



**DESIGN PUBLIC HEARING**

**MAY 16, 2013**

**AT**

**ABIGAIL ADAMS MIDDLE SCHOOL**

**WEYMOUTH, MASSACHUSETTS**

**6:30 PM**

**FOR THE PROPOSED**

**BRIDGE REPLACEMENT PROJECT**

**STATE ROUTE 3A OVER FORE RIVER**

**Project File No. 604382**

**Bridge No. Q-01-001=W-32-001**

**Highway Division**

**IN THE CITY OF QUINCY AND TOWN OF WEYMOUTH, MASSACHUSETTS**

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

**FRANCIS A. DEPAOLA, P.E.  
HIGHWAY ADMINISTRATOR**

**THOMAS F. BRODERICK, P.E.  
CHIEF ENGINEER**

**THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION – HIGHWAY DIVISION**

**NOTICE OF A PUBLIC HEARING**  
**Project File No. 604382**

A Design Public Hearing will be held by MassDOT to discuss the proposed Route 3A over the Fore River (Bridge No. Q-01-001=W-32-001) Bridge Replacement project in the City of Quincy and Town of Weymouth, MA.

**WHERE:           The Abigail Adams Middle School Auditorium  
                  89 Middle Street  
                  Weymouth, Massachusetts, 02189**

**WHEN: Thursday, May 16, 2013 @ 6:30 PM**

**PURPOSE:**       The purpose of this hearing is to provide the public with the opportunity to become fully acquainted with the proposed bridge replacement of Bridge No. Q-01-001=W-32-001, STATE ROUTE 3A (WASHINGTON STREET) OVER THE FORE RIVER. All views and comments made at the hearing will be reviewed and considered to the maximum extent possible.

**PROPOSAL:**      The proposed project consists of the replacement of the current temporary bridge with a new movable span that will safely and efficiently meet the needs of all users - including motorists, cyclists, pedestrians and maritime users - for the next 75 years. The proposed cross section will consist of two travel lanes, a bicycle accommodating shoulder and a sidewalk for each direction of travel, and will be fully compliant with the Americans with Disabilities Act. The project will also include the dismantling and removal of the temporary bridge.

Written views received by MassDOT subsequent to the date of this notice and up to five (5) days prior to the date of the hearing shall be displayed for public inspection and copying at the time and date listed above. Plans will be on display one-half hour before the hearing begins, with an engineer in attendance to answer questions regarding this project. A project handout will be made available on the MassDOT website listed below.

Written statements and other exhibits in place of, or in addition to, oral statements made at the Public Hearing regarding the proposed undertaking are to be submitted to Thomas F. Broderick, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, ATTN: **Highway Division, Project File No. 604382**. Such submissions will also be accepted at the hearing. Mailed statements and exhibits intended for inclusion in the public hearing transcript must be postmarked within ten (10) business days of this Public Hearing. Project inquiries may be emailed to [dot.feedback.highway@state.ma.us](mailto:dot.feedback.highway@state.ma.us)

This location is accessible to people with disabilities. MassDOT provides reasonable accommodations and/or language assistance free of charge upon request (including but not limited to interpreters in American Sign Language and languages other than English, open or closed captioning for videos, assistive listening devices and alternate material formats, such as audio tapes, Braille and large print), as available. For accommodation or language assistance, please contact MassDOT's Chief Diversity and Civil Rights Officer by phone (857-368-8580), fax (857-368-0602), TTD/TTY (857-368-0603) or by email ([MassDOT.CivilRights@dot.state.ma.us](mailto:MassDOT.CivilRights@dot.state.ma.us)). Requests should be made as soon as possible prior to the meeting, and for more difficult to arrange services including sign-language, CART or language translation or interpretation, requests should be made at least ten (10) business days before the meeting.

In case of inclement weather, hearing cancellation announcements will be posted on the internet at <http://www.massdot.state.ma.us/Highway/>

FRANCIS A. DEPAOLA, P.E.  
HIGHWAY ADMINISTRATOR

THOMAS F. BRODERICK, P.E.  
CHIEF ENGINEER



Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
Richard A. Davey, Secretary & CEO  
Frank DePaola, Administrator



Dear Concerned Citizen:

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

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

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

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

Sincerely,

Frank DePaola  
Administrator, Highway Division

## **WHAT IS A PUBLIC HEARING?**

### **WHY A PUBLIC HEARING?**

To provide an assured method whereby the Commonwealth of Massachusetts can furnish to the public information concerning the State's highway construction proposals, and to afford every interested resident of the area an opportunity to be heard on any proposed project. At the same time, the hearings afford the Commonwealth an additional opportunity to receive information from local sources which would be of value to the State in making its final decisions to what design should be advanced for development.

