



January 23, 2012

To: Jack Pecora
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Project Manager

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From: Nathaniel Curtis
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RE: **MassDOT Highway Division
Fore River Bridge Replacement
1st Public Information Meeting
Meeting Notes of January 15, 2013**

Overview

On January 15, 2013 members of the Fore River Bridge design/build team and MassDOT staff associated with the job participated in the first of a series of public information meetings for the project. Also in attendance were representatives of the Weymouth, Hull, and Braintree municipal governments, members of the state delegation communities abutting the project and a staff member from the Office of Congressman Lynch. The purpose of this meeting was to introduce the construction phase of the project and the design/build team to the community while providing a forum for questions and comments. This meeting represents the first of many which will take place to inform the community during the course of the design/build construction phase.

Key themes of the meeting included residential concerns over noise, dust, and parking by construction workers on residential streets in North Weymouth. Also voiced were several lingering concerns from the design phase of the project including how the project is being paid for, the speed of the operation of the new vertical lift bridge, and a general unease that the design/build contractor will be a poor neighbor to the North Weymouth community in their efforts to complete the job on time.

Meeting Minutes¹

Presentation

C: Mayor Susan Kay (SK): Good evening. It's nice to see such a full house. I'm Weymouth Mayor, Susan Kay. We have been meeting frequently with the DOT team and we are glad to see them. The Fore River Bridge is being replaced through the Accelerated Bridge Program (ABP) and we felt, and DOT agreed that it was time for a public information meeting to talk about the future of this job. Thank you all for coming. I want to recognize Representative Jamie Murphy.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix A. For a letter submitted by Mayor Sullivan of Braintree, please see Appendix 2.

- C: Representative James Murphy (JM): This is the first in a series of meetings. I have and will continue to work closely with MassDOT and Mayor Kay's office. This is going to be a long process, but we will persevere I'm sure and make sure it happens with the least pain possible. Thank you all for coming.
- C: Donny Dailey (DD): My name is Donny Dailey. I work in MassDOT's Office of Public Affairs in Secretary Davey's office. I'm sure you'll see plenty of me as this project goes on, but I want to have plenty of time for Q&A so here's Jack Pecora from White-Skanska to give you an update on the job.
- C: Jack Pecora (JP): Good evening everyone, I want to take a moment and introduce some of our team members. With us tonight is Mark Holcomb from Parsons, he's the project manager for design, Kevin Lampron our area manager for the project, and the project superintendent Craig Bateman. Thank for having us tonight. We have a brief agenda to allow time for Q&A. We'll have an overview of upcoming work, discuss the project liaisons, show a brief video overview of the construction, look at the project website and then get into Q&A. I'll ask Mark to start us off with a discussion of the latest renderings of the new bridge.²
- C: Mark Holcomb (MH): With regard to the design of the project, we've made our 75% submission to MassDOT and we're proceeding on an accelerated timetable towards 100% design sometime in mid-April. Since the 25% design public hearing we've made some changes to the structure and its framing configuration. The main point is the tower which will be 22 feet shorter than what was shown in the base technical concept (BTC). We did that by eliminating a level, taking the tower down from 4 bays to 3. Other than that it's pretty much the same as the BTC in terms of spans, lighting and foundations. We're on track and roughly on time with the design. I have a couple of views of the structure; this is what's on the boards in the lobby and around the stage. Here is a view looking towards Weymouth from the Quincy shore. Here's a view from the Quincy looking towards the bridge. Here's a view towards the *USS Salem* at night and lastly we have a view as if you're looking from Weymouth towards Quincy from the roadway.
- C: JP: I'd next like to go over our status on project permits and approvals. White-Skanska won this project in June 2012 and we received Notice to Proceed (NTP) on August 24th. Since that time we've progressed with engineering approvals, environmental permits, USCG permits and in addition to furthering the design, we've made progress on noise and dust control plans which have been coordinated with Quincy and Weymouth. We've also coordinated on our truck route and emergency response with Quincy and Weymouth police departments. The bridge's design is ongoing. It's right around 75% and we're moving towards 100%. The 75% design public hearing will be held in a few months after we've addressed MassDOT comments.

Work is proceeding on the site with temporary trestles being installed to give us access to the future location of the tower legs. The drilled shaft mobilization is underway and we're extracting old pilings which block the permanent foundations. If you look over the side of the bridge, here are some photographs of what you'll see.³ Portions of the dolphins and pilings that support them are being removed. Some of the dolphins are being retained, but we have to remove everything that could get in the way of the permanent foundations. Trestle installation is ongoing and that's to get us out to the tower foundations and support the steel construction which will take place in 2013 and 2014.

This slide shows the project schedule we submitted to MassDOT. It's a fluid tool for project management. Things are going to move around within it, but it will help us get to our end goal in September 2016. Work through 2013 includes foundation installation and construction. By November/December of 2013 we'll be getting into tower construction. We are placing mill orders for the steel and continuing engineering tasks. I'd also like to bring your attention to the designated municipal liaisons to the project from Quincy, Sean Hardy, and Weymouth, Jim Clark, and Jeff Bina.

² These can be found at <http://www.massdotprojectsforeriverbridge.info/bridgeviews.html>

³ The presentation can be found at <http://www.massdotprojectsforeriverbridge.info/documents.html>

They have been designated by their communities to gather your questions and concerns and bring them to our bi-weekly progress meetings.

