



DESIGN PUBLIC HEARING

THURSDAY DECEMBER 5, 2019

AT

VILLAGE HALL, SECOND FLOOR
2 OAK STREET

FRAMINGHAM, MASSACHUSETTS

6:30 PM

FOR THE PROPOSED

TRAFFIC SIGNAL INSTALLATION
AT EDGELL ROAD AT CENTRAL STREET

MASS DOT PROJECT NO. 608889

IN THE CITY OF FRAMINGHAM, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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Robin Giando
 MassDOT Right-of-Way Division

Stephen Risotti
 MassDOT Division 3

Tracy Lenhart
 VHB, Inc. Project Manager

Erin Thompson
 VHB, INC.

Josh Cone-Reddy
 VHB, Inc. Project Manager

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P R O C E E D I N G S

MODERATOR LARRY CASH: Okay, good evening everyone. We will start the hearing now. My name is Larry Cash, I am representing the Project Management Section and I'm filling in for N. G. Reardon, who is the MassDOT Project Manager for the proposed traffic signal installation on Edgell Road at Central Street being presented this evening. I work in the Roadway Project Management Section at MassDOT Boston Office. Once the hearing is over, the attendance will become part of the public record, so if you would like your attendance at this hearing to be part of the public record, please sign the sign-in sheet, and that's over in the far right along with the handout.

The members of the staff this evening are Steve Risotti, to my left from MassDOT District 3 Office; Robin Giando from the Right-of-Way Bureau of MassDOT. The City's design consultant VHB - we have Tracy Lenhart, Erin Thompson and Josh Cone-Reddy. Our transcriptionist this evening is Ann Carrington from Arlington Typing and Mailing who will be making a

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verbatim transcript.

The notice of this hearing appeared in the *Metrowest Daily News* on November 21, 2019 and November 28, 2019; and the *Framingham Tab* on November 22 and November 29. A copy of the notice is in the handout and will be attached in the final hearing transcript.

Page 4 of the handout gives the purpose and explanation of the hearing, which gives us an opportunity to make a formal presentation of the proposed project and at the same time allows us to record your comments regarding this project.

The estimated total project value at this time is \$2.2 million. Federal aid funding at 80 percent and MassDOT funding 20 percent. This project must be programmed on the Statewide Transportation Improvement Program in the appropriate Federal fiscal year for MassDOT to solicit bids for construction. The total estimated cost of the project does not include any right-of-way acquisition costs; the design is expected to be completed in the summer of 2021. Construction is expected to be completed within 18

months of that notice to proceed.

First, I would like to ask Robin Giando to explain the right-of-way procedure. Please hold your comments until the hearing is open to the public.

ROBIN GIANDO: Good evening everyone. When the Commonwealth, acting through the Massachusetts Department of Transportation Highway Division indicated it would accept this \$2.2 million project for funding, your municipality accepted certain responsibilities. One of those responsibilities is acquiring all of the necessary rights in private and public lands for the design, construction, and engineering of this project. My function is to review and recommend procedures that your city will use in acquiring these rights.

The procedures must comply with both State and Federal regulations. The current design plan indicates that there are no fee acquisitions and nine permanent easements and 14 temporary easements are required. Property owners impacted by this project will be contacted by your municipal officials. They will present the proposed impacts to each owner and

discuss the methods with which they may acquire the needed lands for the project. Frequently municipalities will appeal for donations to minimize the acquisition cost to the community; however, donations are not required and property owners are entitled to appraisal, review appraisal, and just compensation for these easements. Right-of-way documents will be provided to each owner to help them understand the acquisition process and how the project affects their property. Affected property owners' rights are protected under our Massachusetts General Laws, primarily Chapter 79. And because this project is receiving Federal funds, the property owner's rights are further defined under Title 3 of the Real Property Acts of 1970, as amended.

I will be happy to answer any general questions regarding the right-of-way activities during the open forum, and I will be available after this public hearing for any specific questions you may have. Thank you.

MODERATOR LARRY CASH: Thank you Robin..
Now I would like to have Josh from VHB to explain the

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city's project for you in detail. Please hold your questions and comments until the hearing is open to the public.

JOSH ,REDDY: Thank you, Larry. I don't like using microphones but I'll do my best with it. So as mentioned, the project team, this is a City of Framingham project. They have hired us, VHB as their design consultant. It is going to be MassDOT constructed, so it's going to be the TIP program as mentioned and that includes Federal Highway Funds. Just briefly what we're going to talk about today - we're doing to go over what's out there today at the intersection of Edgell Street and Central Street; then we're going to go over the alternatives that we've worked though with MassDOT and the City to get to the current 25 percent design; we're going to talk about our 25 percent design and go through the pedestrian and bicycle enhancements that will be include din the intersection; talk about the traffic management that will occur during construction; go through what the next steps for the project are; go through the environmental permitting; and then we'll open up to

you guys for questions and comments at the end.

So the project limits. Like I said this is at the intersection of Edgell Road and Central Street. Edgell Road and Central Street are urban arterials in Framingham - they're both in the City of Framingham right-of-way. Edgell Road runs north to south starting at Route 20, Boston Post Road, in the north, to Route 9 and Route 30 in the south. It's a major north-south connector in Framingham. Central Street runs east to west from Edgell Road to Concord Street.

Why do we need this project? What's out there today that makes the City of Framingham want to do a project here? So right now the existing conditions make it extremely difficult for left turns to occur both off Central Street and from Edgell Road going southbound onto Central Street. As you can see in the picture here, there's long queues for those left turns on both locations. There's also a lot of queues along Edgell Road itself. I would just like to mention at this point, this project is not intended to solve all of the capacity issues along the entire

corridor of Edgell road; we're specifically looking at this isolated intersection of Edgell Road and Central Street. There's also some existing poor site conditions. When you're traveling southbound on Edgell Road, there's a bunch of trees and some walls that preclude the drivers from seeing around the corner, which can create a dangerous situation for them not being able to stop in time.

