Barnstable High School Performing Arts Center in Hyannis. Those meetings also begin at 6 PM.

The fifth meeting is scheduled for Monday, October 21, at 1 PM, at the Thomas P. O'Neill Jr. Federal Building on Causeway Street in Boston.

At the end of the public comment period, the Corps will address issues raised by the public. In addition to public comment, the draft report will also undergo an independent external peer review by members of the private and academic sectors, the Corps

said.

A final recommendation on whether to replace or continue to repair the Cape Cod Canal bridges will be contained in the final report that will be submitted to Corps headquarters in Washington, DC, in February 2020.

Army Corps considered a dozen bridge options

Abandoned ideas included filling in the canal, building a third bridge and, yes, a tunnel

By Ethan Genter

egenter@capecodonline.com

CONCORD — The tunnel permit sticker is one of the mainstays of Cape Cod jokelore, but the idea of a tunnel actually was considered by the U.S. Army Corps of Engineers in its major study of options for the Bourne and Sagamore bridges.

The study, released last week, showed that the Corps, which maintains and operates the two bridges, analyzed 12 scenarios, including a tunnel, filling in the canal and the construction of a third bridge.

In the end, the Corps recommended building two new bridges adjacent to the existing

See BRIDGES, A4

ones, with wider lanes, shoulders, auxiliary lanes and a median. But the other ideas, some of which have long been fodder for locals, got serious consideration by the Corps in its more than three-year study.

The initial 12 were evaluated and screened to eliminate those that were impractical based on cost, effects on marine and land transportation and other factors.

Three ideas were immediately dismissed: the filling in of the canal and two plans that would replace the bridges with causeways and drawspans.

"These alternatives would

degrade the efficiency and safety of coastwise navigation as some or all of the Canal's marine traffic would be diverted to the Atlantic shipping routes to the south and east of the Cape, Islands, and Nantucket Shoals," the Corps wrote in the draft report.

This would increase risk and shipping cost and need legislative approval because the canal is a mandated deep-draft waterway.

Plans for tunnels also were nixed because costs were estimated to be at least twice the approximately \$1 billion price tag for new bridges. The Corps also determined tunnels would have an extensive impact on the environment and land use.

Plans to replace both bridges with a single bridge, or the construction of a third automobile bridge, also were abandoned because of the costs, the extensive work it would take to connect the bridge to existing roads, and the impact on the environment, homes and businesses in the area.

Ideas to build one or more new bridges with more than four through-traffic lanes were the last to be eliminated. The existing bridges are four lanes wide, and the Corps would need federal legislative approval to expand capacity.

This left four alternatives, although only three were actually considered because the first option — basically to do nothing and repair the bridges when necessary — was kept only as a baseline

comparison.

Those three remaining options were major rehabilitation of the bridges, replacement of the bridges with four lanes, or replacement of the bridges with four through-traffic lanes plus two auxiliary lanes.

A rehabilitation, which would be needed for both bridges between 2025 and 2031, would result in six months of complete closure for the Bourne Bridge and more than four months of closure for the Sagamore Bridge. Partial lane closures were pegged at 480 days for the Bourne and 380 for the Sagamore.

The Corps has said to expect minimal disturbances from the new construction, although the existing bridges still will need regular maintenance during that time.

In the end, the Corps recommended the proposal of four through lanes and two auxiliary lanes, saying that, in general, new bridges would be more cost-effective than continuing to maintain the existing ones.

The Corps' analysis pointed out that a four-lane bridge would cost less than a four-lane bridge with an auxiliary lane, but, considering the state's recent recommendations for changes to the roads leading to the bridges, the latter would be better.

"If the state chooses to improve the road network surrounding the bridges as suggested in the draft Cape Cod Transportation Study, particular near the Bourne Rotary and the improvements to Route 6, then the replacement bridges that include the auxiliary on/off lanes will provide additional efficiency benefits of improved travel time by allowing the left-hand



travel lanes to be fully used by through traffic, since exiting and entering traffic would use the acceleration/deceleration lanes," the Corps found.

On Monday, MassDOT announced it had finalized its study of changes to roads and rotaries leading to the bridges. MassDOT officials said last week they were proceeding with the initial stages of some of the projects.

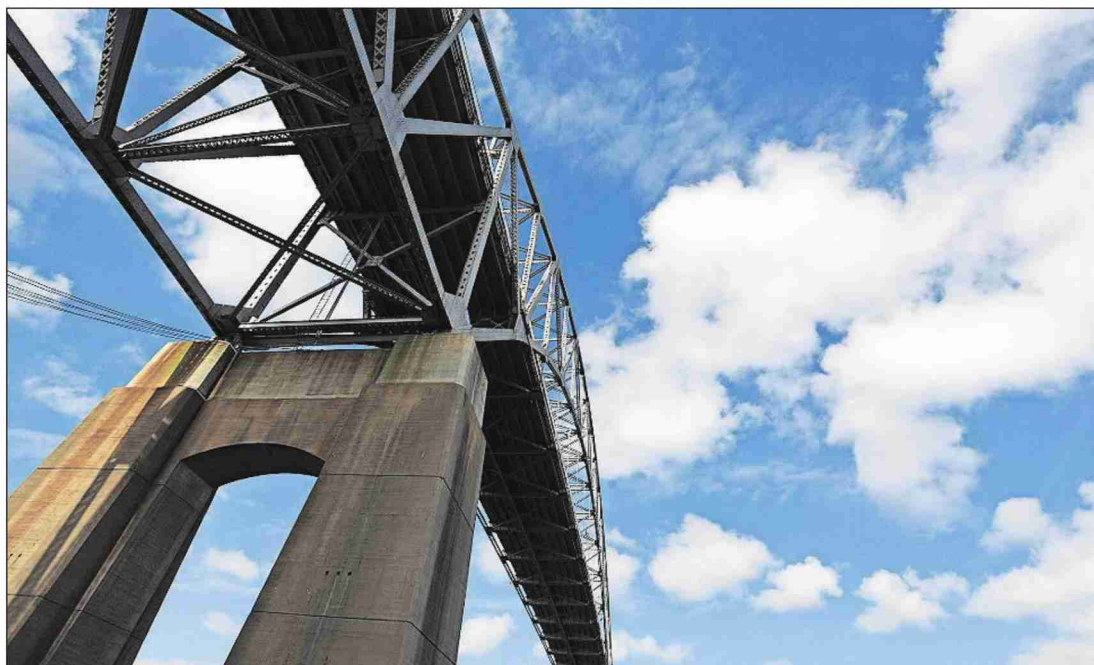
The state plan calls for improvement and expansion of bicycle and pedestrian facilities, upgrades at the Bourne Rotary, interchange investments at Belmont Circle, relocating the Route 6 west-bound Exit 1C and adding an additional Route 6 eastbound travel lane from the canal to approximately Exit 2.

"MassDOT has been working closely with the U.S. Army Corps of Engineers because we both share the responsibility of ensuring that the public can safely and efficiently travel between the Cape and the mainland," state Transportation Secretary Stephanie Pollack said in a statement. "As we each take steps to replace transportation infrastructure we own, we will be carefully looking at the timing of scheduled construction so that the work is sequenced in such a way so that the public can still come and go for work, for pleasure or for vacation."

Glenn Cannon, the acting town administrator for Bourne and a former transportation official with the Cape Cod Commission, said it was good that the Corps explored all of the possible options, even if they were as far-fetched as filling in the canal.

"They did a very good job," he said. "I think it's the right way to do it. ... You don't leave any stone unturned."

*Follow Ethan Genter on
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A study released last week by the U.S. Army Corps of Engineers shows that at least 12 scenarios were analyzed in making the decision to replace both the Bourne and Sagamore bridges. [MERRILY CASSIDY/CAPE COD TIMES FILE]

A \$1 billion fix for Cape bridges long past their prime

Army Corps of Engineers calls for two new spans to replace Bourne, Sagamore

By Andy Rosen

GLOBE STAFF

The federal government is calling for a complete replacement of the two bridges that cross the Cape Cod Canal, a long-awaited decision that will reshape a crossing that has frustrated generations of travelers between the Cape and mainland.

The US Army Corps of Engineers has released a draft recommendation for a \$1 billion replacement of the Bourne and Sagamore crossings, which were built 84 years ago and intended to last a half-century.

The agency, which controls the bridges, had deliberated for years over what to do about the structures, which are in poor condition and increasingly need major maintenance work that itself creates major traffic headaches. The Army Corps considered a range of proposals, from different bridge configurations, to tunnels, to causeways — even the idea of filling in the canal and directing marine traffic around the Cape.

In the end, officials decided the most practical solution is two new bridges next to the existing spans, likely on the inland side of each. The bridges would have four travel lanes, two added lanes for merging traffic,

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and, unlike the current crossings, a median separating the on-Cape and off-Cape-bound traffic. The current structures would remain in service until the new bridges open to traffic.

“This is the best-case scenario,” said Wendy Northcross, chief executive of the Cape Cod Chamber of Commerce. She said the bridge work, combined with a massive project by the state to improve roads and intersections leading on and off the Cape,

could make a huge difference.

Northcross said that even though the bridge replacement may bring significant traffic disruption at times, the alternative that would have required closing the existing bridges and rehabilitating them in succession would have made it nearly impossible for people to come and go.

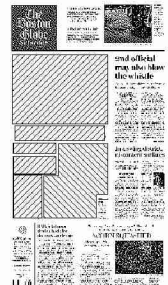
“That would have been tragic,” she said. “That would have been an economic hit to the solar plexus.”

The Army Corps said the bridges have gotten to the point where it is more economical to replace them than fix them. And the need for improvement is great; the corps released a set of pictures from the bridge that included unnerving conditions of pitted concrete and rusted metal.

“As the bridges and their components continue to age, the cost of operation and maintenance and periodic rehabilitation slowly escalates,” the Corps said in its report, describing the existing structures as “functionally obsolete.”

The Army Corps has not laid out a timeline for the replacement. The next steps include holding five public meetings through October on the Cape and in Plymouth and Boston, and accepting public comments until Nov. 1. It hopes to finalize its recommendation early next year.

However, the agency will likely want to move quickly to head off costly repairs scheduled in coming years. The Sagamore Bridge is scheduled for a \$185 million rehabilitation as early as 2025, while the Bourne Bridge would undergo a similar, \$210 million project as soon as 2029.



Though the Army Corps has not commissioned detailed designs, preliminary details for the federally funded project suggest the new structures could be twice as wide as the existing spans, which have 46-foot roadways.

The new bridges' travel lanes would be 12 feet wide; the existing travel lanes are 10.

Other additions intended to improve travel flow include the merging lanes, shoulders on both sides, and the median. The bridges would also have improved bike and pedestrian access.

For people who live on the Cape, where traffic congestion is much more than a frustrating obstacle on the way to vacation, relief can't come soon enough.

Angela Dalpe, who has lived in Sandwich for a decade, said she wishes the Corps could keep the two existing bridges along with the new ones.

Dalpe, a nurse who works in corrections in Bristol County, said her commute can take as little as 45 minutes — "That's using my best back roads" — but it can easily take twice as long. Bridge traffic, especially in summer, can make her commute so unpredictable that she sometimes has to decline shifts.

"It turns me into an unreliable employee," she said. "When it's Labor Day weekend, and I have to go over the bridge, and I don't know how long it's going to take me to get there, I just have to say I can't come in."

The bridge replacement plan had been widely anticipated. Massachusetts transportation officials are already making plans to rework the state roads that lead to and from the bridges. That work alone could cost \$350 million over several years, according to preliminary estimates.

Officials believe the projects together will ultimately lead to easier drives through the notoriously congested area. They say they will do everything they can to minimize the dis-

ruptions while the work is happening.

"Our starting point on any big project is making sure that we are having the least impact on the traveling public as possible," said Jonathan L. Gulliver, highway administrator for the state Transportation Department.

The Army Corps' plan got early applause from the congressional delegation representing the Cape. In a statement, Senators Edward J. Markey and Elizabeth Warren, and Representative William R. Keating praised the agency's recommendation.

"Two new bridges built up to modern standards will improve traffic flow, allow better access to the Cape and Islands in the coming years, and provide vital evacuation routes," Keating said. "As a year-round resident of Cape Cod who depends on the Bourne Bridge, I strongly feel that this is the best outcome for our Cape and Islands community and the greater Southeastern region as a whole."

The bridge replacement is another huge infrastructure project for Massachusetts. In Boston, where memories of the Big Dig remain fresh, the state is working toward a \$1.1 billion reconstruction of the Massachusetts Turnpike's Allston interchange — a project that will open a huge area for new development, but will also involve eight years of construction and traffic disruption.

The Cape bridge construction will have many complexities as well. The projects would likely require the Army Corps to acquire land adjacent to the bridges, including some that currently is home to a Market Basket plaza near the Sagamore Bridge and a Dunkin' Donuts near the Bourne crossing. In total, the report estimates that the projects would require 15 acres, and cost more than \$15 million.

Even with the project, people on the Cape are realistic: Bridge traffic will never really go away during the

high season. But it might not get worse, either.

“If everyone still decides to come into the Cape on the same day, we should have some back-ups,” Northcross said. “But for most of the year,

this should handle quite nicely. We’re unclogging the clog, if you will.”

Andy Rosen can be reached at andrew.rosen@globe.com.



The report highlighted a cracked weld on the Sagamore (above) and a rusted joint under the Bourne.

US ARMY CORPS OF ENGINEERS PHOTOS



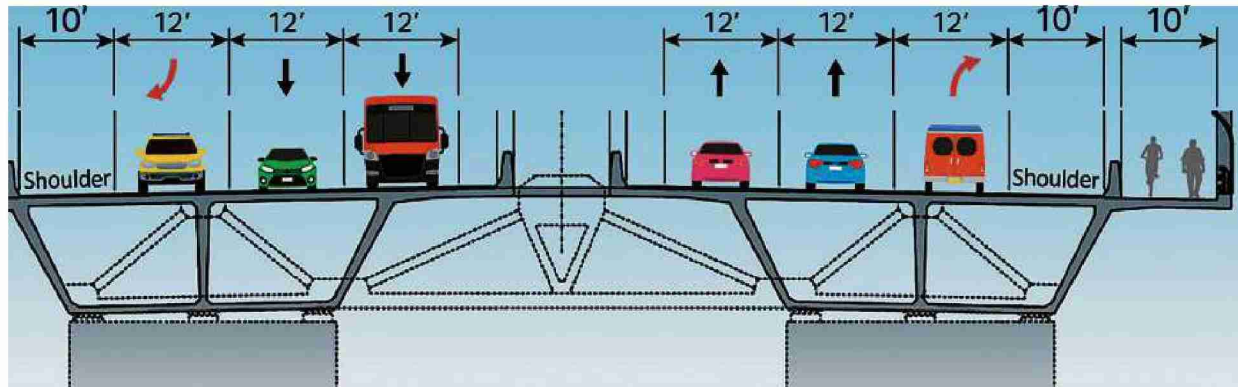
JOHN TLUMACKI/GLOBE STAFF

The Sagamore Bridge would continue to operate while a new one was being built nearby.



GLOBE FILES

The Bourne Bridge opened for cars and pedestrians in June 1935. It was intended to last for 50 years.



US ARMY CORPS OF ENGINEERS

Preliminary designs for the bridges feature four travel lanes with additional merging lanes, as well as medians.

Army Corps considers turning bridges over to state

The U.S. Army Corps of Engineers has talked about handing over control of the Bourne and Sagamore bridges to the state after replacing them.

"That's definitely something that's been in discussion," Craig Martin, the Corps' project manager in the New England District, said Oct. 17.

The Corps released a draft report earlier this month recommending

the bridges be replaced, and it is currently seeking public input on the potential project. Since the Corps has not definitely

decided on replacement, no official memorandum of understanding between the Corps and the state has been made, he said.

"Nothing has been formalized," Martin said.

The bridges are the only two links for vehicles between the mainland and Cape Cod but are not what is typically found in the Corps' portfolio. The federal government acquired the Cape Cod Canal in 1928 and was authorized to build the bridges in 1933. The bridges were completed in 1935 and, at 84 years old, no longer meet modern roadway standards.

Most of the Corps bridges across the country are much smaller than the Bourne and Sagamore spans and normally connect to other infrastructure, such as dams.

"Typically the Corps doesn't manage traffic bridges like these," spokesman Timothy Dugan said.

A bridge similar to the Cape crossings that the Corps manages is the Sen. William V. Roth Jr. Bridge, which spans the Chesapeake & Delaware Canal.

That bridge was used as a model for the proposed cross-sections of the Bourne and Sagamore replacements.

"We really only have a handful of really large bridges," Martin said.

The idea of divesting the bridges to the Massachusetts Department of Transportation has been discussed because the bridges are such a critical link for the state road network and traffic bridges are not usually part of the federal agency's core mission, he said.

But creating such a memorandum of understanding between the Corps and the state could be a long way off.

"We have to get to the decision first," Martin said of bridge replacement.

The Corps is still taking public comments on its draft report, which recommends building two six-lane bridges adjacent to the existing spans. The comment period ends Nov. 1, and a final report is slated to be done in February. A decision on whether to replace the bridges is not expected until the spring.

The project would ultimately have to be included in the Corps budget and be approved by Congress.

Massachusetts Sens. Edward Markey and Elizabeth Warren and the Cape's congressional representative, William Keating, sent a letter

to the Army Corps on Thursday urging the federal agency to provide all of the necessary funding to replace the bridges in its 2020 work plan.

"These bridges connect the nearly 250,000 residents on the Cape and Islands to the rest of

Massachusetts and connect the rest of the country to this beating heart of the Massachusetts tourism economy," the legislators' letter to Lt. Gen. Todd Semonite says.

"We believe that the new draft report represents significant progress toward addressing the construction needs of these two critical infrastructure projects, and ask that you devote the full resources necessary for completing this vital work," the letter states.

Allocating initial funds to solicit design and construction work would "represent a significant down payment and a responsible long-term investment in this critical infrastructure project."

The lawmakers also note a prospective divestment of the bridges to the state after their completion.

"We understand that the (Corps) will soon sign a memorandum of understanding with MassDOT that includes a plan to divest these federal bridges to state control after the (Corps') construction work is complete," they wrote. "The (Corps') investment of initial funds in FY 2020 will ensure that this process begins on schedule, avoids increasing costs brought on by project delays, and facilitates the state's takeover of these bridges as soon as possible. We applaud this goal because we believe it will lead to the best result for Massachusetts, while also helping to reduce the (Corp's) future workload and amounts spend on Operations and Maintenance."

The state Department of Transportation has a memorandum of understanding with the Corps that says the two agencies will collaborate through the project to replace the bridges, but it does not have a memorandum that specifies the department



Martin



Markey



would take over ownership and maintenance of the two bridges, a department spokeswoman said via email.

Markey hopes to get all major players on the project together in the coming weeks, according to his office.

The topics mentioned in the lawmakers' letter are not on the Corps' plate at the moment, Dugan said.

"A lot of this is well beyond where we are at," he said. "Our focus is finishing the report."

Army Corps: Replace canal bridges

Long-awaited study concludes replacement of aging spans more cost-effective than rehabilitation

By Ethan Genter

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In a report released Thursday night, the Army Corps of Engineers recommended replacing the aging Bourne and Sagamore bridges, with construction possibly starting in 2025. The recommendation came in a draft version of the Corps' long-awaited Major Rehabilitation Evaluation Study, which weighed rehabbing the two 80-plus-year-old bridges against replacing them.

The Corps, which owns and maintains the bridges, determined that the price tag to replace them would be more cost-effective than the \$1.5 billion it would take to rehabilitate them.

As recommended, the new bridges would have four travel lanes, two in each direction, and an auxiliary lane on both sides. There also are plans for a median, shoulders and a separate bike and pedestrian lane, which the current bridges do not have. The lanes also would be widened from 10 to 12 feet.

The existing bridges would remain open during construction and be demolished after the new bridges are finished. The new Sagamore Bridge would be built to the west of the existing bridge and the new Bourne Bridge to the east of that span.

During construction, the existing bridges will need additional maintenance, so there will still be interruptions to traffic.

The Cape Cod Canal was built in 1916 to cut down on travel times for ships heading south from Boston. The bridges were built about 20 years later, at a time when the Cape's population was about

26,000 people and vehicles were much smaller than the SUVs and trucks that cross the bridges every day now.

Both bridges are structurally deficient and do not meet modern-day

See BRIDGES, A4
standards.

"The existing bridges were constructed 84 years ago and require increasingly more frequent repair and maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal," the Army Corps wrote in a statement.

With the release of the draft report, the Corps is kicking off a public comment period to start later this month. Public meetings will be held in Bourne, Plymouth, Boston, Eastham and Hyannis.

The Corps will review those comments and then finalize its report and give its decision, possibly by spring.

That timeline could provide for construction to start in 2025.

The final report will be submitted to Corps headquarters in Washington, D.C., for a decision in February.

Public comments on the report will be taken through Nov. 1.

The Massachusetts Department of Transportation came to a similar conclusion about the bridges in May. After a five-year study, the state proposed bridges that were 138 feet wide — 90 feet wider than the existing ones. The department envisioned each bridge with six 12-foot lanes, a 10-foot-wide median, a 12-foot-wide shared-use path and a 6-foot sidewalk on either side.

The state also recommended revamping several of the roads leading to the bridges; bonds for that work were proposed in Gov. Charlie Baker's \$18 billion bond bill earlier this year.

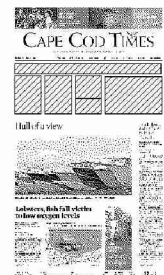
A hearing on that bill is scheduled for Oct. 8, Cape Cod Regional Transit Authority Administrator Thomas Cahir said.

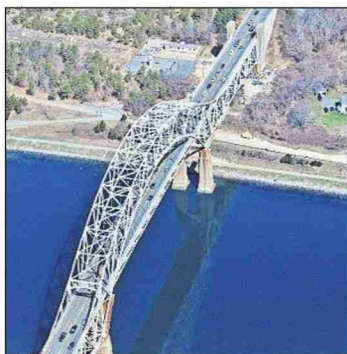
There are multiple bills in Congress that could help pay for the bridges, including a \$5 million amendment in an appropriations bill that would pay for their design and a \$1 billion bill that would bolster the nation's evacuation routes, of which the bridges are a component.

Rehabilitation of the bridges was estimated to take 3½ years and result in temporary and full closures.

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As recommended by the Army Corps of Engineers, the new bridges would have four travel lanes, two in each direction, and an auxiliary lane on both sides. There also are plans for a median, shoulders and a separate bike and pedestrian lane, which the current bridges do not have. The lanes also would be widened from 10 to 12 feet.





An aerial view of the Sagamore Bridge as traffic backs up heading on to the Cape. The Army Corps of Engineers, which owns and maintains both vehicular bridges over the canal, has recommended replacing them.

[STEVE HEASLIP/CAPE COD TIMES]



Traffic backs up on the Bourne Bridge heading into the rotary during one of the increasingly frequent maintenance and construction projects. [STEVE HEASLIP/CAPE COD TIMES]

STATE

DEADLINE EXTENDED
FOR COMMENT ON
CAPE COD CANAL
BRIDGES PROJECT

The New England District of the Army Corps of Engineers has extended the deadline for public comment. Residents can make their thoughts known online, by email or via regular mail. The Corps of Engineers announced last month that it will recommend constructing two new spans to replace the Sagamore and Bourne bridges, which are nearly 85 years old.

PAGE 3



Local legislators share successes

Elected officials talk about efforts to help the region at Chamber breakfast

By David Kindy
dkindy@wickedlocal.com

What do you get when you take a bunch of politicians from both parties and throw them in a room together? Mutual respect and good-natured kidding.

That was the case at the 2019 Legislative Breakfast, presented Friday by the Plymouth Area Chamber of Commerce at the Hotel 1620 Plymouth Harbor. Instead of rancorous debate and name-calling, local politicians joked with each other and related how they work together to solve problems at the State House and in the district.

"Even though we come from different backgrounds, we're all friends," said state Sen. Vinny deMacedo. "We don't take it personally. We maintain decorum and agree to disagree."

The spirit of congeniality was evident throughout the Legislative Breakfast as each speaker — Democrat or Republican — supported their colleagues on a myriad of issues concerning local communities: economic development, gambling, transportation, tourism and more.

DeMacedo, R-Plymouth, led off the session by discussing how the Massachusetts Legislature has been working to increase funding for the Rainy Day Fund. The stabilization account has grown substantially in less than five years, from \$1.8 billion in 2015 to \$2.6 billion today. It is expected to reach \$3.5 billion by 2020. The fund helps the state pay for important programs when tax revenues fall during economic decline, and a strong fund helps make for a strong financial rating.

"We have to be prepared," he said. "When things get bad, that's when you need the Rainy Day Fund. We're in a much better position now than we've ever been."

State Rep. Kathy LaNatra, D-Kingston, discussed a petition to the Office of Business Development to establish a MassMade program to identify, connect and support businesses that produce consumer goods in the commonwealth.

State Rep. Matt Muratore, R-Plymouth, talked about the "significant dollars" that have gone into infrastructure improvements to help Plymouth prepare for its 400th anniversary in 2020. He said the federal and state delegation worked together to secure \$14 million for dredging Plymouth Harbor so larger cruise ships and other vessels can visit.

"The eyes of the country and the world will be on us," he said. "The focus will be on us all year and beyond 2020."

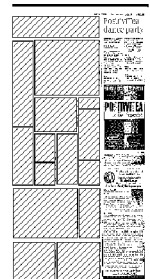
A racetrack and gambling proposal announced for Wareham was discussed by state Rep. Susan Williams Gifford, R-Wareham. She has filed legislation to have the Massachusetts Gaming Commission review the plans and determine its viability for Region C, which includes Southeastern Massachusetts.

"We want to know if the state can support another casino," she said. "Having this proposal reviewed by the commission will help us understand what we can sustain. This is the first step."

The impact of replacing the Sagamore and Bourne bridges over the Cape Cod Canal was discussed by state Rep. Randy Hunt, R-Sandwich.

On Thursday, the U.S. Army Corps of Engineers announced new bridges were necessary and it hoped to begin construction as early as 2025. He detailed the planned improvements, which include wider and additional lanes.

"These changes will help a lot," he said. "Traffic will move much more quickly, which will provide a lot of relief." He added, "Ten years from now, we could be using



two new spans.”

The challenge of dealing with the opioid crisis was the focus of Plymouth County District Attorney Tim Cruz’ talk. Cruz, a Republican from Marshfield, described how the Plymouth County Drug Task Force has become a national model by working to reduce opioid deaths while getting referrals for addiction therapy are going up.

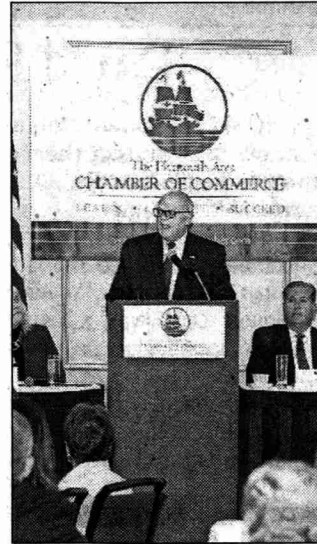
“Things are happening here,” he said. “We’ve made a lot of progress, but there’s still more we need to do with your help.”

State Rep. Josh Cutler, D-Duxbury, discussed his role as a leader of the Workability Taskforce to study the critical issue of workforce development for persons with disabilities.

Register of Deeds John Buckley, D-Brockton,

provided an update on the Registry’s continuing efforts to enable the system to search land records back to 1686.

Plymouth County Sheriff John McDonald, R-Kingston informed the audience of a five-year deal with county commissioners to lease the County Farm land and continue it for agricultural and prisoner work programs.



Plymouth County DA Timothy Cruz reported that Plymouth County’s Drug Abuse Task Force’s Outreach Program has resulted in a 26 percent decrease in fatal drug overdoses.



State Rep. Kathy LaNatra jokes with state Sen. Vinny deMacedo on her way to the podium where, she spoke about her, along with state Rep. Josh Cutler and others’ petition that the Office of Business Development establish a MassMade program to identify, connect and support businesses that produce consumer goods in the commonwealth. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



State Sen. Vinny deMacedo presents the state's healthy fiscal position.



Stacey Jordan, area manager at HomeBridge Financial, asks the legislators about the status of gender equality legislation.



During the Q&A session of the Legislative Breakfast, PACC Board President Peter Brown asks the panel why bipartisanship works so well locally but not in Washington. The consensus of the panel was mutual respect, not taking things personally, and working together for the greater good of Plymouth and surrounding communities.



State Rep. Josh Cutler talked about his role as leader of the Workability Taskforce to study the critical issue of workforce development for persons with disabilities.

Douglas K. Oesterheld
County Road
Monument Beach
Modular Canal Bridges

The Army Corps of Engineers has recommended replacing the Bourne and Sagamore bridges. The Massachusetts Department of Transportation (DOT) has concluded that the two bridges be replaced with two much-wider bridges, revamping the roads leading to the bridges.

As the new bridges would be built off to the sides of the current bridges, none of the current roadway infrastructure lines up with the proposed bridges, so there would need to be land taking and infrastructure changes. In effect, the new bridges are bridges to nowhere until all the infrastructure changes and environmental impacts are resolved.

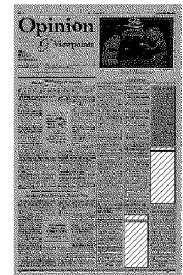
From my engineering experience on a new project, one should have an alternate project plan (Plan B) in case the hoped-for conceptual design (Plan A) runs into a snag as a result of more definitive data and analysis. Plan B is

offered based on a modular approach that would result in the same number of travel lanes and lane width as those in Plan A, but would have a smaller environmental and infrastructure impact.

In Plan B the DOT bridge in Plan A would be divided into two modules at the center median, so in effect we have southbound and northbound bridge modules. The approach to construction would be to line up one module with the existing roadways. Initial construction would be to place the first module alongside the existing bridge. After the first module is completed traffic would be temporarily routed away from the old bridge using the new bridge. The next step would be to remove the old bridge and then replace it with the second module. Now the second module is in line with the existing roadways, and the necessary land taking and the impacts on the infrastructure are reduced.

Philip T. Levine

Harbor Hill Drive
Bourne



Hearings on the bridges

The U.S. Army Corps of Engineers has recommended replacing both the Bourne and Sagamore bridges, opening up a public comment period on what could shape up as a pair of major construction projects.

If advanced, the project will potentially expand the bridges to include four travel lanes and two additional acceleration and deceleration lanes. The existing bridges would remain open during construction and be demolished after the new bridges are finished. The new Sagamore Bridge would be built to the west of the existing bridge and the new Bourne Bridge, to the east of that span.

The 84-year-old bridges increasingly require more repairs and maintenance, the Army Corps indicated, which is costly and causes

significant impact to traffic crossing the Cape Cod Canal. It determined that the estimated \$1.5 billion to replace them would be more cost-effective than the similar amount it would take to rehabilitate them.

The Corps scheduled public meetings for Oct. 16 at Bourne High School; Oct. 17 at Plymouth South High School; Oct. 21 at 1:30 p.m. in the Thomas P. O'Neill Jr. Federal Building in Boston; Oct. 22 at Nauset Regional High School, and Oct. 23 at Barnstable High School.

It is accepting public comments on the draft study through Nov. 1, either at a public meeting, online at CapeCodCanalBridgesStudy.com, or via email to nae-pn-nav@usace.army.mil.

The final report will be submitted to Corps headquarters in Washington, D.C. for a decision in February. That timeline could provide for a 2025 construction start.



'A MAJOR MILESTONE'

Plan to rebuild canal bridges gets positive reception, although impact on Bourne raises concerns

By Ethan Genter

egenter@capecodonline.com

BOURNE — The Army Corps of Engineers' draft recommendation to build new Bourne and Sagamore bridges was no surprise to most officials on the Cape, but they were heartened to see the federal agency working in concert with the state for what would be a landmark project for the region.

"I'm thumbs-up on the whole thing," said state Rep. Randy Hunt, R-Sandwich. "I just hope we can find the funding to get this thing done."

In a long-awaited report issued Thursday, the Corps recommended building new bridges parallel to the existing ones, envisioning each bridge as six lanes across, with two through lanes and one auxiliary lane in each direction.

The Corps also recommended adding shoulders, a median and a dedicated bicycle and pedestrian lane — all features lacking from the 84-year-old existing bridges.

"It's what we hoped for," said state Sen. Viriato "Vinny" deMacedo, R-Plymouth, who represents towns on both sides of the **See BRIDGES, A4**

bridges. "I'm excited."
The lane configuration of the bridge that the Corps presented in its draft recommendation is similar to the plan the Massachusetts

Department of Transportation put forth in its Cape Cod Canal Transportation Study released earlier this year. The department study looked at making improvements to the roads leading to the bridges.

"I think they did a really good job," Hunt said. "Kudos to everyone involved."

In 2018, representatives of the Corps, which owns and maintains the bridges, came to the Cape to talk about major work planned for the two spans that would result in extended closures. The review of the bridge work quickly turned into a forum for people to air their grievances with the bridges and call for replacements.

In the wake of that meeting arose the Coalition for the Fix, a collection of business officials who advocated for new bridges.

"I believe this is a really good step in the right direction," said Marie Oliva, president and CEO of the Cape Cod Canal Region Chamber of Commerce and co-president of the coalition.

It is promising that the Army Corps and Department of Transportation are on the same page, but the region needs to focus on the coming public comment phase and the future

design of the bridges, she said.

"We've had a very good relationship," department Highway Administrator Jonathan Gulliver said.

Both agencies said they have been working closely together and their recommended plans seem to link well.

"The two really fit together," said Scott Acone, the Corps' deputy district engineer for programs and project management in the New England District. "Really like two pieces of a puzzle."

The canal bisects Bourne, and the town stands to be most affected by any plans from the state and the Corps. That has left some residents and officials critical of the recommendations by both agencies.

"When (the Corps) begins the design, we want the Corps to work hand-in-hand with us," Oliva said. "We need them to work with us."

She wants the Corps to go beyond the scheduled public meetings and have one-on-one meetings with members of the town.

The bridges have come to the end of their useful life and are far from meeting modern-day road standards. In its initial analysis — which looked at scenarios such as replac-



ing both bridges with a single bridge; the addition of a third automobile bridge not overseen by the Corps; replacement of the bridges with tunnels; and even filling in the canal — the Corps determined that the cost of replacement — about \$1 billion — would be more practical than spending about the same for major rehabilitation and that full bridge closures that would be needed to keep the infrastructure up to par.

Although the project's main purpose is to maintain the canal crossings, the Corps did consider the cost of delayed travelers and environmental and social effects.

Acting Bourne Town Administrator Glenn Cannon said he hoped the project could help with the town's traffic woes.

"I definitely think it's a good thing for the town of Bourne," he said.

For residents of Bourne, congested roads have become a year-round headache.

"If we can reduce that congestion, this is a good thing," Cannon said.

But Bourne also will have to absorb the most impact of the major construction project, although the Corps said any traffic disturbances during construction would be minimal.

The Corps has estimated that it would need to acquire 11 acres for the new Bourne Bridge and about 4.5 acres for the Sagamore Bridge. The cost of acquisition, improvements and relocation of businesses was estimated at \$7.8 million per bridge.

The Corps could not say exactly where the land would be, noting those decisions would be made in the design phase, after the recommendation was finalized.

"We don't know the specif-

ics," Acone said.

Cannon has not seen nor heard of any plans from the Corps, so the issue remains a sticking point for the town.

"You have to be concerned about it," he said.

For tourists coming to the Cape, the narrow and deteriorating bridges can mean a few more minutes in traffic, but it's a totally different issue for Cape residents, especially those in Bourne, Selectman Judith Froman said.

"It's our everyday life," she said.

Wendy Northcross, CEO of the Cape Cod Chamber of Commerce, has been pushing for a plan from the Corps for 10 years. When she heard the news Thursday night, she said, she felt pure joy and started to scream at the top of her lungs.

"This is just a major milestone that we feel really good about," she said. "I get the sense the community is really ready for this."

Now that the plan is out, the Cape can start to have new conversations, digging into the details about the bridges, she said. She was confident that, even though it will take years, the bridges will be built.

The state Department of Transportation has started initial design work on some of the roads leading to the bridges, but officials from both agencies stressed that nothing is final.

"This is a draft recommendation," said Craig Martin, project manager for the Corps bridge study.

Acone agreed.

"It's really not the end," he said. "We're still in the beginning."

Follow Ethan Genter on
Twitter: @EthanGenterCCT.