### **WHY NOT A VOTE ON HIGHWAY PLANS?**

The hearings are not intended to be a popular referendum for the purpose of determining the nature of a proposed improvement by a majority of those present. They do not relieve the duly constituted officials of a State highway department of the necessity for making decisions in State highway matters for which they are charged with full responsibility.

### **WHAT DOES A PUBLIC HEARING ACCOMPLISH?**

It is designed to ensure the opportunity for, or the availability of, a forum to provide factual information which is pertinent to the determination of the final alternative considered by the state to best serve the public interest, and on which improvement projects are proposed to be undertaken.

It is important that the people of the area express their views in regard to the proposal being presented, so that views can be properly recorded in the minutes of the meeting. These minutes will be carefully studied and taken into consideration in the determination of the final design.

## **TO SAFEGUARD THE PROPERTY OWNER**

If your property, or a portion of it, must be acquired by the State for highway purposes in the interest of all people of the Commonwealth, your rights are fully protected under the law. Briefly, here are some of the answers to questions you might ask.

### **1. WHO CONTACTS ME?**

Representatives of the Right of Way Bureau of the Massachusetts Department of Transportation's Highway Division. They will explain the impacts and your rights as protected under Massachusetts General Laws Chapter 79.

### **2. WHAT IS A FAIR PRICE FOR MY PROPERTY?**

Every offer is made to ensure that an equitable value is awarded to you for the property, or to appraise the "damage" to the property as a result of the acquisition. MassDOT appraisers, independent appraisers, MassDOT "Review Appraisers" and a Real Estate Appraisal Review Board may all contribute in arriving at an award of damages. The State also pays a proportionate part of the real estate tax for the current year for fee takings, and interest from the date the property is acquired to the payment date, on all impacts.

### **3. MUST I ACCEPT THE DEPARTMENT'S OFFER?**

No. If, after the figure established as market value has been offered to the owner, the owner feels he or she is not being offered a fair price, he or she has the right, within three years, to appeal to the courts. Pending a court decision, he or she can be paid on a "pro-tanto" basis (or "for the time being") that in no way prejudices the court appeal.

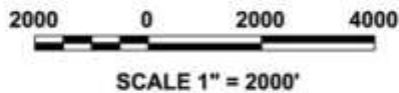
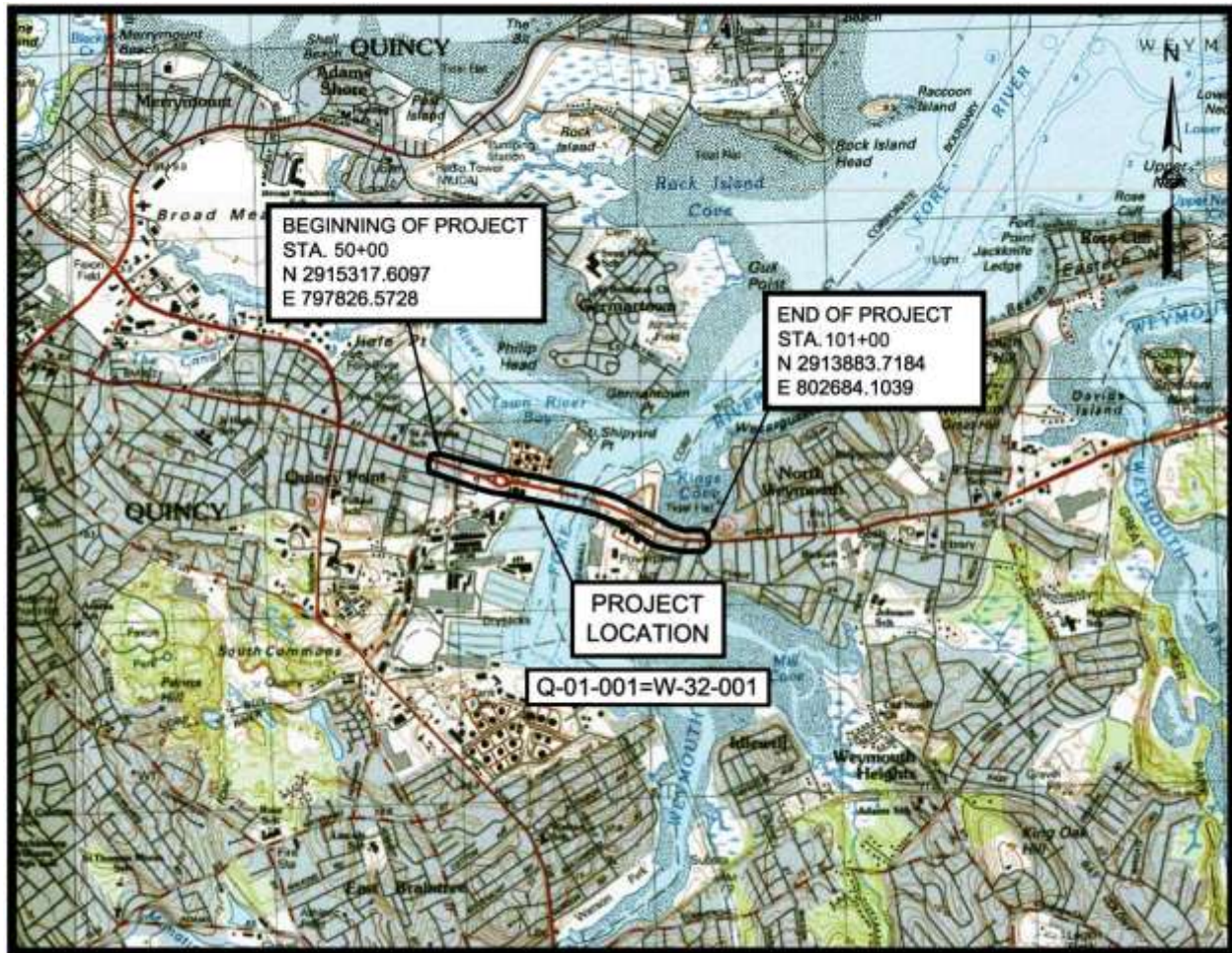
### **4. WHAT WILL HAPPEN TO MY HOUSE?**