So having all this, what are the goals of this project? We want to improve the safety for all users of the intersection, but I should also mention too with the existing conditions there's currently no bicycle facilities in this intersection and there's currently very little pedestrian accommodations at the intersection. We're going to try to improve the safety for all users, improve everybody's mobility through the intersection, improve the site distance for the southbound vehicles; and we're also going to try and reduce speeds through the intersection. Right now the Edgell Road northbound, the right turn onto Central Street, it's a very wide-open turn, cars can fly through that intersection,

barely having to slow down. When we took our traffic data, we found that cars leaving the intersection were still traveling about 37 miles per hour on average, which basically means they're not slowing down at all to take that turn onto Central Street. This creates a dangerous situation for bikers; it creates a dangerous situation for pedestrians who are trying to get through the intersection; and also produces a dangerous situation for vehicles themselves.

So what are the alternatives that we went through? MassDOT for all their projects requires us to look at a roundabout, so we did. We looked at a single-land roundabout at this intersection and found that although it would fit within the footprint of the intersection, there are just too many vehicles going through this intersection to make it practical for capacity reasons.

The other alternative we looked at was a signalized intersection. This is our original concept and included a right and left turn off of Central Street, a right-turn lane off of Edgell going northbound, and a left-turn lane from Edgell going

southbound. Right now there's only one lane in both north and southbound for Edgell, which means that cars trying to take that left turn on Central Street can block other vehicles just trying to go southbound to get to Route 9, which can create longer queues than are necessary at the intersection. So we ran with the signalized intersection because of the capacity issues at the single-lane roundabout, and I should have mentioned that we also looked at a double-lane roundabout as well, but double lanes means twice the size of the roundabout and there would be too many right-of-way takings. Edgell Road is a scenic Road in the City of Framingham, which means we really try to take down as few trees as possible. There's also a nice historic stonewall lining the western side of the street, and there's conservation land on the eastern side of Edgell Road that we are trying to avoid as much taking as possible, which precluded the double-lane roundabout being sold.

So as we progressed on the 25 percent design, you can see it up on the screen now, we kept in the left-turn lane for Edgell southbound; we kept

in the right-turn lane for Edgell northbound; and instead of having the two turning lanes off of Central Street together, we actually ended up having to create a slip lane for the right-turn lane going northbound on Edgell. That's primarily for truck turns - it's a tight intersection and to get trucks around it, it just ends up meeting that splitter island.

As you can also see on the design, we're providing crossings on both Edgell Road and Central Street, which do not exist today, for pedestrians. And we're including five-foot bike lanes on either side of the road. So those crossings, and this is just a colorized design - kind of what you'll be seeing out there. We're greatly reducing the width of the Central Street opening. So all that kind of green space you see down in this left corner, it's actually pavement we're getting rid of as part of this project.

So the pedestrian and bicycle enhancements. The picture on the screen, you can see the decorative crosswalks that we'll be using - you see them throughout the City of Framingham. I believe

this is Concord Street in the picture. So those are the type of crosswalks that we will be using. And this is just a picture of Edgell Road corridor, so right now Edgell Road is 11-foot lanes in both directions, and then five-foot bike lanes. So really just changing this intersection to mold into what's already out there on the rest of Edgell Road.

So how will traffic be affected during construction? Pedestrian, bicycle and motor vehicle access will be maintained at all times during construction with a minimum of one lane in each direction. Right now we're not anticipating any roadway closures and detours, but if they do come they will be extremely short and limited in duration, and as this is a residential neighborhood we're not expecting and not allowing night work as part of this project.

So through the environmental permitting process, we go through the historic clearance, the Section 106. We go through the NEPA and MEPA process, which is the Massachusetts Environmental Protection Act and the National Environmental Protection Act, and

then we'll be filing those intents with the Framingham Conservation Commission which is just going through the environmental impacts that will be created during this project, which are limited to none, basically.

So next steps, what happens after this meeting, we're here tonight to get questions and opinions from you guys. Then we will progress to the next design stages. Then we will begin our right-of-way acquisitions and appraisals, and those will be need to be completed by fall of 2021. The bid phase will go through the winter of 2021 to 2022, and then as was previously mentioned the construction will start in the summer of 2022. So this is just our project schedule moving forward. We're on the 5th of December; our 75 percent design will go through the summer of 2020. Our 100 percent design will be the spring of 2021, advertising winter of 2022, and construction in the summer of 2022.

We do like to hear from the public, we are doing this for you guys. We're here to make this a better intersection for all users, so if you do have comments, on your mail-in sheet you can mail those

into MassDOT at the MassDOT email address. But I will say if you do, please refer to the project file number and the project name that's on your sign-in sheets, so I know which project you're talking about. With that, I'll hand it back to Larry.

MODERATOR LARRY CASH: Thank you Josh. The hearing procedure - we ask that anyone who wishes to have his or her comments entered into the official hearing transcript, please stand up, identify yourself by name and affiliation, whether you're an abutter, a local official or a concerned citizen and spell your last name if necessary., This is just so that we can have a verbatim transcript as required by law. Also, as I said before, the last sheet of the handout is a mail-in sheet. You may leave this sheet with me tonight, or you may mail it to the MassDOT within ten business days. Lastly, it is normal procedure to ask any elected officials to offer their comments first. Are there any Federal, State or local elected officials that would like to speak first at this time? Okay, so at this time the hearing is now open to the public and we welcome your questions and

comments.

WILLIAM HANSON ,: Good evening, my name is William Hanson, H-A-N-S-O-N. I'm the former Chairman of the Framingham Bicycle and Pedestrian Advisory committee. First of all I'd like to welcome you all to Framingham. ... Once again, good evening and welcome to Framingham. In particular I'd like to welcome you to our new dedicated Village Hall. I'm sure you'll agree it's quite an amazing project that came to light over many years. A couple of detail items. I couldn't discern from the plans if there's any storm drains involved - will they be bicycle safe, meaning that the grates are not parallel to the roadway. I assume there's going to be tactile mats at the wheelchair ramps. According to the Massachusetts Commission for the Blind, their longstanding preference is for a yellow tactile, because people with some visual impairment can see them slightly better than the brownish orange ones that are used. And I know MassDOT highways and MBTA they use the yellow; so just for consistency that should probably be a consideration. Also, are the pedestrian signals

going to have audio tape ability? ... They will, okay, so just to make sure that - it's probably going to be the City's responsibility to properly adjust the volume level on those; it's been a problem in the past.