**How to respond
to the study**

Public comments

The Army Corps of Engineers will accept public comments on the draft study on the Bourne and Sagamore bridges through Nov. 1. Comments may be submitted at the public meetings or online at CapeCodCanalBridgesStudy.com. Written comments may be submitted to U.S. Army Corps of Engineers, New England District, Attn: Craig Martin, 696 Virginia Road, Concord, MA 01742-2751. Comments also may be emailed to nae-pn-nav@usace.army.mil.

Public hearings on Cape

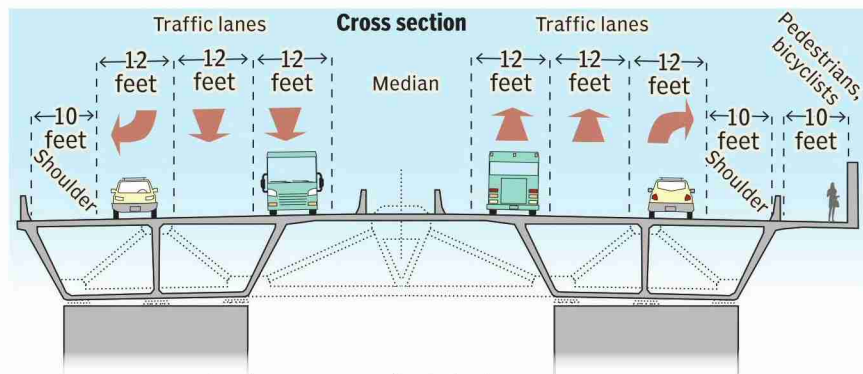
Bourne: 6 p.m. Oct. 16, Bourne High School auditorium, 75 Waterhouse Road

Eastham: 6 p.m. Oct. 22, Nauset Regional High School auditorium, 100 Cable Road

Hyannis: 6 p.m. Oct. 23, Barnstable High School Performing Arts Center, 744 W. Main St.

Proposed bridge layout

An Army Corps of Engineers report recommends wider lanes on two new Cape Cod Canal bridges, with two travel lanes and one entrance/exit lane in each direction, a median, shoulders on either side and a lane for pedestrians and bicyclists.



Source: Army Corps of Engineers, New England District

GATEHOUSE MEDIA



An aerial view shows the Bourne and Sagamore bridges over the Cape Cod Canal. The Army Corps of Engineers, which owns and maintains the bridges, has recommended that they both be replaced. [COURTESY OF ARMY CORPS OF ENGINEERS]



Construction on the Bourne Bridge was completed in 1935. The town of Bourne stands to be most affected by any plans by the state and the Army Corps of Engineers for canal bridge replacement and reconfiguration of surrounding roads. The impact could include land-takings and business relocations. [STEVE HEASLIP/CAPE COD TIMES]

CAPE CUTOFF

Corps calls for replacing both bridges over canal

By STEFAN GELLER

Officials should tear down and replace the Bourne and Sagamore bridges that cross the Cape Cod Canal, the U.S. Army Corps of Engineers said Thursday.

"The existing bridges are 85 years old and are functionally obsolete," a report from the Corps read. "The most cost-effective, long-term means of providing vehicular crossing of the Canal is replacement of both bridges with new bridges that conform to modern highway design standards."

The Corps' announcement comes after years of discussion and studies into the costs and benefits of such an endeavor, as well as the safety and reliability of the two bridges.

In the call for their

replacement, the Corps said the new bridges would each have six lanes: four travel lanes and two additional auxiliary lanes for acceleration and deceleration. They would also include appropriate access for bicyclists and pedestrians.

The Corps also said that replacing the current bridges would save money that otherwise would be spent making continuous repairs. Both bridges are scheduled to be rehabilitated by the end of 2031, which would cost a combined total of approximately \$395 million, according to the Corps.

The two existing bridges would remain in operation until the new bridges are opened to traffic, the Corps said.

The Corps said they still need to determine the final bridge type and detailed design parameters.

In the meantime, members of the public are encouraged to provide input on the Corps' recommendations, which they will be able to do through Nov. 1. From there, the Corps will finalize plans based on the comments.

In addition to providing feedback through the Corps website, those interested in giving input will be able to attend five public meetings that will be held throughout October on Cape Cod, the South Shore and in Boston.

The final report will be submitted to Corps headquarters in Washington, D.C., for decision in February 2020.

Public meetings on the bridge study are scheduled for:

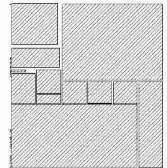
- Wednesday, Oct. 16 at Bourne High School auditorium, 75 Waterhouse Road, Bourne

- Thursday, Oct. 17, at Plymouth South High School Performing Arts Center, 490 Long Pond Road, Plymouth

- Monday, Oct. 21, at Thomas P. O'Neill Jr. Federal Building auditorium, 10 Causeway St., Boston. Registration and open house at 1 p.m.; Meeting starts at 1:30 p.m.

- Tuesday, Oct. 22, at Nauset Regional High School auditorium, 100 Cable Road, Eastham

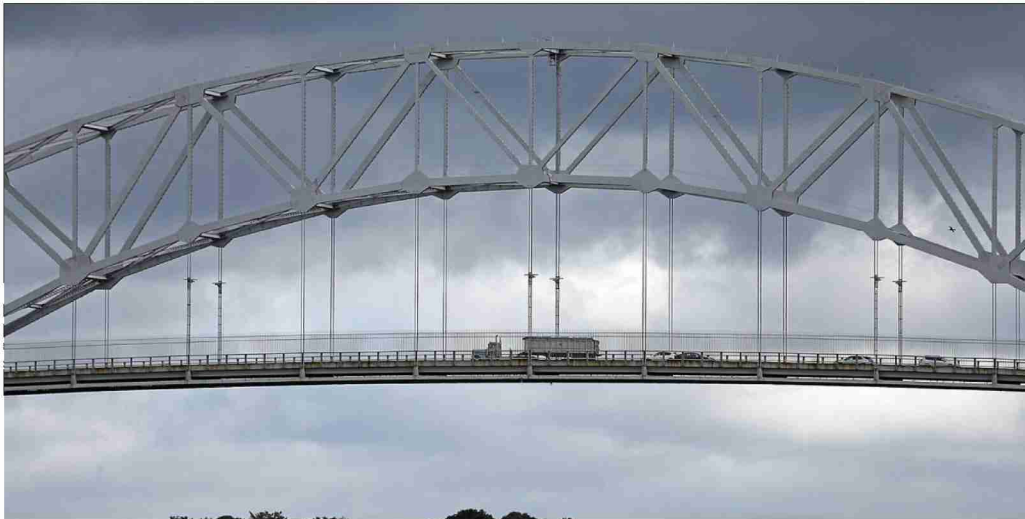
- Wednesday, Oct. 23, at Barnstable High School Performing Arts Center, 744 West Main St., Hyannis





MATT STONE / BOSTON HERALD

TROUBLED BRIDGES OVER WATER: Traffic crosses the Bourne, above, and Sagamore, below, bridges Friday. The Corps of Engineers, which is responsible for the two lifelines to Cape Cod, says both bridges need to be replaced.



Bourne and Sagamore bridges should be replaced, Army Corps concludes

By Ethan Genter
 CAPE COD TIMES

CONCORD — The U.S. Army Corps of Engineers has recommended replacing the aging Bourne and Sagamore bridges — the only land access to Cape Cod — with construction possibly starting in 2025.

The recommendation came in a draft version of the Corps' long-awaited Major Rehabilitation Evaluation Study, which weighed rehabbing the two 84-year-old bridges against replacing them. The Corps, which owns and maintains the bridges, determined that the estimated \$1.5 billion to replace them would be more cost-effective than the similar amount it would take to rehabilitate them.

As recommended, each new bridge would have four travel lanes, two in each direction, and an auxiliary lane on both sides. There also are plans for a median, shoulders and a separate bike and pedestrian lane, which the current bridges do not have. The lanes also would be widened from 10 to 12 feet.

The existing bridges would remain open during construction and be demolished after the new bridges are finished. The new Sagamore Bridge would be built to the west of the existing bridge and the new Bourne Bridge to the east of that span.

The construction wouldn't significantly affect traffic, according to the report. But the existing bridges would still need maintenance during that time.

The Corps estimated that it would need to acquire 11 acres for the new Bourne Bridge and about 4.5 acres for the Sagamore Bridge. The cost of acquisition, improvements and relocation of businesses was estimated at \$7.8 million per bridge.

The Cape Cod Canal was built in 1916 to cut down on travel times for ships heading south from Boston. The brid-

BRIDGES/PAGE 5

ges were built about 20 years later, when the Cape's population was about 26,000 people and vehicles were much smaller than the SUVs and trucks that cross the bridges now. The population now exceeds 200,000, and soars to about a half-million in the summer.

Both bridges are structurally deficient and do not meet modern-day standards.

"The existing bridges were constructed 84 years ago and require increasingly more frequent repair and maintenance, which is costly and causes significant impact to traffic crossing the Cape Cod Canal," the Army Corps wrote in a statement.

The Corps will begin a public comment period later this month. Public meetings will be held in Bourne, Plymouth, Boston, Eastham and Hyannis.

The Corps will review those comments and then complete its report and give its decision, possibly by spring. That time-

line could allow construction to start in 2025.

The final report will be submitted to Corps headquarters in Washington, D.C., for a decision in February. Public comments on the report will be taken through Nov. 1.

"I am pleased to see that the Army Corps of Engineers' report concludes that the best and most cost-effective way to manage the vital transportation link over the Cape Cod Canal is to construct two modern bridges to replace the Bourne and the Sagamore," U.S. Rep. William Keating, D-Mass., said in a statement.

"Two new bridges built up to modern standards will improve traffic flow, allow better access to the Cape and Islands in the coming years, and provide vital evacuation routes. ... As a year-round resident of Cape Cod who depends on the Bourne Bridge, I strongly feel that this is the best outcome for our Cape and Islands community and the greater southeastern region as a whole. Our federal delegation stands together in pursuing funding in Congress for this important project."

The state Department of Transportation came to a similar conclusion about the bridges in May. After a five-year study, the state proposed bridges that were 138 feet wide — 90 feet wider than the existing ones. The department envisioned each bridge with six 12-foot lanes, a 10-foot-wide median, a 12-foot-wide shared-use path and a 6-foot



sidewalk on either side.

The state also recommended revamping several of the roads leading to the bridges. Bonds for that work were proposed in Gov. Charlie Baker's \$18 billion bond bill earlier this year.

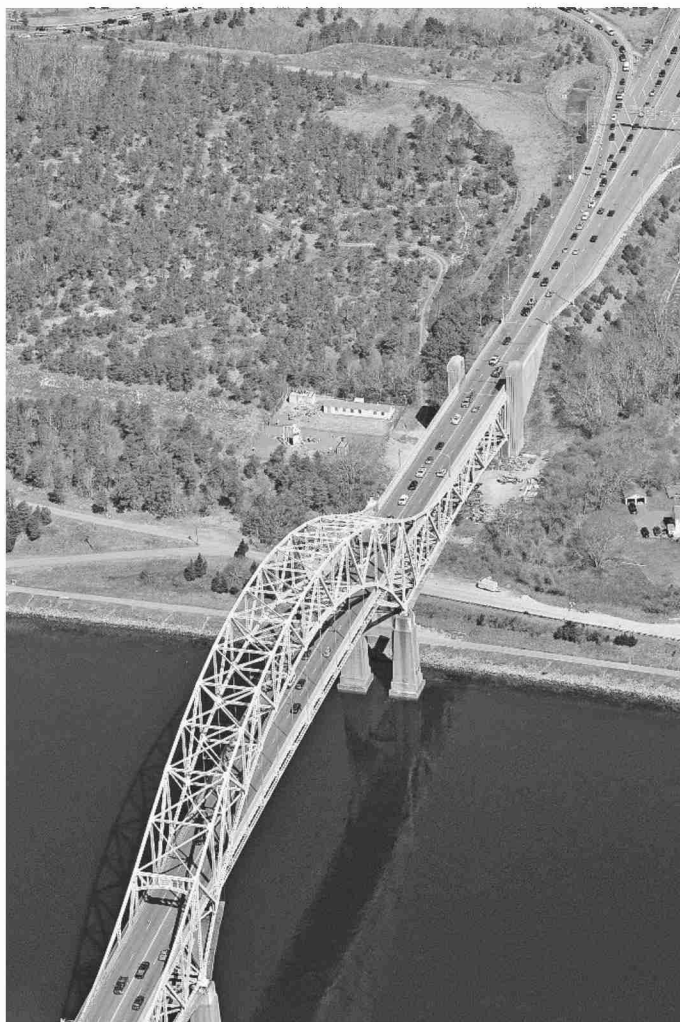
A hearing on that bill is scheduled for Tuesday, Cape Cod Regional Transit Authority Administrator Thomas Cahir said.

Bills before Congress could help pay for the bridges, including a \$5 million amendment in an appropriations bill that would pay for their design and a \$1 billion bill that would bolster the nation's evacuation routes, which include the bridges.

Rehabilitation of the bridges was estimated to take 3½ years and result in temporary and full closures.

Other scenarios looked at in the Corps report include replacing both bridges with a single bridge; the addition of a third automobile bridge not overseen by the Corps; replacement of the bridges with tunnels; and even filling in the canal.

Both bridges are 84 years old and structurally deficient, and do not meet modern-day standards.



STEVE HEASLIP/CAPE COD TIMES

■ An aerial view of the Sagamore Bridge as traffic congestion increases heading to the Cape. The Army Corps of Engineers, which owns and maintains both vehicular bridges over the canal, has recommended replacing them.

REPLACEMENT PLAN SPURS CONCERNS

Public Reacts To Proposal To Replace Bourne, Sagamore Bridges

By MICHAEL J. RAUSCH

Universal enthusiasm is not greeting the proposed replacement of the Bourne and Sagamore bridges over the Cape Cod Canal.

A number of Bourne residents have expressed concerns over the Army Corps of Engineers' recommendation that the two spans be replaced. People who live or have businesses within the vicinity of the bridges also have conveyed fears over how construction will impact their property.

The concerns were shared with Army Corps and Massachusetts Department of Transportation officials during a presentation of the Corps's Major Rehabilitation Evaluation Report on Wednesday at Bourne High School. The draft report recommends replacing the two aging spans, as opposed to continuing to keep and repair them.

Army Corps project manager Craig Martin told the audience gathered in the high school auditorium that a number of alternatives, relative to the bridges, were given consideration.

Among the alternatives that the Corps abandoned were: a third bridge in between the current bridges; a tunnel running beneath the Cape Cod Canal; filling in the canal, and a series of low bridges connecting the Cape to the mainland.

All of those alternatives, he said, were considered not viable.

The four alternatives given consideration were: fix-as-fails, which means doing repairs as needed; major rehabilitation of the current bridges as they are currently built; replacement with 4-lane structures; and replacement with 4-lane, plus 2-auxiliary lane bridges. The latter is the Army Corps's chosen recommendation, he said.

"We believe it is the most fiscally and environmentally responsible plan for access on and off the Cape," he said.

The cost to build two new bridges, Mr. Martin said, has been estimated at roughly \$1 billion.

Replacing the bridges, instead of continuing to repair them, also was the recommendation of MassDOT's Cape Cod Canal Region Transportation Study Group. The study group issued the results of its five-year study in February.

The draft report recommends new structures that will include four travel lanes and two acceleration/deceleration lanes built to modern highway standards. The bridges would also be

built with appropriate bike/pedestrian access.

Former Bourne police officer John Doble was one of several residents who questioned what will happen to their property. Mr. Doble said that his home on Sandwich Road is on the Cape side of the canal and situated directly beneath the Bourne Bridge.

"How much is my property going to be impacted by this construction of the new bridge, and what are the alternatives that we have?" he asked.

Similar statements were made by James Poore of Sagamore and Robert Curtis of Pocasset. Mr. Poore said he lives on Eleanor Avenue, right next door to the bridge, and wondered about the impact of construction over a

see Replacing Canal Bridges on Page 8

number years to his property value and his personal well-being.

"A lot of concerns that I'd like to be kept up to date on," he said.

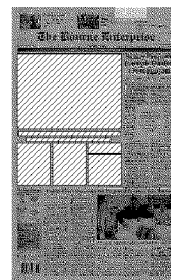
Mr. Curtis was more direct in his comments. He said that he was not aware that bridge replacement could lead to people losing their homes. The prospect of that happening, he said, he found to be shocking.

"The government today is over-reaching," he said, "and you start taking people's homes, I think you're going to find pushback from the old people on Cape Cod."

Mr. Martin assured everyone that the bridge project is currently conceptual only and has not entered the design phase. When it does enter the design phase, Mr. Martin said, residents will be alerted and consulted for their input.

"We're going to be extending our working groups that are going to work with the local abutters to determine the height, size and location of the final bridges," he said.

Several town officials addressed the panel and urged them to make sure that the Town of Bourne "has a seat at the table" when discussions are held on bridge design and construction. Selectmen chairman Judith M. Froman noted that building the bridges "directly impacts our daily municipal operations and



lives.”

“We request that Army Corps and Mass DOT join with Bourne Board of Selectmen in public sessions to start to work out a public engagement schedule with the various stakeholders locally,” she said.

Town Clerk Barry H. Johnson mentioned that he is also the general manager of the Bourne Recreation Authority. The authority is responsible for Gallo Ice Arena and Bourne Scenic Park. Both facilities are situated in close proximity to the Bourne Bridge, Mr. Johnson said.

“The recreation authority is asking the same thing that the town officials are asking,” he said, “that we be part and parcel of the overall discussions.”

Some residents said they were in favor of a third bridge in between the two current bridges that would have roads connecting to Route 93 and Route 25 off Cape, and Route 6 on the Cape. Others said they supported a series of smaller bridges spanning the canal.

Stephen J. Buckley of Chatham said that whatever decision is made relative to the bridges, equal attention needs to be paid to the Cape’s highway system. Mr. Buckley said that wider bridges will mean more traffic coming out to the Cape. The question, he said, is how new

bridges will affect the entire region and not just the canal region.

In addition to Wednesday’s meeting at Bourne High, other Cape meetings will be held: on Thursday, October 17, at Plymouth South High School Performing Arts Center; Tuesday, October 22, at Nauset Regional High School in Eastham; and Wednesday, October 23, at the Barnstable High School Performing Arts Center in Hyannis. Those meetings also begin at 6 PM.

An off-Cape meeting is scheduled for Monday, October 21, at 1 PM, at the Thomas P. O’Neill Jr. Federal Building on Causeway Street in Boston.

The Corps said it will accept public comments on the recommendations in the study through Friday, November 1.

At the end of the public comment period, the Corps will address issues raised by the public. In addition to public comment, the draft report will also undergo an independent external peer review by members of the private and academic sectors, the Corps said.

A final recommendation on whether to replace or continue to repair the Cape Cod Canal bridges will be contained in the final report that will be submitted to Corps headquarters in Washington, DC, in February 2020.



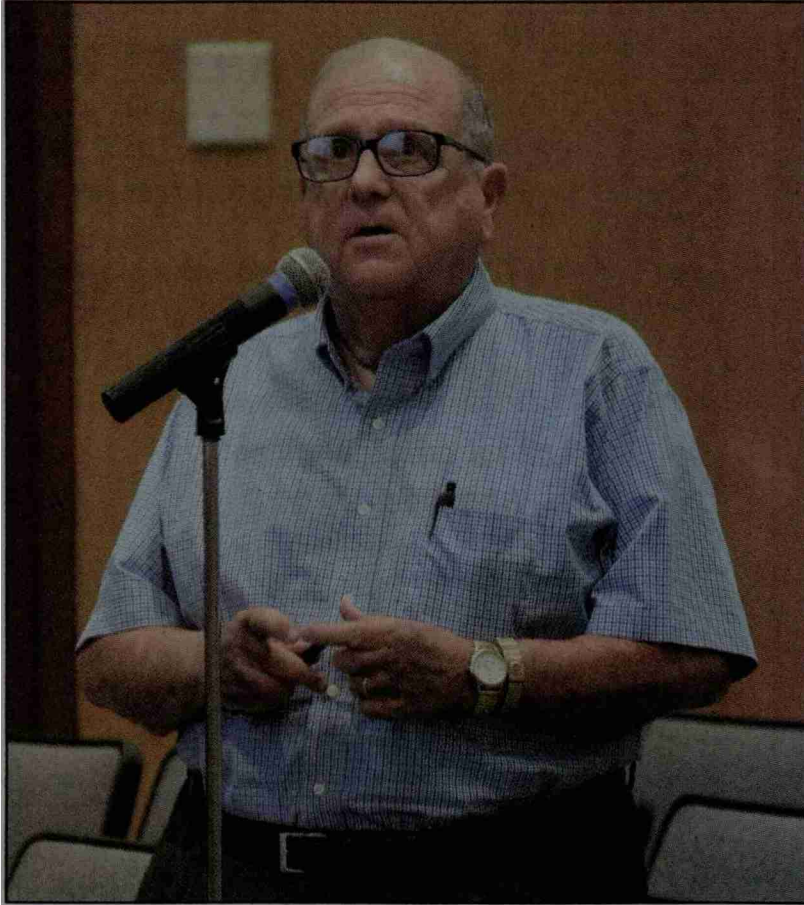
GENE M. MARCHAND/ENTERPRISE

The Army Corp of Engineers holds a presentation at Bourne High School Wednesday night detailing the plans for replacing the Bourne and Sagamore bridges. The presentation was followed by an open question and comment period.



GENE M. MARCHAND/ENTERPRISE

Bourne selectmen chair Judith Froman, chairman of the board of selectmen, comments at the meeting.



GENE M. MARCHAND/ENTERPRISE

Bourne Town Clerk Barry Johnson urges involving entities directly affected by the proposal in the planning.

Reviewing plans for the spans

Army Corps of Engineers gets Plymouth input on replacing canal bridges

By David Kindy
 dkindy@wickedlocal.com

PLYMOUTH - What would happen if and when two new bridges are built over the Cape Cod Canal? Plymouth residents were asking that question at a public meeting last week with the Army Corps of Engineers, which is responsible for constructing the new spans.

Approximately 25 people attended the session on Thursday to find out what they can expect from this major project estimated at more than \$1 billion, which could begin as early as 2025. Eight people asked questions and made statements about the future project. One person had concerns about how his house and business would be impacted if the bridges are replaced.

"Undoubtedly, it will have an impact on local neighborhoods but the full extent is not known yet.

According to Tim Dugan of the New England District of the Corps of Engineers, that's because there are still a lot of variables to be decided.

"We are preparing a draft study

with an initial recommendation to replace the bridges," he said. "The report has to be completed, go through technical reviews and approved at Corps headquarters in 2020 before we seek funding.

All that has to happen before we even start thinking about planning and design - if approved. That is a long way off."

The Corps of Engineers announced earlier this month it was recommending replacing both the Sagamore and Bourne bridges, which were built nearly 85 years ago. Both require extensive work to maintain and have reached the point where structural integrity is becoming an issue.

The current plan calls for constructing two new bridges with four full-size travel lanes and two additional auxiliary lanes for acceleration and deceleration - all built to modern highway standards and with bicycle and pedestrian access. The work could take up to three years to complete. The current bridges would remain in use until the new spans are completed.

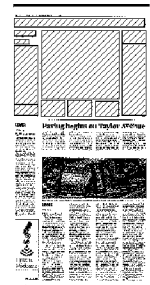
Funding for the new bridges would come from the federal government. Sens. Edward Markey and Elizabeth Warren and U.S. Rep. William Keating are urging

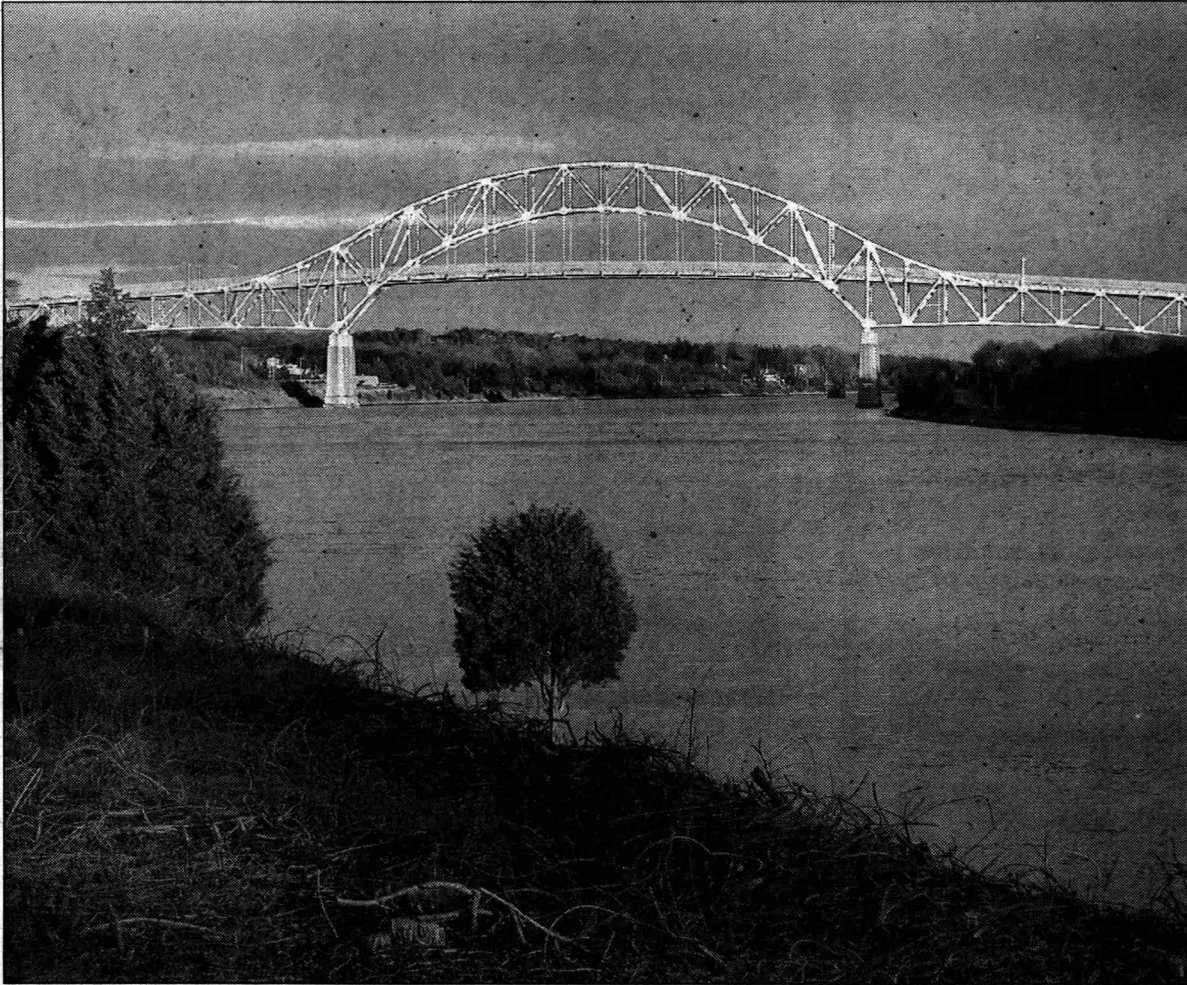
the Corps of Engineers to include all necessary funding in its Work Plan for Fiscal Year 2020.

The Sagamore and Bourne bridges, which connect nearly 250,000 residents on Cape Cod, Martha's Vineyard and Nantucket to the rest of Massachusetts, are vital to the regional and state tourism economies.

At the Plymouth meeting, the Corps of Engineers presented the draft Major Rehabilitation Evaluation Report and environmental assessment for review by the public, which can present comments for consideration. The report will also undergo an independent external peer review by the private and academia sectors before a final recommendation on whether to replace or continue to repair the Cape Cod Canal bridges is submitted to Corps headquarters in Washington, D.C. for decision in February 2020.

The Corps of Engineers will accept public comments on the draft study through Nov. 1. They can be submitted online at www.CapeCodCanalBridgesStudy.com. Written comments can be sent to: U.S. Army Corps of Engineers, New England District, (Attn: Craig Martin), 696 Virginia Road, Concord, MA 01742-2751. Comments also can be emailed to nae-pn-nav@usace.army.mil.





The U.S. Army Corps of Engineers is recommending replacing the Sagamore (shown) and Bourne bridges across Cape Cod Canal. [COURTESY PHOTO/U.S. ARMY CORPS OF ENGINEERS]

More time allotted for comment on bridge study

Army Corps now accepting public feedback until Nov. 15

By Ethan Genter
egenter@capecodonline.com

CONCORD — The U.S. Army Corps of Engineers has extended the public comment period on its draft study that gives a preliminary recommendation to replace the Bourne and Sagamore bridges, the federal agency announced Thursday.

Public comment on the study was supposed to end Nov. 1, but the Corps decided to extend it for two weeks to Nov. 15, according to a statement.

"We felt that since this is important to the future of Cape Cod and the region, we could afford to provide more time for the public to submit comments on the Corps recommendation in the MRER study," Corps spokesman Timothy Dugan said. "We did receive one request to extend the comment period."

In the study, released in early October, the Corps recommended replacing the two 84-year-old bridges with new, wider spans. It recommended six-lane bridges with four through lanes and two

Online

Read more about plans for the bridges: **capecodtimes.com**.

auxiliary lanes, along with shoulders, a median and a pedestrian and bicycle lane.

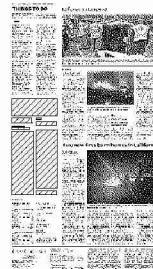
The goal of the study was to decide whether the Corps should continue to rehabilitate the bridges or build new ones. The agency has been holding public comment sessions on the plans both on-Cape and off.

Those comments will be considered before the Corps finalizes its report in February. A decision on whether to replace the bridges is expected in the spring.

The study can be found online at capecodcanal-bridgesstudy.com.

Public comments can be submitted online at that website, and written comments can be submitted to U.S. Army Corps of Engineers, New England District, (Attn: Craig Martin), 696 Virginia Road, Concord, MA 01742-2751. Comments also can be emailed to nae-pn-nav@usace.army.mil.

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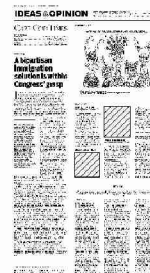
Once third bridge crosses canal, where will all that traffic go?

I write in response to Tom Baron's Nov. 5 letter, "Without plans for a third bridge, canal transit changes are doomed."

Having a third bridge is not the answer to the canal crossings problem. Where will the traffic go after the bridge is crossed? As long as we have a two-lane Route 6 on the Cape, the congestion will continue. The only viable solution is to have the two new bridges built as planned by the Army Corps of Engineers with a moveable barrier allowing for three lanes going on-Cape on Friday and three lanes going off-Cape on Sunday – and at the same time, widen Route 6 to three lanes in each direction all the way to Exit 9.

As long as there are only two lanes in each direction on Route 6, the traffic snarls will continue.

Richard Susskind, Sandwich



Friendly political rivals share successes

Area legislators talk about efforts to improve, promote the region

By David Kindy

dkindy@wickedlocal.com

What do you get when you take a bunch of politicians from both parties and throw them in a room together? Mutual respect and good-natured kidding.

That was the case at the 2019 Legislative Breakfast, presented Friday by the Plymouth Area Chamber of Commerce at the Hotel 1620 Plymouth Harbor. Instead of rancorous debate and name-calling, local politicians joked with each other and related how they work together to solve problems at the State House and in the district.

"Even though we come from

See RIVALS, A4

different backgrounds, we're all friends," said state Sen. Vinny deMacedo. "We don't take it personally. We maintain decorum and agree to disagree."

The spirit of congeniality was evident throughout the Legislative Breakfast as each speaker – Democrat or Republican – supported their colleagues on a myriad of issues concerning local communities: economic development, gambling, transportation, tourism and more.

DeMacedo, R-Plymouth, led off the session by discussing how the Massachusetts Legislature has been working to increase funding for the Rainy Day Fund. The stabilization account has grown

substantially in less than five years, from \$1.8 billion in 2015 to \$2.6 billion today. It is expected to reach \$3.5 billion by 2020. The fund helps the state pay for important programs when tax revenues fall during economic decline, and a strong fund helps make for a strong financial rating.

"We have to be prepared," he said. "When things get bad, that's when you need the Rainy Day Fund. We're in a much better position now than we've ever been."

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move much more quickly, which will provide a lot of relief." He added, "Ten years from now, we could be using two new spans."

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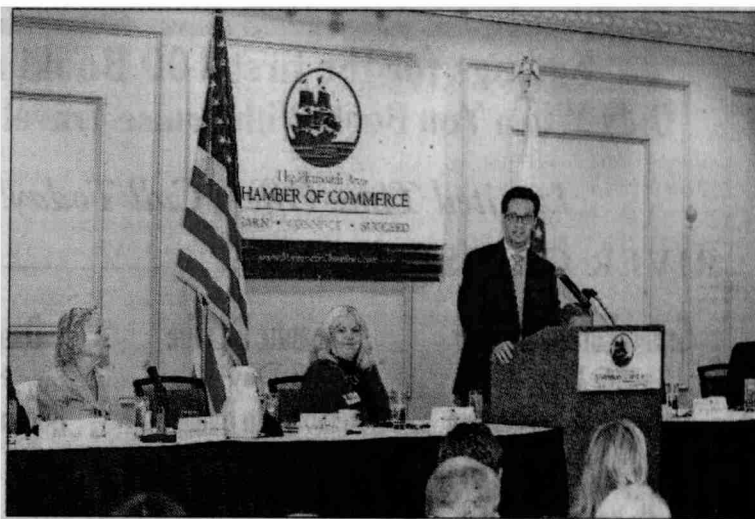
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Register of Deeds John



Buckley, D-Brockton, provided an update on the Registry's continuing efforts to enable the system to search land records back to 1686.

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State Sen. Vinny deMacedo presents the state's healthy fiscal position.

[WICKED LOCAL PHOTO/DENISE MACCAFERRI]



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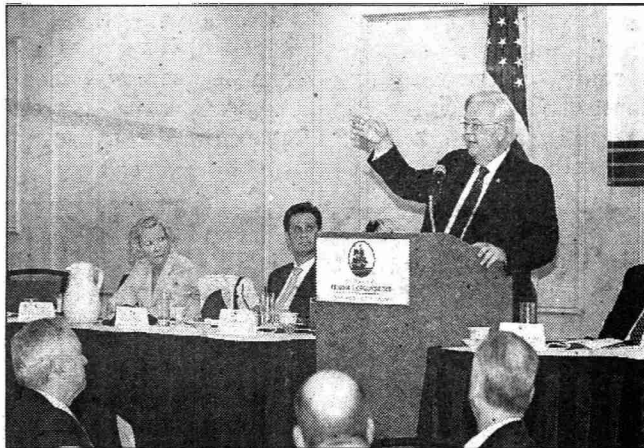
Sharon Brown, PACC Government Affairs Committee chair, welcomes the crowd and state and local legislators to the Plymouth Area Chamber of Commerce annual Legislative Breakfast held last Friday at Hotel 1620. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



During the Q&A session of the Legislative Breakfast, PACC Board President Peter Brown asks the panel why bipartisanship works so well locally but not in Washington. The consensus of the panel was mutual respect, not taking things personally, and working together for the greater good of Plymouth and surrounding communities. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



State Rep. Matt Muratore updates the soon to be Plymouth 400th Anniversary events and the benefits to area businesses during and after 2020. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



State Rep. Randy Hunt gives some details on the recent news of the Army Corps of Engineers proposal to replace the Sagamore and Bourne bridges. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]

Prospect of new canal bridges draws positive reviews

Residents at hearings in Hyannis, Eastham voice enthusiasm for replacement spans

By Ethan Genter

egenter@capecodonline.com

After getting an earful of comments on how the replacement of the Bourne and Sagamore bridges would affect residents of Bourne last week, the U.S. Army Corps of Engineers this week made two additional stops farther down the Cape.

The Corps, which manages and operates the Cape Cod Canal, the two automobile bridges and the railroad bridge, recently issued a draft report that recommended replacement of the Bourne and Sagamore bridges. The federal agency has held meetings to get public input before finalizing its recommendation.

Most who attended the local meetings were in support of replacement.

"It's something that everybody has known for quite a while, that the existing bridges are not sufficient," John Wood, a retiree, said at Wednesday's meeting at Barnstable High School in Hyannis. "An 85-year-old bridge cannot be fixed. I'm not 85 yet, but I know what it is to get old, and bridges do the same thing. Something new is needed, and I'm glad to see that there is agreement with the Corps and all the technical people."

Doug Hempel, past president of the Cape Cod Cycling Club, also was in favor of the Corps' draft plan.