The owner will have the opportunity to buy back his or her house, provided he or she has a location to which it can be moved, and the proper permits for its removal. If the owner does not wish to repurchase, the house will be advertised for bids. The highest bidder, who must also have a location and permits for removal, will be awarded the house. Otherwise, the structure will be slated for demolition.

### **5. WHAT HAPPENS IF I MUST RELOCATE?**

In addition to the market value of the property, the Department pays certain relocation benefits for both owners and tenants of acquired residences and businesses who meet eligibility requirements. Assistance in relocation is also provided. Department brochures are available for details on these benefits.

**Project File No. 604382**  
**Bridge No. Q-01-001=W-32-001**  
**STATE ROUTE 3A (WASHINGTON STREET) OVER THE**  
**FORE RIVER**  
**LOCUS MAP**



**LENGTH OF PROJECT = 5100 FEET = 0.966 MILES**

**Figure 1: Locus Map**

**Figure 2: Daytime Side View**



**Figure 3: Nighttime Side View**



## **Project Location**

The Fore River Bridge links Quincy and Weymouth via State Route 3A (Washington Street/Bridge Street), which carries approximately 32,000 vehicles per day and is a major commuter route connecting Boston and Quincy with South Shore communities. This portion of the Weymouth Fore River is navigable with a designated shipping channel leading to a fully developed harbor with numerous industrial and commercial maritime uses, including a major fuel and commercial heating oil terminal for the Boston region and a dock for the Massachusetts Bay Transportation Authority (MBTA) Commuter Boat upriver of the bridge. The area has been defined as a Designated Port Area (DPA) by the Massachusetts Office of Coastal Zone Management (CZM).

## **Purpose**

The Massachusetts Department of Transportation, Highway Division (MassDOT) is undertaking a major project to replace the existing temporary bridge over the Weymouth Fore River (also known as the Fore River) between the city of Quincy and town of Weymouth, Massachusetts. This temporary bridge replaced the severely deteriorated bridge that was built in 1936 and demolished in 2004. The primary goal of the Weymouth Fore River Bridge Replacement Project is to provide a reliable permanent bridge that is functionally equivalent (by providing the same vehicular capacity) to the historic 1936 bridge while maximizing the vertical channel clearance to accommodate as many boats/barges as possible, and widening the horizontal channel clearance to meet navigational needs. Other Project goals include providing a reliable bridge that is economical to maintain and has acceptable bicycle and pedestrian accommodations in accordance with current standards, and minimization of temporary environmental, vehicular, and navigational impacts during construction.

MassDOT is proposing to replace the existing temporary bridge over the Fore River with a new permanent vertical lift bridge on the same alignment of the 1936 bridge. The proposed lane configuration will mimic the existing approach vehicular accommodations in providing two lanes in each direction. Pedestrian and bicycle accommodations will be provided by 6.5- to 9-foot sidewalks and five-foot shoulders located on both sides of the roadway. The roadway profile for the proposed bridge maximizes the available vertical clearance for the navigation channel while minimizing the bridge approach impacts.

## **Existing Conditions**

The 1936 Fore River Bridge was a rolling lift bascule-type bridge with a 175-foot horizontal channel clearance and a 33-foot vertical channel clearance above mean high water at the fender line when the span was closed. It was determined to be eligible for listing on the National Register of Historic Places. The bridge carried two lanes of vehicular traffic in each direction and provided two eight-foot sidewalks. Bridge openings to allow commercial and recreational maritime traffic to pass resulted in traffic backups on Route 3A, which in turn affected the adjacent neighborhoods in Quincy and Weymouth. The bridge also had an open grid steel deck which generated safety concerns and significant noise.