As a bicyclist, I frequently bike through this intersection, and I'm thrilled to see the plans for the bicycle lanes. I think it will make a delineation a lot better. Obviously they're not going to stop somebody from running over a bicyclist, but it adds a high degree of legitimacy to the bicycle traveler. I know my self and other bicyclists, we frequently get obscene shouts from motorists passing by - get off the road and a lot worse than that.

Another minor item that's cropped up in the past is during construction I would hope that you will try to keep the sidewalks open to the extent possible, and in particular, pay attention that the contractors and subcontractors don't avail themselves of the sidewalks for vehicle parking, staging of materials, and temporary signage. I know MassDOT typically has an engineer on site for this type of

project, so that's something to keep an eye out for.

Before the meeting started, I spoke to Mr. Sedewitz from Framingham DPW, and hopefully the City and the State can coordinate a total repaving of Central Street. Perhaps even extend the bike lanes all the way to Saxonville. The current pavement surface is pretty dismal for a bicyclist, although Mr. Sedewitz said they recently have done some emergency repair work. I haven't been up there since then.

So I think the major points - it's just incredible that MassDOT has come around. Years ago, there wouldn't have been any bike lanes or such accommodations for pedestrians and wheelchairs. So finally, I'd just like to wish you the best for the holiday season and I hope you have a very successful outcome to this challenging project. Thank you.

JERRY BLOMFIELD: Good evening, Jerry Bloomfield, Framingham resident, Edgell Road. I was interested in several things. In the brief period of time that you were discussing it, you indicated the construction would start in 2022; what would be the duration of construction.

MODERATOR LARRY CASH: 18 months.

JERRY BLOMFIELD: 18 months, okay. The other thing is, and I just wanted to say it, and hopefully you won't take this the wrong way, there really hasn't been a lot of coordination with a lot of Framingham's traffic problems that interact with Route 9 to ease our problems. It was stated at the beginning of the opening that this work at Central and Edgell is not intended to deal with traffic situations in and around the area other than what you'll be working on. So I needed to be able to find out what degree of improvement would this project - before that I want to know what the cost was. And what the improvement would be in the traffic flow-through at that intersection. When you say it doesn't impact or have solutions for other problem areas, it's an immediate problem area right down at Route 9 and Edgell and Main Street in and around the State University and all the retail and business establishments on Route 9. So my thought was if we're going to spend a lot of money and make this improvement, would we have done it in a silo without

addressing, or who is going to be addressing the other problems that are just as bad, if not worse? You say that turning into Central Street off of Edgell, based on your data are going 40 miles an hour - that's happening everywhere. And it basically driving that way because they're stuck in traffic everywhere and they're trying to get out and back out to where they need to go in order to get home or to work. So that's a concern.

And directly up the street is a major project that's going to be take on at about the same timeframe. And it's this one at Edmunds, Edgell and Water, and it has similar issues and similar problems. If you create a light at this intersection, then you need to know, and hopefully your traffic data shows, that at some points in time the traffic is backed up from Edgell to Route 9, a good half mile back up towards Belknap Street and in all other areas. If you go up central it's backed up way beyond the School for the Deaf and beyond. So I'm not sure how much of an improvement. So I'm hoping you can state what the improvement would be, what the cost would be, and

maybe somebody else here can talk about what we're doing about other immediate area intersections so we solve something other than a spot solving, we need an area solving. Thank you.

JOSH CONE-REDDY: I can address the cost part. We have \$2.2 million allocated right now through the TIP program for this - our anticipated cost. As far as Edmunds and Water that you mentioned, we are actually the City's design consultant on that one as well. Does someone from MassDOT or the City of Framingham want to talk about the Route 9? I can touch on it if you want me to. So basically they're all aware of the issue. We had a call about it the other day. Both parties are aware that there is an issue at multiple Route 9 locations that put traffic onto city streets. They are both aware moving forward that is something that both parties, the State and the City, have to work on together. Like I said, we can't fix this with just this one project. And as far as the traffic queue improvements, Erin, do you want to touch on the traffic situation?

ERIN THOMPSON: So the traffic on

Edgell Road is not going to see much of an improvement because of the downstream issues on Route 9, but Central Street's traffic should see a significant improvement in the queues, because they'll actually get allocated green time to get off of Central Street. I don't have the numbers in front of me, but the delays today should drastically come down.

SUE BERNSTEIN: Thank you. My name is Sue Bernstein. I'm assuming that you are aware that area is one of our historic districts and I'm a member of the Historic District Commission. So I have a number of questions.

Does the Historic District Commission get to have any specific input into the project, since it is one of our historic districts? Do you want to answer the questions one at a time?

TRACY LENHART: Sure. So yes, MassDOT will reach out to the local Historic Commission to clear the Section 106 with them. So they'll work with you. I'm not sure exactly how much direct impact you will have, if you get to make decisions on certain design elements, but that's something we can work out

with MassDOT.

SUE BERNSTEIN: Thank you. Since it is a historic district, I would like to suggest and hope that you will do decorative poles and mast arms as part of the project in keeping with the context of the District. There was some discussion in your handout about the island there that we have now that is usually planted and has flowers and it adds to the ambiance of the area. And it's not really clear how you're going to be handling the island, but I would hope that it still will remain and still have the walkway through it, either on the end or through the middle, but leaving still enough area for there to continue to be planting there.

I wonder how having the light there is going to impact Vernon Street and how it merges into Edgell Road because the traffic light is going to back up and then how will Vernon Street be figured in to the back up of the traffic. Thank you.

ERIN THOMPSON: I'm going to touch on your landscaping question. We're only at the preliminary design right now; we haven't actually

figured out the final details for landscaping. We do expect that new area that pavement is going to be removed is going to be a planted area. We know there's an actual historic monument also on one of the islands. So we'll work with you about finding a better location for that and find out where you'd like to have it and place a planting area around that. I think the idea is not to have it in the island so you don't have to worry about running across the street to get into the island, but maybe tucked into that new area that's created.