"As somebody who travels across that bridge twice a day every day during the week, I just applaud this effort and

hope that it moves forward as quickly as possible," he said.

"Seriously, if you can find the keys to Marty's DeLorean and go back a couple years and start then that would be great," Hempel added, referring to the movie "Back to the Future."

Hempel also was in favor of the dedicated bike and pedestrian lanes that the Corps is recommending for the new bridges.

"Thank you, and start tomorrow," he said.

Stephen Buckley, a Chatham resident who attended all of the Cape meetings as well as one held in Plymouth, used to work in Washington, D.C., reviewing environmental assessments. He has been concerned with the extra amount of traffic that could come to the Cape, should the Corps build the bigger, wider bridges.

"The study makes a statement that there will be no substantial increase in the

number of visitors from these bridges," he said at Tuesday's meeting at Nauset Regional High School in North Eastham. "It makes a statement but provides no data or analysis to back that up. From what I can tell it's made out of thin air."

The Lower Cape meeting saw fewer comments, but Eastham Select Board Chairwoman Aimee Eckman asked the Corps to keep the area in the loop.

"I appreciate you coming out tonight. Even though we are far from the bridges, comparatively to the study area, it affects all of us," she said. "I hope you continue to have meetings out here so that we can be involved. It exciting to see something happening."

Follow Ethan Genter on Twitter: @EthanGenterCCT.
Online

Read more about the plans for the Cape bridges: capecod-times.com



At public meetings in Eastham and Hyannis this week, many Cape residents approved of the Army Corps of Engineers' recommendation to build two new structures to replacing the aging Sagamore and Bourne bridges. [MERRILY CASSIDY/CAPE COD TIMES FILE]



Friendly political rivals share successes

Area legislators talk about efforts to help Plymouth and beyond

By David Kindy

dkindy@wickedlocal.com

What do you get when you take a bunch of politicians from both parties and throw them in a room together? Mutual respect and good-natured kidding.

That was the case at the 2019 Legislative Breakfast, presented last Friday by the Plymouth Area Chamber of Commerce at the Hotel 1620 Plymouth Harbor. Instead of rancorous debate and name-calling, local politicians joked with each other and related how they work together to solve problems at the State House and in the district.

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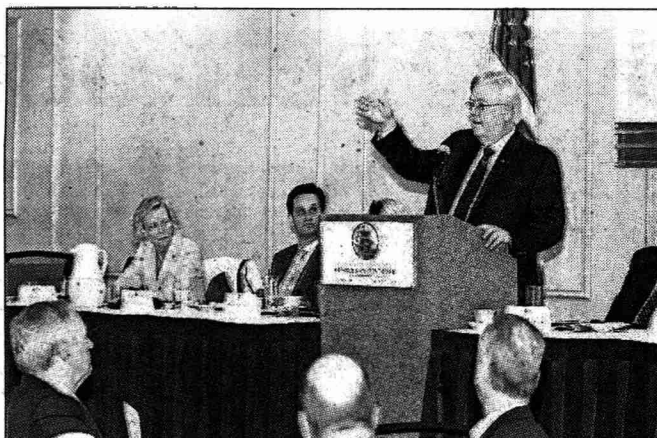
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State Rep. Susan Williams Gifford spoke about a proposal for a thoroughbred race track and gambling in Wareham. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]



State Rep. Randy Hunt gives some details on the recent news of the Army Corps of Engineers proposal to replace the Sagamore and Bourne bridges. [WICKED LOCAL PHOTO/DENISE MACCAFERRI]

STATE

ARMY CORPS COMMITS TO REPLACING BRIDGES TO CAPE COD

The highest-ranking official in the U.S. Army Corps of Engineers said Wednesday he is committed to replacing the Bourne and Sagamore bridges, but it may take some innovative ideas to get it done.

PAGE 3



Extend rail lines to Cape over new bridges

Thanks to the Army Corps of Engineers in their efforts to create a new set of bridges over the Cape Cod Canal that would bring those sections of roadway into the 21st century. Wouldn't it also make sense to include in the design a railway track similar to the Longfellow Bridge that connects Cambridge to Boston?

The new Bourne Bridge could incorporate existing rail lines to extend the MBTA Middleboro train service into North Falmouth. On the Sagamore Bridge the MBTA Kingston line could be extended along Route 3 over the canal continuing down

Route 6 to the Lorenzo Sand and Gravel site in Hyannis or possibly on to Orleans.

Widening the roadways onto the Cape is a wonderful idea. However, the roadways on the Cape are equally as antiquated as the bridge roadways and far outstrip the capacity to hold the present number of cars even during the offseason. Alternative means of transportation that cut the amount of cars on the road would be a welcome and needed solution.

BILL SULLIVAN
Cotuit



MY VIEW

New bridges are pivotal to health of Cape economy

By Lisa Oliver

The Army Corps of Engineers has come to the conclusion that new bridges are necessary for the future of Cape Cod. And while there will be much public debate over this decision during the coming weeks, I see the merits of the bridges from three perspectives – as an employer, a banker and a resident.

We have more than 165 employees at The Cooperative Bank of Cape Cod. Most of those employees live on the Cape. However, new bridges and easier access to and from the Cape will mean we can attract more talent to the Cape, not just to The Coop, but to all local industries. A larger talent pool will result in a stronger workforce on the Cape. And our pool of employees who do currently commute to the Cape from Plymouth, the South Shore and even Boston pay a significant price in the form of accumulated hours sitting in traffic at the bridges – most notably in lost time with family. For those who need to cross the bridge daily just to get to work, this decision will mean more than just a daily convenience. It means a huge improvement in their quality of life.

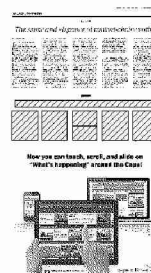
As a banker, I'm engaged in an ongoing dialogue with our small-business clients – about

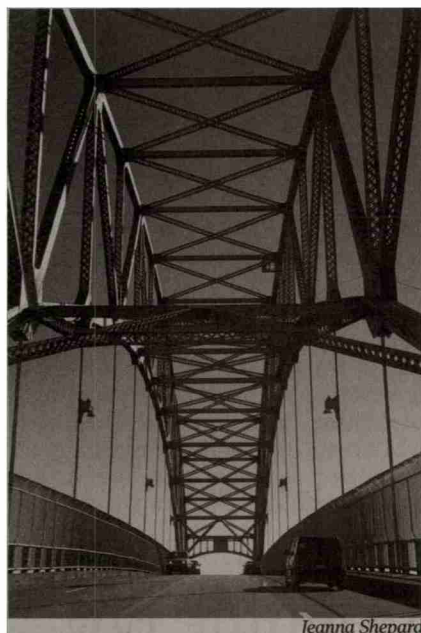
their challenges, successes and evolving needs. They're both the front line and the backbone of our economy, and visitors are their bread and butter. This past summer was a particularly challenging one for many businesses as a result of several factors, including weather, new taxes and – yes – bridge traffic. More ease of access to the Cape for visitors means more money being pumped into our small businesses. That's good for all of us who live here. As the saying goes, a rising tide lifts all boats.

As a resident, I welcome the safety that new bridges will bring all of us. Few will contest the argument that the bridges are unsafe and the narrow lanes can be harrowing. Modern bridges with wider lanes, a median, bike path and pedestrian lane will mean fewer accidents and more peace of mind. And in the event of a medical issue or natural disaster, we need to know we can get off-Cape reliably with our loved ones.

There's no doubt that the replacement of the bridges is an economic and safety necessity. This is a pivotal modernization to our infrastructure and in the long run will keep the Cape the vibrant community that it now is.

Lisa Oliver of Barnstable is president and CEO of The Cooperative Bank of Cape Cod.





Jeanna Shepard

Replacement of Cape Cod Bridges Recommended

A draft report released this week by the U.S. Army Corps of Engineers is recommending replacement of both the Bourne and Sagamore bridges.

The replacement project would cost \$1 billion and is the preferred alternative to continuing to repair the bridges, which were built 84 years ago and are functionally obsolete, the draft evaluation by the Corps has found.

The two bridges span the Cape Cod Canal and provide access to Cape Cod, including the ferry ports to the two Islands in Woods Hole and Hyannis.

A series of public meetings have been scheduled by the New England District for the Corps this month on the Cape, in Plymouth and Boston. The first meeting will be held in Bourne on Oct. 16.

The Corps is inviting public comment on the draft report and assessment on its website through Nov. 1.

A final report is expected in February 2020.



Coins honoring canal bridges could help pay for replacements

We have all known that the Cape Cod Canal bridges have needed to be replaced for a long time. Now we finally have a cost estimate of over \$1 billion to replace both the Sagamore and Bourne bridges.

The head of the Army Corps of Engineers agrees the bridges need to be replaced, but budget constraints will require us to find creative financing.

I suggest we have the U.S. mint mint coins and precious metals with the image of the Cape and the Sagamore and Bourne bridges on one side and an image of the Cape and the new bridges on the reverse side. We could advertise near both bridges and sell them locally. All coin holders would also be exempt from any future tolls on either bridge. And sales would go to funding for the bridges.

Also, some of the steel taken down from the bridges could be melted down and sold as medallions, with the proceeds going to the cost of building the bridges.

I also wonder if the value of the steel on the Bourne and Sagamore bridges has been factored into the cost. That is No. 1, Grade A USA steel that was used to build battleships with; it has an extremely high value and should not just be given away!

The legacy of those who built the bridges needs to be honored. I'm proud to say my grandfather was one.

William C. Rogers
Onset



Army Corps considers turning bridges over to state

If new spans are constructed, divestment could follow

By Ethan Genter

egenter@capecodonline.com

WASHINGTON — The U.S. Army Corps of Engineers has talked about handing over control of the Bourne and Sagamore bridges to the state after replacing them.

"That's definitely something that's been in discussion," Craig Martin, the Corps' project manager in the New England District, said Thursday.

See BRIDGES, A4

The Corps released a draft report earlier this month recommending the bridges be replaced, and it is currently seeking public input on the potential project. Since the Corps has not definitely decided on replacement, no official memorandum of understanding between the Corps and the state has been made, he said.

"Nothing has been formalized," Martin said.

The bridges are the only two links for vehicles between the mainland and Cape Cod but are not what is typically found in the Corps' portfolio. The federal government acquired the Cape Cod Canal in 1928 and was authorized to build the bridges in 1933. The bridges were completed in 1935 and, at 84 years old, no longer meet modern roadway standards.

Most of the Corps bridges across the country are much smaller than the Bourne and Sagamore spans and normally

connect to other infrastructure, such as dams.

"Typically the Corps doesn't manage traffic bridges like these," spokesman Timothy Dugan said.

A bridge similar to the Cape crossings that the Corps manages is the Sen. William V. Roth Jr. Bridge, which spans the Chesapeake & Delaware Canal. That bridge was used as a model for the proposed cross-sections of the Bourne and Sagamore replacements.

"We really only have a handful of really large bridges," Martin said.

The idea of divesting the bridges to the Massachusetts Department of Transportation has been discussed because the bridges are such a critical link for the state road network and traffic bridges are not usually part of the federal agency's core mission, he said.

But creating such a memorandum of understanding between the Corps and the state could be a long way off.

"We have to get to the decision first," Martin said of bridge replacement.

The Corps is still taking public comments on its draft report, which recommends building two six-lane bridges adjacent to the existing spans. The comment period ends Nov. 1, and a final report is slated to be done in February. A decision on whether to replace the bridges is not expected until the spring.

The project would ultimately have to be included in the Corps budget and be approved by Congress.

Massachusetts Sens. Edward Markey and Elizabeth Warren and the Cape's congressional representative, William Keating, sent a letter to the Army Corps on Thursday urging the federal agency to provide all of the necessary funding to replace the bridges in its 2020 work plan.

"These bridges connect the nearly 250,000 residents on the Cape and Islands to the rest of Massachusetts and connect the rest of the country to this beating heart of the Massachusetts tourism economy," the legislators' letter to Lt. Gen. Todd Semonite says.

"We believe that the new draft report represents significant progress toward addressing the construction needs of these two critical infrastructure projects, and ask that you devote the full resources necessary for completing this vital work," the letter states.

Allocating initial funds to solicit design and construction work would "represent a significant down payment and a responsible long-term investment in this critical infrastructure project."

The lawmakers also note a prospective divestment of the bridges to the state after their completion.

"We understand that the



(Corps) will soon sign a memorandum of understanding with MassDOT that includes a plan to divest these federal bridges to state control after the (Corps') construction work is complete," they wrote. "The (Corps') investment of initial funds in FY 2020 will ensure that this process begins on schedule, avoids increasing costs brought on by project delays, and facilitates the state's takeover of these bridges as soon as possible. We applaud this goal because we believe it will lead to the best result for Massachusetts, while also helping to reduce the (Corp's) future workload and amounts spend on Operations and Maintenance."

The state Department of Transportation has a memorandum of understanding with the Corps that says the two agencies will collaborate through the project to replace the bridges, but it does not have

a memorandum that specifies the department would take over ownership and maintenance of the two bridges, a department spokeswoman said via email.

Markey hopes to get all major players on the project together in the coming weeks, according to his office.

The topics mentioned in the lawmakers' letter are not on the Corps' plate at the moment, Dugan said.

"A lot of this is well beyond where we are at," he said. "Our focus is finishing the report."

Follow Ethan Genter on Twitter: @EthanGenterCCT.



Martin



Markey

Deadline extended for comment on Cape Cod Canal bridges project

By David Kindy

Have something to say about the planned construction of two new highway bridges over the Cape Cod Canal? You can still do so until Nov. 15.

The New England District of the Army Corps of Engineers has extended the deadline for public comment. Residents can make their thoughts known online, by email or via regular mail.

The Corps of Engineers announced last month that it will recommend constructing two new spans to replace the Sagamore and Bourne bridges, which are nearly 85 years old. It issued the Cape Cod Canal Highway Bridges Major Rehabilitation Evaluation Study outlining its recommendation.

In the meantime, the Corps of Engineers began conducting public sessions to get input from people regarding their concerns about the project. One meeting was held Oct. 17 at Plymouth South High School for residents to learn about the work, which is estimated to cost more than \$1 billion and could begin as soon as 2025.

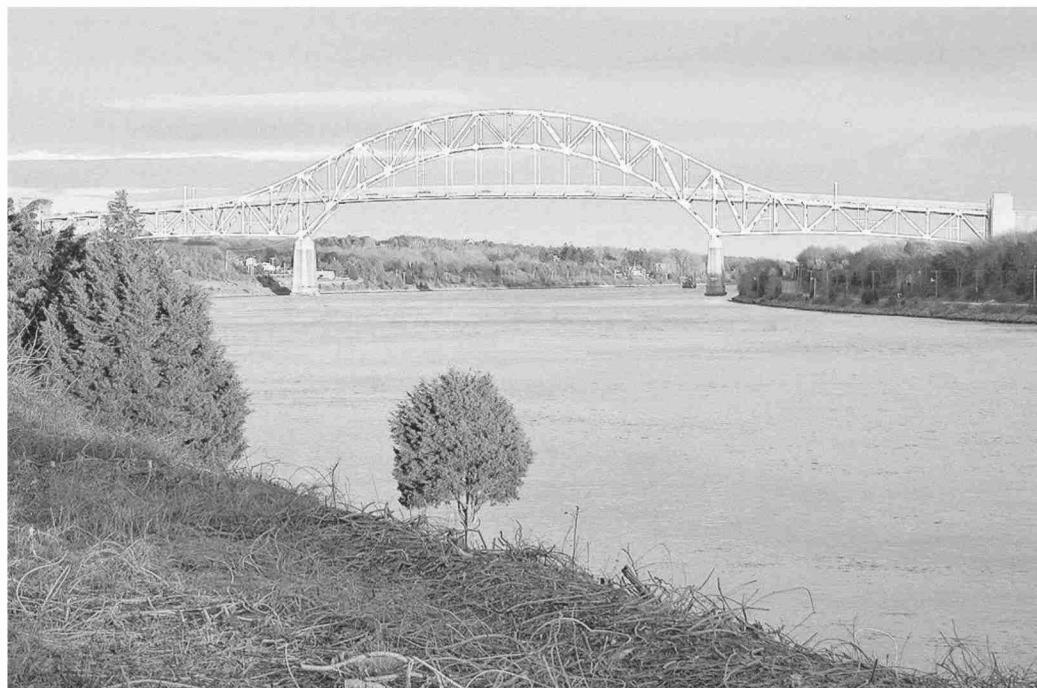
The Corps of Engineers recommends replacing the two highway bridges with new structures built to include four authorized travel lanes and two additional auxiliary lanes for use as acceleration and deceleration lanes. The bridges would also include bicycle and pedestrian access.

In addition to public comment, the Major Rehabilitation Evaluation Study will un-

dergo an independent external peer review by the private and academia sectors before. The final report will be submitted to Corps of Engineers headquarters in Washington, D.C., for a decision to be announced in February.

The Army Corps of Engineers will accept public comments on the draft study through Nov. 15. They can be submitted online at www.CapeCodCanalBridgesStudy.com, emailed to nae-pn-nav@usace.army.mil or sent in writing to U.S. Army Corps of Engineers, New England District, (Attn: Craig Martin), 696 Virginia Road, Concord, MA 01742-2751.

Reach David Kindy at dkindy@wickedlocal.com



FILE PHOTO

■ Sagamore Bridge, which spans the Cape Cod Canal, is one of the two canal bridges that is being considered for replacement.



DRAFT EA PUBLIC COMMENTS

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Cape Cod Canal Highway Bridges Draft MRER/EA Comment Summary

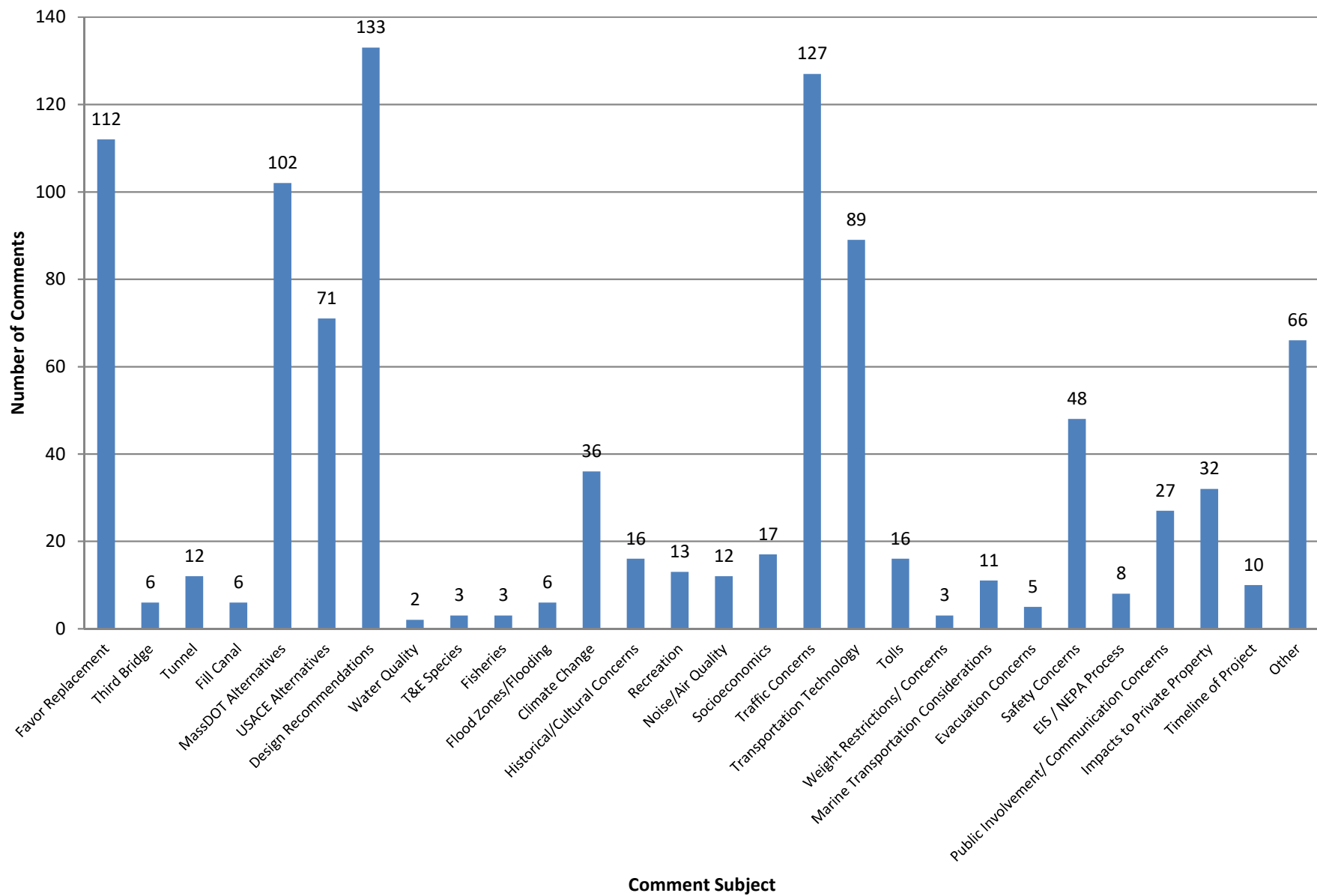




TABLE OF PUBLIC COMMENTS FOLLOWING DRAFT MRER/EA PUBLICATION																																	
Comment #	Affiliation	Add to Mailing List (Yes/No)	Comment Date	Comment Type	Comment Subject																							Specific Comments/Questions					
					ALTERNATIVES						ENVIRONMENTAL CONCERNS								TRANSPORTATION				OTHER										
					Favor Replacement	Third Bridge	Tunnel	Fill Canal	MassDOT Alternatives	USACE Alternatives	Design Recommendations	Water Quality	T&E Species	Fisheries	Flood Zones/Flooding	Climate Change	Historical/Cultural Concerns	Recreation	Noise/Air Quality	Socioeconomics	Traffic Concerns	Transportation Technology	Tolls	Weight Restrictions/ Concerns	Marine Transportation Considerations	Evacuation Concerns	Safety Concerns		EIS / NEPA Process	Public Involvement/ Communication Concerns	Impacts to Private Property	Timeline of Project	Other
1		Yes	10/4/2019	Website									X																			Construction plans for the new bridges need to PAY ATTENTION TO THE CHANGING EVALUATION OF FLOOD PLAINS IN THIS AREA. No matter what you plan the environmental impact may not be significant for your construction YET THE ENVIRONMENTAL IMPACT OF TIDAL CHANGES MAY IMPACT A WIDER AREA BY THE TIME you have finished this project. I now live in a flood zone. It is real.	
2		Yes	10/4/2019	Website	X														X													Being a Cape cod resident for almost my entire life, I have crossed these bridges more times than I can count. When crossing them the thought always hits you these need to be replaced. I've designed a couple different scenarios on how the new bridges should be designed but also the right direction to go during construction. Sagamore bridge: Has the perfect terrain for a 2 level bridge. The hill leading to the sagamore west bound of route 6 is almost setup to accommodate this. Lower level would be for oncoming cape cod traffic. Only set back is new bridge would have to take the place of the old bridge. Different design. Have 2 separate bridges one for one coming and one for off going traffic. Can build first bridge next to sagamore bridge once completed shift all travel west and east bound to new wider 4 lane bridge. Now Sagamore is free of traffic so it can be demoed and replaced with second bridge once all is completed split traffic into east and west bound one on one bridge other on the second. More money but would not cripple Cape Cod travel in peak seasons during construction. Bourne bridge is a prime candidate for this same design. New design would have to replace the rotary at the foot of the bridge. I am more than willing to discuss this in deeper detail if so requested.	
3		Yes	10/4/2019	Website															X													What is the plan or what will be offered to those residents immediately impacted and what is the plan to ensure no or minimal disruption to children who are being educated on either side of the bridge. The traffic delays and additional time spent in cars or buses for children I can see having a number of challenges and a need to consult with local schools and police to find a way to have a process as to allow for buses or parents with children to be able to be identified and able to access ways to circumvent the disruption this will cause. Additionally, are there other options when the waterway is closed down to be able covert the rail bridge or have another temporary solution or options? Lastly, when shutdowns occur will there be a way for additional road support approaching the bridges or re routed travel to ensure the back up and use of private roads is being monitored. As an example when there is work being done on the bridge there is a large amount of overflow or spill over on several roads that the local community relies on that become inaccessible impacting local business.	
4		Yes	10/4/2019	Website	X																												
5		Yes	10/4/2019	Website	X																												
4		Yes	10/4/2019	Website		X					X	X																					If you're going to replace the bridges, either add a third bridge, or make the bridges big enough to stop bottlenecking traffic. Maybe 6 ot 8 lanes each bridge and widen the highway for a half mile or so.
5		Yes	10/4/2019	Website							X						X						X										We ought to be building lower and wider bridges to bring our communities closer together. The function of the canal other than recreation is obsolete. We no longer need the span and clearance of these bridges for commercial traffic. Redesign so that oil barges and recreational traffic can be accommodated as a maximum. And turn the canal region into a greater recreational area for the benefit of the region, the community and the nation.





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6		Yes	10/4/2019	Website					X	X	X										X											I see no point in adding more lanes then the oncoming roads have or Route 6 can accommodate. There should be a designated lane in each direction for residents with stickers or passes similar to Easy Pass. A bike/pedestrian bridge should be a separate lighter bridge for safety.	
7		Yes	10/4/2019	Website																										X		Taking notice of the bridge section view, in particular the cantilevered pedestrian and bicycle lane (e.g. Fig.27 on Pg. 136), I have a question for the structural engineers: regarding live loads, how heavy a snow plow truck can the cantilevered lane handle when there is public outcry to remove snow and ice to enable use in the winter months?	
8		No	10/4/2019	Website					X												X												The idea of a multi-lane bridge crossing onto the Cape is great, but where will the cars go once they are over the bridge? What changes will be made to the rotary at the Cape end? Adding good bus service, train service, as well as the bike and pedestrian access would be a better use of funds and allow more people to enjoy the natural beauty of the area.
9		Yes	10/4/2019	Website	X																X												I fully support this project! These bridges are old and traffic also backs up as a result. Hopefully this will help to fix so many issues, including the cost to fix and maintain these old bridges.
10	Mass Registry of Motor Vehicles	Yes	10/4/2019	Website																											X	Looking forward to reading the study. Great logo & website!	
11		Yes	10/4/2019	Website	X				X		X										X												The Bridges definitely need to be replaced. The Bridges traffic lanes need to be 6 lanes on each and much wider to accommodate trailers, 18 wheelers, buses, moving vans etc to be side by side with a smaller vehicle passing over without crowding them out. What happens at the Bourne Rotary?
12		No	10/4/2019	Website	X						X										X												It would be great if we could have three lanes on each side of the new bridge, and also think about widening the land side of the entering lanes to two left lanes plus the right side lane, instead of the two individual lanes that currently merge awkwardly and dangerously, and really slows down the traffic.
13		Yes	10/4/2019	Website							X				X																		I agree that the current bridges are small for the volume of traffic, and I have noted the frequency of repairs in recent years. However, I also believe the bridges have become icons of the Cape, much as the Empire State Building is to New York City, or the Golden Gate to San Francisco. I feel, therefore, that if the bridges must be replaced it should be done in a way that preserves their current appearance. A "modern" design (such as in the new Champlain Bridge between NY and VT) dimly would not fit in, and would be a sad loss of a sight millions of visitors associate with one of the most famous destination in the United States.
14		Yes	10/4/2019	Website	X																												I am very supportive of replacing these two very old bridges. They are way past the time when they should have been replaced in my opinion and this project should be put in the fastest track possible.
15		No	10/4/2019	Website	X					X											X				X								This is a necessary step in ensuring public safety. Perhaps a redesign which would either add lanes, create safe walking/biking lanes, and/or a resident/commercial express deck or lane. The last suggestion could act as a revenue center as it would require a (reasonably priced) sticker and not be a toll.
16		Yes	10/4/2019	Website																	X												Will they be adding more lanes to improve traffic flow; and if so, how many lanes are being considered?
17		Yes	10/4/2019	Website	X																				X								We really have been waiting for this day. Our safety and well being are jeopardized by the bridges and it is really important we can look forward to newer safer less congested bridges.
		Yes	10/4/2019	Website																										X		Please add me to your mailing list.	





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18		Yes	10/4/2019	Website											X							X								X	Design should mirror existing structures. My grandfather worked on the Sagamore and his and all who worked on Sagamore and Bourne Bridges should be honored. As a native cape codder the sight of of the bridges was a welcomed sight and meant I was almost home. Can we keep the existing bridges for pedestrians, bicycles and sightseeing, and emergency vehicles and situations. I just moved off cape to Onset because bridge traffic had become so bad.	
19		Yes	10/4/2019	Website							X											X										The problem(s) with the Sagamore Bridge are the entrance ramps right before the bridge going eastbound where Rt 3 gets cut down from 2 lanes to one to allow merging traffic to come on. The problem with the bridge westbound is that people use 6A as a shortcut alternative to Rt 6 with a large number of people try to merge on right before the Christmas Tree Shop which again results in 3 lanes (2 from Rt 6 West and one from the ramp from the Cranberry Highway) merging on, hence a backup. I will grant you that the bridge is too narrow and drivers get nervous in the left lane, especially when a truck approaches which forces them to reduce their speed. I think if you somehow reconfigure Rt 6 westbound and Rt 3 coming into the Sagamore to eliminate shortcuts (entrance ramps right before the bridge in BOTH directions) and force people to merge on way further up the way (miles) before the bridge with NICE, long high speed merge lanes, the problem for the most part will be fixed.
20		Yes	10/4/2019	Website	X																											Great (and well thought out) recommendation! BUT - why only 4 travel lanes?? I would think at a minimum there should be 6, plus any auxiliary lanes. I think it would be so foolish to not capitalize on brand new construction to enhance the sole passenger travel arteries to & from Cape Cod.
21		Yes	10/4/2019	Website	X																	X										I am recommending that the Sagamore bridge have 4 lanes (total 8 lanes) for each directions which includes the additional auxiliary lanes connecting both end of the bridges at Route 3 and 6 with the cut off point at exit 2 in order to facilitate the flow the traffic as called for by the Mass DOT Canal Study. The extra lane on the bridge can be used for the entrance of exit 1C without interfering with the approaching traffic. The Bourne Bridge needs 4 lanes (total 8 lanes) both directions with flyovers to connect the Scenic Highway and canal road as called for by the Mass DOT Canal Study.
22		Yes	10/4/2019	Website																										X		I heard on the news today 10/4/19 that this will not start until 5 yrs. from now. How ridiculous is that.
23			10/4/2019	Website				X																								Why not just fill in the canal?
24			10/4/2019	Website	X											X																Try to retain the look and feel of the existing bridges in the new one. And only demolish one bridge at a time.
25		Yes	10/4/2019	Website	X																											I certainly hope that the decision is to replace the bridges. Also, I ask that the existing bridges Both remain active during the entire duration of the replacement.
26		Yes	10/4/2019	Website	X		X		X																							Living on Cape Cod and knowing that the bridges need an overhaul I would recommend a three-phase project. Part 1: A tunnel from the coast of Plymouth in Manomet area (taking that left hand exit off Route 3 @ Exit 4) that takes commuters out to around Exit 6 of Mid-Cape under the deeper Cape Cod Bay). Most of the summer commuters head to Exit 6 or beyond. This would also alleviate a lot of traffic from the Sagamore Bridge. Part 2: Replace the Sagamore Bridge with wider lanes (two each way plus biking and walking access). Part 3: Replace Bourne Bridge with 3 lanes each way.
27		Yes	10/4/2019	Website	X																											Please replace both bridges.





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		Yes	10/4/2019	Website																											X	Following.	
28		Yes	10/5/2019	Website																				X							X	In 2008 I informed a Representative from the Army Corp of Engineers that the Sagamore Bridge, from my observation from RT3A (State Rd), in Sagamore, was listing to the right. It remains my observation still today. I received no response at the time except we will look into it.	
29		Yes	10/5/2019	Website																											X	Minimize this states political staff involvement, they will screw everything up for their own personal, reasons, and to help benefit them politically. Look at the big dig that's a prime example.	
30		Yes	10/5/2019	Website							X												X	X								First, the bridges are the only evacuation route. The number of available lanes is critical. Consider what happens if there were to be a major accident at a critical time. It would be likely; as people rarely think clearly at critical times. It seems to me that if an undertaking like this is going to happen anyway, it would make economic sense to have another lane in each direction, AT MINIMUM. I would like to see four in each direction. You can't add lanes later. Don't make the same mistake as the Big Dig, where they replaced three lanes in either direction with a roadway that still has choke points of three lanes in either direction! Extra lanes will always help when it's time for future maintenance, as well. Also, build these bridges like you mean them to stand for 100 years; The existing ones were only meant to stand 50 years and will probably be 100 years old by the time they come down.	
31		Yes	10/5/2019	Website	X						X																						Long overdue for the bridges to be replaced with additional traffic lanes. Should consider eight lanes versus six for long term economic sustainability of the region.
32		No	10/5/2019	Website	X																												In full support of replacing the bridges - this is long overdue.
33		Yes	10/5/2019	Website	X						X			X																			This is long overdue. Please consider implementing solar on the bridge for lighting power. Consider raising all bridges and roads to accommodate future sea level rise. Consider building "habitat homes" into the bridge footings so that fish, lobsters crabs have nooks and crannies to live in.
34		Yes	10/5/2019	Website	X				X											X				X									1) make new bridges toll bridges so that people coming to Cape Cod help pay for our depletion of our natural resources, at least for non mass residents or for all vehicles with some type of compensation for Cape Cod residents , 2) do away with the rotary which is very dangerous and 3) eliminate a bike path on the bridges which will cause many injuries.
35		Yes	10/5/2019	Website	X					X	X																						It makes sense to replace the Sagamore and Bourne bridges. The lanes are narrow and I have worried about head on crashes because there is no median. I have also driven over the George Washington bridge and Verrazano Narrows Bridge many many times. I always wondered why the Cape bridges were not double decker bridges like those spans. For the Cape bridges you could have one deck for on Cape traffic and one for off Cape traffic. No need for medians as vehicles on each level are going same direction. In future when Bridge roads need resurfacing could you close entire upper deck (making work quicker) and temporarily re route all traffic to lower deck? Seems two decks allows more flexibility. I saw a study along time ago that it was less expensive to build the GW Bridge with lanes on two levels than same number of lanes as one level bridge. Same economy of scale apply to Cape Cod bridges?
		Yes	10/5/2019	Website																											X	Joining mailing list for project awareness only at this time.	





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36		Yes	10/5/2019	Website	X				X		X								X												I am pleased to know the 2 bridges are being considered for replacement. My concern however is the on-ramps to the Sagamore, particularly the Cape Cod Side heading West. It's always been apparent that a large problem of the backup is due to the on ramp coming onto the bridge in Sandwich right in front of the Christmas Tree Shop. I gather the thought was not to disrupt the traffic flow for business for the Christmas Tree Shop however that should not have ever been a concern. I hope you and the Massachusetts consultants will be removing that on ramp from that location entirely now.	
37		No	10/5/2019	Website	X				X		X								X												In the case of the Bourne bridge, the major problem is not just the bridge itself, but the rotary as well. Traffic jams up around the rotary due to most cars going around to take the exit that connects to 6A. This blocks the outbound traffic severely and creates a second traffic jam exiting Rt. 28 NB to the rotary. The second problem is the lack of a third travel lane on either side of the bridge, especially 28 SB. Many cars are coming from the exit from the Wareham rotary, and the traffic jams when they try to merge. My view is that the Bourne Bridge replacement should be a six-lane, center suspended, cable stayed bridge, which stays elevated over the current location of the rotary, and has exits from the right-most lane down to the former location of the rotary, where the two sides would simply be connected across. Since much of the traffic is going to 6A, that traffic would be redistributed to the right-most lane, leaving space for 28s traffic in the other two lanes. This design would also eliminate the rotary which is inherently prone to traffic jams, and would be easier to use for out of state drivers, especially southern drivers, who do not know how to properly use a rotary.	
38		Yes	10/5/2019	Website	X				X		X								X					X							I am a lifelong resident of the Cape Cod Canal area and know firsthand about the traffic and safety concerns surrounding the two bridges. It is absolutely essential that the new replacements provide three lanes in both directions as well as bicycle lanes and sidewalks which will provide for traversing issues now as well as the distant future. I believe the new bridges should be built in the same location as the existing so as to avoid major alterations to the existing bridge approaches. Mass Highway needs to be involved with this project with their own upgrades and development. Three contributing projects should take place before and/or during bridge construction (A. Elimination of the the Bourne rotary on the south side of the canal, (B. a Belmont rotary bypass road from Scenic Highway to Rt. 25a and also a third lane added to the South side of the Sagamore bridge all the way up to the first exit. If these projects are added they would significantly ease traffic congestion and safety.	
39		Yes	10/5/2019	Website																										X	Can you please send me back a copy of my comment along with any additional comments .thank you.	
40		Yes	10/5/2019	Website	X				X										X												In the long run, I would advocate for replacement. However, not before adequate highway approach from both sides is thoroughly studied. The so-called Sagamore Flyover is far from that and an accident on the Cape side rotary of the Bourne Bridge can be an interminable nightmare. To me the best solution, along with replacement, is a high speed monorail down Rt. 3, across the canal, and on to Provincetown. We should be investing in such transportation both west and north of Boston as well.	
41		Yes	10/5/2019	Website							X								X												Just a suggestion but it would be nice to include full-sized breakdown Lanes on both bridges. This will help traffic continue moving when any type of vehicle breaks down and is able to move over completely out of the way. The current bridges never had the room to include this and traffic was horrendous when there was any type of breakdown.	
42		Yes	10/6/2019	Website							X								X												I think the new bridges should have more than 2 lanes in each direction, or we will have the same traffic jams that we have now.	