The current temporary bridge is located along a detour alignment approximately 150 feet upriver from the 1936 bridge alignment and carries four lanes of vehicular traffic with one cantilevered



five-foot sidewalk. The movable bridge span of the temporary structure consists of twin vertical lift spans, each carrying two lanes of vehicular traffic in one direction. There is a vertical channel clearance of 54.7 feet above mean high water in the closed position. The temporary bridge superstructure was constructed using ACROW panels and was designed for a fifteen year life span. The ACROW movable structure requires regular greasing of its compacted strand type wire ropes and other maintenance, resulting in significant ongoing costs for MassDOT and frequent lane closures impacting local traffic operations during off-peak hours. The horizontal alignment transitions required to connect the temporary bridge to the 1936 bridge approach structures limit the posted speed limit to 25 miles per hour.

## **Scope of Work**

The work includes the design and construction of the bridge replacement of the Route 3A Bridge over the Fore River.

Proposed work includes the following:

- Design and Construction of a vertical lift bridge to replace the Fore River Bridge carrying Route 3A over the Weymouth Fore River in Quincy/Weymouth including but not limited to a Warren through truss lift span with sloping chords including deep foundations with floating footing forms, towers, superstructure, control house and mechanical enclosures, mechanical equipment, electrical and communications systems, traffic control, and architectural features
- Independent fender system including four dolphin structures
- Existing utility evaluation, protection, and monitoring as appropriate
- Approach spans including deep foundations, piers, abutments, and superstructure elements
- Rehabilitated retained approach roadways, including installing permanent tie rods, removing deteriorated concrete and existing railings, refacing with architectural detailing, increasing the wall height, and adding new CT-TL2 barrier
- Modifications in the vicinity of Monatiquot Street to accommodate the revised roadway profile
- Intersection and pedestrian accommodation improvements along the most likely alternate route and as required to facilitate emergency vehicle egress during periods of reduced roadway capacity
- Reconstruction of public amenities near the temporary bridge in Weymouth
- Stormwater management features
- Demolition of the existing temporary bridge and associated fender system, dolphins, and foundations
- Roadway and architectural lighting on the bridges and retained approach roadways
- Utility relocation and coordination
- Restoration of pavement within the Project limits
- Restoration of any disturbed areas

- Landscaping

Current traffic movements over the bridge and through the intersections will be maintained through the Project area during the majority of the construction. The construction will be sequenced to maintain two lanes of traffic over the bridge in each direction during construction except during one four-month period (May through August of 2015) when vehicular accommodations may be reduced to a single lane in each direction for construction of the abutments and end spans. Some off-peak (holidays, weekends, 9AM to 3PM on weekdays) lane closures of limited duration for specific construction activities may also be allowed with MassDOT approval. Localized improvements will be performed prior to the four-month reduced capacity period to mitigate traffic volume increase along the most likely alternate route.

A 175-foot wide navigable opening with a minimum 54.7-foot vertical clearance in the closed position with the ability to provide 173.5-foot vertical clearance on demand shall be maintained at all times during construction except as approved by the U.S. Coast Guard.

### **Project Costs**

The winning bid by contractor White-Skanska is \$244 million. In addition to the bid amount, MassDOT has an allowance for elements including traffic police details, contractor incentives and contingencies. This allowance totals approximately \$26 million. As such, the total contract value for the replacement of the Fore River Bridge is around \$272 million. Approximately \$214 million or roughly 80% will be funded through federal dollars. The remaining 20% will come from the Commonwealth.

THE COMMONWEALTH OF MASSACHUSETTS  
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION

ACCELERATED BRIDGE PROGRAM

QUINCY and WEYMOUTH, MA  
BRIDGE REPLACEMENT PROJECT  
ROUTE 3A OVER FORE RIVER  
Project File No. 604382

This sheet is provided for your comments. Your input is solicited and appreciated. Please return your sheet, with comments, to a staff member at the meeting, or mail to:

Thomas F. Broderick, P.E., Chief Engineer  
MassDOT, Highway Division  
10 Park Plaza, Boston, MA 02116-3973  
Attn: Accelerated Bridge Program

The final date for receipt of written statements and exhibits for inclusion into the official hearing transcript will be ten (10) days after the Public Hearing.

**PLEASE TYPE OR PRINT LEGIBLY.**

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Thomas F. Broderick, P.E.  
Chief Engineer  
MassDOT, Highway Division  
10 Park Plaza  
Boston, MA 02116-3973

RE: Public Hearing  
**Bridge Replacement – Route 3A over the Fore River**  
**QUINCY and WEYMOUTH**  
Project File No. **603482**  
**Accelerated Bridge Program**