As far as interaction with Vernon Street, the traffic signal right now in the northbound direction is not expected to reach back to Vernon Street, so that queue will not be blocking. The southbound direction, I don't see much of a change today except it actually may be improved because the signal upstream will create gaps, so there will be a gap in the traffic coming at you so you can turn left onto Vernon Street.

SUE BERNSTEIN: ...decorative poles.

ERIN THOMPSON: That is something we

Can work with the City on.

JOEL WINETT: Thank you for having us here. I'm Joel Winett, W-I-N-E-T-T, a resident in the area who travels through the intersection often. The intersection has some good points right now that could be improved, and obviously you know that there are some problems that this traffic light is supposed to be addressing. I'm concerned that the current good portions of this intersections, good design is going to be reduced and not continued. I'm referring to the westbound traffic on Edgell Road approaching the restaurant on Central Street approaching Edgell Road. There is currently a right turn on from Central Street onto Edgell, and the Edgell Road roadway is extra wide in that area, allowing for the traffic to come from Central Street onto Edgell Road heading north. It appears that the reconfiguration is going to reduce that, so that's one concern that affecting the design.

The other thing is I read about one lane traffic - what is really needed is two-lane traffic going west on Central Street and of course, going east on Central Street one lane. But there is

currently two-lane traffic on Central Street at a portion of that area, and there is a need to extend that two-lane back to the bridge. I noticed in the diagram that the diagram of the area is included all the way up to the bridge, so I would like to see that the roadway up to the bridge or beginning at the bridge and heading towards Edgell Road would be widened. There was some work done in that area recently, road work, but it did not go into the land adjacent to the road. I don't know if this is conservation land or who owns it, but the point is there is a big need to be able to come down Central Street, turn right on Edgell Road. And when the traffic is stopped, because the traffic now or future traffic lights, it would be nice or more than nice, if traffic there wants to go right on Edgell Road can go through and have as many car lengths as possible. It looks to me like the design is going to have a negative impact on the current positive view in that traffic. Does anybody want to comment on that now?

JOSH CONE-REDDY: So as far as the right turn, we are keeping that right turn open. I

don't know the exact width, but it is wide enough for cars to make their way through there. We are also actually shifting the center line on Central Street itself further south, so we are providing more width on the westbound lanes there. We don't have enough width to technically stripe it as two lanes, but it will be wide enough where for the most part if there is a truck there or something cars that want to take that right turn should be able to get past the queue of the cars waiting to take that left turn.

JOEL WINETT: Is there a right turn on red planned at that point? And also the existing, I'll call it the second lane could be extended back to the bridge as long as you're doing this work. I'd hate to see the work done and then say, oh, we didn't have the money or we didn't have it in the plans to extend the width of the road back further east. So that's my concern as I watch you do the development.

ERIN THOMPSON: Currently as the design stands there is a right turn on red that's going to be allowed on that approach. We're trying to balance the protection of the pedestrians that may be crossing, so

it may be changing slightly during design that you won't be able to turn right on red if the pedestrian is active, but right now we are planning on keeping right turns on red.

As far as extending back to the bridge, I think it's a right-of-way issue, but...

TRACY LENHART: There is, but the bridge is the pinchpoint - we have to back to the width of the roadway at the bridge. On either side of Central Street at this location is conservation land on both sides, so it's very difficult for us to do any widening.

JOEL WINETT: Difficult doesn't say impossible when there's a need and a safety issue and a traffic flow issue. You might have to go through conservation or whatever is necessary, but I would encourage you to consider that as an option and not just say oh, that's conservation, we can't touch it. Traffic flow here is important and I would like to time the traffic that goes through now and time it afterwards and see if there's any improvement. One comment, when anybody is speaking, it's helpful to

point the microphone to your lips and not to the sky.

MARIA ROBINSON: State Representative Maria Robinson on behalf of two constituents who have reached out to me who weren't able to make the meeting this evening. They both expressed very serious concerns about putting a light in here, but in particular what the impact to traffic patterns would be at Vernon Street, recognizing that there's already a very lengthy backup of traffic on Vernon Street trying to turn left onto Edgell for the most part; although there are some turning right as well. And if there would be any sort of traffic signal improvements at that intersection of Edgell and Vernon as part of this particular project. That's really more of a City question.

And then my question is recognizing that this is going to happen 2022, right, that will fall directly in line with both the I-90 Allston project as well as the I-94, I-95 project, all of which are slated to happen in 2022. Are there any other projects that we should know about that are going to impact the City of Framingham in 2022 before

we all just have to bury ourselves in a hole and never leave our houses again? That's it.

TRACY LENHART: I don't know, Bill, if you want to answer the question about any other projects within the City.

WILLIAM SEDEWITZ: Can you stay there where the camera gets you because I can't be there and here at the same time.

MODERATOR LARRY CASH: Does this work?

WILLIAM SEDEWITZ: Bill Sedewitz, Chief Engineer for the City. I think the question was more about the State-level projects as you mentioned a couple of locations. There are always City-wide projects, we think very carefully as to where we can be and how they impact other projects. I'm sure we'll be working in other locations in 2022, but we want to move this project forward. This is funded from non-City funds; we've worked a long time to get it to this point; we think it's important to move this project forward. I don't see traffic impacts between this and Allston or the 495 project being significant interrelations so we'll continue to move forward.

There will be a lot of discussion before 2022-2023 for this project about - there will be many construction projects before that period of time, but we think we can manage this working closely with the State to facilitate this and other work in the City. So thank you.