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43		Yes	10/6/2019	Website					X		X								X												Since drivers go from a 2 lane approach to the bridge to a two lane continuation on the Cape, I find there is no reason to create 4 lanes of driving traffic each way on the bridge. It would just bottle neck on the bridge. Consequently, I would favor new construction of 2 lanes each way for drivers with a bike/pedestrian lane separated with dividers from the driving traffic. This would, of course, be for both going onto and off the Cape.	
44		Yes	10/7/2019	Website				X																					X		How long would it take to construct these bridges and has there been a consideration of filling in the canal?	
45		Yes	10/7/2019	Website															X					X	X						When you look at traffic patterns and the stability of the bridges, I hope you will consider the needs and safety of Cape residents *more than* the tourists that drive here. We need accessibility over the bridge for resident employment / other issues, as well as transportation of goods and services to our communities. We need the bridges as a dependable route for emergency evacuations in the event of a 100-year storm.	
46		Yes	10/7/2019	Website						X	X																				When the Bridges were designed they were influenced by 1930's Art Deco movement, a classic design of the era. Has anyone considered saving money on the new bridges by eliminating the cost of constructing bike and walking paths and keeping the new bridges for vehicles only. Then saving one or both bridges solely for pedestrian and bike traffic. This would be similar to the High Line in NYC, where he city saved an elevated highway and repurposed it into a pedestrian walkway.	
47		Yes	10/8/2019	Website																							X	X			None of the abutter and neighboring businesses have been notified of any of the plans. The cape cod chamber of commerce and canal chamber of commerce are not sharing ANY information with members and abutters along the route.	
48		Yes	10/9/2019	Website					X																				X		Perhaps instead of one or both bridges across the Cape Cod Canal they could offer a short ferry ride that ran as frequently as necessary. Also, I believe the geologic force to be from the east-southeast. I have seen evidence of it in the Medford, Mass. area. And I generalize it to there.	
49		Yes	10/9/2019	Website	X														X										X		These bridge lanes are too narrow. Replacing the bridges will be a nightmare but the end result worth it! My husband suggested looking into a possible option of running ferrys with passengers and vehicles from Plymouth and Quincy to various parts of the Cape to help with some of the traffic during construction.	
50		Yes	10/9/2019	Website	X																			X							Please replace these antiques with modern, safe structures.	
51		Yes	10/9/2019	Website	X						X								X												Thanks to the Army Corp of Engineers in their efforts to create a new set of bridges over the Cape Cod Canal that would bring those sections of roadway into the twenty-first century. Wouldn't it also make sense to include in the design a railway tracks similar to the Longfellow Bridge that connects Cambridge to Boston. The New Bourne Bridge could incorporate existing rail lines to extend the MBTA Middleboro train service into North Falmouth. On the Sagamore Bridge the MBTA Kingston line could be extended along Route 3 over the canal continuing down Route 6 to the Lorenzo Sand and Gravel site in Hyannis or possibly on to Orleans.	





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52	MA. Div. of Fish and Wildlife	Yes	10/11/2019	Website																											NHESP 19-38452: Cape Cod Canal Bridges Thank you for soliciting comments from the Massachusetts Division of Fisheries and Wildlife for the above referenced project. Based on the Map and the Study Areas that were identified, the locations are not within Priority Habitat as of the 14th Edition of the Natural Heritage Atlas. For more information, please see the link below. https://www.mass.gov/service-details/ma-endangered-species-act-mesa-overview https://www.mass.gov/service-details/regulatory-maps-priority-estimated-habitats It is important to note that there has been Peregrine Falcons (Falco peregrinus) nesting on the bridges. Most recently nesting on the Bourne Bridge. The peregrine falcon is state-listed as Threatened. This species and its habitats are protected pursuant to the MESA. Fact sheets for state-listed species can be found at www.mass.gov/nhesp . https://www.mass.gov/files/documents/2016/08/qe/falco-peregrinus.pdf The Division looks forward to continued coordination with the U.S. Army Corps of Engineers as the project advances in order to minimize impacts to nesting falcons during construction as well as identifying possible proactive opportunities that could be incorporated into final designs. Please let me know if there are any questions. Sincerely, David Paulson Senior Endangered Species Review Biologist Massachusetts Division of Fisheries & Wildlife 1 Rabbit Hill Road, Westborough, MA 01581 p: (508) 389-6366 e: david.paulson@state.ma.us mass.gov/masswildlife facebook.com/masswildlife	
53	Bourne, Town of	Yes	10/11/2019	Website																						X					I would like to formally request that at least one Town of Bourne representative, chosen by the Bourne Board of Selectmen, be added to your US Army Corp of Engineer bridges study committee/team. As Bourne is the host community for these major projects, it should have representation on this committee to provide a direct line of communication between the Town and the Study Group and vice versa. It will tremendously benefit all parties involved. Thank you, Jim Potter Vice Chairman, Bourne Board of Selectmen	
54		Yes	10/12/2019	Website						X	X																					Faced with replacing an aging, too-narrow steel bridge of similar (iconic) design as the canal ones, Vermont's solution for the I-89 span over the Winooski River in Richmond was to slice the bridge lengthwise and widen it by adding girders, thereby retaining the orig. design. Admittedly, it was a MUCH smaller and less complicated span. How about adding one lane outside the existing bridge (with no overhead steel) and alternating its use like the HOV lanes on rt. 93?
55		Yes	10/14/2019	Website					X																				X			When will the bridges approach road plans and anticipated homes that will be impacted be made public?
56		Yes	10/16/2019	Website					X		X																					Could 28 be a flyover enabling traffic to flow without engaging in the traffic circle?
57	Bourne Board of Selectmen	Yes	10/16/2019	Public Meeting																							X				Sagamore resident. Insisted a delegation of Bourne representatives be present at all design meetings and processes. Stated the delegation would be coordinated by Board of Selectmen and Town Administrator. Said, "It is time to have more engagement with Bourne." Requested that USACE and MassDOT work together with the Bourne Board of Selectmen in order to work out public engagement schedule with various stakeholders. Suggested December 3rd, 2019 as possible meeting date.	





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58	Bourne, Town of	Yes	10/16/2019	Public Meeting	X																						X				Bourne resident. Believes the correct choice is to replace the bridges. Encouraged agencies to work together with the town of Bourne throughout the design process.		
59	Bourne Recreation Authority	Yes	10/16/2019	Public Meeting												X											X				Bourne resident. Stated that the Bourne Recreation Authority would like to work with the groups involved. Explained that Bourne Scenic Park and Gallo Ice Arena are both on USACE owned property. Wants both the park and rink to be identified during the planning stages. Said, “We want a seat at the table.”		
60	Cape Cod Commission	Yes	10/16/2019	Public Meeting																							X		X		Barnstable resident. Encouraged dialogue with the towns in the identified area. Worries about the local and regional concerns that replacement of the bridges presents.		
61		Yes	10/16/2019	Public Meeting	X									X	X														X		Sandwich resident. Supports the replacement plan as recommended. Appreciated the design to include sea level rise. Explained she wished for the preservation of the Cape Cod Canal. Supported the start date of the replacement before 2025.		
62	Cape Cod Technology Council	Yes	10/16/2019	Public Meeting	X																										Bourne resident. Urged the implementation of the replacement plan as expeditiously as possible.		
63		Yes	10/16/2019	Public Meeting					X	X																		X			Bourne resident. Worried that his property will be impacted by the construction of the bridges. Wondered about any alternatives that may arise.		
64		Yes	10/16/2019	Public Meeting					X										X												Sagamore resident. Recommended the public read the report put out by USACE regarding the replacement project. Worried that the new bridges would not solve the current traffic problem. Asked if the USACE will work with MassDOT and the Federal Highway Administration to produce the best possible outcome and whether any of the MassDOT proposed alternatives to relieve traffic congestion would be constructed prior to construction of the new bridges		
65		Yes	10/16/2019	Public Meeting		X													X		X								X		Sagamore resident. Worried about whether the traffic would change or not. Wondered about whether the cost included the impact to commerce during the construction of the new bridges. Believed a third bridge would still be a viable option and offered that tolls would be a helpful way to pay for the cost of construction.		
66		Yes	10/16/2019	Public Meeting		X																				X	X				Sagamore resident. Agreed with the idea of a third bridge option. Believed that more consideration should be given to those who have been residents their whole lives. Would like collaboration and contact with homeowners presumed to be affected.		
67		Yes	10/16/2019	Public Meeting	X																										South Yarmouth resident. Fully supported the replacement plan, as he believed the option of rehabilitating the current bridges would cause irreparable harm to the Cape and Islands.		
68		Yes	10/16/2019	Public Meeting							X								X										X		Marstons Mills resident. Concerned that the current design did not show median dimensions. Was curious if the new bridges would look like the Braga Bridge in Somerset, Massachusetts. Stated that maybe an underpass connecting Market Basket and Christmas Tree Shops would lessen traffic in the area. Wondered if there was any plan to remove the railroad bridge due to the new proposed bridges being higher than existing bridges.		
69		Yes	10/16/2019	Public Meeting		X					X								X	X											East Falmouth resident. Stated that there should be three bridges instead of two. Explained how he believes the study is biased towards what was desired back in 1934 upon original bridge creation. Believed that the need to get rid of the car traffic far exceeds the need to account for the minimal commercial boat traffic the canal faces. Stated that using some land from Joint Base Cape Cod would be a good idea. Explained that the new bridges need more lanes, and there isn’t a need to account for bikers and pedestrians on the bridge due to the small number of them that cross the bridges. Noted that a highspeed rail line should be considered as an option		





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70		Yes	10/16/2019	Public Meeting													X									X	X			Sagamore resident. Worried that the construction of the new proposed replacement bridges would cause his property to be taken, or sleep disruption, or affect his livelihood. Explained he would like the be kept up to date throughout the decision making and design process.	
71		Yes	10/16/2019	Public Meeting															X							X				X	Chatham resident. Worried that the study does not accurately explain that all Cape residents will be affected. Questions a point within the Environmental Assessment on page 100, where it is stated that no substantial increase in traffic will occur. He believes that cannot be accurate as it will allow more people to have an easier time traveling further down the Cape. There has got to be an environmental impact statement that details how this project is going to affect the region and not just the Canal region.
72		No	10/16/2019	Public Meeting							X													X						X	Local Bicyclist. Explained that the new bridges will need to have adequate sidewalks that allow easy transportation to USACE multi-use trails and other bike routes. Stated that proper signage is required. Claimed that during the construction period there should be alternatives available for bikers/pedestrians looking to cross the bridges. Explained that MassDOT should be involved in the creation of approved public railroad crossings for bikes and pedestrians.
73	Represenative for Congressman Bill Keating	No	10/16/2019	Public Meeting																						X					Read a prepared statement from Keating. Wanted USACE to work closely with groups, residents and locals during the entire process.
74		Yes	10/16/2019	Public Meeting	X																									X	Wondered if the design had taken the transportation needs of the military at Joint Base Cape Cod into consideration. Questioned that if the design lessens the need for the railroad access to Joint Base Cape Cod, would there be a plan to get rid of the railroad, which is used for emergency purposes, but he stated that it “holds properties hostage” for this contingency.
75		No	10/16/2019	Public Meeting																								X			Explained he did not realize there would be residents’ homes that would need to be taken in order to replace bridges. Stated that he believes the government is “overreaching” and should expect pushback from the residents for this reason.
76		Yes	10/17/2019	Public Meeting						X	X								X								X	X			Local abutter. Voiced his concerns over the construction of the new replacement bridges and how the process has made him anxious. Explained that he is puzzled that local merchants including himself have yet to be notified of the project. Claimed that residents are not receiving the information they need. Stated that the closing of Exit 1 westbound has him worried for his business. Explained that the solution needs to take care of local traffic. Stated he looks forward to hearing more scientific findings that may arise.
77		No	10/17/2019	Public Meeting															X							X	X			X	Chatham resident. Voiced his concerns over the Environmental Assessment, and how it has been assessed based on natural and human environment. Further questioned what they looked at during the assessment to come to their conclusions, stating that he was unable to find any data relating to the impacts that the outer Cape, mid Cape, and lower Cape may face due to the replacement of the bridges. Questioned further how the traffic would or would not change due to the new replacement bridges, stating that an increased bridge size will be able to accommodate an increase volume of traffic coming over the bridges which would mean more traffic down the Cape. Explained that the study showed data for how the Bourne bridge will be affected but there was no data for the Sagamore. Wondered if there was data some place on the affects, where could he find it. Worried that if there are no numbers available, then there cannot be any feedback given regarding decisions and designs of the bridges.





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78		Yes	10/17/2019	Public Meeting					X										X							X						Plymouth resident. Explained how he was pleased that MassDOT and the USACE worked together on the project. Wondered if some permitting processes were to be held up, how would this affect the building process. Worried that the secondary impacts of the bridges replacement project may be glossed over. Stated that with more people moving to the South Shore, and with traffic getting worse everywhere south of Boston, would new larger bridges mean more people visiting. Explained how MassDOT should look into the idea of widening Route 3.
79		Yes	10/17/2019	Public Meeting	X						X														X							Plymouth resident. Fully supports bridge replacement idea. Worried about lane width, lack of a shoulder, and median size. Voiced concerns over the idea of support piers being in the water, and the hazard of a boat accident into them. Worried about the aesthetics not matching the area, stated that something simple would look great.
80		Yes		Written																											X	Can I have a copy of the full draft? (Spoke with Beth) Written on registration card.
81		Yes	10/21/2019	Public Meeting					X										X								X	X		X		Local abutter on the Cape side. Worries about the closing of exit 1, and how that may end up closing his business. Claims he supports 50 jobs, so closure will cause others to lose their jobs. Explained local merchants have not been informed. Emphasizes the fact that he would like improved outreach about project. Frustrated with the process so far, and also worries about the traffic on the Cape.
82		Yes	10/22/2019	Public Meeting	X					X					X																	Orleans resident. Is in favor of the replacement of the bridges. Worries about the current bridges being historic properties, wonders if they could be turned into pedestrian bridges. Thinks that public parks/places would be a good spot for pieces of the bridges, and could be art installations to preserve the history.
83		No	10/22/2019	Public Meeting					X		X								X						X							South Dennis resident. States the problems the bridges create grow bigger every day and need to be cured. Worries about where the new larger bridges will connect to the existing roads, and worries about traffic. States that the only way to relieve the area of traffic issues is to "go above". Claims the highways should be flyovers on both bridges, bringing traffic that is trying to get further down the Cape there quicker. Stated her embarrassment for the people who use the bridges daily and their lack of representation at these public forums. Says the bridges are unsafe.
84		Yes	10/22/2019	Public Meeting															X							X	X					Chatham resident. The EA is not an EIS, and EA is supposed to look at the effects on the human environment, which includes not only the natural environment, but also the social, economic, and the fiscal environment, including the built environment, meaning roads, bridges, and wastewater treatment plants and things like that. The EA states there will be no substantial increase in the number of visitors from these bridges that will be three times as wide as they currently are, but there is no data or analysis to back up this statement. So if 50% more people can go over the bridges during peak summer season, then its disingenuous to support a finding of no significant impact, and therefore an EIS is justified. Attends all the meetings MassDOT has been hosting, and relays the information to the outer cape. States that people on the outer and lower Cape are unaware of the ongoing MassDOT and USACE work, including town planners. Exclaims the outer and lower Cape will certainly have increased traffic, but there are no numbers to support that in the Evironmental Assessment. Thinks the additional lane width will allow 50% more people to come onto the Cape. Questions which towns specifically have been reached out to. Asks the USACE to extend the comment period another 30 days.
85	Eastham Chamber	Yes	10/22/2019	Public Meeting	X										X																	Reads a prepared statement from The Fix Coalition. Explains that the Fix the Bridges Coalition supports the replacement. Stated they wished for the preservation of the canal.





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86	Town of Eastham	No	10/22/2019	Public Meeting	X																										Eastham chair. Explains that word is making its way to the lower/outer Cape. States that Eastham Community/Municipal officials heard about the project. Is excietd to be involved.
87		No	10/22/2019	Public Meeting	X																								X		Curious about what the timeline is for construction, when will it begin. Supports the estimated start time of 2025.
88		No	10/18/2019	Email							X								X												Would like the new bridges to have five lanes, with the center lane being used or peak traffic allowing for the more congested direction of travel to use it.
89		Yes	10/17/2019	Website																									X		Aside from the safety factor, why do the bridges need to be widened? Will they feed into two lane roads as they do now? If so, what is the benefit?
90		Yes	10/17/2019	Website	X						X								X												It is well past the time when the bridges should be replaced with spans that can accommodate at least some of the traffic being experienced currently. Currently the bridges are inadequate.
91		Yes	10/17/2019	Website	X					X	X												X				X		X		After attending the first public forum at Bourne High, it became painfully apparent that the rigid process being used serves as a mechanism to ignore the direct impact on private citizens and property owners impacted in the zones the new bridges would be constructed. The concerns these individuals raised were, essentially, claimed to be irrelevant during the decision phase and that the individuals would be incorporated in the discussion during the design phase. The process will only include their concerns once it has been decided that the bridges are going to be built, which then means the discussion with these individuals is now merely about how it impacts them, not about whether the impact on them could've been prevented in the first place. I agree that the bridges need replacement. The decision making process should weigh the long-term and short-term impacts of various scenarios and favor a plan which may incur short-term pain if it means lesser long-term impacts. The current plan that is being promoted (the largest of the options) will provide two fantastic bridges up to modern standards but they absolutely will impact private land owners surrounding the bridges some of whom have owned these waterfront properties for generations. It seems plausible that you could construct one or two low temporary bridges with just enough clearance to allow most small to medium sized pleasure craft and small commercial vessels (fishing boats etc) to pass underneath. Larger commercial traffic would need to divert around Cape Cod for the duration of construction. Once the temporary bridge(s) are open the current bridges could be torn down and replaced inside their current footprint preventing the need to impact adjacent private land owners or surface road re-routing. In this scenario the primary pain point would impact commercial shipping traffic on a temporary basis for a few years while the bridges are replaced in-place. Traffic would be impacted as traffic would need to route to the temporary bridges, but we would still have two open bridges at all times. This incurs some short-term pain but once completed it has the least land-owner & existing infrastructure/surface roads impacts.
92		Yes	10/17/2019	Website							X																				Please consider flexible lanes that change with traffic needs. Need more than two lanes at height of traffic. Don't take away our Market Basket!
93		Yes	10/17/2019	Website																						X		X		I am officially notifying you that Church lane is owned by Weldon Park residence and not the town of Bourne. We should be notified of any MassDOT design that includes adversely impacting our properties or roads. Any design that includes impacting the property values of any of our community residents is unacceptable. We would appreciate being included/invited to any discussion either publicly or one on one in connection with this issue.	
94		Yes	10/17/2019	Website	X					X		X																			I think that the new bridges are necessary but they do not need to include both a sidewalk and bike lane. One or the other.





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95		No	10/17/2019	Website	X				X		X																				Yes, we need new bridges, however we don't need sidewalks and bike ways. Let's keep it simple. Do only what's necessary not what takes more time, space, and money. One extra lane for pedestrians only.
96		Yes	10/17/2019	Website					X		X								X	X											I am a resident of Sagamore Beach, MA (2 miles from the North side of bridge. I would like to add that more public transportation should always be considered with new transportation plans. Now, with projections of an increase of 42% car traffic to Cape Cod, we just keep thinking of auto traffic. I understand the bridge needs to be demolished and rebuilt, but where is there a recommendation for a continuous train line from south of bridge to Boston? The MBTA has summer service at selected times from S Station to Buzzards Bay, but then a bus. Buses still need to use our roads and have to contend with congestion. I saw a proposed "flyover" for exit 1C on south side of bridge. Is there a similar flyover for exit 2 Cedarville? If so, please let me know as I will put my home up for sale.
97		Yes	10/17/2019	Website													X											X		I live near market basket on louis ave in bourne. I am trying to figure out if my house will be required land for these new bridges. If not I will have construction and a lot of noise in my backyard literally the rest of my life. Please tell me what land will be needed. Thank you	
98		Yes	10/17/2019	Website	X		X		X	X	X								X												I was at the meeting last night (16 October) and appreciate the thorough report. My recommendations are that both bridges be replaced but I would make it a 3-lane bridge each way plus a breakdown lane for both bridges. Obviously MassDOT will need to fix infrastructure of roads both on mainland and on Cape Cod. I think using some of land at joint base Otis to redirect roads off the Bourne Bridge would be advisable. Traffic congestion won't be fixed with a two-lane bridge each way with a separate lane used for breakdown ... that still provides only two lanes of traffic each way. We all know the congestion and I think a minimum of 3 standard each direction is minimum needed. Also no feeding into rotaries needs to be devised. I also think a tunnel from Exit 4 on Route 3 (Manomet area) under Cape Cod Bay connecting to mid-Cape highway around Exit 6 would take pressure off bridges as well. Most of tourism coming down Route 3 heads to Exit 6 or higher and why not divert traffic that way. It would ease congestion for year-round residents many who commute up the South Shore and to Boston.
99		Yes	10/18/2019	Website					X										X											I hope the Corp and the DoT will look not just at the bridges but also the totality of Route 6. The delays getting on and off the Cape are 70% the bridges but 30% Route 6. Rt 6 needs to be expanded all the way down Cape. Where it is two lanes it needs to be four. Rt 6 should also be at least three lanes wide all the way to Hyannis.	





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100		Yes	10/18/2019	Website			X											X			X											My wife (Shelagh Joyce, Plymouth Selectwoman) and I attended the presentation MRER last evening at Plymouth South HS. We along with maybe 25 other attendees listen & watched the outstanding program concerning these two bridges. The meeting was professionally done & it was obvious much went into this hearing. We both were very disappointed in the turnout. Years of preparation and when it comes down to actually making a decision in which direction to pursue where were the residents and businesses to air their concerns? They will have NOBODY to blame but themselves if this project doesn't go as "they" want. We believe that the fourth alternative is the best solution. Although 3 lanes in each direction (one an on/off lane) will certainly be an improvement from what's there now this is not enough. Unfortunately this like the Big Dig will be outdated quickly. Build for the future not for today! There should be at least 4 lanes in each direction with 3 travel lanes. Merging into 2 does cause a problem but if the breakdown lane south is made into a slip ramp for at least a half mile or so that merge could be minimized. Same with the north side. This project will take over 3 years to complete and through 2025 will cause much havoc but must be done. Let's do it right and good for the next 50 years (maybe 84 years)! To help with future traffic a tunnel (shall I call it a chunnel?) from the Plymouth area to Provincetown should be explored. Progressive thinking to possibly make this happen in the next 25 years would bring about 40% of that traffic from the other direction. ! Would think Plymouth might want that possible toll revenue also? My estimate at the present volumes could be as much as \$10 million annually!	
101		Yes	10/19/2019	Website	X																									X		I am in full support of replacing both bridges, my comment is more in the aftermath. After these new bridges are built I think buffer zones need to be implemented to prevent any buildings from being built under or around. We need to be forward thinking and if 50-100 years from now citizens or businesses will just be uprooted again it will be the same mess. Take the current lands where roads are now and take the areas for the new bridges and that way the bridges can be replaced on land already owned by the government.	
102		Yes	10/19/2019	Website																									X			Alternative D makes the most sense - when will we know about the impact on nearby existing homes/businesses with the bridges?	
103		Yes	10/19/2019	Website	X													X		X				X									I do not see how repairing the bridges is a viable plan. Repairs have been done every year, causing disruption to commuters and businesses doing work on the Cape. In the summer, traffic on the current bridges is a deterrent to tourism, and the long delays cause unnecessary carbon emissions. The bridges are extremely old. Fifty of the regions bridges including the Bourne Bridge and Sagamore Bridge fall into the functionally obsolete category, according to the federal Highway Administrations National Bridge Inventory. Also, the current bridges impede swift evacuation of Cape residents, in the event of an extreme weather event or problem with the decommissioning of the Pilgrim nuclear power plant. New bridges, built in parallel to the existing bridges, is the best, safest and least disruptive plan.
104		Yes	10/20/2019	Website																									X				Please post residents whose homes and businesses will be affected
105		Yes	10/20/2019	Website																									X		X		We have several properties that will be affected including our business and the business that we rent to. We will have major loss of income and will we compensated for this.?Since this information has come out our tenants will be looking to move and loss of rent could bankrupt us. Do you pay for attorney fees? Who is the entity that determines fair market value?
106		No	10/20/2019	Website			X																										The tunnel. 26 miles across the ocean in Europe . I think we could handle and afford the small spanse involved in our project. (One of course, would be residents only!!)





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107		Yes	10/22/2019	Website	X					X																					ACCELERATED bridge replacement
108		No	10/22/2019	Website							X	X							X												Why are you not looking at the obvious - stop the developers from overbuilding the Cape or in your case don't make accommodations so they keep over developing. The more the population keeps growing and growing from over-developing will you keep on building bigger bridges just because there is traffic on the bridges?? If your answer is 'no of course not'. Then why are you trying to build a so called mega bridges now - it's the same thing. I grew up on the Cape and in my lifetime I've seen how it's changed and not for the better with all the crowds. If the current bridges are in need of such extreme repair then just replace the bridge with the same design and same number of lanes, just update the width. Why do you think you need to make such drastic changes to accommodate more people/cars. The bridges are not the cause of the traffic on the Cape, over development is. So I don't understand the thought process of making new giant bridges to then be in the same traffic and crowds once you cross them in the little towns on the Cape.
109		Yes	10/22/2019	Website														X													How will the proposed new bridges impact an increase in the numbers of vehicles/traffics on the Cape.
110		No	10/23/2019	Website	X																										Replace them.
111		No	10/23/2019	Website	X													X													I live one mile from the Sagamore Bridge. The current bridge traffic frequently backs up into my neighborhood making my life miserable. Can't get out to the store, doctors appts etc. I fully support the new 4 lane bridges being proposed and feel they are the best plan for Cape Codders and visitors alike.
112		Yes	10/23/2019	Website																								X			I presently live on Sir Lancelot Dr in Weldon Park in Bourne. I live next to Rte 3. I have concerns about Eminent domaine as I believe home owners are given the fair market value. Yet with the impending impact on my property and others the fmv will be less. I am newly divorced, 64 years old and can not look to financial despair do to these changes made by others.
113	President, CEO Cape Cod Canal Region Chamber of Commerce	Yes	10/15/2019	Written	X																								X		Support the replacement. The timeline set is supported. The project cannot be delayed, these bridges are the lifelines for the Cape & Islands.
114		Yes	10/7/2019	Written	X	X			X	X	X							X	X					X							Supports replacement. Third bridge would helo cut down traffic. Train bridges should be built to accommodate from Boston to the Cape. A separate bike/pedestrian bridge should be built. These should be inspected every 2 years to ensure safety.
115		Yes	10/18/2019	Email							X							X													The traffic with these new enhanced bridges will congest the Cape further down. The additional third lane on each bridge would just increase the amount of traffic on the local roads down on the Cape. There is no room for traffic on the already congested roads. 2 lanes each way, with a walking/biking lane is a suggestion.
116	Town of Bourne, Assistant Town Administrator	Yes	10/21/2019	Written	X																										Town of Bourne supports replacement.
117		Yes	10/23/2019	Public Meeting	X						X																				Stated that he enjoyed reading the draft. Explained he hopes that the new bridges will have a unique design like the current ones do. Expressed he would like to see a pedestrian walkway elevated up over the center median as it would reduce possibility of accidents to the pedestrians.





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118		Yes	10/23/2019	Public Meeting	X				X																						Explained the collaboration between MassDOT and USACE is great. Expressed the political side of the process should begin now, so they are not waiting for papers in the long run. Stated there is no need for rotaries anymore, and that the roadways need to match the bridges and be updated.	
119		No	10/23/2019	Public Meeting														X							X					X	Explained he used to write environmental assessments for the federal government. Stated the traffic volumes for MassDOT were made available on the Monday prior to the meeting, so he has not had the chance to search through the 852-page document to retrieve numbers based on traffic volume projections further down the Cape. Further stated that the cars coming over the Cape end up somewhere. Requested someone from MassDOT pull up the numbers he is looking for. Further questioned how many more people will be coming over the bridge during the peak months. Asked again if anyone from MassDOT would be able to give him the numbers he is looking for. Stated again that the Environmental Assessment says it is not likely that the new bridges will increase the number of people/cars on the Cape, which he believes is quite a stretch if the replacement bridges will allow 25% more cars over them than the existing bridges. Expressed his concern about the speed of development and increased number of people on the Cape as a result of the new bridges being easier to travel over.	
120		No	10/23/2019	Public Meeting	X																									X	Stated he applauds the effort and wants the process to be as quick as possible. Explained that as a member of the Cape Cod Cycling Club he loved the designated lane for bikes and pedestrians that has been shown in the design process for the new bridges.	
121		Yes	10/23/2019	Public Meeting	X						X		X															X				Expressed gratitude towards the USACE for going through with the study. Would like to see the new bridges be designed in a way with open sides so passengers in cars can admire the canal. Expressed her want for the local merchants and business owners that about the bridges construction to have their livelihood protected. Explained her wish that peoples houses would be protected at all costs. Wondered if there would be any disruption to the fish and sea life in the canal.
122		Yes	10/23/2019	Public Meeting					X	X																				X	Explained that there needs to be consideration given to the residents of Bourne when it comes to canal transportation. Stated that due to the town being divided, school, EMS and other essentials may be across the canal from people with no access to them.	
123		No	10/23/2019	Public Meeting	X																			X							Stated the replacement is long overdue. Expressed his concerns over bridge failure, that it would cause the Cape to starve, and medical supplies would be low. Questioned how the estimates were modeled.	
124	Local 385	Yes	10/23/2019	Public Meeting	X																			X							Expressed his gratitude to the USACE for keeping the bridges maintained all these years. Emphasized safety throughout the process.	
125		Yes	10/23/2019	Public Meeting																X											Questioned if tolls were a possibility on the new bridges, and the process that goes into making a roadway able to be tolled.	
126		Yes	10/23/2019	Written																X											No tolls please, maintain control of the bridges and all bridges in Massachusetts.	
127		Yes	10/23/2019	Website														X				X								X	Would be nice to have some kind of water Taxi/Boat Taxi/ferries from Plymouth Harbor or others for Transportations to Cape Cod while the bridges are in works to avoid traffic & delays. This would add the revenues. Just like we have ferries to islands.	
128	Cape Cod Technology Council	Yes	10/23/2019	Website	X																										The CCTC supports the MRER recommendation that providing two new highway bridges would be the most effective means of providing safe and reliable crossings. The CCTC supports the expeditious implementation of the MRER recommendation.	
129	Private Citizen	No	10/24/2019	Website			X																								Has anyone considered a tunnel which would allow the bridges to be deconstructed and removed from traffic flow.	





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130	Private Citizen	Yes	10/24/2019	Website							X																				Please make the final design feel like it belongs in the environment, and does not look like the "trendy" Zakim Bridge style.	
131	Private Citizen	Yes	10/24/2019	Website						X																					I think you should renovate and not rebuild. Those bridges were built when quality mattered and why they have lasted this long.	
132	Private Citizen	Yes	10/24/2019	Website					X																						Exit 2 should be replaced with a "diamond" shape exit/entrance configuration. The current intersection appears very dangerous when traveling eastbound on US 6 exiting to SH 130. The curve is too sharp and doesn't appear until drivers are in the intersection.	
133	Private Citizen	Yes	10/26/2019	Website	X												X	X		X							X	X			For safety and economic reasons, I support Alternative D- the complete replacement of both bridges with new construction of four lanes plus two auxiliary lanes. The replacement of these bridges is vital to local economic development. Concerned about how the project will be funded. I strongly urge the Army Corp to design the new bridges to minimize the impacts on nearby homeowners.	
134	Private Citizen	Yes	10/27/2019	Website																										X	Please drop hard copy at Gallo office	
135	Private Citizen	Yes	10/27/2019	Website	X				X								X														I am concerned that the east side of Wareham will ultimately become a ghost town. I do feel the bridges should be rebuilt but Is there any way to make sure that the re-routing of access roads to the bridges do not impact an already depleted economy in East Wareham? Please reply.	
136	Private Citizen	Yes	10/27/2019	Website	X													X													I whole heartedly back the building of two brand new bridges to connect Cape Cod to the mainland. We cannot keep being held hostage by failing bridges that need painting and refurbishing every few months. It makes the traffic on these bridges unbearable.	
137	Private Citizen	Yes	10/28/2019	Website	X					X	X					X															Upgrading bridges is a real need, hope new expanded size helps but doesn't make Rt 6 traffic more congested. Walkway over the Hudson in Poughkeepsie NY is a old railroad bridge conversion to a pedestrian walk and is a huge tourist destination. Maybe one of the canal bridges could be a pedestrian/bike way. and eliminate that aspect on the new bridge.	
138	Private Citizen	Yes	10/28/2019	Website			X											X													I have seen in the past that the cost of maintaining our present bridges over the last 86 years has been going up each year. Not to mention the inconvenience to drivers during lane closures during maintenance operations. I would think that building a pair of tunnels would be more cost effective and require less annual maintenance than building a pair of new bridges.	
139	Private Citizen	Yes	10/29/2019	Website						X	X		X			X							X								I fully support building two new bridges. However, if large ships no longer need to traverse the canal, then lower cost bridges, such as causeway or lower suspension bridge on pilings should be considered. I am an avid recreational fisherman, so I do not support filling in the canal or narrowing the bridge opening by filling in on either side.	
140	Private Citizen	Yes	10/29/2019	Website	X					X	X							X													Please do not make replacement bridges too big. It will just push bottlenecks somewhere else. At present people leaving the Cape via the Bourne Bridge are often blocked by vehicles arriving over the bridge and clogging the Bourne Rotary in order to get to Rt. 6, 6A and points along the Canal. A bigger bridge will allow more traffic and potentially worsen this problem; a redesigned rotary will potentially ease it.	





US Army Corps
of Engineers

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141	Private Citizen	Yes	10/29/2019	Website											X								X									This is an extremely important initiative and concerns about safety and traffic well addressed. Unfortunately, there seems to be a serious oversight that has ignored the future needs for non-petroleum based transport and better public transport. This will be crucial to the Cape and all of New England and I ask that the study be revised to include a really serious look at such options. Given our current issues with fossil fuel environmental impacts, finite supplies, projected costs (without public subsidies), population trends, and economic alternative technologies with renewable energy for public rail and bus service I believe it is irresponsible to ignore these options. Improved and bigger bridges might be part of the solution but we must consider what we know to be true, transportation has to move away from cars and trucks towards more efficient & economic systems.
142	Private Citizen	Yes	10/29/2019	Website	X					X	X	X						X											X	X		There are several references to the State which should be Commonwealth. The reference bridge is missing the dimension for the median and the side parapets. It is also not listing the height of the ending reference piers. I suggest that the design use a double-decker concept. This will minimize the amount of land takings. I also suggest that an underpass be considered between Market Basket and Christmas Tree shop. There needs to be a study performed on the economic impact of the dead ending of Cranberry Highway. I do support the implementation of a new bridge. I do think that the Commonwealth consider adding funds to add a fourth lane in each direction. The bridge should not be the constriction, the Commonwealth should determine that with the access roads.
143	Private Citizen	Yes	10/30/2019	Email							X				X							X										Oppose the construction of new, larger bridges to replace the aging Bourne and Sagamore bridges to Cape Cod. We believe Cape Cod and our grandchildren are better served by using a fraction of the \$1 billion estimated cost to instead improve public and rail transportation for Cape Cod residents and visitors. Climate change is largely driven by fossil fuel pollution, and we know from hundreds of past experiences that larger bridges merely stimulate more driving and more pollution. We must break out of obsolete thinking and wasteful policies. We have a once-in-a-lifetime opportunity to be more intelligent than we were in the past. We can be more frugal and cost-effective with a huge outlay of public money, providing better options for a fraction of the cost of the new, larger bridges. We can provide a modern solution to the deteriorating bridges, rather than trying to make outdated answers fit.
144	Private Citizen	Yes	10/24/2019	Public Meeting																											X	I would like to be updated as often as possible about the bridge rehab.
145	Chairman, Board of Selectmen Town of Bourne	Yes	10/23/2019	Written	X								X	X	X	X	X	X	X	X						X		X	X	X	X	We request that the Army Corps, and MassDOT join the Bourne Board of Selectmen in public session to start to work out the public engagement schedule with the various stakeholders (residents, businesses, emergency response, schools, etc) and plans for moving forward in more detail. May I suggest Tuesday, December 3, 2019 as a possible meeting? The Town of Bourne is most interested in: Safety — including hazardous waste; Residential challenges; Environmental concerns; Land acquisition; Economic impact; Coordination and dissemination of Army Corps and MassDOT planning; Timing, implementation, and public communication; Restoration of disrupted areas; as well as many more topics.