NICK PAGANELLA: Hi, Nick Paganella, I've been living in Framingham for 40 years. And that intersection was tough then and each decade it gets worse. But that's the way it is - there's too many automobiles for the size of the roads that we have. Tonight at 5:26 PM I was nine cars back - it took me 3-1/2 minutes to get onto Central Street over here to Edgell Road turning left. Today at 8:21 AM I was twelve cars back, it took me five minutes. On Tuesday ten days ago it was 4:33 PM - I was nine cars back, took me five minutes. Now, 3-1/2 or five minutes really in a sense doesn't really amount to an awful lot unless you're sitting there trying to get out of there. And I want to say three words to those three and five-minute deals - you have to be, aggressive driving is essential - aggressive driving is

essential. You take your life - well I've seen some good accidents there, fender benders this and that. And then you're three hours later before you get to work. My wife never uses this intersection. My wife never uses this intersection - now I want to say that you have a daunting task, I understand that, and I'm glad that I don't have the responsibilities to turn around and get this to fruition. But I would like to say this also, that I'm keeping my fingers crossed, because at least we're talking about it. At 2021 when I see it done correctly as the previous speaker said, that right turn and all, I'll be happy. Btu I have my doubts too. With funding, with this and that, you know how things go. But thank you all very much for bringing it to somewhat of attention and we'll go from there. Thank you very much for allowing me to be on camera.

(Laughter)

JOE CONNOLLY: Joe Connolly, an abutter to the property. I have a couple of questions. One was on the textured mats - that was brought up earlier. Textured mats work in a commercial area, but

in a residential area where the neighbors have to listen to that as cars after cars go over it, I would hope that somebody takes that into consideration before those are used.

JOSH CONE-REDDY: Are you talking about the crosswalk?

JOE CONNOLLY: Yes, we had those when they made the improvements last time they put them in for a short period of time and took them back out, because it's not fun at night. Cars don't stop going down Edgell Road.

You put in your project purpose a couple of things - you put in there that it was a safety concern, and I know I've already asked this, but I wanted to say it for the group, do you have the data to back up the accidents to put in a traffic light at that intersection because generally it takes a traffic light; and what would the project look like adding the lanes and pulling that corner in from Edgell northbound onto Central Street having the right turn only without a traffic light. Could the project be done that way. As we heard, it's only three to

five minutes to get out of Central Street. It looks like we're going to back up Edgell Road in order to relieve Central Street congestion and create more congestion on Edgell Road by doing that.

JOSH CONE-REDDY: As far as the texturized crosswalks, that's something we can work with the City of Framingham on in the future. And Erin do you want to touch on the rest of it?

ERIN THOMPSON: Hopefully I followed all your questions. Yes, so Edgell will see a slight impact from this traffic signal, because we are stopping traffic to let Central Street out. Three to five minutes in the traffic engineering world is a level of service at F, kind of like your report cards, where F is that. Our projections for the future is that Central Street is going to operate more at a level of service D, which is closer to about 45 seconds. Again, it doesn't seem like a lot, 45 seconds versus three minutes, but when you're sitting in traffic that is a lengthy amount of time. Was there another question? Oh, the crashes. So there are several things that can warrant the installation

of a traffic signal, crashes being one of them. This intersection does meet that warrant, but it also meets every volume-based warrant. So it's not like we're just - so this intersection meets four of them.

JOE CONNOLLY: Do you have the data on the congestion backup that's going to be added to Edgell for relieving Central?

ERIN THOMPSON: That one is a little harder to predict, because we didn't study the Route 9 intersection to see how much it was actually impacting the corridor now with concrete data.

STEVE DUAIME: Steve Duane, D-U-A-I-M-E. I am a resident on Edgell Road. Traffic lights are all fine and good if they're timed right. We have a problem now down, what is it, Prospect and Route 9. That light is not timed well to get those cars out of there, and you see it on the news every night there's a backup in Framingham because of that. So if you don't time the lights right, it's going to back it up. We had construction work during the summer here, and I see Policemen directing traffic around the construction site. They had the traffic backed up on

Edgell Road all the way back to the University. This is uncalled for. These are cops who should see where the traffic, where the backup is. What's most important, get the traffic off of Route 9 and through. If you have to back them up the other way - I totally believe your situation on Central Street getting the cars off there, they need to get out of there safely. Right now, every time they pull out they're taking their life in their hands because of the turn. I did not hear anything about what you're doing to correct the tree situation. You talked about it but you didn't say you're cutting the trees down. Why can't we cut the trees down now before it's even started. If it's such a hazard, you take care of the situation. It's a simple tree cutting.

Edgell Road gets backed up also all the way past 90, so I know Central, I drive pas there too, I come up and down. Central does get backed up - I come down it. It would be nice to have a second turning lane so you can turn north on Edgell and safe half of those cars waiting, or even a quarter of the cars that want to turn right. Get them out of there,

so only cars waiting are going to be the ones turning left. Why do you have to have both lanes tied up for that? Get some of those cars out of there. I don't know, I haven't seen much on the progress of this, but maybe traffic light is not the right answer. I would like to see more on the possibilities of other proposals, but unless you time the traffic lights properly, will they work? If you're going to haphazardly set them up, you're going to back traffic up in every direction.

JOSH

-REDDY: As far as the sight distance portion of that, I can probably explain what we're doing to improve that. So the southbound travel lane on Edgell Road is actually being slightly tightened up and shifted towards the east to provide the sight distance around that corner. As far as tree trimming now, I'm not going to comment on that for the City of Framingham's maintenance program, it's a scenic road, so it's harder to cut down trees along a scenic road. So we're trying to keep as many of the trees as

possible. As far as the timing, Erin do you want to address that?

ERIN THOMPSON: So right now the proposed traffic signal timings are based on the data that we have. I have certainly worked with the City of Framingham on other locations to fine tune the timing after an intersection is constructed. This is a very smart device that's going into this cabinet and that can adjust based on vehicle demand, so it's going to be the best that it can be.

JOE CONNOLLY: Can they be timed to when it's most busy? Central is a problem mostly at dinnertime. And then change it out that it can just to the time of the day? Or is it a set schedule all the way through? There are heavier times of the day.

ERIN THOMPSON: So we took about twelve hours' worth of data from I think 7:00 AM to 7:00 PM and I've looked at how it peaks differently at different times of day. So there will be different timing plans based on the time of day.

JOE CONNOLLY: Same thing with down at Prospect and 9 - it goes in different directions the

time of the day. If you change your light timing it's a different thing, you get that traffic out of there.

ANDREW MACKIN: Hi, my name is Andrew Mackin, I am an abutter and someone who is wearing many hats I guess today. I live in the District as an abutter, I'm also on the Historic District Commission, and I sit in that traffic on Central Street and trying to go left and seeing my dinner getting cold on the table most evenings. I think I share a lot of the pain that everybody may experience coming through this intersection from time to time. One thing, or just a couple of comments and questions.

One thing that was mentioned was that the average speed going through the intersection was 37 miles per hour. I think the speed limit in the area is 30 miles per hour, if I'm not incorrect. So it seems like there just might be an enforcement issue to start with, because there's a lot of speed coming through, and I think someone indicated frustration with just trying to get from A to B. But I think that causes some of the safety issues. I don't know if there is a way through traffic coning or some other

measure to reduce speed or just enforcement in that area. I think that is important because the speed is an issue. I've seen numerous accidents, countless accidents there, so I think there is a safety concern.

It sounds like the solution from what you have said does not fix any traffic issues north or south on Edgell. It really only addresses safety and helps the pedestrian management; it helps cyclists; and Central Street. My fear is that it will have a compounding effect on Edgell Road and then the next step will be a light on Edgell and Belknap and more traffic. When people are trying to go left, the signal timing question. People accelerate either through that intersection to not be stuck waiting at that light, whether they're going on Edgell or taking a left. So I think for \$2.2 million and a lot of time, it sounds like there is a larger issue that needs to be addressed and I think this sounds like a band aid, in my opinion, although I do agree that something needs to be done. I think just there needs to be a holistic approach to Framingham and several key intersections, both from a traffic, from a safety,

and from a historical preservation standpoint.

TRACY LENHART: So the City of Framingham has done a corridor study along the whole Edgell corridor through Route 9 all the way to Edgell and more. And there's different recommendations for each of the intersections. It's a very large project to take on all at once, so the City has sort of broken it up into smaller projects and are progressing some of the ones first before the others. There is something proposed for the whole corridor.

ANDREW MACKIN: Would in the ultimate solution when you address the corridor, would this be the final design intent or would there need to be modifications made at this intersection once again in a future project?

TRACY LENHART: No, this would be the final solution in this area.

JOSH CONE-REDDY: I just want to touch on your speed concerns that you brought up as well. So the 37 miles per hour is pretty much a reflection of the eastbound traffic on Central Street, and the geometry of that turn right now is so wide open, they

don't have to slow down to take that turn at all, because they have that slip lane. It's a very large radius - there's no reason for them to slow down. So as part of this intersection we're taking out that slip lane and they're coming into a much tighter turn, so you just can't take that turn as fast. That's part of the traffic calming that we do at all these new intersections. Back in the day when people were designing, you could see in Framingham elsewhere you can see at the Center for the Deaf the next intersection past the bridge, again you have those large radiuses. What we do when we come in is we cut those down and make those smaller, so cars are forced to turn or slow down before they turn. That is how we intend to slow down traffic through the area.

ANDREW MACKIN: One follow-up just from a traffic management question, the added lane on Edgell going north, which would turn onto the turn lane to Central, I've never actually seen traffic backed up on Edgell going north, and that might just be times of day that I travel through. But does the traffic study show that there is a need for that, and

what does that relieve, I'm just curious.

ERIN THOMPSON: So today there isn't a queue on Edgell northbound because they have the right of way, they get to go. With the signal there will be some queuing on northbound and that's why a right-turn lane is needed, to store those cars so it doesn't back up and cause a problem.

GERALD HARTING: Good evening, I am very appreciative that this intersection is being addressed, although a couple of questions from my side, my name is Gerald Harting, H-A-R-T-I-N-G. My daughter and son-in-law and family are abutters. Consequently we travel this road quite a bit. I live in the Nobscot area. The earlier gentleman who lived in Framingham for 40 years, 40 years ago in 1979, cars were much bigger but there were far fewer of them; and the latest information I could get, and I don't know how accurate it is, is that there are 2.3 million cars on the road registered in Massachusetts. And I'm sure that has considerably increased over the last three years. And my question, I go through this intersection quite a lot. I try to avoid it as much

as possible, but I have not observed any capacity studies or any of the things that you normally see where they put the rubber thing across the road and you get traffic counts and what have you. And as a former engineer in the real world, like when I was in the real world, one of the things that you analyzed was capacity. This is a bridge really, and a bridge can handle so and so many cars per hour and per day. I just wondered if any analysis had been done of the \$2.2 million which is like nothing today. What do you project the lifetime of the benefit of these modifications that you'll make to the intersection?

ERIN THOMPSON: So we did do a traffic study, it's a requirement of the MassDOT process, so it is publicly available. We did take the counts - we didn't use the rubber tubes, we used cameras these days, it simplifies a lot of the post processing. And there was a lot of capacity analysis done for the different peaks - the morning commuter peak, the school peak, and the afternoon commuter peak. I've looked at off-peak. What's this intersection going to do at 3:00 AM when there's not a lot of traffic off-

peak. What's this intersection going to do at 3:00 AM when there's not a lot of traffic. So there has been a traffic study done. The design projections, right now we're looking at ten years out for traffic volumes. The equipment has a longer life span for that and we can't talk about the actual infrastructure. One of the great things about traffic signals is that they can be retimed as maybe traffic patterns shift.

NICK PAGANELLA: I've been asked by a couple of people who wanted a copy of this - there's cards over there on the table there if anyone wants a copy. Pick up a card and contact Access Framingham if anyone wants a copy. I'd like to also say this - the concern about backup on Edgell Road, which is a very good point. But if you have it, the red light is only say 30 seconds, so you've got a red light for 30 seconds. At least if you're nine cars back, now you're only four cars back. It's that 30 seconds that allows four cars to get onto Central Street. So it's not going to be a three minute red light there, typing yup the Edgell Road. You've got 30 seconds; you've got

eight cars, nine cars - five cars go, now you're third, you have to wait for the next light and then you're out of there. Instead of nine cars and you're doing am I going to be hit by another car? Thank you.