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146	President, Cape Cod Synagogue Men's Club	No	10/24/2019	Written														X												X	Regrettably, I was unable to attend last evening's presentation at Barnstable High School. I did want to introduce myself to you with the hope of having you be the speaker at a meeting of the Cape Cod Synagogue Men's Club. The subject of the status of the existing structures and the potential for modernization and improvement to 2025 standards is really relevant Cape Wide. Many within our congregation have school-age children, travel off-Cape daily for work, or are retirees who are very active travelling frequently on- and off-Cape. Many of these trips are based upon and restricted to time commitments. Our next program will be scheduled for a Sunday in January, 2020. Please contact me at (508) 394-6644 to plan a date that fits into both of our schedules.
147	Private Citizen	Yes	10/30/2019	Website							X							X	X												Strongly urge adding a public transportation solution in the bridge replacement design. As a full time resident who needs to frequently travel to Boston and Fall River for work, I have witnessed the rush hour traffic going on and off the Cape increase over the past 10 years. Overall a public transportation option could help full time commuters and day trippers to the Cape as well as helping reduce the environmental impact of car emissions.
148	Private Citizen	Yes	10/30/2019	Website							X							X	X											X	To move into our future with respect to transportation and climate survival it is imperative we include 1) bicycle lanes 2) separate pedestrian lanes, 3) BUS lanes 4) YES, RAIL on the new bridges as the existing will be also be replacement eligible in the immediate future TO BE CLEAR WE NEED TO MOVE AWAY FROM THE OIL DEPENDENT LIFESTYLE OF THE LAST CENTURY AND MOVE INTO THE PRESENT AND FUTURE SUPPORT MULTI TRAVEL BRIDGE-LANES
149	Private Citizen	Yes	10/30/2019	Website							X							X	X												Concerned that making wider access to the Cape will bring more people and there's no room. Route 6A in the summer is bumper to bumper with cars in the afternoon, so the idea of bringing more tourists to the Cape is not sustainable. The roads on Cape are clogged. The traffic at the bridges currently serves to limit/discourage and i think that is necessary. Also, where's the public transportation???? Can we make a faster train connection to Boston, or a dedicated bus lane? We SHOULD NOT be designing for car traffic only!
150	Private Citizen	Yes	10/30/2019	Website								X						X	X												Environmental impact of this should be taken into account. Creating larger bridges will increase driving (a huge problem in the greater scheme of climate change) and increase visitors to the Cape when many places are already at carrying capacity. If the bridges need to be replaced they should be of comparable size and access. The Cape is a special place because of limited access. Does anyone really want their beaches and natural areas to be more crowded than they already are? Do we want to encourage more development near natural resources that are already at capacity? Look at the report for water quality on Cape Cod-- our bays are of unacceptable water quality. Adding more people into the mix will aggravate this problem. If the bridges need to be replaced, keep them the same size.





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151	Private Citizen	Yes	10/30/2019	Website									X	X					X	X	X												If the bridges need to be replaced it should be done with a mindfulness to easing flow as well as reducing emissions. The train and bus usability should be increased. To encourage this there should be a toll per car going over but no added fee for taking the bus or train. Maybe smaller van services can make a helpful schedule from Hyannis where the busses drop off so you can get further out. Its worth considering reducing the traffic or much of these future visitors will be visiting a swamp anyway with ocean levels rising.
152	Private Citizen	No	10/30/2019	Website						X		X			X		X		X	X													Allow for future improvements to public transportation networks on and to/from the Cape when evaluating options for moving forward. In addition to carbon footprint and emissions issues related to all the visitors arriving by car, there is a significant lack of usable public transit options for both visitors and locals on cape. The study seems to address impacts to existing bus traffic, but not potential for supporting more transit use across the canal. If the bridges are to be potentially redesigned and rebuilt, consider the potential benefits of options like incorporating bus and carpool lanes, safe bike lanes, infrastructure that would enable more arrivals by train, or any other solutions that may support a reduced number of cars driving to and from the Cape while still allowing for flow of traffic and a strong tourist economy. And, that they will consider the costs of continued reliance primarily on cars for travel across the canal. The Cape is a unique and fragile place, more susceptible to climate change and more dependent on its natural resources than most - this is an important opportunity to make positive changes that will help ensure this landscape and its communities can thrive in the future.
153	Private Citizen	Yes	10/30/2019	Website					X	X				X					X	X													Oppose building larger bridges and making auto travel (pollution) easier. We must confront climate change, rather than ignore it and pass the costs on to our grandchildren. I support using a fraction of the \$1 billion cost of new bridges for better public transportation and rail connections.
154	Private Citizen	Yes	10/30/2019	Website					X	X				X					X	X													Maintain or rebuild the canal bridges with no additional vehicle lanes. More lanes will induce more trips, net vehicle emissions and congestion on the Cape's roadways and waterways. Rather than adding vehicle lanes on either bridge, pursue improving public mass rail and bus transportation infrastructure.
155	Private Citizen	Yes	10/30/2019	Website															X	X													Essential part of new bridge to the Cape and Islands should support public transportation, including trains tracks and bike lanes. We need to get people out of cars! Making it easier to drive to the Cape will only contribute to the already overburdened and abused natural resources. One of the main reasons people travel here is to enjoy the natural beauty and serenity. This is the perfect opportunity to show that we are serious about preserving what we have left by de-incentivizing car travel. Please plan for a cleaner, healthier future for the next generations and include mass transportation in the bridge plans.





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156	Non-Government Organization	Yes	10/30/2019	Website							X											X					X					Request replacement bridges include designated bicycle and pedestrian pathways that are separated by physical barriers from the vehicle lanes. Recommending that the separated pathways be designed to modern standards of pathway, and they should be a pleasant experience to encourage non-motorized transportation. As an example, the pathway on the Whittier Bridge in Amesbury was built 15' wide with an additional 5' for overlooks and benches along the route. Benches are important for people who may not be able to walk or bike the whole bridge and need to rest. We also suggest that the planning for the replacement bridges consider the need for connections on either side of the bridges to the Cape Cod Canal pathway system. As we move from planning into the design phase, we would very much appreciate being included as a stakeholder in whatever formal process takes shape (working groups, task forces, and the like).
157	Private Citizen	Yes	10/30/2019	Website							X				X				X	X												Not including mass public transportation options into the new bridge plans is a terrible mistake. The Cape and Massachusetts should be planning on lessening our greenhouse gas emissions. Please take into account future mass transit options and not limit your thinking that the Cape can only be reached by private car transportation and so the only option is to make the bridges wider to accommodate more car traffic.
158	Private Citizen	Yes	10/31/2019	Website										X				X	X													Widening the bridges will bring more cars and congestion. We need to be focused on regional transit systems - like trains from Boston and New York - and a more robust local bus system on the Cape, to move more people with less environmental impact!
159	Private Citizen	Yes	10/31/2019	Website									X					X	X		X											Crucial that this region is preserved for the residents and the future of the coastline. More traffic would increase tourism and contribute to the death of a special place in this beautiful country. I would be more open to the bridges if tolls were added for out of state users. But then again, it would contribute to benefiting the haves and hurting the have nots. Be conservative please.
160	Private Citizen	Yes	10/31/2019	Website																							X	X	X			I need to have an idea about the future of my family and my properties that will be taken by eminent domain.
161	Non-Government Organization	Yes	10/31/2019	Website	X																											In favor of replacement of the Sagamore and Bourne Bridges as an economic necessity and public safety imperative - to ensure safe and efficient travel to and from Cape Cod and improve evacuation routes to the mainland.
162	Non-Government Organization	Yes	10/31/2019	Website	X																											The Coalition supports the replacement of both bridges; with each bridge including four lanes, two auxiliary lanes, one separated lane for pedestrian and bicycle traffic, shoulders, and medians to separate north/south traffic. We appreciate the conceptual design with consideration for sea level rise, reduced deck grade, and standard sized travel lanes. We also support preservation of the Cape Cod Canal itself as a major recreational and marine navigational resource.
163	Private Citizen	Yes	10/31/2019	Website	X						X				X				X	X												Applaud the idea of replacing the Bourne and Sagamore bridges, I disagree with increasing the potential volume of cars that can cross it. Two wider lanes for cars and trucks seems reasonable to me, but after that I would strongly prefer better support for greener forms of transportation such as public transit buses, trains, pedestrian, and bike traffic. Perhaps a lane for public transit and green vehicles would make sense.





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164	Private Citizen	Yes	10/31/2019	Website	X						X					X	X														Support two new bridges as recommended by the study, but I do not think we should be too hasty in demolishing the existing historic bridges. They are a symbol of the region and the threshold of the Cape. If the new bridges are not finished within 5 years and maintenance must occur, then it stands to reason that the newly refurbished bridges should not be torn down, but instead converted to pedestrian and cyclist traffic and continue to serve for decades to come. If the new bridges are completed on schedule and the existing bridges are torn down. I would hope that pieces of them are saved and distributed along the canal to serve as pavilions, seating, public art installations, and more to ensure that the history of the Cape and the two bridges that connected it for 84 years is not lost.
165	Private Citizen	Yes	10/31/2019	Website			X																								Build tunnels. Pre build sections to submerge in canal. The larger ships (with larger drafts) that use the canal can certainly go around. Maintenance on tunnels has to be easier than bridges.
166	Private Citizen	No	10/31/2019	Website					X		X																				Rebuilding the bridges is a very good idea, but nothing will change unless the state changes the two lane roads leading to and from both bridges.
167	Private Citizen	No	10/31/2019	Website						X									X	X											Please maintain or rebuild the canal bridges with no additional vehicle lanes. More lanes will induce more vehicle trips, more net vehicle emissions and more congestion on Cape and Island roadways and waterways. Rather than increasing the number of vehicle lanes on either bridge, please think ahead about environmental and quality of life sustainability. Pursue the alternatives of improved public rail and bus transportation infrastructure.
168	Private Citizen	Yes	10/31/2019	Website	X																X										Support the study's Recommended Plan, urge the Corps to place this project on your work plan, allocate the necessary funding to execute and complete the project, work diligently with representative from the Commonwealth of Massachusetts to put in place a timely MOU for ownership and operation of the new bridges by Massachusetts once they are fully functional and to include a binding stipulation that the bridges may never be turned into toll bridges, and, finally, I urge the Corps to include representatives from the Town of Bourne throughout the entire planning, engineering and construction process.
169	Private Citizen	Yes	10/31/2019	Website	X																		X								Canal bridges should permanently remain under the control for replacement and maintenance until the canal is closed to ship/boat traffic
170	Private Citizen	Yes	10/31/2019	Website																			X								Do you know where I could get more information about how much shipping is done through the canal? Hopefully some type of year by year information.
171	Private Citizen	Yes	10/31/2019	Website																									X		I would suggest that rather than increasing access to Cape Cod, that you focus on the problem of sewage treatment which as all studies indicate, is desperately needed on Cape Cod.
172	Private Citizen	Yes	10/31/2019	Website	X																										Fully support the new bridges with the third lane for emergency vehicles. This will be the safest alternative for all concerned now and in the distant future. Thank you for all your efforts.
173	Non-Government Organization	Yes	10/31/2019	Website	X																										Replace those bridges as they are very dated and will last about 20 more years tops. Replace the Sagamore bridge to the East and the borne bridge to the East also.
174	Non-Government Organization	Yes	11/1/2019	Website																									X		The Sierra Club Massachusetts Chapter sent our comments from our Director Deb Pasternak via USPS mail. However here is a copy of it electronically through a PDF on our website. Link is here below: https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/Massachusetts-chapter/MASC_%20Cape%20Cod%20Canal%20Bridges%20Comments%20to%20ACOE%20.pdf





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175	Private Citizen	Yes	11/1/2019	Website	X																								X		The bridges carry too many people and cargo and need to be completely rebuilt ASAP. Why wait until 2025 to get started? And please do not take multiple years to complete the bridges like the one in Quincy!?!
176	Private Citizen	Yes	11/1/2019	Website	X															X				X							The current bridges are past their expected lifetimes and pose a serious concern for the safety of all who use them. As the Army Corps of Engineers has proposed, it is also feasible for the bridges to be turned over to the State of Massachusetts for future maintenance. I believe that the considerable future costs of this maintenance should be financed through tolls for all vehicles crossing the bridges.
177	Private Citizen	Yes	11/1/2019	Website										X																	Will there be an effort to replicate the iconic look of the current bridges? The profile is so representative of Cape Cod.
178	Private Citizen	Yes	11/1/2019	Website														X	X												Widening the two bridges will not solve the Cape's transportation problems, but will only add to them by improving access up to (but not beyond) the Cape side of the bridges. Dumping more traffic onto the Cape's already overburdened highways will further exacerbate traffic issues, particularly on Routes 6A and 28. It would be wiser and a better investment to: 1) build or rebuild the bridges so they are safer, but remain with four lanes on each bridge, and 2) rebuild the rail transit access to the Cape from Boston and Providence through Hyannis and on to Provincetown.
179	Private Citizen	Yes	11/1/2019	Website	X				X									X													I believe that replacing the two bridges to modernize the them and increase their capacities is the best way to approach this project. I question if a broader study been performed to reduce congestion in the area by improving traffic patterns in the area. Installing a flyover at the Bourne Bridge and routing a new highway behind UCCRT and through Joint Base Cape Cod would appear to greatly reduce traffic flows along Sandwich Road and the Scenic Highway which operate well over capacity during the summer. It looks like a more comprehensive approach would be a much better fit for the region rather than patching in new higher capacity bridges that connect to the existing over capacity roadways. I particularly mention this because, as JBCC is federal land, this would look to be the opportune time to pursue this improvement with the Corps. I am also a bit skeptical of the anticipated costs. At less than \$1bil, total per bridge, this project appears to be considerably under budgeted. While the new Tappan Zee Bridge was longer and more complicated, that 1 bridge and its roadway improvements were design build and the costs approached nearly \$4bil.
180	Private Citizen	Yes	11/1/2019	Website						X								X													First rebuttal is to the determination that the bridges are no longer viable. It is quite easy to produce 'engineering' critiques that diminish the qualities of older structures, and favors the new. Automatic practice in the Profession and amongst those involved in \doing\' highway construct projects to favor new construction when presented the opportunity. Second criticism is a rejection that new bridges will significantly improve the Cape\'s traffic problems. In fact, that higher capacity crossings can only encourage and increase the flow of traffic into roadways and communities beyond the canal.
181	Private Citizen	Yes	11/1/2019	Website							X							X	X												The replacement bridges should have designated bus lanes to promote public transportation, and the existing train tracks should be upgraded or other train tracks built, also to promote public transportation. The cape does not need and cannot handle more car traffic.
182	Private Citizen	Yes	11/1/2019	Website						X	X							X	X												Reducing jams at the bridges is certainly good, but increasing traffic on already clogged Cape roads would negatively affect both daily life and Cape business. I hope you are studying those effects and taking them into consideration. I am strongly in favor of including a bike/pedestrian lane. Also, wondering whether one of the alternatives you considered was to convert the existing bridges to one-way and build new (presumably cheaper) one-way bridges alongside?





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183	Private Citizen	Yes	11/1/2019	Website	X														X		X											Replace the bridges since they are at the end of their structural lives...BUT with only one wider lane on each side for safety's sake, not as an invitation for more visitors to Cape Cod. And please introduce a substantial on- Cape toll between Memorial Day and October 15. to discourage private auto traffic and provide more funding for public transportation (primarily rail) and encourage same in all Cape tourism promotional material.	
184	Private Citizen	Yes	11/1/2019	Website	X														X	X					X							Delays due to constant maintenance, lanes shut down due to accidents, backups on weekends (don't forget the Tuesday morning after a three-day weekend, which is brutal these days) all impact my life. Even when the bridges are clear, I have to grit my teeth and offset myself so I'm not alongside another car (there isn't room for us both without one of us either hitting the sidewalk or scraping into oncoming traffic) and hope I'm not the next casualty thanks to someone coming from the other direction dropping their phone or falling asleep. It's incredibly stressful to go through twice a day, and it does wear you down. So much of the attention goes to how easy we can make it for off-Cape people to get to the Cape so they can vacation here, but not nearly enough attention is paid to those of us who are professionals living full time on Cape Cod and working on the other side of the bridge. Please try to think in terms of us year-round commuters, too, and not just the city people. Replace these bridges with modern, lovely six-lane versions, yes, please do. Bike lanes would be terrific. But also please please consider doing whatever it takes to also bring the commuter rail down to Hyannis. WHAT a boon that would be in our lives.	
185	Private Citizen	Yes	11/1/2019	Website	X																											These bridges both need to be replaced with 6 lane modern bridges to correct the traffic and age conditions.	
186	Private Citizen	No	11/1/2019	Website							X						X																Would it at least be possible to make the new bridges look like the old ones? That would soften the impact of the change. Building something that looks completely different would alter the experience of crossing the canal, and not in a good way, it would be a huge disappointment.
187	Private Citizen	No	11/1/2019	Website							X								X	X													Why not add a THIRD lane to either side of the bridge to relieve traffic congestion?? Or one additional lane which can be switched on the west or east direction depending the height of traffic, especially in the summer (think like the HOV on 93 South in Boston. Getting on/off the Cape is so terrible in the Summer months, having that extra lane would be very helpful. Also assuming the new bridge plans have an actual separator/median in-between the west/east lanes as well as wider lanes?
188	Private Citizen	Yes	11/1/2019	Website	X																												The replacement plan as proposed is thoughtful and recognizes the need for dedicated on and off lanes, pedestrian travel, safety considerations, and dedicated 2 lanes each way to accommodate continued traffic flow.
189	Private Citizen	No	11/2/2019	Website			X			X																							Has any study been done to determine if two tunnels would be cheaper and easier to maintain than two new bridges?
190	Private Citizen	Yes	11/2/2019	Website						X									X														Mass transit is the way to go...it works both ways; for tourists and people who commute on and off Cape every day.
191	Private Citizen	Yes	11/2/2019	Website	X						X																						Please add blue LED lights to the new Canal bridges. Maybe blue on the Bourne and green on the Sagamore? Actually, the color of LED lights can be changed, if you include that feature; might make for some fun and creative options! Maybe make them so they can spell out CAPE COD to boaters below. With all the cruise ships now sailing the Canal, that could be a very popular photo opp!
192	Private Citizen	Yes	11/2/2019	Website							X								X	X													Would like to see plans for other transportation, such as rail, added to the bridges coming onto the Cape. It is great new bridges are proposed however what happens to all those cars once they cross on to the Cape. We already have congestion and too much vehicle traffic





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193	Private Citizen	Yes	11/2/2019	Website				X	X	X											X										The mandate is to find the most reliable fiscally responsible solution for the future. That isn't a bridge! Fill the canal in with soil at the two locations and build a highway! Cheaper construction and fewer limitations. A bridge is something designed to keep engineers and maintenance workers employed!"	
194	Private Citizen	Yes	11/2/2019	Website									X									X	X							X	The Cape and Islands transportation, shoreline protection and waste water treatment infrastructures are perennial public financial challenges which revenue from canal bridge tolls could help relieve. Electronic tolling systems should be implemented so non-resident vehicles help fund construction and maintenance of current and any new bridges. Non-residents who work on the Cape and Islands should receive toll waivers.	
195	Private Citizen	No	11/2/2019	Website						X																					Keep the current bridges and keep them with the corps of engineers.	
196	Private Citizen	Yes	11/2/2019	Website						X	X	X									X	X							X		New Sagamore bridge with a 4-lane, median, combined pedestrian and bike lane & auxiliary lanes. Coming on and off, the traffic will still back up with six lanes of cars headed over from Rte. 3 and off to Rte. 6. Why displace families & businesses (eminent domain) with wide 6 lane bridge. Most of the traffic Memorial Day to Labor Day. Bourne Bridge 4-lane etc. Create a flyover. Traffic should be able to go off to the left of the current rotary & create a new road that follows the fringes of Otis along the canal. Utilize the train & create a ferry service to alleviate traffic over both bridges. Rtes 3, 6, 25 & 28 can't handle 6 lanes of bridge traffic.	
197	Private Citizen	Yes	11/3/2019	Website					X		X					X					X										Cape already experiences more traffic than its' roads can handle, and Route 6 and Route 28 are two lane roads. I would like to see the new bridges be two lanes. The new bridges should have a wide sidewalk-bike way on the same side of the bridge as the present ones. It would be nice if the design for the new bridges was similar to the Art Deco design of the old bridges. The design of the old bridges is sort of iconic and part of the image of Cape Cod.	
198	Private Citizen	Yes	11/3/2019	Website														X									X	X	X		I live very close to the possible construction and have not been notified about any of these meetings. I would like to attend and have my opinion heard on these matters. Those in my neighborhood are scared to lose their homes and scared that if they do they won't be compensated properly. Are we going to be left without homes and left owing on a mortgage on a home that is gone?	
199	Private Citizen	Yes	11/3/2019	Website				X	X																						What do we need the canal for currently? Fix the rotary on the south side of the Bourne Bridge so people coming on Cape and headed to route 6 don't stop people trying to get off Cape. That's a daily problem year round. The tourist traffic isn't a reason to add a bridge. If replacement is required look at alternatives to the high span bridges we have now.	
200	Private Citizen	Yes	11/3/2019	Website	X																										Yes we absolutely think that the bridges should be replaced.	
201	Private Citizen	Yes	11/3/2019	Website			X			X																					My entire life the Cape Cod Canal Tunnel" has been a funny locals joke. Has anyone given thought to the fact a tunnel or two would be an amazing solution to this issue?	
202	Private Citizen	Yes	11/3/2019	Website					X	X											X	X									Disapprove of wider bridges to access Cape Cod. The traffic backup at the bridges is a deterrent which helps regulate numbers of people on the already overcrowded sand bar. We should be investing in non-polluting infrastructure renovation such as ferries for freight to Martha's Vineyard from New Bedford by water. Public transportation in the form of Busses, Trains and Ferries from Bourne and South Coast communities could distribute the burden of congestion and the wealth of commerce and tourism.	
203	Private Citizen	Yes	11/3/2019	Website					X		X					X															Please omit the rotary. Keep the cape cod feel in the bridge design	





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204	Private Citizen	Yes	11/3/2019	Website																								X	X	X	Wish the study said that we are taking these people property and we will pay them this amount and when do we get paid and how long do we have to move out and how much money does it cost to move and can we add that to price they will pay..I have an illness that is going to get worse so I want to pass in my home of 37 years was my plan...I could live another 15 yrs. I just want to know about the money we will have to relocate.	
205	Private Citizen	Yes	11/3/2019	Website																										X	X	In hopes that you will treat the people who you will be taking land from, as well as residences and businesses fairly. History shows us that people get ridiculously low payments in eminent domain payments. I would suggest that you pay the people six times what the town values their property at to alleviate their needs to relocate, lawyers fees and purchase of new properties.
206	Private Citizen	Yes	11/3/2019	Website						X									X	X												Consideration should be given to the fact that an expansion of lanes on both bridges will only increase vehicle volume funneled on to Routes 6 & 28, neither of which can handle the current traffic coming off of these bridges during the summer season. Certainly a bike lane and the inclusion of a rail line connection could provide both traffic relief and help with the reduction of emissions.
207	Private Citizen	Yes	11/3/2019	Website															X	X												I'm concerned about any new bridges being wider than the current ones to allow more traffic onto the Cape. There is already far too much traffic on the Cape, caused by a lack of mass transit. If there are more lanes than the current bridges have, they should be bus or carpool lanes. And the new bridges should definitely have tolls, which would incentivize people to take the bus or train, or to carpool. Increasing traffic and pollution is terrible for the Cape. Please make sure the new bridges do not include additional car lanes.
208	Private Citizen	Yes	11/4/2019	Website				X			X																				X	I know I have heard that filling in the canal doesn't make sense....but I guess I'm wondering why? Couldn't the middle part be filled in connecting current infrastructure to a new span crossing the canal where currently water flows? At a much less price tag? And could the open end be converted to hydro electric power given that water will still fill in and out with the tides? How come more thought hasn't been given to this concept? Is it strictly because Cape Cod is defined by the canal?
209	Private Citizen	Yes	11/4/2019	Website	X															X												I applaud the upgrade of the bridges. I would hope that you would consider expanded rail service across the bridges to enable faster rail travel. If not possible then perhaps some other mass transportation enabler like a bus lane for peak traffic.
210	Private Citizen	Yes	11/4/2019	Website	X						X									X												Yes, the bridges need to be replaced. Please consider that even if the bridges are new and bigger, they still feed into a two-lane highway. Cape Cod does not need an expanded Route 6 to accommodate event more cars trying to squeeze onto the peninsula (which we just know will be the next suggestion -- let's widen Route 6). New, safe bridges to accommodate today's larger vehicles, yes, but keep them to two lanes in each direction, with a system for making at least three of the lanes one way in emergency situations.
211	Private Citizen	Yes	11/5/2019	Website																							X	X		X	Concerned about eminent domain, being fairly compensated, and support from the local, state and federal government during the process.	
212	Private Citizen	Yes	11/5/2019	Website	X														X										X		Concerns for at least 6 lanes of traffic merging into 2 lanes of traffic on both Cape sides. Would urge any land taking being at above market value to compensate for disruption . Strongly believe new bridges more cost effective than continually throwing good money after bad.	
213	Private Citizen	Yes	11/5/2019	Website				X																							Has anyone considered an out-of- the box "no bridges" option and building a land bridge across the canal? Consider the saved maintenance on future structures and money better spent on highway access	





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214	Private Citizen	Yes	11/5/2019	Website														X	X												The Cape does not need and can not handle more cars and traffic. Bringing more people over the bridge more swiftly only encourages more people - and shouldn't encourage single use cars
215	Private Citizen	Yes	11/5/2019	Website														X	X												We do not want or need more single car trips on the Cape! When you bring cars more swiftly and efficiently onto 28 toward Falmouth - then what? Three lanes to two at the rotatory or just after it. Build to support MAss transit not more cars.
216	Private Citizen	Yes	11/5/2019	Website		X														X										X	Under the authority of the National Industrial Recovery Act of June 1933 the Public Works Administration authorized the construction of three bridges over the canal, two highway and one railroad, in keeping with the terms of the original state charter. I am concerned that the current plan is short sighted. The evaluation should include either a discussion of one of the highway bridges being considered for a rail line or an acknowledgement that the rail bridge replacement will be addressed in a subsequent evaluation. The Evaluation Report is silent on the railroad bridge.
217	Cape Cod Chamber of Commerce	No	10/17/2019	Public Meeting	X													X						X							Cape Cod Chamber of Commerce supports the replacement of the two bridges. Project goals is not to be able to increase traffic over the bridges during the peak seasons, rather the safety of all travelers, and restoring reliability in the transportation system.
218			10/23/2019	Public Meeting																									X	Inquiring if there is any consideration being made regarding a proposed casino in Wareham that may be planned?	
219	Private Citizen	Yes	10/30/2019	Email							X																				Proposes the new bridge design be inspired by Malcolm Wells and his ability to blend structures with nature in a "land-bridge" type design.
220	North Sagamore Water District		10/29/2019	Written																						X				X	States that the draft out forth by the USACE does not account for the water department infrastructure currently in place. States that design currently goes right through existing infrastructure. Wishes to be involved in all planning and decision making in the coming months. Worries that the cost of the relocation of infrastructure if not taken by the USACE would ruin the budgeting for the area. Supplemental Agreement number 1 between the Secretary of the Army and the North Sagamore Water District is attached.
221	Director, Massachusetts Chapter of the Sierra Club		10/29/2019	Written					X	X	X				X																Traffic is the main source of CO2 emissions in Massachusetts, which in turn exacerbates major health conditions. Stated they do not support the increase in size of the bridge to accommodate more traffic due to the reliance on a single aquifer for water, and inadequate wastewater infrastructure. Stated there needs to be priority for bikes and pedestrians, also support investments in improved railways for the Cape. Explore the idea of keeping existing infrastructure and converting it to new uses.
222	Director/Town Engineer, Sandwich Department of Public Works	Yes	10/26/2019	Written	X				X									X						X							Provided letter attached that was addressed to MassDOT based on their transportation study in June. Comments towards MassDOT included safety concerns at intersections, the need for improved signals at intersections, concerns about changing aesthetics, traffic concerns and relocations of exits.
223	Cape Cod and Island Legislative Delegation		10/24/2019	Written	X										X									X							Stated their support of the replacement of the two bridges. Stated they wish for increased safety on the bridges, and a decrease in travel congestion. They support the findings of the EA and they appreciate the collaboration between USACE and MassDOT. They wish to maintain historical and cultral pieces of the canal and surrounding areas.
224		Yes	11/5/2019	Website						X	X																				The two bridges are only five miles apart. Perhaps one super-bridge could accommodate the majority of Cape traffic from I-19 and MA routes 3, 25, 28, and 6. One of the existing bridges might also be maintained as a fallback/alternative/local-traffic bridge. Just an idea. No engineering or traffic-management expertise here. The proximity of the two just seems to offer the possibility.





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225		Yes	11/6/2019	Website					X		X							X													I don't think the bridges can be designed in isolation. A regional transportation plan needs to be part of the thinking. If the new bridges enable/encourage more people to come, where will they go once they're here? Traffic on the Cape in summer is already horrible. We need more public transport, serious bike lane options. On the design specifically, I'm curious how the bike/ped lane, which is only on one side of the bridges, will tie in to secondary streets going in two directions. There needs to of course be safe conveyance from the bridge onto local streets for bikers/peds going both ways, without having to cross streets.	
226		No	11/6/2019	Website	X																				X						The Sagamore bridge is our lifeline to the mainland. There has been many a time where we have been delayed or felt unsafe driving on the tight bridge not meant for the size of modern cars this day. Box trucks have to straddle the two lanes just to fit across - and it seriously lacks safe lanes for bikers. I'm all for a replacement of the Sagamore bridge, money would be better spent on a replacement vs yearly repairs.	
227		Yes	11/6/2019	Website									X					X						X	X						The bridge situation needs resolution for several reasons. First and foremost is safety in the case an evacuation is necessary. Secondly is traffic which is annoying but also very detrimental to the environment!	
228		Yes	11/6/2019	Website					X									X	X												While I understand the need for new bridges onto the Cape, the plans and designs MUST be connected to a broader regional transportation network. Bigger bridges, with more lanes, will not change the size and capacity of roads feeding them or receiving them. Expansion of alternative travel modes (from cars to public transport) should be part of the design. These bridges are truly \"bridges to the future\" and as such should be planned with a sustainable future in mind.	
229		No	11/6/2019	Website						X			X						X												Use this opportunity to consider forward-looking solutions that take into account the Cape's huge traffic issues and escalating climate change realities -- do NOT just build wider, bigger bridges that will add more cars to our already over-burdened roads.	
230	300 Committee Land Trust	Yes	11/6/2019	Website					X																X					X	Please provide a safe designated bike/pedestrian lane on the bridges. Also consider linking this lane directly to the bike path on each side of the canal. Being able to safely cross the bridge on foot or by bike will greatly enhance a healthy community. If any linkage exists to hiking trails please include that access as well.	
231		Yes	11/6/2019	Website							X																			X	I support your study, but I would like to have you include the following items: 1. Will the single bike lane over the bridge be sufficiently wide to allow recumbent tricycles going in opposite directions to easily pass? 2. How will the single bike lane at each end allow a bike to either get into the bridge lane or to exit? This would be especially acute going onto the Cape. 3. Will the bridges be coordinated with then xisiting or proposed regional transportation plans?	
232		No	11/6/2019	Website					X																					X	Thank you for getting started on this massive undertaking! I appreciate the inclusion of a bike path on the bridge, but something I would appreciate knowing about is how the bike path and the merge lanes in the 4+2 configuration actually lay out in the transition to existing roadways. My fear is that to access the bridge by bike, I'll need to bike several additional miles just to get to the start point for that lane.	
233		Yes	11/6/2019	Website						X																				X	Please ensure a safe bike lane on the bridge in both directions so that bikers can tie into secondary roads on both sides of the canal.	
234	Snows Home and Garden	Yes	11/6/2019	Website	X				X																			X		X	I applaud the project, which is well overdue. the only other alternative I have long proposed is to close the off cape Exit 1 on ramp, which would impact the local residents more than land taken to build another bridge. it is important to compensate those land owners well for taking their land. hopefully the rotary at Bourne bridge will be removed.	





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235		Yes	11/6/2019	Website	X														X						X							New/renewed canal bridges would be really great but what about the additional traffic that will be created on the Cape due to more people using those bridges? Are there plans in place to address our current and future seasonal traffic needs? Also, barricaded bike lines on going both ways on each bridge will encourage more people to travel via bike and most importantly - keep them safe!
236		Yes	11/6/2019	Website	X					X									X												X	The structures of the bridges is something that we need to consider. They are very old and probably need to be rebuilt. However, they need to be built with the future transportation/environmental needs in mind. There should be two bike/pedestrian lanes, one on each side ending with a safe connection to side roads/bike path. Public transportation needs to be considered, perhaps bus lane/car pool lane. I think the existing railroad bridge should be part of the plan with a commuter and or freight train as part of a master transportation plan. However, along with the bridge construction, Steamship Authority must begin routing truck traffic to New Bedford. A new bridge will bring more traffic and the Cape itself just can't handle it. With hundreds of trucks presently coming over the bridges every day driving all the way to Woods Hole village/ Hyannis to board the ferry to MV and Nantucket is just excessive and destructive to environment of the connecting towns. Without adding a new terminal for MV a new bridge will only encourage more truck traffic and the Cape will be gridlocked, as well as polluted with fumes and noise.
237		Yes	11/6/2019	Website	X					X					X					X												I am a resident of Falmouth, MA, who sees the difference between summer and the rest of the year. Our street runs along, Woods Hole Rd, (28) and is a bypass for traffic. It is a windy road and as a biker I and many others enjoy biking on the road. It is really too narrow for large trucks and cars need to pay attention to bicycles and pedestrians. We used to have train service, that has now been turned at least in part into a bike path. We are an aging population. We miss trains and public transportation and have too many cars and drivers, damage to the environment. In brief, constructing new bridges should include decent bike and pedestrian traffic and ideas to increase public transportation and keep driving down
238		Yes	11/6/2019	Website						X									X	X												as a Falmouth resident I certainly find the bridge on or off Cape backups annoying but realistically, what is the benefit of more quickly shoveling more cars onto the Cape if they immediately enter the existing roads infrastructure? Please prioritize increased mass transit, car-pooling, cycling and other means of reducing single- driver and fossil fuel use in any future planning
239		Yes	11/6/2019	Website						X										X					X							Please include legitimate facilities for cyclists to cross safely. The current situation is unacceptable. Check out Richmond Virginia for an example. Also include facilities for train traffic. Please don't build only for cars!
240		Yes	11/6/2019	Website	X														X						X							Sounds great. The Cape needs new bridges for traffic concerns and for safety concerns.
241		Yes	11/6/2019	Website							X																				X	I strongly urge you to consider rehabilitating the existing bridges as they are. I have read every article, plan, and study to date. While some people would call the impact of replacing the bridges minimal it s far from that. The impact on residents, businesses, wildlife and the and the environment is far too great. These grand bridges have served us well over the years. From a historical standpoint alone they deserve care and maintenance. It would be a disservice to destroy such an iconic part of Cape Cod life. Please continue as you always have and maintain the bridges and safe passage for residents and visitors alike.
242		Yes	11/6/2019	Website							X															X						Would love a protected access across this bridge. It is really scary right now. Adding a curb separated cycletrack on both sides would be a welcome addition. My wife and I love biking down to the cape and would appreciate having this.