PAUL SALSCARI: Thank you. My name is Paul Salscari, S-A-L-S-C-A-R-I. I live on Edmunds Road. My question is more on the lights and if you're going to use modern technology - for instance, is Edgell Road going to stay green - I'm more concerned about what happens after 11:00 at night and before 5:00 in the morning, because that light at Edmunds and Edgell clicks no matter what time of day it is, it clicks the same way all the time. Will there be sensors on the road so that the light stays green for Edgell, I would presume is more important, and only when there's cars waiting on Central to make the turn, to make the left-hand turn, which would change the light. Is that in the plan?

JOSH CONE-REDDY: Yes.

PAUL SALSCARI: Okay. Good, thank you.

JERRY BLOMFIELD: Thank you again.

Jerry Bromfield. I'm just curious, we've got to a

point where we're basically helping the westbound traffic on Central Street. We all know that's necessary. And we can say it's less than a minute time on the red light going south if you're stopped, or going north if you're stopped at the light. The primary north-south access is Edgell Road. We kind of know where the people are going. They're going north up to Route 20 or beyond, or they're going south towards the center of Framingham. I believe that the people on Central Street have been using Central Street and the build up of traffic is due to the traffic congestion, the gridlock on Route 9, So basically we're helping those people get off of Route 9 at the detriment of the people that want to go up and down Edgell Road. I'm not sure that's the best long-range strategy. It's just coming back to what my concern was at the beginning, which is we all know Route 9 is the main problem. And what does the State Department of Transportation doing. You have fully information, I know you're talking about this project, but is there something happening, because the way it stands now, Route 9 is unbearable, and you all know

that I think. So to put people at a disadvantage going north and south on Edgell to solve a Route 9 problem just seems backwards.

TRACY LENHART: Again, MassDOT is aware of the issues on Route 9, and we will bring it up to them again.

KATHY MCCARTHY: Hi, Kathy McCarthy, Westgate Road in Framingham. Another intersection on Route 9 and Temple and Old Worcester that is a big problem. Lights should be coordinated but we in our neighborhood are held hostage by the lights by someone's good idea in the past. In any case, we also talked about up by the State College, and when that was expanded to have a couple of lanes to go downtown, go straight, or go north. And there wasn't enough capacity in the right lane, so it backs up all the way to Route 9, the exit off Route 9 eastbound to go to the College. Every day after school is the same thing. So I think the lights need to be coordinated before this - also you need to kind of figure out as was mentioned in the past, the gridlock of people sitting there and whether they can have a designated turn lane

right when everybody is trying to go left. So if you can, I understand you need a bike lane and all that stuff, but the problem is it's a big problem coming out of there and going in there later in the evening. We have an office in Sudbury on Route 20 and we go down Central and come up Central a lot because we end up going Elm down to where we are in Sudbury. And it's a problem backup. Just like that other intersection, people can't move forward because the other lane is designated to the right. So I think if you can study a little more as was recommended here before was somehow move it a little bit over so you actually have the capacity of two lanes moving forward. I wish you luck, I hope they are coordinated, and it is a very bad intersection. I apologize for being late, I was at another meeting, but if you're going to close off part of that turn to calm the traffic, so to speak, coming forward, you have to be careful that people are going to be cutting in too far and creating their own problems. So thank you very much for this. We hope for the best, but as I say, sometimes someone's big ideas create another

problem. So I think the capacity of people moving forward is definitively a question that needs to be addressed. Thank you.

BRUCE HAMINS: Good evening, my name is Bruce Hamins, I live in Framingham. I have a couple of questions. I believe actually the traffic data you have goes back to, the latest is 2015. Is there any later traffic data available? Traffic accident available? It's been about four years.

ERIN THOMPSON: We don't have it, but we will be able to get it for Framingham.

BRUCE HAMINS: There was a serious accident there last springtime with a Police Officer involved. Second, when you're looking at the plan, the left turn, the Edgell Road southbound left-turn lane, it's only about 100 plus feet long, which would be a storage capacity of five or six vehicles. But the peak hour flow there is estimated to be around 400 vehicles. So would it be safe to say that back up lane, that turn lane will back up to Edgell Road?

ERIN THOMPSON: It is possible during certain periods.

BRUCE HAMINS: The other thing is, your traffic data from 2018 projected ten years down the road, which is 2028, and this project is scheduled to start in 2022 with a two-year construction time, that's 2024. By the time the roadway is built, it will be outdated, and we're doing traffic projections further down the road, another ten years, fifteen years.

ERIN THOMPSON: Once you get ten years out, traffic projection gets a little squirrely, because there's a lot of development that may be planned and then doesn't happen, so we've done comfortable projections, but going beyond that, it would be ...

BRUCE HAMINS: I think you want to look more, look longer. Are there sidewalks on Central Street now?

JOSH CONE-REDDY: Yes.

BRUCE HAMINS: But you're proposing sidewalks on both sides. And then there's a sidewalk on Edgell Road northbound on the right-hand side that shows on your plans, I believe.

TRACY LENHART: Yes.

BRUCE HAMINS: But that sidewalk eventually just ends, there's no connection to it. Why have it?

JOSH CONE-REDDY: It's actually part of the MassDOT requirements that you have sidewalks on both sides. The intent is, yes it does just end at the end of our project limits, but as Framingham continues the work on Edgell Road in the future, this way when they start work in the future they won't have to come back to this area and install a sidewalk. That sidewalk is there for them to connect to already. That's the intent of putting a sidewalk there. And it is MassDOT requirement to have sidewalks on both sides of the highway.