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243		No	11/6/2019	Website					X										X	X					X							I do believe that we are in need of new bridges not just from a traffic issue but also a safety issue. However I also feel there is a great need for an overall public transportation plan addresssing transportation modes for those coming to the Cape as well as the incredible need for better public transportation on the Cape. I live in Falmouth and our Main Street is bumper to bumper in the summer months with cars barely moving. If this is not addressed for Falmouth and I am sure for every town on the Cape we will lose our tourism business. Of course the effects of inadequate public transportation nd the lack of better bikeways has a very detrimental effect on the environment also and this is not the time for that to happen. Please consider creating a Cape and Islands overall transportation before we build bridges that will bring more people to our overcrowded roads.	
244	WHOI	Yes	11/6/2019	Website					X										X	X												The bridges need to be developed within the overall concept of a southeastern Massachusetts regional transportation plan (including the Cape and islands), which is non-existent as far as I can tell. Marthas Vineyard needs ferries and barges to and from New Bedford connecting to rail lines to Boston and Providence. The summer traffic is horrible on the Cape and Islands in the summer; we don't need more trucks and cars coming over the bridges without plans for what they can do when they get here. Better to divert those heading for Woods Hole and Marthas Vineyard to New Bedford ferries. And to do that we need to fix the New Bedford State Pier. The elements of the whole transportation system need to be developed together, not just 'the bridges." Think big and comprehensively. Do not consider one element (bridges) by itself. Please remember there are lots of people who live on the Cape and Islands that are already overwhelmed by the excessive traffic coming over the existing bridges. Please don't make it worse by "fixing" the bridges and adding more trucks and cars to the Cape gridlock."	
245		Yes	11/6/2019	Website					X										X	X												I feel it is a mistake to design the bridges without a regional transportation plan. If the new bridges enable more summer visitors, how will our already traffic-choked roads handle it? Please consider more public transport to and on the Cape as well as bike lanes on both sides of the proposed bridge so that cyclists can safely access secondary roads on both sides	
246		No	11/7/2019	Website	X						X																					The MRE study makes it abundantly clear that the most prudent course of action is to replace the ageing Cape Cod Canal Bridges and to do so immediately. Indeed, any additional delays are likely to leave Cape and Islands residents in the worst possible scenario of having to pay twice once for the rehabilitation in the mid-2020s and again for their eventual replacement”all the while being stuck with the existing, inadequate infrastructure. I believe it makes the most long-term financial sense to replace the existing bridges with structures that include auxiliary entrance/exit lanes as well as non-vehicle bike/pedestrian lane. Such a structure would offer the greatest payoff in terms of reduced congestion and increased accessibility to other types of traffic. Should the eight-lane deck proposal be adopted, I would encourage the Commonwealth of Massachusetts to follow the recommendations of the Cape Cod Transportation Study and commit to upgrading the infrastructure surrounding the bridges (e.g., Rt. 6, Bourne rotary), such that the full benefits of the replacement structures can be realized.	





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247		Yes	11/7/2019	Website						X	X								X											X	The bridges are a icon to the cape and i would like to see a twin bridge a long side both bridges.The old bridges would go on cape and the new ones would go off cape. get rid of the rotary make ramps.these steel bridges are built strong and need to be maintained. i'm sure it would cost millions to take them down. that was not mentioned in the cost. one other thought when looking at the Arial view i notice the long curve on rt.25 is close to the canal and close to the main power lines to cross the canal with a third new bridge or tunnel almost center of the old bridges but that would be a major job.	
248		Yes	11/7/2019	Website								X							X	X										X	I understand that the cost of maintaining the existing bridges will be higher, in the long run, than building new ones. For this reason, it makes sense to replace them. However, I disagree with any argument that increasing the number of lanes will decrease traffic congestion. There have been multiple economic studies on what's called induced demand. It means that if supply is increased more of a good (in this case driving) is consumed. In fact there is even a "Fundamental Law of Road Congestion that shows how increasing highway lanes fails to ease traffic. For these reasons alternative measures need to be taken if we're serious about reducing summer congestion. At the very least the third traffic lane should be reserved for buses and high occupancy vehicles. It would be great to see a larger commitment to public transit like better rail connections and bus service.	
249		Yes	11/7/2019	Website	X																											All in favor of replacement.
250		Yes	11/7/2019	Website						X	X								X													Cape Cod has too many autos now. Nothing should be done with the bridges that would increase their total capacity. Increased vehicle capacity would induce more drivers to cross the bridges, until congestion increased to where it is now, though with more cars and trucks diminishing the Cape. No one would build the world's widest canal at that site now, given modern maritime travel. The canal could be narrowed at the places where bridges will cross. Vertical clearance also does not need to be anywhere near as much as it is now. The long ascent and descent on our bridges results in vehicles wasteful use of fuel and brakes.
251		Yes	11/7/2019	Website					X		X									X												As a resident of Pocasset, MA, a dedicated bike commuter, and also a regular traveler over the Bourne and Sagamore Bridges, I feel strongly that it would benefit residents and visitors to consider new bridge configurations in the context of larger scale regional transportation. For example, a single bike lane requires crossing heavily trafficked intersections to continue on safe bike routes. Please consider how bike lanes will tie in to the on and off ramps and surrounding safe roads for bike commuting. Please also consider how public transportation options will utilize the new bridges. This will alleviate car traffic pressure that is already stifling on Cape.
252		Yes	11/7/2019	Website	X				X		X																					While I support the idea of replacing the bridges, I can't fathom other needs being incorporated into the project: - Replacement of the Bourne Rotary to move traffic more efficiently onto 28 South and 6 East (similar to what was done several years ago at the Sagamore Rotary). - Concern about the benefit of additional lanes on the bridge without a clear plan on how that will ease congestion if no additional lanes on both sides of the Bourne Bridge! - Lack of foresight in reserving some of these lanes for public transportation and/or HOV lanes.
253		Yes	11/7/2019	Website	X						X																			X	Please make the bridge adequate for the future needs of cape cod including a bike lane and consider the economic effects during construction.	





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258		Yes	11/8/2019	Website					X																					X	Any contemplated replacement of the Bourne and Sagamore bridges must prioritize excellent facilities for both pedestrians and cyclists to use the bridges as well as safe connections to the region's path and trail networks including the Cape Cod Canal Recreation Paths along both sides of the Cape Cod Canal. The facilities for cyclists and pedestrians on the existing bridges is unacceptable and treacherous and severely limits connectivity for the neighborhoods and communities in Bourne and Sandwich along the Cape Cod Canal.	
259	Vineyard Wind	Yes	11/8/2019	Website	X					X	X																					Vineyard Wind is pleased to submit the following comments on the Major Rehabilitation Evaluation (MRE) Study of the Bourne and Sagamore Highway Bridges. The rehabilitation or replacement of this critical transportation infrastructure is clearly a top priority for the residents and businesses of Cape Cod and Massachusetts. The Vineyard Wind offshore wind project is connecting to the electric grid on Cape Cod and depends on a reliable transportation network of bridges and roads. In addition, we encourage the US Army Corps of Engineers to include and evaluate design alternatives to accommodate additional electric transmission cables that could be installed on or under the bridges and span the Cape Cod Canal as part of a rehabilitation/replacement project. Additional high voltage transmission lines and other upgrades to the regional electric grid will be needed to accommodate new power generation (e.g. offshore and onshore wind, solar, battery storage) as it continues to be added to the regional energy supply. These canal crossings could provide important new regional transmission infrastructure and capacity, which could be done with lower cost and disruption if done as part of the bridge rehabilitation replacement project.
260		Yes	11/8/2019	Website					X		X																				X	Any contemplated replacement of the Bourne and Sagamore bridges must prioritize excellent facilities for both pedestrians and cyclists to use the bridges as well as safe connections to the region's path and trail networks including the Cape Cod Canal Recreation Paths along both sides of the Cape Cod Canal. The facilities for cyclists and pedestrians on the existing bridges is unacceptable and treacherous and severely limits connectivity for the neighborhoods and communities in Bourne and Sandwich along the Cape Cod Canal.
261		Yes	11/8/2019	Website							X																					As a concerned citizen of Bourne, MA, I would like to see a bicycle and pedestrian trail (with safe access) on any new automobile bridge built over Cape Cod Canal. I realize that some of the design options include bike access, but I hope that any chosen option will include such access.
262		Yes	11/8/2019	Website							X																					As plans are being made to address the replacement of both the Sagamore and Bourne Bridge, I would ask that consideration be given for the inclusion of plans for bicycle access to both Bridges. This would coincide with work already being undertaken to have Bikeway access across Cape Cod. Safe access to Cape Cod should not only be limited to vehicles.
263		Yes	11/8/2019	Website	X																											Fantastic news about the funding for Stage 4 and the success of the BBC matching gift. Kudos to the committee for getting right. The bike path will enhance the quality of life for everyone who lives or visits the area. Better for the environment, safer and more healthy for users, better views of the marsh and beaches, reduction of traffic, new business ops for the townships. What more could we ask.





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264	South Coast Bikeway Alliance	Yes	11/9/2019	Website					X			X																		X	Any contemplated replacement of the Bourne and Sagamore bridges must prioritize excellent facilities for both pedestrians and cyclists to use the bridges as well as safe connections to the region's path and trail networksincluding the Cape Cod Canal Recreation Paths along both sides of the Cape Cod Canal. The facilities for cyclists and pedestrians on the existing bridges is unacceptable and treacherous and severely limits connectivity for the neighborhoods and communities in Bourne and Sandwich along the Cape Cod Canal.	
265		Yes	11/9/2019	Website							X																					Bridge replacement improvement should include state of the art infrastructure for cyclists and pedestrians as well as improved access for both.
266		Yes	11/9/2019	Website			X																									i also had a crazy idea of building a tunnel as we alway joke about getting a permit but if you could have a entrance and exit at the big curve on rt. 25 where it's closets point to to canal by the power lines.cross over would be between the two bridges. and have it exit and enter at the rt. 3 where the power lines cross rt.3. this would cut down on tragic along the canal.
267		Yes	11/9/2019	Website						X	X	X					X															I DISapprove of adding vehicle lanes on the bridges to access Cape Cod. The current bridges act to deter visitors to this already over-crowded sandbar. The ecology of the cape cannot sustain even its present numbers. We need to invest in infrastructure that is less polluting; public transportation, electric buses, trains, and ferries from Bourne and surrounding communities will spread the environmental burden and commercial gains. There should be freight by water from New Bedford to the islands. The ecology of the cape is fragile and the natural landscape is the lure to this area. We don't want to destroy its beauty with more air and water pollution than is currently underway. Please find a non-polluting, ecologically sound way to improve the bridges. Adding a bike/pedestrian land is beneficial. What about HOV, express bus lanes or moving barriers to create 3 lanes on and 1 lane off-cape to begin weekends then reverse to facilitate off-cape traffic at the end of each weekend. Please coordinate with the upper cape towns for a comprehensive regional plan.
268		Yes	11/9/2019	Website							X														X							As a resident and business owner in Bourne it is imperative that pedestrian and cycle access be a key planning item for this project. The ability to safely travel across the canal to downtown Buzzard's Bay is greatly needed in order to help this town continue to flourish and grow.
269		Yes	11/9/2019	Website			X																									i would like to correct a idea about making a tunnel in my last comment. i meant to say make an entrance and exit ramp on rt 25 on the curve near the power lines and follow the power lines across the canal into sandwich where the power line crosses rt. 6 where to exit ramp and enter on the cape side. call it the rt 25 to rt. 6 cross over.if not a tunnel maybe put the new bridge there.it would be between the two bridges.
270	Friends of Mattapoisett Bicycle and Recreational Path	Yes	11/9/2019	Website					X		X																					I am writing to express my hope that replacement bridges across the Cape Cod Canal will include thoughtful design for safe, pleasant, efficient facilities for bicyclists and pedestrians. More and better connectivity across the Canal, including connections to area walking and biking paths, will be good for residents and visitors to our area. I have seen that improved facilities for active transportation in my Town of Mattapoisett have lead to the increased walking and biking.
271		Yes	11/9/2019	Website						X	X																					What about 2 new bridges. One for large vehicles(weight restricted) and one for automobiles and motorcycles. Neither of the new bridges would allow pedestrians or bicycles. One of old bridges could be used as a pedestrian, bicycle, and small motorbike bridge. The other old bridge next to the new commercial bridge could be used for automobiles only. Hopefully removing mixed vehicles and pedestrian and bikes from the new bridges will lower their costs.





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272	South Coast Bikeway Alliance	Yes	11/10/2019	Website							X																				As an avid cycling tourist and member of a local bicycle transportation advocacy group I strongly encourage the Army Corps of Engineers to incorporate a bicycle/pedestrian passage lane on both bridges. Having ridden/walked my bicycle across both bridges at least a half dozen times I found it very intimidating due to the narrow, elevated, unprotected sidewalk provided on the south side of the Bourne Bridge and the north side of the Sagamore Bridge. I toured with my bicycle across the country in 1974 and more recently for a few weeks with my daughter on her cross country bike trip in 2018 during which I experienced the large number of cyclists on dedicated paths. The incorporation of bike/ped lanes on the bridges will compliment the work being done by the South Coast Bikeway Alliance and the Cape Cod advocacy groups to make the South Coast and Cape Cod a safe, national recognized bicycling destination that will benefit from the increased tourism revenue.
273		No	11/10/2019	Website					X										X												I am concerned about the lack of attention being paid to improving and increasing public transportation options in planning for new bridges. For example, bus lanes and increased, regular train service. Vast improvement is needed in these areas. Plus, it is no solution to enable greater numbers to travel to the Cape without improving local road infrastructure and public transportation, which is inadequate.
274		Yes	11/10/2019	Website																									X		As a homeowner in Barnstable Village, I use both bridges to commute to my primary residence in New Jersey. Having experienced the rebuilding of the former Tappan Zee Bridge in NY, I can attest to the monumental nature of the project that is being considered. I can also attest to the final results being worth it. Financially I am sure that only one of the bridges (if that) will be able to be rebuilt. If both bridges could remain open while a new Sagamore was being built along side the existing bridge, I feel that would be the optimum solution. It is vital for the welfare of all Cape Cod residents and visitors that both bridges are well maintained. The National Seashore is a treasure that can only be practically accessed by crossing a bridge. It is of national not just local interest to keep that access in a convenient, safe condition.
275		Yes	11/11/2019	Website							X								X												As a parent, educator, cyclist and advocate for a healthier sustainable Massachusetts I urge the designers for the bridge replacements to consider the following. For many reasons: health, safety, and environmental quality any cycle and pedestrian pathways on the bridges must connect to extending pathways from the entrances and exits on the bridges. It is essential that the project incorporate a regional consideration. Coordination with existing environmental and cycling groups will help with this concern.
276		Yes	11/11/2019	Website					X		X								X												Replacement of the Bourne and Sagamore bridges must prioritize excellent facilities for both pedestrians and cyclists to use the bridges as well as safe connections to the region's path and trail networks, including the Cape Cod Canal Recreation Paths along both sides of the Cape Cod Canal. This is necessary for recreation riders and commuters. Any and all bridge replacement should include state-of-the art facilities for pedestrians and cyclists on the bridges as well as providing substantially improved access to the bridges for both pedestrians and cyclists. The U.S. Army Corps of Engineers and other stakeholders should prioritize safe bike and pedestrian infrastructure that directly links the new bridges to the Cape Cod Canal Recreation Path on both sides of the Canal.
277		Yes	11/11/2019	Website							X																				Is there any way to keep old bridges and transform into bike/pedestrian only? I have seen this done in other places (like the Walnut St Bridge in Chattanooga TN, and it becomes such an added feature.





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278		Yes	11/11/2019	Website	X																				X							In 2013 I was a college student and lived on pizza and ramen. One of my favorite spots to get pizza for lunch was Sweet Tomatoes in Sandwich, near the Sagamore Bridge. One day I went in for lunch and the store was closed. The news broke that co-owner Michael Furlong, 43, was struck by a merging, eastbound vehicle on the approach for the bridge. His car was forced across the double yellow where it collided head-on with westbound traffic. He and the westbound driver were killed. The canal bridges are dangerous, damaging the Cape Cod Community and must be replaced.
279	Town of Bourne Select Board Member	Yes	11/12/2019	Website					X									X												X	As a member of the Select Board in the town of Bourne, it is with equal parts enthusiasm and concern that I anticipate replacing the two Cape Cod Canal bridges with a long-term solution that will benefit not only our residents and visitors but also the entire Cape Cod Canal area. The key is for all stakeholders to develop an effective partnership in which everyones goals, concerns, compromises, etc., can be given proper vetting and consideration. Bourne is in the midst of a town-wide economic initiative that will determine our ability to generate sufficient revenue to support our infrastructure. Bourne has suffered for decades following the completion of Route 25 to the Bourne Bridge in the early 1980s. We cannot afford to go backward. The antiquated bridges contribute, certainly, to our traffic woes, but the real source of these problems is the rotaries and roads leading to and from the bridges. It appears that the design for the two bridges will accommodate all types of traffic: motor vehicle, bicycle and pedestrian. However, the state and federal agencies must work together, during bridge construction and through adjustments to surface roads, to reduce the jams that plague local transportation and people simply passing through the area. Bourne alone will be the host location of the construction sites. The surface roads in the area leading up to and away from the bridge areas will be disrupted and normal commerce in the area will be adversely affected. It is our expectation that the pre-construction planning will include solutions to minimize the impact that may be affected by road reconfiguration outcomes. This may include short-term (temporary) solutions during construction. Eminent domain takings will likely play a major part of the long term solutions. These transactions must be equitable. We must show compassion for those losing their homes and other property, and offer assistance with transition. We must ensure that property values in affected neighborhoods do not decline.Ultimately, if the completion of the bridge construction and area surface roads relieves the stress that we all feel having to traverse the bridges to engage in commerce and meet daily obligations, it will be a project well done. We must learn to embrace traffic and the opportunities that come with it. But we must also minimize and overcome the negative consequences.	
280		Yes	11/12/2019	Website					X		X							X	X												I am concerned that the plans offered do not account for any public transport or other HOV access to the Cape and Islands. Relying on private car transport to the Cape is outdated and at odds with MASS DOT plans to increase the sustainability of our transportation system and meet emission goals. It will likely also result in more car traffic on the cape as increased access to private vehicles will lead to more people driving here. Please consider a more comprehensive, sustainable and flexible approach.	
281		Yes	11/12/2019	Website						X								X	X												I would like to see money spent on public transportation on the Cape to make it more accessible and possible to be there without a car. Driving around in traffic is not a pleasant way to spend your vacation and I think people would appreciate having other options. I would not support spending money on bigger bridges to make it easier for more people to drive to the Cape.	





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282		Yes	11/12/2019	Website																												Any reconstruction of the bridges would do well to ensure that ample considerations are made for improving transit connectivity and bike/pedestrian safety. Bus lanes are a prime example - they offer an easy way to move more people with less space, which could reduce costs for the bridges - ideally, we don't need to increase the number of lanes, just increase the number of people per vehicle.	
283		Yes	11/13/2019	Website						X																							the Cape has enough motor vehicle traffic, too much traffic, dangerous traffic and none of the urban infrastructure to safely handle the existing traffic flow. The Cape is mostly rural - please keep it that way. Invest in public transportation, bicycle lanes and walking pathways. Please leave your 1950's Eisenhower building roads for cars behind and invest in a sustainable community building future. Take down a bridge, put in a commuter rail, (remember there use to be one), public transportation and bike lanes on all state roadways.
284		Yes	11/13/2019	Website						X		X																					The billion dollars that will go into these bridges should be spent to expand public transportation powered by renewable energy sources. Making it easier for more cars to get to the Cape is a step back into the 20th C. instead of recognizing the drastic changes we have finally seen in our climate in the 21st. C, PLEASE be part of our national effort to reduce greenhouse gasses in every way possible starting NOW!! I want my grandchildren to be left a planet they can survive in! If you go ahead you may find Extinction Rebellion takes action to stop it. And many other concerned citizens will join them. Do the right thing, help save our planet.
285		No	11/13/2019	Website																													1. I would prefer Alternative D . 2. I do bike the canal service road, and would hope that you can keep it open as much as possible. 3. I hope that you can raise the bridge clearances to allow lager vessels thru the canal. 4. Since the bridges will be built to modern standards, I would like to see a modern type design. (cable stayed, etc.) 5. With increased volume attainable on the bridges, the approaches must be included in the project. (by the state I assume)
286		No	11/13/2019	Website																													Please consider public transportation priorities in the replacement of the cape bridges. Train and bus transportation should be prioritized to incentivize access to the cape without a car. Additionally, please be sure that the space dedicated to the pedestrian and bike access is wide enough for safe and comfortable passage. These bridges could become a tourism location in themselves, so the pedestrian areas should factor in congestion. Finally, please remember that these bridges will be on the landscape for decades, so please make them beautiful as well as functional- not just utilitarian concrete and steel.
287		Yes	11/13/2019	Website						X																							I urge efforts to rehabilitate the Bourne and Sagamore bridges to focus on opportunities to decrease carbon emissions associated with travel to the Cape, for example, by emphasizing public transportation rather than merely increasing bridge capacity. Focusing on increasing bridge capacity to handle more automobile traffic is merely inviting yet more automobile travel and more emissions.





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288		Yes	11/13/2019	Website																												1: Where is all the added traffic going to go once it crosses the bridge? There is only so much room on the cape. and it seems like this will only put more pressure on our communities limited parking resources. 2: Why are there no train tracks running down the middle of either of these bridges?? As you know, the elevated train bridge is from the same vintage as these two bridges and is clumsy and, I assume, practically obsolete. It seems like a stupid oversight not to include mass transit in this plan especially considering the fact that cars represent such a large contributor to green house gasses and climate change. It is not enough to say that buses will be able to use the bridge; we need commitment to rail. 3: It seems unfortunate to loose both of these historically important structures. Is there any plan to save parts of either bridge for posterity? In general, I think this solution was arrived at in a vacuum that didn\'t take into consideration the tenuous state of our island with regards to climate change, lack of public transit and the evolution of public opinion with regards to transportation. -- Train ridership is up this year - Acela is up by 4%. Let\'s build rail into the plan NOW so that we aren\'t, again, having to be reactive down the line rather than proactive.
289		Yes	11/13/2019	Website			X																									Would a tunnel be feasible? I\'m pretty sure that the technology is there.
290		Yes	11/13/2019	Website					X										X	X												As a frequent Cape visitor during the summer months I am confident that any increased capacity will induce more demand to travel. As is the case with most road widening, the benefit is short-lived and continues to prioritize the automobile over other modes of getting around. Perhaps a dedicated bus lane or rail right-of-way might do more to ease the congestions woes of our favorite local peninsula.
291		No	11/13/2019	Website					X	X									X													If we\'re undertaking a new project to build new bridges those bridges should be primarily focused on sustainable transportation methods like walking, biking, bus and rail. We should not increase the number of lanes for automobiles but should increase the space for public sustainable transportation methods like the ones listed above.
292		Yes	11/13/2019	Website										X					X	X												I am very much opposed to the building of new bridges. They would encourage a lot more traffic to the Cape and cause more congestion. This is the opposite of our goals of reducing road traffic as an important step in reducing carbon in the atmosphere. We are at an extreme crisis point with climate change. DON\'T TAKE US IN THE OPPOSITE DIRECTION!!!!
293		No	11/13/2019	Website					X	X				X					X	X												If the bridge is reliable and safe, I believe it is a bad choice to rebuild a bigger bridge to allow more traffic flow . This is definitely going to have a negative impact on the Cape Cod. We underestimate the potential pollution caused by vehicles . I would like to dispute the thought that bigger bridge means less travel times to Cape due to less congestion. But this is not true. Currently majority of the population skips traveling to Cape because of the traffic, with a bigger bridge and less travel times more and more people will be traveling by car there. In order to promote tourism, the right choice is to introduce alternate modes of transportation like high speed trains from Boston and other suburbs. Also, when the bridge reaches a stage which causes safety concern, the bridge can be replaced by a wider bridge, but with same number of car lanes, and the extra lanes for buses and trains.
294		Yes	11/13/2019	Website										X																		I am writing to oppose replacing the Sagamore Bridge. I have made many trips over this bridge, and while it can back up with traffic, I find I can adjust my travel time accordingly. Given the fragility of our environment and global warning, I fear that widening the bridge will only encourage more travel on to Cape Cod by car, and will only add to further deterioration of our environment.





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295		No	11/13/2019	Website															X													As a transportation planner, now retired from the City of Cambridge, I am well aware that expanding roadway capacity on the canal bridges would be a disaster--it would increase traffic, increase delays, and the impact to these would be felt throughout the Cape. We never seem to learn the lessons that increased capacity consistently teach--that it backfires.	
296		No	11/14/2019	Website	X						X									X	X												Please take into account the long-term environmental consequences. I'm in favor of replacing the bridges and would recommend a toll for cars that helps pay for public transportation that is more environmentally friendly.
297		Yes	11/14/2019	Website						X	X	X								X													The proposed design for replacement of aging bridges does not adequately meet the needs of either the residents of the Cape, the interests of the State of MA, or the protection of natural resources in the region. We can do so much better in the Cape Cod bridges to address public transit needs and to design for reduction of air pollution and coastal habitat loss. I very very rarely have a serious slow down commuting across the Bourne, but am very frustrated by the lack of more public transit options to go off and on Cape. Dedicated bus /shuttle lanes and off cape parking are a critical need. I am also uncomfortable with lane safety on the bridges because currently they are too narrow, have no divider for oncoming traffic and not even a small shoulder. Widening to address safer transit is good, but there is no need for more than two lanes or more speed in a safety redesign. The backups only occur on weekends in the summer-- but the goal should be moving the people, not more vehicles. Making it easier to move vehicles during those short times will result in even more cars and parking lots and air and water pollution on cape. Some cities and vacation places have already decided to restrict visitor numbers and cars to save their character and environment. Our bridge design should retain its role of a funnel, not an open faucet and support the regional plans for reducing storm water runoff, vehicle pollutants, and other detrimental human impacts on cape while having a walkable, bike able, and transit friendly future.
298		Yes	11/14/2019	Website																										X		The present bridges are more than adequate. Please to not rebuild them. Allow the Cape to be as it is now. I understand that this bridge building will have a negative impact on our environment, and a possible negative impact on Cape Cod.	
299		Yes	11/14/2019	Website										X																			Please do not add additional capacity on this bridge. It will only induce more travel, which causes the climate crisis we are currently experiencing. We are in the middle of a mass extinction event and scientists have given us 10 years to stop it, or we risk the collapse of the ecosystems that feed us and the flooding of most major cities on the coasts. Please, for the love of god, do not make more people drive their cars onto the Cape. I have been visiting family there for my entire life and I will gladly sacrifice a modern bridge if it means saving this planet for my children and there's. Please have the compassion to look at what is going to happen to our friends and family if we do not stop emitting carbon. Please.
300		Yes	11/14/2019	Website	X																			X									I am a south shore resident who commutes to Pocasset for work over the Bourne Bridge and plan to for the next several years. I fully and enthusiastically approve of new bridges for Cape Cod. Infrastructure does not last forever, and as the population and economy grows, safe and reliable bridges are paramount. Modern infrastructure will also help, I trust, with traffic and allowing emergency vehicles to pass. I'm looking forward to a median in the bridges and wider lanes. They lanes are simply too narrow and unsafe, especially at night in rain or snow, and I feel unsafe every time I cross the bridge.





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301		Yes	11/14/2019	Website	X																										I fully endorse the US Army Corps of Engineers, New England District in their execution and implementation of new Bourne and Sagamore Bridges for the Cape and Islands. As a Bourne resident and being almost as old as the bridges, it's paramount that this study takes place and that the bridges be replaced.
302		Yes	11/14/2019	Website										X									X							X	What an environmental disaster this would be. Does the cost of the new bridges include the cost of removing the old ones? FACT: Evacuation from the Cape is not now possible, nor will it be with new bridges. Please be realistic. and as far as the residents along the canal - well let the lawsuits begin.
303		No	11/14/2019	Website							X																				I would love to see a bicycle lane on both new bridges crossing the Cape Cod canal.
304		Yes	11/17/2019	Website																							X		X		After attending the first public forum at Bourne High, it became painfully apparent that the rigid process being used serves as a mechanism to ignore the direct impact on private citizens and property owners impacted in the zones the new bridges would be constructed. This process means that the concerns raised about bridge replacement impacts have no bearing on whether to build a bridge or to do something different. The process will only include their concerns once it has been decided that the bridges are going to be built, which then means the discussion with these individuals is now merely about how it impacts them, not about whether or not the impact on them could've been prevented in the first place. I, like most, wholeheartedly agree that the bridges need replacement. And there is no one plan that is 'correct' any course of action will have some kind of negative impact. The decision making process should weigh the long-term and short-term impacts of various scenarios and favor a plan which may incur short-term pain if it means lesser long-term impacts. The current plan that is being promoted (the largest of the options) will provide two fantastic bridges up to modern standards but they absolutely will impact private land owners surrounding the bridges some of whom have owned these waterfront properties for generations. I'm wondering why what seems to me like an obvious path didn't even seem to be considered. It seems plausible that you could construct one or two low temporary bridges with just enough clearance to allow most small to medium sized pleasure craft and small commercial vessels (fishing boats etc) to pass underneath. Larger commercial traffic would need to divert around Cape Cod for the duration of construction. Once the temporary bridge(s) are open the current bridges could be torn down and replaced inside their current footprint preventing the need to impact adjacent private land owners or surface road re-routing. In this scenario the primary pain point would impact commercial shipping traffic on a temporary basis for a few years while the bridges are replaced in-place. Traffic would be impacted as traffic would need to route to the temporary bridges but we would still have two open bridges at all times. This incurs some short-term pain but once completed it has the least land-owner & existing infrastructure/surface roads impacts.





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305		Yes		Website					X	X	X								X	X														I commend to you the Oct 30, 2019 report by Eve Zuckoff broadcast on WCAI, as a superb summary of my concerns regarding the Army Corps of Engineers proposals to replace both Cape Cod Canal bridges with 6 lane bridges that may actually increase the maximum traffic flow onto the Cape by 25% per hour. This increased ease of driving onto the Cape primarily in privately owned vehicles would be in direct conflict with many of the important goals worked out thoughtfully and described carefully in the Cape Cod Commission Regional Transportation plan. These goals are detailed in the Cape Cod 2020 Regional Transportation Plan for 2020-2040. This plan was endorsed July 15, 2019. Rather than addressing the impact of possible increased local traffic congestion which would then flow onto local roads such as 6A and Rt 28 among others, and resulting safety and environmental impacts, the Army Corps of Engineers plan prioritizes increased vehicular traffic flow onto the Cape. This increased traffic flow may well overwhelm the already precarious environmental infrastructure issues of water quality and climate change on Cape Cod. The Regional Transportation Plan, in contrast, appropriately prioritizes multimodal transit, including cycling and pedestrian travel, and mass transit- both increased rail and bus options both to and from the Cape and within the Cape itself. The survey results from Cape residents support those priorities. By facilitating an enormous increased traffic flow onto the Cape year round- we risk making the Cape uninhabitable for everyone- sooner rather than later. How much more sensible would it be to instead carefully consider all the issues examined by the Regional Transportation Plan and decide whether a \$1 Billion transportation investment should be better allocated to a mix of improved rail and electric bus transit, long term parking both on and off the Cape, and more park and ride lots which along with improved public mass transit could allow increased travel efficiency while bringing down the travel carbon footprint with fewer, rather than more individual vehicles on the Capes roads. After arriving at their destinations, the holiday and seasonal visitors could be supported by increased and improved local transit which might include electric car-share options. I oppose the Army Corps of Engineers plan to build two 6 lane bridges to replace the current Bourne and Sagamore Bridges at this time





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306		Yes		Website					X		X								X						X							I reside in Falmouth and am a member of the board of the Friends of the Falmouth Bikeway. As you probably know, Falmouth and Bourne are working very hard to link the Sea to Shining Sea multi-use path to the Cape Cod Canal multi-use path. Direct access to well-marked, separated multi-use paths on both the Sagamore and Bourne Bridges from the Canal path is of major importance to the large community of bikers, hikers, joggers, parents pushing carriages, dog walkers, skate boarders, etc. that utilize existing multi-use paths on Cape Cod. Whether the ultimate decision is to build new replacement bridges or renovate the existing bridges the final result in either case should incorporate paths on each side of each of the bridges with separation from motor vehicle traffic due to the danger of strong winds along the Canal potentially blowing riders into motor vehicle lanes. The current sidewalks on the bridges are functionally obsolete due to the lack of safety features to separate foot and bicycle traffic from motor vehicles. The present setup does not allow bikers to ride over the bridges - they must walk their bikes across due to safety issues. These bridges, in whatever form they emerge, should be constructed with a vision toward the future with access to all modes of transportation including environmentally friendly ones. They should also be built to encourage all members of the public to pursue safe forms of physical fitness in beautiful panoramic settings that will arise from well-planned bridges. We have one chance to "get it right" for the next 100 years. Numerous European countries have demonstrated that beautiful and safe multi-use paths can be seamlessly melded into their transportation system. We should do the same with the new Bourne and Sagamore Bridges. Oh and by the way please keep those names for the new bridges - we have too many other public projects named after politicians.
307		Yes		Website					X		X								X													Any contemplated replacement of the Bourne and Sagamore bridges must prioritize excellent facilities for both pedestrians and cyclists to use the bridges as well as safe connections to the region's path and trail networks including the Cape Cod Canal Recreation Paths along both sides of the Cape Cod Canal. The facilities for cyclists and pedestrians on the existing bridges is unacceptable and treacherous and severely limits connectivity for the neighborhoods and communities in Bourne and Sandwich along the Cape Cod Canal.