BOB ANSPACH: Thank you very much, my name is Bob Anspach, A-N-S-P-A-C-H. I am a resident of Framingham also. One of the things I'd like to add to this dynamic, and it is all about the construction and all the rest that's going on, we've alluded to a variety of things here. We all face traffic problems throughout this City. There are right now

approximately 1,000 more apartment units being built in Framingham and they are close by, and we all know that. A lot of this is said, we've heard the programs that were presented to us was they've done studies, they've done studies, they've got the traffic flow down. You've got to be kidding me. Because if you ever go to the Beaver Street crossing, the Dennison crossing and tried to get through that intersection at any given time of the day, you're in big trouble, you're in big trouble. And now there's an apartment building there with 274 more units going to be built. Now that's not adding to this problem here, but I think what it does address is the human condition. Nick alluded to it earlier today, he thinks 30 seconds multiple times, we're there for four cars, five cars, nine cars. You sit on Route 9, you know what it's like, you know what that traffic is. You're not just talking nine cars, four cars. What happens is we all are impatient. That intersection there is an answer to our impatience. People coming down Edgell Road either north or south are not giving way to anybody that wants to come out. There's no common courtesy,

there's no understanding what the plight of that person is sitting in that ninth car wanting to come by. We all want to rush through. Where Route 9 turns off onto 126 down there by the bank and the market, you try to get onto Route 126 heading south at any given time of the day, and everybody just shoots right by you and doesn't care about the human condition, what you're sitting in traffic facing. This has been that problem. Nick talked about being an aggressive driver. You don't want to be an aggressive driver on that road. You don't want to be, because the people are not going to concede that you need to get by. And I think we alluded to just further down the road that park there where the Town Common is, right over here, when you want to come out and want to take a left onto Edgell Road, there's no courtesy. There's no courtesy there, nobody involved with that. And even when you want to take that right turn, people just drive right up to you and want to just beg you to try to step into traffic. So the thing is we ought to teach common courtesy and we ought to get our lessons in driver's education again and put that back. Downtown

Framingham is a right-turn only on Franklin Street. How about if you pull up there and you're waiting the third car, but the person in the first car wants to go straight and you're wanting to make a right turn. You're sitting there forever wondering what happened. And if you want to look at Downtown Framingham, I think, and somebody can correct me. Red arrow means you cannot take a right turn on red. It's as simple as that, that's why they have the red arrows, so they don't have to put up the signs that say no turn on red. But how many of us have sat Downtown and had a horn honking, somebody honking their horn behind us, because you've stopped at a red arrow. That's around here, Framingham and a couple of areas. Irving Street the same situation. The traffic people may tell me something different, and I can come correct. But the face is here you've got the same situation, the human condition. This is an answer to the human condition. If you've got to stop at a red light for everyone else so that common courtesy of letting those people out of Central Street can get their way, or the people coming onto Central Street can get their way, I think that's

the price we all have to pay for losing courtesy.
Thank you.

NICK PAGANELLA: Bob, you'd better do
your shopping at 11:00 at night.

(Laughter)

MODERATOR LARRY CASH: Are there any
further questions this evening? Questions or
comments? Also I would just like to remind you once
again that you can use the last sheet of the handout
that's a written sheet that you can leave with me
tonight or with the consultant, and we can make that
part of the transcript and also you can mail that to
the Department within ten business days. Before we
close this hearing this evening, I would just like to
say we'll stay around and continue to talk a bout the
plans as long as you would like, if you have any other
personal questions. And thank you for attending this
evening and providing this fabulous facility. And...
you have a comment, yes sir.

PETER PLESHAW: My name is Peter
Pleshaw, P-L-E-S-H-A-W. I'm a Framingham resident and
a former Police Officer. I know this intersection

well. Tonight I heard many, many suggestions from you people. I hope you were listening. I mean you need to listen. People here in Framingham have gone through this intersection many times. I go through this intersection many times. The backup is there - you can correct this. The problem is that you're going by regulations that seem to be in concrete. And management positions, I believe in heavy guidelines in concrete, but you should be working in putty. You should be able to move it around as needed, and I don't see that here. I don't see you wanting to work in putty. You say it's a safety problem, it's your safety problem. I'm sure you've got your numbers, by the number of pedestrians that cross that intersection, although I don't think there's many because it's a dangerous intersection. And I don't think you'll even have more once you correct it. I believe it is totally a vehicle safety problem. The cars coming from Sudbury, the cars coming from what I call the (Eagle Back) up there in the intersection of Route 9 and Edgell Road is very difficult, and we have many more cars, many more dealerships selling cars,

many people driving in their car by themselves. So that's creating the problem. All of my comment is you held this meeting, people came here to give you their comments. Some of the abutters are very worried about it. You need to go knock on their door and have a cup of coffee with them and see what they say, especially with the new houses that were built on Edgell Road. Those were just built recently. They cost a lot of money for people to move in there. The historical people are very concerned, so you can't just sit in your offices in the Department of Transportation in Boston and consider what's going to happen in Framingham. You need to come here, talk to people, and I hope you listen. That's my comment and I wish you luck.

JODY CONNELLY: Thank you. So I'm Jody Connelly. As I spoke with you at the beginning, prior to the meeting starting, we are abutters, we live in this historic district. Our house is right there on the map, the third house over down on the bottom. We already have bumper-to-bumper traffic without a light in front of our house. I have waited as much as three

minutes just to get out of Warren Place to take a right onto Edgell. You are going to create a backup between Route 9 and that light that we won't be able to get out of our road. We have a problem with buses with our daughter getting on the school bus in the morning, where the backup and people wanting to come through, it's only going to get worse if people are stopped at a light and having to wait for buses. I also think there's so much traffic going through Edgell Road with firefighters and ambulances, and how is that going to be impacted? As the mother of a firefighter, it's going to create a problem there too. You just, the backup in that one section between Route 9 and this light is going to be constant, constant stopped traffic in front of our house that we're not going to be able to get out of. So I appreciate what the last gentleman just said, and you should talk to all of use, because it's already bad enough, you're going to make it worse.

TRACY LENHART: Thank you, I think we can work with the City and set up a meeting with abutters and meet with you all individually to hear

your concerns. I believe, I'll talk with Erin, but I think we have fire in this, so when the fire truck comes through the light will turn green in the direction you're coming from.

MODERATOR LARRY CASH: Yes, the duration to get to the advertising of the project, that's where the project is programmed. The work itself, once they actually get going won't take that long, but that's just the length of the contract.

Any other comments at this time? Okay, we can close the hearing at this time. And once again, thank you for the facility and the time is 7:51 PM.

(Whereupon, the hearing was closed at 7:51 PM.)

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C E R T I F I C A T E

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

Susan N. Nardone

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

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