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308		Yes	11/14/2019	Website	X								X				X			X												I have been a homeowner and year-round resident of Falmouth since 1991, and also started a Falmouth-based company that year that I still own and operate as my main source of income. Based on my current understanding, Alternative D (four lane plus 2 aux lanes) seems like the best overall investment. Though the economic benefit analysis suggests this is not as favorable as Alternative C, it seems to me that the full consideration of issues such as regional resilience and safety tips the scale in favor of Alternative D, especially in view of the modest incremental cost. One of the biggest concerns seems to be that upgrading the bridges will put undue pressure on the Cape because it would facilitate increased use, and potential abuse, of the resources there. It may be worth considering setting up a toll system that will collect funds from the use of the bridges to support activities that will directly address these issues. For example, support for: -towns that engage in forward-thinking projects to minimize the footprint of residents and visitors on fragile resources -regional resiliency planning -environmental preservation and restoration projects -enforcement of regulations that enable and ensure the above. Massachusetts already manages a variety of roadway tolls and would likely be able to integrate new toll points into the system. Residents and businesses could be provided favorable rates for unlimited trips, and users for whom a toll would present an undue hardship (eg low wage workers who must use the bridge for transport to and from work, or small businesses that frequently use the bridge) could be offered subsidies.
309		Yes	11/14/2019	Website					X	X								X	X													We need LESS private vehicular traffic on the Cape in the summer and at rush hour. Increasing private vehicle capacity will make a bad situation even worse. Please go back to the drawing board and work with the Cape community to create plan that reduces the already burdensome overuse of private vehicles.
310		Yes	11/14/2019	Website					X	X	X							X	X													I want to urge the planners of the next bridge to include space for public transit on the bridge, that is, a space separate from car lanes for a dedicated bus line, a train line, or a tram or trolley. I live near the Hudson River in NY State and thought it was extremely shortsided for the replacement for the Tappan Zee to NOT include a train lane, even though this was recommended by various parties. Allowing more and easier mass transit to the Cape will help reduce car traffic on the Cape and is therefore highly worthwhile.
311		Yes	11/14/2019	Website					X	X	X							X	X													I am opposed to the idea of bringing more people onto the cape without addressing the obvious failures in our public transit system. The Cape Flyer doesn't run year round, and only stops in Hyannis once on the Cape. This including our aquifer is already overtaxed. Before anything is done with the bridges discourages anyone from taking the Cape Flyer if the destination is the upper Cape. It makes little sense to have the stop for the upper Cape be on the other side of the bridge in Bourne which does nothing to reduce traffic coming over the bridge. This is just one example. There is no transit on the northside of the cape from Sandwich through Brewster on 6A. There is no bike path on 6A. The bike path on the canal does not connect to Sandwich village. As a local realtor, I see the results of increased congestion and traffic on a regular basis. Bringing more people on the Cape faster is not the answer (and yes, I do think that more will come if the traffic is lighter going over the bridge - look at the Big Dig in Boston). My husband sits in that traffic on his commute to Boston for work. Our roads were not designed to handle the level of traffic that this would bring and our infrastructure I believe that a good hard look at public transit bike paths





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314		Yes	11/15/2019	Website					X	X					X								X									The report does not address climate change and this makes it seriously lacking. This is an opportunity for us to build replacements for the bridges that would accommodate public transit options such as trains to reduce traffic. We need to look at innovative ways to reduce our carbon dioxide output, re-envision these bridges, and put carbon emission goals in place for the Cape and Islands. This is our chance to be forward-thinking. Look at the section in the report on Climate -- all it mentions is the typical weather patterns! We can't bury our heads in the sand when it comes to climate change and its detrimental impacts to our economy, health, and welfare! We can do much better than this and engage the scientific community on the Cape in regard to climate goals that are necessary input.
315		Yes	11/15/2019	Website					X	X					X							X										I work for a design-build company on Martha's Vineyard called South Mountain Company. We build energy efficient homes and install solar-based systems. In all our work, we're looking toward the future and the legacy we leave behind for the island. This report needs to look at the current climate emergency we are in right now and design a bridge that will reduce our carbon footprint. This is our chance to address climate change and design accordingly to reduce traffic and increase public transportation options to the Cape.
316		Yes	11/15/2019	Website	X																											Please rebuild the bridges
317		Yes	11/15/2019	Website	X												X								X							I have personally spoken to a number of visitors that expressed similar sentiments regarding their journey to cape cod . The main concern is how narrow the present bridge is . One person went as far as to say navigating over the sagamore bridge is the most tense and fearful part of their commute . A bigger and safer bridge will most definitely bring more revenue to the cape and the islands in my opinion.
318		No	11/15/2019	Website					X	X	X				X			X				X										Please change your design for the proposed new bridges to include significant infrastructure for public transportation. The transportation sector makes up 42 percent of greenhouse gas emissions in Massachusetts. These emissions are the single greatest drivers of climate change. Massachusetts has a goal to reduce the number of cars on the road. The current proposal works against this goal by expanding capacity and not considering public transportation. We have the opportunity to rethink this..Please redesign these bridges with a commitment to increased public transportation with dedicated bus lanes and expanded rail service, which would help reduce the number of cars on the road and, in turn, carbon emissions. this is a once-in-a-lifetime opportunity to build a more sustainable future for the Cape.
319		Yes	11/15/2019	Website	X												X		X													I do realize the bridges need to be replaced. However, I believe if they are built to a much larger scale more traffic for daily beach visits will happen and that is not a good thing with the way people drive and trash places they frequent these days. When I walk my dog I have to have a puppy bag and a bag for trash and the vaping machine parts are really piling up. The Cape has plenty of places to overnight and needs to get back to a gentler way of summer life than we have been seeing with this past decade of more and more ugly McMansions, more and more boats and more and more craziness. At some point we have to maintain our infrastructure for what we are and stop aiding the eco unfriendly McMansion growth. (and their hurry up and get there lifestyle) That said, As an abutter to the survey area I would like the planners to push for dust control, traffic maintenance, and noise mitigation (reasonable hours of work) for the least disruption to the neighborhoods.
320		Yes	11/15/2019	Website					X	X	X						X					X										The plan for raising the number of lanes across the bridges is short sighted as it does not reserve the additional lanes for public transit. The easier you make it for cars to cross onto the Cape, you will just transfer the road jams onto the Cape itself, raising the level of pollution in the towns and sensitive habitat.





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321		Yes	11/15/2019	Website					X										X											X	My only comment is that if or when the bridges are rebuilt or improved is that consideration is given to the increasing pressure on the infrastructure on Cape Cod. The roads in the Cape are already clogged with traffic in the summer and improved access to the Cape will automatically increase that pressure. You cannot improve access without improving the infrastructure and by infrastructure I mean the existing roads and wastewater treatment.
322		Yes	11/15/2019	Website											X				X												I realize that the bridges need to be replaced. I have two concerns. One is increased tourism, new and wider bridges would be great, more traffic capacity would not be great. The second would be to try to make the new bridges as graceful and beautiful as the current ones.
323		Yes	11/15/2019	Website					X		X							X		X										X	We are delighted to learn that new bridges will be built. The design is sound and the public comment process is fair. Our comments: - Please, build pedestrian and bike paths on BOTH sides! Walking and bicycles are means of transportation, just as motorized vehicles! Furthermore, it will be attractive to tourists to cross the canal by foot or bikes, thus increasing economic returns. On top of that, those are pure environmentally sound options. - Please, put a physical barrier to stop people from turning left on that Dunkin Donuts at Bourne! In fact, if it can at all be part of the plan, that space could be a nice Cape Cod Welcome Information Center. - Bridge fees: as residents, I would do not mind paying a small reasonable car bridge fee, either annually or with Ezpass if it helps maintain the structure. But most importantly, tourist paying the fees would be a significant source of funds for the Cape.
324		Yes	11/15/2019	Website					X	X	X																				I was at meeting in Hyannis and suggested a walkway on 2nd level above the center median but now have another idea to make it really unique: Make it double decked like the GWB in NYC BUT with only one direction on each level so it's thus a MUCH narrower bridge and might even somewhat resemble current ones. Have the upper level be the one going onto Cape so they have the best view and the lower level going off-Cape as most visitors hate to leave so not having as good view might be ok. You could then have a separate narrower path for pedestrians on upper level and bikes on lower one.
325		Yes	11/15/2019	Website	X													X							X						It has to happen! We need tourists to survive. We need a safe and affective bridge to allow access!
326		Yes	11/15/2019	Website					X	X	X								X	X					X						First, I urge that the bridges have only ONE lane in each direction. This is because if they have 2 lanes in each direction, then traffic may flow smoothly over the bridges, but there will be additional traffic, creating bad traffic jams on major highways on the mainland and/or the Cape. So 2-lane bridges won't solve the congestion problem. In addition, private cars are very serious causes of greenhouse-gas emissions and other pollution, and for that reason we need fewer rather than more cars driving to and from the Cape. In addition, I urge that along with rebuilding the bridges with only one lane, there also be massive improvements in public transportation to the Cape. Specifically, there should be much better rail service to Hyannis, along the lines of the Rail Vision transformations being discussed regarding the MBTA's commuter rail. There should also be major improvements and expansion of RTA service throughout the Cape. Second, if there absolutely must be 2 lanes in each direction, then at least on each bridge there must be one separated bus-only lane. Using traffic cones or similar devices, this lane should be in the direction coming to or from the Cape, depending on where most of the traffic is going





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327		Yes	11/15/2019	Website	X													X						X	X					It's obvious that both of these highway bridges are outdated and no longer designed for the traffic demands of today and the future. Each time I pass over either of these bridges, I hesitate to use the left lanes due to oncoming traffic in the opposite lanes with no barrier protection in between. For safety reasons alone, I think that it's prudent to replace these bridges while taking all plans into careful consideration and study for the replacement bridges.
328		Yes	11/15/2019	Website					X					X					X											As we face runaway climate change, it makes no sense to replace and expand the Bourne and Sagamore Bridges. This would encourage increased auto travel when we need desperately to be moving in exactly the opposite direction. I urge you to expand public transit options instead.
329		Yes	11/15/2019	Website	X				X																					I favor the project. The impact on existing Cape traffic must be blunted by design of connecting roads.
330	MassBike	Yes	11/15/2019	Website					X	X	X					X			X						X					Thank you for the opportunity to comment on the Cape Cod Canal Highway Bridges MRE Study. We are hopeful that the redesign of these bridges will facilitate a safe and attractive bicycling connection between the South Coast and Cape Cod in-keeping with the goals of promoting sustainable transportation and recreation in the region. These two bridges are crucial connections for millions of residents and visitors, and they are the *only* way for people on bikes and on foot to cross the canal, so we appreciate how non-motorized transport is being taken into consideration at the start of the planning process. However, we feel the initial design of 10' width of the pathway is insufficient to meet the demands of folks who are walking and bicycling across the canal. MassBike urges the Army Corps to design the separated pathway to MassDOT modern standards. An example for reference on another major highway project with accompanying bike and pedestrian path is the Whittier Bridge in Amesbury, MA where the pathway was built at 15' wide with an additional 5' for overlooks and benches along the route. Crossing the bridges should be a pleasant experience to encourage non-motorized users to cross the canal. Since the length and distance of these bridges is quite long, spaces for benches are crucial for people who may not be able to walk or bike the whole bridge and need to rest. This is especially important for seniors and those of varying abilities. We also urge the Army Corps to incorporate seamless, safe, and separated connections on either side of the bridge to the Cape Cod Canal pathway system. The Cape Cod Canal Rail Trail is one of the most used regional pathways for both recreational users as well as utilitarian users, especially important access to fishermen along the canal. Current connections to/from these bridges from the pathway are unsafe and inconsistent, and this project affords us the opportunity to build the necessary connections to complete the pathway network on both sides of the canal. MassBike is encouraged to see so many partners working together on this project, including the Army Corps of Engineers, MassDOT, the Cape Cod Commission, local municipalities and local advocates. As the process moves forward into the design phase, we ask that MassBike be part of the stakeholders in whatever formal process takes shape -- working groups, task force, etc.





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331		Yes	11/15/2019	Website					X	X				X	X		X					X	X									As a resident of Cambridge, MA who wants the best for both Cape Cod and the environment, I urge you to choose a plan that addresses traffic and gridlock by getting more cars off the road, rather than by increasing capacity for cars. The future of a low-lying, environmentally sensitive coastal region like Cape Cod depends on minimizing climate change and sea level rise. Increasing automobile access might help in the short term by eliminating traffic jams, but it will also spur development that will again lead to traffic and gridlock. On the other hand, increasing access by train, bus, and boat will encourage people to use transportation that's better for the environment. I'm pleased to see that bicycle and pedestrian access is being discussed, but I urge you to go much further than that.
332		Yes	11/15/2019	Website						X	X							X	X						X							I am opposed to the significant expansion of the two bridges over Cape Cod Canal. Clearly, significant traffic problems have persisted for many years. Personally, I have dealt with it many times in my many years visiting the Cape for weekends and weeklong vacations. I try to travel at off-peak times to avoid traffic. I LOVE Cape Cod. I love the outer cape and the beaches. Every summer, I say thank you! to President Kennedy for saving this gorgeous National Seashore from development. Florida has beautiful beaches, but look across the street and you see high rise hotels. In Wellfleet, you look behind you and see dunes. Other non-protected parts of the Cape have not fared as well. Towns are no longer "Cape\" towns. They are suburbs with bigger and bigger homes. People come to the Cape for "Cape Cod" and make it into the homes and yards they just left. I would like to see the Cape preserved as much as possible. Bigger bridges and an easier commute will bring significantly more traffic and congestion on the Cape itself. More housing, more hotels, more restaurants, and more traffic on Cape roads. By all means make the bridges safe. But PLEASE do not create two super highways that will assuredly speed the deterioration of the beauty and remaining quiet of our precious Cape Cod.





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333	Sandwich Bikeways & Pedestrian Committee	Yes	11/15/2019	Website					X		X					X				X					X									Like our friends, the Friends of the Bourne Rail Trail, we wholeheartedly endorse the draft plan to include designated bicycle and pedestrian pathways that are separated from traffic by physical barriers on the proposed Bourne and Sagamore bridge replacements. We think the recently completed Whittier Bridge on I-95 in Amesbury/Newburyport provides the perfect model for the replacement of the Cape Cod Canal bridges. We also think such a project provides carries an imperative to directly connect bridge pathways to the Cape Cod Canal service road paths on both sides of the canal. It would be a shame if we didn't completely connect the non-automotive network of paths. One of the goals of the bridge replacement project should be to provide safe and direct passage for cross-canal walkers, runners, and cyclists to the canal service road paths and the multi-use networks that will eventually connect to those paths and extend beyond the canal. Ultimately Cape Cod cycling committees and advocates are pursuing Vision 88 -- a connected, off-road and multi-use path network from Woods Hole to Provincetown. The Cape Cod Canal bridges should be an extension of that network -- especially for users of the planned Bourne Rail Trail and Cape Cod Rail Trail extension through Sandwich -- to points beyond Cape Cod. Imagine a cyclist trying to reach Woods Hole or Provincetown from the South Coast Bikeway or the Claire Saltonstall Bikeway, only to have to dismount and walk their bike across Sandwich Road and the railroad tracks to reach the canal from the Sagamore Bridge. Without a direct connection to the canal service road path, we would have defeated the purpose of providing cyclists a safe, direct and separated means of crossing the canal. As we move from planning into the design phase, we would appreciate being included as a stakeholder in whatever formal process takes shape (working groups, task forces, etc.).
334	Blue Institute At Cape Cod Bay	Yes	11/16/2019	Website					X	X	X			X					X												X			Just a short note to express my concern that 1) the Cape does not have the water and wastewater infrastructure currently to support all the additional cars that will be coming over these new bridges, 2) why is the State considering funding bridges without consideration of public transit opportunities such as a rail line coming over one of the new bridges - especially given the clear connection between carbon emissions and climate change impacts. Thank you for reading this - it's a unique opportunity for the Baker Administration to invest in the green & blue future of Cape Cod by investing in public transport.
335		Yes	11/16/2019	Website					X	X	X							X	X															I have been traveling to Cape Cod over the Sagamore bridge for 50 years. My family took me as a child (from Maryland) and now I go with my husband and child (from the Boston area) to visit family living on the Outer Cape. We believe that the proposed expansion of the bridge is much too large and will put too many cars onto the Cape's already crowded roads. Please consider alternatives to bridge traffic, including a CAR FERRY TO PROVINCETOWN and EXPANDED RAILROAD service. Many parts of the Cape are very walkable from the rail corridors. We oppose increasing vehicle volume over the Cape Cod canal near the Sagamore and Bourne Bridges.
336		Yes	11/16/2019	Website							X														X						X			I would like to request that, when the bridges are renovated, they are done so in a way that prevents drivers and their passengers in cars going over the bridge from seeing the water below. You see, my mother is terrified of heights, and is therefore terrified to drive over the bridges. I think that, if she couldn't see over the edges, down to the water below, this would help her tremendously. I understand that it might be harder with pick-up trucks and SUV's, but my mother typically drives a sedan. I think that, if there was a solid barrier, i.e. guardrail, on each side of the bridge, that was at least waist height, that prevented motorists from seeing the water, or at least limited what they could see, my mother's trepidation would be alleviated.





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337		Yes	11/16/2019	Website	X														X											X	New bridges across Cape Cod Canal are urgently needed because of aging and safety. But appropriating funding for new bridges should be tied to a comprehensive plan to reducing both car trips both (1) to and from Cape Cod, and (2) on Cape Cod. Please make this a comprehensive review and plan for residents and visitors.	
338		Yes	11/15/2019	Email							X								X							X						Finds no discernible scientific or engineering reasoning contained in the Draft EA that supports the final conclusion that is proposed in the FONSI that states the project is not a major federal action significantly affecting the quality of the human environment. MassDOT estimated in their study that traffic would increase on the Cape by 25% based on the type of bridge that will be replacing the current bridges. Current public infrastructure for transportation, water and wastewater, is already beyond peak design. Any sort of increase in population would certainly have an effect on the human environment. I recommend that the USACE decide to proceed with a detailed statement (i.e., EIS) containing the information needed to make a fully informed decision that will consider all aspects and effects of the proposed actions, as required by the regulations issued by the President's Council on Environmental Quality (CEQ) at 40 CFR 1500-1508.
339		Yes	11/12/2019	Written					X	X	X								X	X					X							There is enough motor vehicle traffic on the Cape already. The infrastructure to safely handle existing traffic is not there. Keep the Cape rural, invest in public transportation, bike lanes, walkways. Invest in a sustainable future, commuter rail, public transportation, bikelanes on all state roadways.
340		Yes	11/12/2019	Written					X	X	X								X	X					X							Replacement plans should include state-of-the art facilities for pedestrians and cyclists on the bridges as well as substantially improved access to the bridges for both pedestrians and cyclists. Plans should include safe, convenient pedestrian and bicycle infrastructure that directly links the new bridges to the Cape Cod Canal Recreation Path on both sides of the canal. USACE should work with the USDOT to ensure there are safe, legal, public pedestrian railroad crossings to provide access to the south-side Canal Recreation Path at the southern end of both bridges.
341		Yes	11/9/2019	Written					X	X	X				X		X		X	X												Highlighted excerpts from Eve Zuckoff's excellent 30 Oct 2019 article as well as the chart of transit funding priorities from the Cape Cod Commission 2020 Regional Transportation Plan are attached. I oppose the Army Corps of Engineers plan to build two 6 lane bridges to replace the current Bourne and Sagamore Bridges at this time.
342	Cape Cod Commission	Yes	11/15/2019	Email										X				X	X				X		X		X					Commission looks forward to working closely with USACE to develop and design plans. Commission requests they get added to the appendix as a coordinating agency. Commission staff encourage a continued focus on the relationship of this project with key regional issues identified in recently adopted regional plans including the Regional Policy Plan, Regional Transportation Plan, and Comprehensive Economic Development Strategy. Commission staff encourage an expanded discussion on the potential for expanded public transportation options with specific recommendations on additional investments to support bus, rail, and ferry transportation options. Effectively utilizing all available modes of transportation presents the best long-term solution for the region. Commission looks forward to providing feedback as more recommendations come in.
343	President, Massachusetts Building Trades Council	Yes	11/14/2019	Written														X												X	Assuming the plan is to replace both bridges, the estimated costs approach \$1 Billion. In addition to the monetary costs, this bridge will have a significant impact on traffic, marine transportation, the local workforce and the regional economy. To minimize the above-mentioned impacts, I recommend that the USACE explore and implement the use of a Project Labor Agreement (PLA). (rest of letter for more details)	





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344	Senior Legal Counsel, Algonquin Gas Transmission, LLC (Subsidiary of Enbridge, Inc.)	No	10/30/2019	Written																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														





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					Favor Replacement	Third Bridge	Tunnel	Fill Canal	MassDOT Alternatives	USACE Alternatives	Design Recommendations	Water Quality	T&E Species	Fisheries	Flood Zones/Flooding	Climate Change	Historical/Cultural Concerns	Recreation	Noise/Air Quality	Socioeconomics	Traffic Concerns	Transportation Technology	Tolls	Weight Restrictions/ Concerns	Marine Transportation Considerations	Evacuation Concerns	Safety Concerns	EIS / NEPA Process	Public Involvement/ Communication Concerns		Impacts to Private Property	Timeline of Project	Other
345		Yes	10/10/2019	Written					X								X									X	X						
Turtle Rock, LLC and the Bilzekian Family own and operate the Christmas Tree Shops business as well as commercial and residential properties abutting the Sagamore Bridge and Exit 1 of Route 6 westbound, including two retail buildings, three vacant lots and two residential units with six apartments with abutting properties having been recently acquired with plans for additional development (see written letter with enclosed map). The property and business are a valuable asset to the family as well as the community (see written letter detailing jobs, payroll, taxes and other economic benefits that the business provides to the local economy). The recommendation by the USACE to replace the Sagamore Bridge is alarming and the process has happened with no notice to abutters. None of the information that has been given to the Chambers of Commerce in the area has been shared with the abutters or businesses that will be affected by the bridge changes and the possibility of MassDOT closing Exit 1 westbound off Route 6. Only second-hand new and past reports of meetings have been our source of late information. Recent changes on Adams Street to one-way and the loss of one curb cut without notification by MassDOT or discussion with abutting property owners has created safety hazards, additional traffic, and confusion on our property. The business and community at the east end of the Sagamore Bridge need to be part of the discussion and process of resolution as we provide jobs and taxes to the immediate area. In the event that a new bridge is needed, we want to work with the USACE to make sure that the business in the area is preserved. We are going to commission our traffic study to demonstrate the impact of removing Exit 1C and the impacts on the business. We reserve the right to submit this submit.We are asking for your help to preserve and improve traffic in this area so that it will grow and provide for the future of Cape Cod, Bourne, the tourism dollars that Christmas Tree Shops has brought in the past and expects to bring in the future, and most importantly, the employees that rely on the jobs this area provides. We believe closing the the current exit will negatively impact our location and not improve the traffic flow off Cape Cod.																																	
TOTAL					112	6	12	6	102	71	133	2	3	3	6	36	16	13	12	17	127	89	16	3	11	5	48	8	27	32	10	66	





Cape Cod Canal Highway Bridges Draft Major Rehabilitation Evaluation Report (MRER) and Environmental Assessment (EA) Public Comment Summary Report

Pre-Draft MRER Comment Summary

The United States Army Corps of Engineers (USACE) held public information meetings in December 2018 prior to issuance of the Cape Cod Canal Highway Bridges Draft MRER and EA. The public information meetings were conducted to inform the public why the USACE was completing the MRER study. The USACE accepted comments via public meetings, the project website¹, electronic mail (e-mail)², and regular mail for consideration in the development of the Draft MRER and EA. The following is a summary of the public comments (103 total comments) received between 4 December 2018 and 2 October 2019 prior to publication of the Draft MRER/EA on 3 October 2019. The comments received during this time period are also included in the attached comment summary matrix which is organized to group comments received prior to publication of the Draft MRER/EA versus comments received after publication of the Draft MRER/EA during the public comment period.

Traffic Concerns

The majority of comments received prior to the issuance of the Draft MRER/EA were related to traffic concerns. Fifty-two (52) public comments were received noting a need to correct the traffic congestion regularly occurring on the Cape Cod Canal highway bridges (the “Bridges”), nearby roadways, and roadways throughout Cape Cod, especially during the peak summer tourist season. Residents spoke of a need to relieve the already congested side streets due to traffic increases on main roads, and they wished the new bridges would not add to the problem of residential streets being impassable. Residents also expressed their concerns with emergency response times being delayed due to the bridge congestion. They said with the town of Bourne being split by the Canal, there are no emergency response vehicles for the town of Bourne on the Cape Cod side of the town. Residents of Bourne worry about the potential delayed response times on the bridges or in the area of the Bourne rotary. Other concerns came from commuters that stated their commute time is already long enough and any additional traffic would make it unbearable. In addition to the increased volumes of traffic crossing the Bridges both during the summer tourist season and regular year-round daily commuters since initial construction, commenters identified the age and design of the Bridges (including narrow lane widths, lack of breakdown lanes, and frequent maintenance work on the Bridges), as well as the design of the Canal area approach roadways as primary contributing factors to traffic congestion. Some commenters expressed concerns over any proposed alternative to build bridges with more lanes, stating that would result in increased volumes of travelers to Cape Cod and subsequent traffic, and displace traffic congestion from the major highway routes to surrounding local secondary roads that were noted to be already at capacity. Other commenters expressed concerns that any further increase in traffic would be detrimental to Cape Cod’s economy and could result in a decrease of the area’s property values. These commenters stated that they felt any further increase in traffic could have an adverse effect on property values, as it could potentially drive people away from

¹ www.capecodcanalbridgesstudy.com

² nae-pn-nav@usace.army.mil and CapeCodBridgesStudy@usace.army.mil



buying homes on Cape Cod to avoid having to deal with the traffic congestion. Other concerns were similar in the sense that they were concerned that traffic congestion would make tourists decide to not vacation on Cape Cod, which would negatively impact the economy of Cape Cod.

Response: Please see Section 6.6.7 of the EA for a detailed discussion on traffic modeling studies. The study area of the traffic analysis is comprised of the Bourne and Sagamore Bridges and seven major connecting routes.

Favor Replacement

Twenty-eight (28) comments were received in support of replacing the Bridges, and these same comments overwhelmingly expressed concern that the current Bridges are unsafe for use. Commenters stated there is a need for wider travel lanes and a safe bicycle/pedestrian lane. It was noted that the bridges have exceeded their life expectancy and replacement is imperative to maintain the economic environment of Cape Cod. Commenters also stated that continued repairs to the Bridges have become more frequent, are a poor use of public funds and contribute to the ongoing traffic concerns.

Response: The EA discusses replacement of the bridges in Section 5.0.3. Under this alternative, new bridges would be constructed next to existing bridges and to modern standards. The bridge decks would be widened to include two through lanes and one auxiliary lane each way.

Safety Concerns

Twenty-four (24) comment submissions related to safety concerns with the condition of the current Bridges. The majority of the individuals believe the two existing Bridges are unsafe and pose a safety issue for motorists from motor vehicle accidents due to the narrow travel lanes, the high speeds traveled by commuters, and the lack of medians between the on and off-going traffic. Commenters also requested safer access for bicycles and pedestrians, with some suggesting elevated sidewalks and bike paths. Concerns also identified that the Town of Bourne's emergency response services are stationed on the mainland side of the Canal and dispatch to locations on the Cape side of the Canal, requiring use of the Bridges and response times are affected by traffic congestion associated with the Bridges and approach roadways. Individuals expressed potential evacuation concerns for Cape Cod, as the Bridges would be a bottleneck site for traffic trying to leave Cape Cod in the event of an emergency. One commenter noted that hazardous materials are transported over the bridges, and others provided suggestions to enhance safety on the current Bridges prior to replacement, such as incorporating rumble strips and reflectors into roadway surface of the Bridges.

Response: Public health and safety concerns are discussed in Section 6.6.6 of the EA. When the replacement bridges' construction is completed there will be a positive impact on health and public safety.

USACE Alternatives

Twenty (24) comments were directed towards potential alternatives that the USACE identified and presented at the public information meetings or additional alternatives that should be explored within the MRER and multiple commenters expressed their disappointment that too few alternatives were analyzed. Comments included recommendations that the USACE evaluate alternatives beyond bridge rehabilitation and replacement, and explore the latest innovations in transportation technology when considering potential alternatives. Some commenters suggested that the USACE examine the construction of multiple low causeway bridges across the Canal rather than construction of two large bridges, while others suggested that two new bridges be constructed beside the existing bridges such that one bridge could be used for traffic coming onto Cape Cod while the other is used for traffic headed off Cape Cod. One comment mentioned building one much larger bridge with numerous travel lanes to facilitate the transport of more traffic, another mentioned reversing the travel direction in one (1) lane on the Bridges using



flexible traffic lanes to open an additional lane during peak travel times as is done on the Southeast Expressway near Boston, and others questioned if the railroad bridge could be modified to allow automobile travel as well as rail transport. One commenter suggested that multiple tunnels be excavated under the canal, and some suggested that marine vessel traffic within the Canal is minimal and the Canal should be filled in or partially filled in to allow for a less expensive causeway style crossings for motor vehicles. Multiple individuals suggested that the USACE incorporate rail transport into the design, and two people mentioned diverting freight truck traffic to the port of New Bedford, MA for shipping of freight to Cape Cod and the Islands via expanded marine ferry systems. Multiple commenters also mentioned exploring the use of Joint Base Cape Cod as an option to expand roadways into in order to bypass the Bourne rotary and reduce traffic congestion.

Response: USACE alternatives are discussed in Section 5.0 of the EA. CEQ regulations require federal agencies to consider a reasonable range of alternatives that meet the purpose and need of a proposed action in their NEPA review. Reasonable alternatives include those that are practical or feasible from a technical and economic standpoint.

MassDOT Alternatives

Twenty (23) public comments were directed towards alternatives to surrounding approach roadways or other regional roadway infrastructure that the Massachusetts Department of Transportation (MassDOT) is either responsible for or should explore. Some suggestions were to remove the rotary at the southern approach to the Bourne Bridge and add additional travel lanes on Route 28, widening the associated lanes and roadways, and to relocate Exit 1C on Route 6 further away from the Sagamore Bridge to allow for better blending of westbound traffic coming on to Route 6 prior to crossing the bridge. Commenters also suggested reducing speed limits on nearby roads that approach the bridges, as well as on the bridges, and prohibiting drivers from changing lanes while traveling over the bridges. Most comments related to this topic stated that the majority of traffic concerns originate from local roadways surrounding the Bridges and MassDOT needs to focus on alleviating traffic congestion in those locations.

Response: The EA discusses the MassDOT alternatives under Section 7.2 of the EA, Cumulative Impacts. The MA Department of Transportation (MassDOT) completed a Cape Cod Canal Transportation Study in May 2019. The purpose of this regional “conceptual planning study” was to “evaluate existing and future transportation safety and congestion deficiencies in the Cape Cod Canal Study Area” and included the development and analysis of multimodal transportation alternatives

Public Involvement/Communication Concerns

Twenty-two (22) comments addressed the need for greater public involvement and increased or better communication during the process of designing and planning for the future of the Bridges. Most comments on this topic addressed the need for the USACE to actively engage the Town of Bourne, MA and actively work with town officials throughout the planning and design process since they felt this community would experience the greatest impact from any proposed alternatives related to rehabilitation or replacement of the Bridges. Other individuals stressed the need to keep local stakeholders involved (such as the Town of Bourne Board of Selectmen, Cape Cod Commission, Verizon), as some felt they were not adequately informed of the USACE’s plan to hold public meetings, with one local abutting business owner stating that a recent road project on the Sagamore Bridge and approach roadways occurred without any notifications to the direct abutters and the work resulted in a direct disruption to his business. One commenter mentioned that the USACE should consider the use of social media to advertise planned public meetings/events such that notice of meetings can be better circulated and allow for increased notice and attendance of concerned individuals with comments, questions and concerns. Multiple commenters expressed a desire for the USACE to conduct public meetings in a question-and-answer format so that concerns could be addressed at the meetings. A number of commenters suggested



there is a disconnect between MassDOT and the USACE and recommended they collaborate for this monumental project. One comment from a utility company identified that it is critical that the USACE consult with local utility companies through the entire project as both Bridges are corridors for utility infrastructure which needs to remain operational throughout any planned construction work.

Response: Public involvement and communication concerns are discussed in Section 8.0 and Appendix F of the EA. USACE regulations (the Planning Guidance Notebook – ER 1105-1-100) and the National Environmental Policy Act (NEPA) require that all efforts be made to involve the public in preparing and implementing NEPA procedures and to hold public meetings whenever appropriate (USACE NEPA Implementing Procedures 33 CFR Part 230, CEQ 40 CFR 1500-1508).

Third Bridge

Eighteen (18) comments were submitted suggested that construction of a third bridge would help alleviate traffic volumes on the Bourne and Sagamore Bridges, resulting in less traffic congestion. Individuals commented that a third bridge crossing would assist in dispersing traffic, reduce wear and tear on the Bourne and Sagamore Bridges, could allow officials to implement weight load restrictions and designate bridges for freight traffic, and assist with evacuation needs during an emergency situation. Some comments suggesting implementation of a tolling system to recover costs associated with construction and/or maintenance a third bridge, and others suggested renovating the existing railroad bridge to create a third means of motor vehicle access to and from Cape Cod. A few commenters were disappointed that the concept of a third bridge was not explored more thoroughly and expressed the belief that MassDOT is against the installation of third crossing, and as a result, it has not been considered as viable solution by the both the USACE and MassDOT.

Response: Section 5.1.2 of the EA discusses the alternative of a third bridge. MassDOT initially studied the concept of a mid-canal crossing, but determined there were significant resource impact issues and this alternative was not carried forward in the MassDOT *Cape Cod Canal Transportation Study* (2019).

Socioeconomics

Fifteen (15) comments were received pertaining to the socioeconomic effects on individuals and businesses resulting from traffic congestion on the existing Bridges, as well as the potential effects of the proposed alternatives considered within the MRER. Individuals noted concerns about traffic issues during construction that may impact Cape Cod and the region's economy, concerns with the possibility of businesses and residences having to be acquired/condemned through the eminent domain process, as well as how property values surrounding the project will be affected. One commenter stated that the environmental assessment should be used as a foundation for both the biological and the socioeconomic impacts of the area. Others stated that if weight restrictions are imposed on the existing Bridges, an economic impact analysis should be completed to determine what affect that may have on Cape Cod commerce. Individuals also requested the USACE evaluate the potential economic impact of closing the Canal to marine vessel traffic.

Response: Socioeconomic effects are evaluated under Section 6.6 of the EA. Construction of the replacement bridges is not expected to have a significant impact on population size or demographic makeup.

Timeline of Project

Fourteen (14) comments specific to the timeline of the project were received requesting a more specific timeline for completion of the MRER study or requests to expedite either the MRER process or the



process of correcting traffic problems on Cape Cod. One comment stated that the 50-year project lifecycle timeframe considered for the MRER study is not an appropriate or efficient duration given the USACE anticipates the major rehabilitations will require a seven-year construction period per bridge and that this 14-year timeframe doesn't include annual maintenance construction duration, and all of this time should be factored into the study duration.

Response: The project timeline will be developed during Phase II of the study.

Recreation

Fourteen (14) comments were submitted regarding recreation activities on Cape Cod and the Canal region. The majority of the comments regarding recreation requested the USACE incorporate safe planning for bicycle and pedestrian lanes into any planned rehabilitation or replacement of the Bridges to accommodate travel over the bridges with direct connections to existing sidewalks and/or bicycle trails on both sides of the Canal. The Cape Cod Canal Sportsman Club is located adjacent to the Bourne Bridge and members have identified concerns with how the club would be affected by any plans to either rehabilitate or replace the Bridges. Other commenters mention how traffic congestion restricts the recreation potential for the Canal region, and that the Canal is major attraction for many tourists and residents, therefore its recreational value should be considered significant when evaluating impacts for project.

Response: The EA discusses recreation under Section 6.6.4 in the EA. Construction of the bridges will however require the closure of the canal for 30 days each which will disrupt fishing and boating activities. In addition, there may be other temporary impacts such as portions of the access road will be closed for public use during construction which is projected to last for five years for each bridge.

Marine Transportation/Consideration

Nine (9) comments received were related to marine transportation through the Canal. The majority of these comments expressed belief that currently there is no significant commercial shipping occurring through the Canal and the vast majority of boating activity within the Canal is from recreational pleasure crafts. As a result, individuals feel low clearance bridges or causeway style crossing should be an option when considering replacement of the existing Bridges. Commenters also questioned how replacement bridges will affect commercial vessels and whether the aerial clearances will be the same or larger than the current Bridges.

Response: Marine transportation considerations are discussed in Section 6.6.4 of the EA. The USACE is responsible for operating and maintaining the Cape Cod Canal. The primary mission of the Canal is to provide safe navigation to the commercial and recreational vessels that transit the 17.5 mile waterway each year.

Other

Nine (9) comments were submitted in regard to miscellaneous remarks which included concerns with the cost of the bridges, the public's opinion on the appropriate capacity of the bridges, queries on whether local labor unions will be utilized for construction of any proposed alternatives, and a solicitation for video production assistance via unmanned aerial vehicles (UAVs) prior to or during construction of the bridges. Other comments included requests to relocate any natural gas pipelines on the bridges underground for safety reasons and requests by individuals with bridge construction experience to be consulted during development of the project.

Response: Most of the "other" comments will be addressed in Phase II of the project.



Fill Canal

Nine (8) commenters expressed the belief that the Canal currently experiences infrequent use by large marine vessels and that construction of the Canal would not have been completed in the present day based on the overall limited extent of commercial maritime traffic. These individuals feel the USACE should evaluate filling the Canal and converting roadway crossings to lower clearance bridges or causeway style crossings and one individual suggested filling the area and creating a greenway.

Response: Section 5.1.5 of the EA discusses the alternative of filling the canal. The USACE has considered the potential impacts of filling in the canal and has determined this is not a practicable alternative due to the significance of these impacts.

Impacts to Private Property

Eight (8) individuals provided comments regarding potential impacts to private property, including concerns about how the bridge replacement projects will affect property values, questions about the process of eminent domain and how businesses located along the Canal will be affected by the project.

Response: Impacts to private property will be addressed during Phase II of the project.

Transportation Technology

Seven (7) comments were submitted regarding transportation technology. Some individuals suggested exploring non-traditional crossing concepts such that the final design may be allowed to accommodate future transportation technology. Commenters suggested the USACE consider forthcoming transportation technology such as automated car management systems to bring cars to and from the Bridges safely or the integration of a high-speed rail system for public mass transit to Cape Cod.

Response: Transportation technology will be addressed during Phase II of the project.

EIS/NEPA Process

Two different commenters submitted five (5) separate comments relating to the National Environmental Policy Act (NEPA) and/or the EA or Environmental Impact Statement (EIS) process (with one commenter submitting four of the comments). One commenter suggested that the USACE is not adequately considering the potential impacts to the human environment, which would require an EIS for the proposed alternative, as opposed to the more simplified EA being completed, and also stated that the EA should be used as a foundation for both biological and human environmental impacts, and the USACE should supply a link to their regulations for complying with NEPA on the project website. One commenter stated they believe that completing the NEPA process and issuance of a FONSI prior to the acquisition of funding for any proposed alternative seems to be backward to how the process should be completed.

Response: EIS/NEPA Process is addressed in Section 2.2 of the EA. NEPA requires Federal Agencies to assess the environmental effects of their proposed actions prior to making decisions. The USACE is preparing this Environmental Assessment (EA) pursuant to the White House Council on Environmental Quality (CEQ) Implementing Procedures for NEPA (40 CFR Parts 1500-1508) and USACE Procedures for Implementing NEPA (Engineering Regulation ER-200-2-2).

Evacuation Concerns

Four (4) comments were received regarding evacuation safety. Individuals noted that the USACE needs to consider evacuation routes and requirements when designing the new bridges and have a plan in place during construction to ensure the safety of Cape Cod's residents.



Response: Evacuation concerns are discussed in Section 6.6.6 of the EA. Emergency evacuation of Cape Cod is an important issue due to the high probability of a hazardous event occurring, and because of the high traffic volume and low capacity road conditions that are exacerbated by congestion created by the bridges. Bridge replacement with additional lanes will improve access on and off of Cape Cod during emergency evacuations.

Tunnel

Three (4) comments were received regarding the installation of tunnels as an alternative to the bridge replacement projects. Commenters believe installation of multiple tunnels would ultimately be more cost effective and require less annual maintenance than two elevated structures, and one individual requested a full study be performed on the installation of a tunnel before dismissing the concept as a viable option.

Response: The tunnel alternative is discussed in Section 5.1.3 of the EA. Tunnels are typically not cost effective when compared to bridge spans that are under a mile in length. Both the Sagamore and Bourne bridges are less than this distance.

Climate Change

Three (3) comments were submitted with respect to climate change. Individuals requested the USACE consider climate change, current and projected floodplain elevations, and increased incidences of extreme weather events during the bridge design process.

Response: The EA discusses climate change in Section 6.1.4. None of the alternatives would have direct or indirect impacts to the climate of the region. Only short duration, minor discharges of carbon-based pollutants would occur during construction activities that could contribute to greenhouse gases.

Historical/Cultural Concerns

Three (3) comments were submitted regarding historical/cultural concerns and all individuals suggested the USACE attempt to retain the visual aspects of the current bridge design when engineering the replacement structures, and that the plaques for the Bourne and Sagamore Bridges be preserved for historical value.

Response: EA Section 6.5 discusses historic and archaeological resources. The preferred alternative would have an adverse effect on the bridges and at least two identified archaeological sites, possible unidentified archaeological resources, and several historic districts. The effects would be indirect (visual and/or viewshed) as well as direct (possible archaeological sites). The tribes attended a meeting in March 2019 and concurred with the approach taken in Phase I of the study to evaluate continued repair and maintenance, major rehabilitation, or replacement of the bridges. A formal letter was also sent to the tribes on July 17, 2019. The SHPO concurred with this approach in a letter dated August 22, 2019 (Appendix E). Additional consultation with the SHPO and THPOs on the location of the bridges and the design will be required during Phase II of the project. A Memorandum of Agreement will be developed in consultation with the SHPO, THPOs, MBUAR, and local interested parties during this phase to develop a plan to avoid, minimize, or mitigate the effects of bridge replacement on historic properties. Consultation with the SHPO and tribes is ongoing.

Noise/Air Quality

Three (3) comments regarding noise/air quality were submitted and remarks included concerns about noise and air pollution to adjacent neighborhood during construction and suggestions to incorporate rail transport as a viable option to reduce the extent of local air pollution to the area.



Response: Noise is addressed in Section 6.6.10 of the EA. Air Quality is discussed in Section 6.1.6. Only minor impacts to noise/air quality are anticipated from the preferred alternative.

Tolls

Three (3) individuals provided comments regarding the use of tolls on any proposed replacement bridges. One individual inquired as to the likelihood of MassDOT installing a future tolling system. Others noted they were either in support or against the requirement of a tolling system on any proposed new structures.

Response: Tolls will be addressed during Phase II of the project.

Weight Restrictions/Concerns

Three (3) comments were submitted regarding weight restrictions/concerns on the existing Bridges. One individual stated that if weight restrictions are imposed on the new bridges, an economic impact analysis should be completed to determine what affect that may have on Cape Cod businesses. Other comments included requests to impose weight restrictions on the new bridges as they age, such that use by heavy vehicles does not exacerbate the deterioration of the structures.

Response: Weight restrictions will be addressed during Phase II of the project.



Draft MRER/EA Comment Summary

Following publication on 3 October 2019 of the Cape Cod Canal Highway Bridges Draft MRER and EA for public review and comment, the USACE held agency recommendation meetings in October 2019 during the ensuing 30-day public comment period following publication of the MRER/EA. The agency recommendation meetings were conducted to inform the public of the results of the Draft MRER/EA and the agency-recommended alternative for the Bourne and Sagamore Bridges. The agency recommendation meetings were also conducted to solicit comments and questions from the public, and allow the USACE to directly respond to any questions received at the meetings. Prior to the conclusion of the 30-day public comment period, the USACE elected to extend the comment period for another 15 days, concluding the comment period on 15 November 2019. The USACE accepted comments via the agency recommendation meetings, the project website³, electronic mail (e-mail)⁴, and regular mail for consideration in the development of the Final MRER and EA. The following is a summary of the public comments (345 total comments) received between 3 October 2019 and 15 November 2019 following publication of the Draft MRER/EA on 3 October 2019. The comments received during this time period are also included in the attached comment summary matrix which is organized to group comments received prior to publication of the Draft MRER/EA versus comments received after publication of the Draft MRER/EA during the public comment period.

Design Recommendations

One hundred and thirty-two (132) public comments provided specific design recommendations for the replacement bridges. Numerous comments were received suggesting design of a double-decker style bridge system with one deck designated for traffic heading onto Cape Cod and the other deck for traffic heading off Cape Cod as a way to minimize the overall footprint of the replacement bridges on adjacent residences and businesses. Comments also included recommendations to size the bridges and number of lanes (generally recommending six to eight in total) to account for future traffic needs, the incorporation of specific auxiliary lanes to facilitate on and off ramp activity without impacting the main traffic flows, the installation of a safe median between opposing travel vehicles and full-size breakdown lanes, the installation of flexible traffic lanes that could be adjusted to respond to traffic needs during peak travel times and the expansion of available lanes on Route 28, Route 3 and Route 6 at all approaches, extending 0.5-mile from the bridges to reduce bottleneck affects.

Numerous individuals also requested the new bridge systems incorporate bicycle and pedestrian lanes on both sides of each bridge. Commenters noted that the design should include bicycle/pedestrian lanes that are separated from traffic flows, with adequately sized travel areas and benches for overlooks, as well as interconnections that directly link the lanes to the Cape Cod Canal Bike Path on both sides of the Canal. A significant number of comments were also received regarding the need for the new bridges to incorporate public transportation systems, specifically requesting rail systems be included in the design and agencies consider designating specific travel lanes for high occupancy vehicles and buses to reduce single-car use on Cape Cod.

Conversely, some individuals noted bicycle use and pedestrian access should not be incorporated into the design of a new or rebuilt system, as they believe bridge use for recreational purposes is overall limited. Multiple comments also noted that if a rebuild or a replacement is necessary, the bridges should not be expanded beyond two lanes in each direction as the existing approach roadways and secondary roads on Cape Cod cannot accommodate more traffic. Individuals feel the USACE and MassDOT should investigate redesigning the rotaries and approaches to the Bridges to alleviate traffic congestion issues

³ www.capecodcanalbridgesstudy.com

⁴ nae-pn-nav@usace.army.mil and CapeCodBridgesStudy@usace.army.mil



rather than expanding bridge systems to accommodate higher traffic volumes that cannot be supported by the area's existing roadways.

Multiple requests were received to preserve the current appearance of the Bridges when engineering a new design and if feasible to include solar photovoltaic panels to offset energy needs and lighting requirements of the bridges. Individuals noted anticipated sea-level rise should be factored into the siting of the new bridges and associated infrastructure, and an attempt should be made to create marine habitat at the base of the footings to offset impacts from the installation of supports within the Canal.

A comment from Vineyard Wind, an offshore wind renewable energy company, specifically requested the USACE consider evaluating the design of the replacement bridges such that they include the ability to accommodate electric transmission cables on or under the bridges. Vineyard Wind anticipates additional high voltage transmission lines will be needed to accommodate new power generation from various renewable energy sources offshore and on Cape Cod. They believe the new bridge installations could provide an opportunity to support the required electrical infrastructure at a lower cost and with less disruption if completed as part of the bridge replacement project.

Response: Design recommendations will be addressed during Phase II of the project.

Traffic Concerns

One hundred and twenty-seven (127) public comments were received in response to the Draft MRER/EA, identifying a need to resolve local traffic issues associated with the Bridges and approach roadways; however, multiple individuals expressed concerns with adding higher traffic capacity bridges, as they believe it will encourage additional visitors to the Cape Cod region and increase traffic flows onto local roadways and communities. Concerns were also identified with adding additional lanes along the bridges as residents feel the supporting incoming and outgoing routes cannot accommodate an increase in traffic. Individuals believe larger capacity bridges will result in continued traffic congestion as lanes along Route 3, Route 6 and Route 28 are limited in their ability to process traffic when traveling both on and off Cape Cod.

As an alternative or a supplement to the replacement bridges, individuals commented that the USACE and MassDOT should consider options to reduce traffic or disperse traffic volumes, such as the conversion of the existing railroad bridge to carry motor vehicle traffic, the addition of a tunnel beneath the Canal to provide roadway access to Cape Cod, the reconfiguration of Route 6 and Route 3 to reduce traffic backups, the use of land on Joint Base Cape Cod to facilitate travel between the two bridges, and the redesign and/or elimination of the rotaries to ease traffic congestion.

A significant number of comments were also received related to the need for mass transit on Cape Cod as well as the need for the expansion and improvement of the available public transportation networks in Southern New England. Individuals feel funding for the new bridges should be directly tied to a comprehensive plan to reduce single-car use on Cape Cod. Several commenters believe traffic congestion could be alleviated via the use of busses, trains and ferries from various communities on the South Coast and South Shore of Massachusetts, and that commercial freight traffic and services to Martha's Vineyard, Nantucket and other island communities should be rerouted to locations with existing ferry terminal facilities, such as New Bedford, MA.

Multiple individuals expressed concerns with the management of traffic during construction of the replacement bridges and issued specific comments pertaining to the negative effect the bridge construction work may have on local roads and businesses, as well as impacts on school busses and first responders. A number of comments were received requesting officials maintain access for cyclist and pedestrians during construction of the new crossings, as well as requests to consider ferry services from Plymouth, MA to reduce traffic on Route 3 during construction.



Response: Please see Section 6.6.7 of the EA for a detailed discussion on traffic modeling studies. The study area of the traffic analysis is comprised of the Bourne and Sagamore Bridges and seven major connecting routes.

Favor Replacement

One hundred and twelve (112) public comments have been received to date which are in favor of replacement of both the Bourne and Sagamore Bridges. The overwhelming majority of the comments received recognized the bridges are past their expected lifetimes, functionally obsolete, present safety hazards due to their current conditions and cited the replacement projects as an economic necessity and a means of ensuring safe and efficient travel to and from Cape Cod. Many individuals who favor replacement also noted specific safety, transportation and design recommendations, all of which have been detailed in each subject's corresponding section.

Response: The EA discusses replacement of the bridges in Section 5.0.3. Under this alternative, new bridges would be constructed next to existing bridges and to modern standards. The bridge decks would be widened to include two through lanes and one auxiliary lane each way.

MassDOT Alternatives

One hundred and one (101) public comments were received regarding potential MassDOT alternatives that could assist with alleviating traffic congestion around the Sagamore and Bourne Bridges. A significant number of participants recognize the bridges are in need of replacement and also serve as a primary source of the traffic congestion; however, most believe there will be no net improvement to traffic congestion unless the approaching highway systems and local roadways that support travel near the Bridges are modified to facilitate the flow of traffic. Multiple individuals requested the MassDOT work with the USACE to develop a comprehensive approach to improving traffic patterns in the Canal area and not focus solely on new high capacity bridge systems. Individuals commented on the need for the reconfiguration of the existing roadways near the Bridges to reduce traffic on local roadways caused by motorists attempting to utilize "short cuts" to bypass traffic backups, the need for a flyover system at the Bourne Bridge to allow traffic to continue south on Route 28 without intersecting local roadways, the potential use of land on Joint Base Cape Cod to reduce traffic flows along Sandwich Road and the Scenic Highway, and a study to determine if the rotaries can be removed entirely as they are inherently prone to traffic jams along Route 28. Individuals are requesting MassDOT consider expanding the number of lanes associated with Route 3, Route 6 and Route 28 along the Bridge approaches to allow traffic to merge onto the roadways well before reaching the bridges to help reduce potential bottleneck affects. Some individuals feel Route 6 is at capacity and the MassDOT needs to review expanding the roadway in its entirety and underpass systems should be incorporated into the design of both bridges to minimize impacts to local residents and business owners near the Bridge crossings.

Response: The EA discusses the MassDOT alternatives under Section 7.2 of the EA, Cumulative Impacts. The MA Department of Transportation (MassDOT) completed a Cape Cod Canal Transportation Study in May 2019. The purpose of this regional "conceptual planning study" was to "evaluate existing and future transportation safety and congestion deficiencies in the Cape Cod Canal Study Area" and included the development and analysis of multimodal transportation alternatives

Transportation Technology

Eighty-nine (89) comments were received requesting the USACE incorporate alternative transportation technology into the bridge replacement projects as well as the supporting roadway systems. Many individuals cited that the projects, as proposed, are in direct conflict with numerous goals of the Cape Cod 2020 Regional Transportation Plan, which prioritizes the development of pedestrian and cycling access



and mass transit systems on Cape Cod. Commenters noted the objective of the project should be to facilitate the movement of more individuals, not more vehicles, and the USACE and MassDOT should be engineering the replacement projects to accommodate rail transport, designated pedestrian and bicycle crossing locations, designated high occupancy vehicle and bus lanes, as well as other available measures to discourage additional single-car motorist on Cape Cod. Affected residents believe the public transportation system on Cape Cod is currently inadequate and incorporating the infrastructure necessary to improve the regions mass transit system is critical and should be incorporated into the project design.

A few individuals noted that use of a ferry system from various locations along the South Coast and South Shore of MA during construction of the bridges should be utilized to lessen the volume of congestion, and new permanent passenger and freight ferry systems should be employed during peak travel periods throughout the year.

Response: Transportation technology will be addressed during Phase II of the project.

USACE Alternatives

Seventy (70) comments related to potential alternatives being considered by the USACE were submitted during the Draft MRER/EA comment period. Several individuals noted they were in favor of rehabilitating the existing bridges and expanding their overall size to accommodate four standard-width travel lanes. Some stated the USACE should contemplate converting the existing bridges into one-way crossings and constructing new bridges adjacent to the existing crossings, or retaining the existing bridges for bicycle and pedestrian use only, thus allowing the construction of new smaller bridges that do not incorporate non-motorized access and safety measures for these features into the design. Others requested the USACE impose weight restrictions on the Bridges or have one bridge dedicated to freight and commercial traffic use.

One individual mentioned the USACE should consider rebuilding the new bridges in the same location via use of temporary lower bridges constructed adjacent to the existing bridges to minimize permanent impacts to landowners. Many commenters also noted the USACE should continue to maintain the existing bridges as they are and invest in alternative methods of improving access over the Canal. Numerous comments about potential crossing alternatives expressed the belief that the frequency of travel through the Canal by commercial marine vessels requiring significant vertical clearances is minimal, and therefore the cost associated with engineering and constructing taller bridge structures is not fiscally responsible. Individuals also noted that the long ascent and descent associated with the current bridges results in wasteful use of fuel and braking and also believe the grade contributes to motor vehicle accidents during inclement weather. Several commenters also stated that lower and wider bridges, or causeway style crossings should be considered, and larger marine vessels that cannot be accommodated by the lower bridges should be rerouted around Cape Cod.

Response: USACE alternatives are discussed in Section 5.0 of the EA. CEQ regulations require federal agencies to consider a reasonable range of alternatives that meet the purpose and need of a proposed action in their NEPA review. Reasonable alternatives include those that are practical or feasible from a technical and economic standpoint.

Other

Sixty (60) miscellaneous comments were received noting various concerns which included: questions regarding the protocol for snow removal operations within pedestrian and bicycle lanes, concerns with permitting delays due to the involvement of multiple government agencies, questions concerning the fate of the existing railroad bridge, the dimensions and specifications of various new bridge components such as the median, piers and parapets and whether the new design will incorporate renewable energy



components such as solar power or hydroelectricity. Other miscellaneous comments included concerns with the current rate of commercial and residential development on and near Cape Cod, including the new proposed casino facility in Wareham, MA, and how construction of the new high-capacity bridge systems will affect the current population trends.

Response: Most of the “other” comments will be addressed in Phase II of the project.

Safety Concerns

Forty-eight (48) individuals cited safety concerns with the existing Bridges and associated roadway infrastructure due to the overall age, the narrow width of the travel lanes, the lack of a median separating opposing travel lanes, the lack of safe bicycle and pedestrian access ways and the need for improved vehicle traffic patterns at associated intersections and rotaries on approach roadways. Commenters stated they feel their safety and well-being are jeopardized by the current Bridges and believe a structural failure resulting in the closing of one of the existing Bridges at any point in the year would cripple Cape Cod’s ability to provide support to residents and business owners. Others noted the importance of having a safe and reliable crossing system, should an evacuation of Cape Cod be necessary, and expressed concerns with the placement of support piers within open water sections of the Canal, due to the extent of commercial and recreational boating traffic that occurs annually.

Response: Public health and safety concerns are discussed in Section 6.6.6 of the EA. When the replacement bridges’ construction is completed there will be a positive impact on health and public safety.

Climate Change

Thirty-six (36) comments were received requesting the USACE consider climate change, future sea level rise and the potential affects that a 100-year flood event may have on the project area when designing the new bridge systems and associated roadways. Commenters noted the analysis conducted by the USACE is absent of a proper evaluation of potential impacts the project may have on climate change. Many individuals that commented on the effects of climate change feel an expansion in the traffic capacity for the replacement bridges will only induce more motor vehicle travel onto and off of Cape Cod and continue to contribute to the ongoing climate crisis. Individuals requested the USACE incorporate public transit options, such as bus, rail and high occupancy vehicle lanes to encourage the development and necessary expansion of Cape Cod’s public transportation networks and reduce local emissions generated by private vehicle use.

Response: The EA discusses climate change in Section 6.1.4. None of the alternatives would have direct or indirect impacts to the climate of the region. Only short duration, minor discharges of carbon-based pollutants would occur during construction activities that could contribute to greenhouse gases.

Impacts to Private Property

Twenty-nine (29) individuals expressed concerns pertaining to the primary and secondary affects the bridge replacement projects will have on residences and businesses that are located within and in the vicinity of the bridge replacement areas. Homeowners that believe they will be directly affected are concerned about the process of eminent domain, how fair market value will be assessed, when compensation will be provided, the timeline of the relocation process, and receiving support and assistance from local, state and federal governments throughout the transition process. Multiple individuals noted concerns with the lack of information about the specific locations selected for the new crossing alignments, and are anxious to view the roads, residences and businesses that will be directly affected by the project.



Individuals located in the vicinity of the Bridges identified concerns related to the secondary affects the project may have on residences and businesses, such as construction related impacts resulting in additional noise, light, and traffic disruptions, and whether compensation for these anticipated disturbances will be provided. Business owners have identified concerns with the potential closing of Exit 1 off Route 6, citing expected revenue losses that would likely result in reduced employment opportunities. Owners of rental properties near the existing bridges have expressed similar concerns and anticipate tenants will be looking to relocate or request reduced rents due to secondary impacts from the project.

Affected residents believe the project, as presented, is overreach by the government, and all feasible design and mitigation measures to minimize impacts to landowners, including construction of the bridges within the same existing footprint should be implemented. One individual noted that following completion of the project, the government should be required to purchase a buffer of property around the perimeter of the new structures so that any future replacement work avoids the displacement of residents and business owners.

Response: Impacts to private property will be addressed during Phase II of the project.

Public Involvement & Communication Concerns

Twenty-six (26) comments were submitted by individuals identifying communication concerns and requests for additional agency collaboration with landowners, municipal offices and various non-government organizations. Numerous individuals that believe they will be directly affected by the replacement projects due to their proximity to the existing Bridges state that they have not been contacted regarding any preliminary project designs, or directly notified of any project meetings. The town of Bourne, MA specifically requested a representative, chosen by the Bourne Board of Selectmen be added to the USACE bridge study committee/team to maintain a direct line of communication between the Town and the USACE throughout the design and construction process. Some commenters stated that the public and municipal offices located on the outer and lower portions of Cape Cod are unaware of the ongoing MassDOT and USACE design work and meetings and wish to be included on any ongoing discussions and preliminary planning related to the bridge replacement project.

The North Sagamore Water District requested to be included on all planning and design work related to the Sagamore Bridge replacement project, and state that the current Draft MRER/EA documents issued by the USACE make no mention of the water department's infrastructure. The existing approach roadways to the Sagamore Bridge go directly through the water district's facilities, including crossing of water mains, the District's two largest producing wells, and a large storage tank. The North Sagamore Water District further commented on the responsibility for the expense to relocate any such utilities and expressed the position that the expense should be incurred by the USACE.

Algonquin Gas Transmission, LLC (a subsidiary of Enbridge, Inc.) also submitted a comment requesting a meeting with USACE regarding the replacement projects and Algonquin's existing natural gas transmission utility infrastructure located in close proximity to both the Sagamore and the Bourne Bridge. Algonquin notes that while the Draft MRER/EA identifies the existing Algonquin gas pipe adjacent to the Sagamore Bridge, the document does not identify the metering and regulating station adjacent to the Sagamore Bridge, nor the gas pipeline and metering and regulating station adjacent to the Bourne Bridge. Algonquin expressed concern about the need to relocate such utility infrastructure, the associated cost to do so, and the necessary lead time to plan, acquire property rights, prepare and receive necessary permit authorizations for the relocations, and construct the relocated facilities. Algonquin stated that it will be crucial work closely with the USACE on these issues as soon as possible to ensure a positive outcome.



Response: Public involvement and communication concerns are discussed in Section 8.0 and Appendix F of the EA. USACE regulations (the Planning Guidance Notebook – ER 1105-1-100) and the National Environmental Policy Act (NEPA) require that all efforts be made to involve the public in preparing and implementing NEPA procedures and to hold public meetings whenever appropriate (USACE NEPA Implementing Procedures 33 CFR Part 230, CEQ 40 CFR 1500-1508).

Tolls

Sixteen (16) public comments were received regarding the incorporation of a tolling system on the new bridges. Multiple individuals that commented on this subject believe many of Cape Cod's public financial challenges could be relieved by revenue generated from a bridge tolling system. Many are also of the opinion that tolls should only apply to non-resident vehicles that do not work on Cape Cod or the offshore islands. Conversely, some individuals feel all users should be subject to tolls, or that tolls should only apply during peak vacation periods, or only to private vehicle users that are not utilizing carpooling opportunities or public transportation options. Others believe that the addition of a tolling system is not necessary and that travel over the Cape Cod Canal bridges should remain free.

Response: Tolls will be addressed during Phase II of the project.

Historical & Cultural Concerns

Sixteen (16) individuals issued comments requesting the USACE consider keeping the names of the existing bridges and attempt to retain the visual aspects of the current design when engineering the replacement structures. Most commenters feel the bridges are iconic to the Cape Cod region and that new modern cable suspension style systems would contradict the character of the area. One individual commented that if the bridges cannot be saved, an attempt should be made to convert one or both into pedestrian bridges or save portions of the old bridges and put them on display in public locations as exhibits, such that the history of the structures can be preserved for future generations.

Response: EA Section 6.5 discusses historic and archaeological resources. The preferred alternative would have an adverse effect on the bridges and at least two identified archaeological sites, possible unidentified archaeological resources, and several historic districts. The effects would be indirect (visual and/or viewshed) as well as direct (possible archaeological sites). The tribes attended a meeting in March 2019 and concurred with the approach taken in Phase I of the study to evaluate continued repair and maintenance, major rehabilitation, or replacement of the bridges. A formal letter was also sent to the tribes on July 17, 2019. The SHPO concurred with this approach in a letter dated August 22, 2019 (Appendix E). Additional consultation with the SHPO and THPOs on the location of the bridges and the design would be required during Phase II of the project. A Memorandum of Agreement will be developed in consultation with the SHPO, THPOs, MBUAR, and local interested parties during this phase to develop a plan to avoid, minimize, or mitigate the effects of bridge replacement on historic properties. Consultation with the SHPO and tribes is ongoing.

Socioeconomics

Fifteen (15) comments were received pertaining to the potential economic impact that the projects may have on Cape Cod and the surrounding communities. Business owners have identified concerns with the potential closing or re-routing of local roadways, citing anticipated revenue losses and difficulties obtaining goods, which could consequently result in the downsizing of employees and/or the closure of a business. Owners of rental properties in the vicinity of the bridges have expressed similar concerns and anticipate tenants will be looking to relocate or request reduced rents due to project disturbances. Multiple local residents submitted comments requested the USACE evaluate the economic impact of re-



design of the northern end of Route 28, as residents feel the re-routing of access roads to accommodate access to the new Bourne Bridge alignment will contribute to this location's economic instabilities.

Response: Socioeconomic effects are evaluated under Section 6.6 of the EA. Construction of the replacement bridges is not expected to have a significant impact on population size or demographic makeup.

Recreational

Thirteen (13) comments were submitted by individuals with concerns about the affects the project may have on recreational activities, as well as suggested design modifications to enhance recreational opportunities, such as bicycling and pedestrian activities along the Canal and surrounding communities. Individuals believe the primary appeal of Cape Cod is its natural resources, which offer an abundance of coastal recreational opportunities. It is believed by residents that allowing additional traffic to visit this location via expansion of the bridges will in turn result in the continued development of Cape Cod putting additional pressure on its natural resources, which are believed to be already overwhelmed by the infrastructure associated with the current population of full-time and seasonal residents. The Bourne Recreation Authority identified that the Bourne Scenic Park and Gallo Ice Arena are both on USACE owned property and have requested the park and rink be identified and maintained during the planning stages of the project.

Response: The EA discusses recreation under Section 6.6.4 in the EA. Construction of the bridges will however require the closure of the canal for 30 days each which will disrupt fishing and boating activities. In addition, there may be other temporary impacts such as portions of the access road will be closed for public use during construction which is projected to last for five years for each bridge.

Tunnel

Twelve (12) individuals requested the USACE consider the construction of one or more tunnels under the Cape Cod Canal as an alternative to the construction of two new bridges. Commenters believe installation of multiple tunnels would ultimately be more cost effective and require less annual maintenance than two elevated roadway structures. Two individuals also requested the USACE contemplate the installation of tunnel systems from the Plymouth, MA area to the middle or outer portions of Cape Cod to alleviate traffic congestion near the Cape Cod Canal.

Response: The tunnel alternative is discussed in Section 5.1.3 of the EA. Tunnels are typically not cost effective when compared to bridge spans that are under a mile in length. Both the Sagamore and Bourne bridges are less than this distance.

Noise and Air Quality

Twelve (12) individuals noted concerns about potential noise related disturbances resulting from project construction and residual noise from automobiles once the new bridges and associated roads are open for travel. Individuals that believe they will incur primary or secondary impacts as a result of the replacement project, requested that the USACE provide specifics pertaining to the alignment of the new bridges and the associated workspaces for the new structures. Commenters noted the agency needs to incorporate dust control measures, noise mitigation methods and adhere to a reasonable work schedule when constructing the projects to minimize impacts to adjacent neighborhoods.

Response: Noise is addressed in Section 6.6.10 of the EA. Air Quality is discussed in Section 6.1.6. Only minor impacts to noise/air quality are anticipated from the preferred alternative.

Timeline of the Project



Ten (10) comments specific to the timeline of the rebuild project have been received to date. Individuals that are in support of the project agree that construction should begin no later than the 2025 start date identified by the USACE, and those that feel they may be directly affected are anxious to receive guidance on how the eminent domain process will be executed.

Response: The project timeline will be developed during Phase II of the study.

Marine Transportation Considerations

Nine (9) comments pertaining to the use of the Canal by commercial marine vessels were submitted. The majority of the individuals that commented on this subject believe the present-day function of the Canal is largely recreational with limited commercial activity, such that the USACE should not be catering the design of the replacement bridges to commercial vessels. Individuals feel the redesign at a maximum should be sized to accommodate the traffic of fuel barges and recreational pleasure crafts, and that the diversion of larger ships around Cape Cod will allow for the construction of lower cost structures, such as causeway style crossings or lower suspension bridges on pilings.

Response: Marine transportation considerations are discussed in Section 6.6.4 of the EA. The USACE is responsible for operating and maintaining the Cape Cod Canal. The primary mission of the Canal is to provide safe navigation to the commercial and recreational vessels that transit the 17.5 mile waterway each year.

EIS and NEPA Process

Seven (7) comments were submitted by three separate individuals regarding the EIS and NEPA permitting process, with one individual submitting 5 separate comments. These commenters identified general comments about the permitting processes, questioning if permitting delays would impact the overall construction schedule, inquired if the USACE evaluated the potential secondary impacts the proposed alternative may have on residents and commuters, questioned if larger capacity bridges would result in additional visitors to Cape Cod and whether MassDOT has evaluated expanding Route 3 to accommodate better traffic flows.

The commenters also identified that they believe the Environmental Assessment fails to address the area-wide social, economic and environmental issues and provides no specific analysis on the affect the proposed alternative may have on residents and individuals that work on Cape Cod. Commenters believe that construction of high capacity bridge crossings will facilitate additional travel to Cape Cod, which consequently will lead to the continued inflation of real-estate values, increased demands on public infrastructure and public services, and result in continued impacts to Cape Cod's natural resource areas. Two of the commenters stated that the USACE should proceed with a full Environmental Impact Statement (EIS) containing the information needed to make a fully informed decision that will consider all aspects and affects the proposed project may have on Cape Cod and its surrounding communities.

Response: The EIS/NEPA process is addressed in Section 2.2 of the EA. NEPA requires Federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The USACE is preparing this Environmental Assessment (EA) pursuant to the White House Council on Environmental Quality (CEQ) Implementing Procedures for NEPA (40 CFR Parts 1500-1508) and USACE Procedures for Implementing NEPA (Engineering Regulation ER-200-2-2).

Third Bridge

Six (6) individual requests were submitted for the USACE to consider the construction of a third bridge to help alleviate traffic and the modification of the existing railroad bridge to allow commuter rail transit onto Cape Cod. One commenter also noted that no portion of the USACE's evaluation report



acknowledges the status of the existing railroad bridge or discusses its future with respect to replacement or as a potential third means of access to Cape Cod.

Response: Section 5.1.2 of the EA discusses the alternative of a third bridge. MassDOT initially studied the concept of a mid- canal crossing, but determined there were significant resource impact issues and this alternative was not carried forward in the MassDOT *Cape Cod Canal Transportation Study* (2019).

Fill the Canal

Six (6) comments on the subject of filling the Canal to facilitate safe, reliable access to Cape Cod were submitted. Individuals believe that filling the Canal would be more cost effective, and that the need to resolve automobile traffic far exceeds the need to account for the perceived minimal commercial marine traffic occurring through the Canal.

Response: Section 5.1.5 of the EA discusses the alternative of filling the canal. The USACE has considered the potential impacts of filling in the canal and has determined this is not a practicable alternative due to the significance of these impacts.

Flood Zones and Flooding

Six (6) public comments have been received to date requesting the USACE account for future sea level rise and the potential affects a 100-year flood event may have on the project area when designing the new bridge systems and associated roadways. Individuals are requesting the USACE account for current floodplain elevations, as well as projected floodplain elevations that could affect bridge locations over the next 50 years.

Response: Floodplains are discussed in Section 6.2.4 of the EA. There will be no significant impact to, or alteration of, floodplains or flood levels associated with any of the alternatives as the both bridges are located within an existing federal navigation channel and adjacent to developed land.

Evacuation Concerns

Five (5) individuals identified they were in favor of the replacement project and categorized the bridges as functionally obsolete, noting the bridges are the only reliable means of exiting Cape Cod during an emergency event. Individuals feel the USACE should design the crossings such that a minimum of three travel lanes are available in each direction to facilitate the swift evacuation of residents during a natural disaster or similar emergency event.

Response: Evacuation concerns are discussed in Section 6.6.6 of the EA. Emergency evacuation of Cape Cod is an important issue due to the high probability of a hazardous event occurring, and because of the high traffic volume and low capacity road conditions that are exacerbated by congestion created by the bridges. Bridge replacement with additional lanes will improve access on and off of Cape Cod during emergency evacuations.

Fisheries

Three (3) comments pertaining to potential impacts to fisheries and recreation fishing were identified. Individuals feel an attempt should be made to create marine habitat at the base of the footings to offset impacts from the installation of support structures within the Cape Cod Canal. Commenters on this subject also noted that they do not support the filling of the Canal, as this area provides a significant volume of recreational fishing opportunities and an abundance of recreational fishing boats use the Canal throughout the year.



Response: Fisheries are discussed in Section 6.4.3 of the EA. The Canal is an important recreational fishery because of its swift currents and connectivity between Buzzards and Cape Cod bays. The Bournedale Herring Run entrance is located about one mile west of the Sagamore Bridge, and provides access for Alewife and Blueback Herring to spawn in Great Herring Pond. Other fish species that may be found in or near the Canal include: striped bass (*Morone saxatilis*), black sea bass (*Centropomus striata*), bluefish (*Pomatomus altatrix*), mackerel (*Scomber scombrus*), bonito (*Sarda sarda*), tautog (*Tautoga onitis*), scup (*Stenotomus chrysops*), cod (*Gadus morhua*), summer flounder (*Paralichthys dentatus*), and winter flounder (*Pseudopleuronectes americanus*). Measures to avoid, minimize, or mitigate fisheries impacts will be developed in Phase II in consultation with resource agencies.

Threatened and Endangered Species

Three (3) comments pertaining to potential impacts to threatened and endangered species were submitted. Two commenters noted general concerns with potential impacts to marine species. The MA Division of Fisheries and Wildlife (MA DFW) identified the bridge locations are not within Priority Habitat of Rare Species as of the 14th Edition of the Natural Heritage Atlas; however, it was noted that Peregrine Falcons (*Falco peregrinus*) which are a state-listed Threatened species, are known to nest on the bridges and are currently active on the Bourne Bridge. MA DFW noted this species and its habitats are protected pursuant to the MA Endangered Species Act and requested continued coordination with the USACE as the project advances to minimize impacts to nesting falcons and discuss possible proactive opportunities that could be incorporated into final replacement bridge designs.

Response: Threatened and endangered species are addressed in Section 6.4.4 of the EA. The USACE conducted an initial screening of the proposed project site utilizing the US Fish and Wildlife Service (FWS) Information for Planning and Consultation (IPaC) webpage and as well as requesting an official species list from FWS (Appendix I). These records indicate that the federally-threatened northern long-eared bat (NLEB; *Myotis septentrionalis*), endangered northern (Plymouth) red-bellied cooter (*Pseudemys rubriventris*), endangered American chaffseed (*Schwalbea americana*), roseate tern (*Sterna dougalli dougalli*), piping plover (*Chadrius melodus*), and red knot (*Calidris canutus*) may occur in the project area. Consultation with the Services will continue to determine best management practices and/or mitigation measures. A bat survey will occur prior to construction.

Weight Restrictions and Concerns

Three (3) individuals requested the USACE review the load tolerances of the proposed cantilevered pedestrian and bicycle lane to determine if a plow truck could be utilized to remove snow and ice during the winter months.

Response: Weight restrictions will be addressed during Phase II of the project.

Water Quality

Two (2) individuals requested the USACE consider the potential impacts the project may have on Cape Cod's water quality. Commenters on this subject believe that allowing additional traffic to visit Cape Cod via expansion of the bridges will in turn result in the continued development near natural resources, which are believed to already be overwhelmed by the infrastructure associated with the current population of full-time and seasonal residents. Individuals feel the preservation of Cape Cod's single aquifer system must be a priority, and the area's coastal resources are currently overburdened by Cape Cod's population, resulting in overall poor water quality in many bays and estuaries. Commenters believe investing in the inadequate or absent wastewater treatment infrastructure should be the priority on Cape Cod, not the expansion of the existing bridge systems.



Response: Section 6.2.2 of the EA discusses water quality. Replacement as authorized is not anticipated to have any substantial effect on water quality because impacts to regulated water resources would be minimized through avoidance and minimization during the design and construction phase.