Let me now walk you through this video of project.⁴ Here we have the existing temporary bridge. The project area is off to the right and here's a view of the Quincy shore. The Weymouth side is quite similar. Here are the temporary trestles and through the spring of 2013, we're using those to drill the shafts for the permanent bridge's tower foundations: 6 at each tower and 8 feet in diameter. At the end of 2013, we get into tower construction. That's planned to progress with a 1 month lag between the Quincy and Weymouth sides and when the towers top out, we get to machinery installation. These wheels are the rope shivs which will raise and lower the lift span. Getting into 2014, we move on to finishing the towers: the architectural cladding on the sides, installation of the counterweights and completion of the control house. Also during 2014 we'll begin work on the approach spans. Those will be supported on false-work and will be constructed from the edge of the lifting span closest to the river outward towards the Quincy and Weymouth abutments.

Concurrently, in the wet basin at the old Fore River Shipyard, White-Skanska will build the lift span. Through the end of 2014 we're working on the lift span there. Once it's complete, we will roll it onto barges, in reality that's about 60 feet off the surface of the river, and it gets barged out into the channel by tugboat and towed into position for installation. Through the guide of the tugboats and winches on the dolphins, the lift span will be guided and winched into position on its bearings.

Up until this time, traffic impacts are negligible. When we have to connect the new bridge and approach spans to the abutments, we briefly have to go to 2 lanes, we then open 3 and finally all 4 across the new bridge. We then demolish the old bridge and finish the dolphin and fender system and then we're done with the new structure operational. That's the overview and we can go back up with the lights. I'm going to give this to Nate for some information about the project website.

C: Nathaniel Cabral-Curtis (NCC): Good evening everybody, I'm Nathaniel Curtis with Howard/Stein-Hudson. I'm the project team's public involvement specialist and it's very nice to be back in Weymouth. I was telling the team that the first meeting for the project was held in this facility in the spring of 2009 just down the hall from here. For those of you who have been familiar with the project from the outset, this website will look familiar. As part of the kick-off of the design/build construction phase of the project, we revised the project website, it's still at the same address that you all know (www.mass.gov/massdot/foreriverbridge) it still gives you information on how to sign up for the stakeholder database if you're not already in it, information from the 25% design process that went on in the past couple years is still there, it hasn't vanished, it's on the project documents page, but the website has been made over to support the construction phase of the job. So there is a progress tab, some of the photographs which Jack showed you earlier have been featured on the website, that page also gives you a 2-week look ahead, what you can expect and talks about what's been achieved. As things get more intense, especially once they start being some of the traffic impacts Jack talked about which are still some distance in the future, but once they do come there will be lots of information about that on the project website and if any of you wants to see what one of these project websites looks like for a MassDOT job that's further along into construction and moving along nicely you can see the Kenneth F. Burns Memorial Bridge website for Worcester (www.mass.gov/massdot/kenburnsbridge). Just a couple people in the room I want to thank for their presence tonight: Senator John Keenan is here, Representative Tackey Chan, Weymouth Councilor Frank Burke, Frank thank you and good to see you, and Weymouth Councilor Jane Hackett so thank you making time in your busy schedules to be here tonight. With that, I will give this back to Jack.

A: JP: Thank you, Nate. Donny, do we have any elected officials who would like to speak at this time?

A: DD: I don't believe so, I think we're good.

⁴ This video can be seen at <http://www.massdotprojectsforeriverbridge.info/projtime.html>

Question & Answer Session

C: JP: All right, we'll take questions at this time.

Q: Frank Singleton (FS): Staging. In other words the problems with the workforce, previously, when we had the power plant under construction and a lot of people working shifts, we had parking issues. During that construction they used the old shipyard in Hingham for parking, that's no longer available so that's part of it and then the demolition of the old bridge as well as the new bridge, looking at the workforce, where will it stage and where will demolished materials go out? Will you use the river, the site of the old coal pile?

A: JP: The question was about construction staging and personnel. Project personnel are parking on the Quincy side of the site. We have a staging area adjacent to the *USS Salem*. With materials shipments we'll be using a combination of water, rail and road. Concrete, which is ready mixed, will come over the roads. For bulk deliveries we're looking to use the river as much as possible. Dredged materials which are covered in the project scope will be taken out of the channel, de-watered and trucked off for disposal. As to the removal of the temporary bridge, we're developing those plans and once they are completed, we can tell you about it. Ideally, the lift spans themselves, as we've looked at project projects which have done this, they have been floated out and that would be the ideal for us, but those plans are not completed at this time.

Q: Mike Lang (ML): In line of what he was talking about, what about the truck routes? What are your plans for the truck routes?

A: JP: Our truck routes have been coordinated with the Weymouth and Quincy police departments.

A: Craig Bateman (CB): The bulk of the loads are coming in through Quincy. There's very limited trucking going through Weymouth or Braintree.⁵

Q: Gary Peters (GP): I'm Gary Peters with the Fore River Bridge Neighborhood Association. Welcome to Weymouth. We've been at this a while as this gentleman pointed out.⁶ I believe we started back in September of '09 and I have one question. We're concerned about the bridge and particularly the construction. Something that's gnawed on me based on past experience both with the construction of the temporary bridge and other things in the Fore River basin is how you're going to control of noise and dust and nuisance etc. I've asked this question numerous times beginning in September of '09 and it sort of culminated when we had the meeting in Quincy on January 13, 2011. That's the first time someone produced a noise expert to address the problem. The problem was in talking to him, he left it very muddy as to how it would happen. I guess the question is: are you folks responsible to DEP and the Commonwealth of Massachusetts regulations. That's the question. We've been going back and forth on that for a long time.

A: JP: Really, we have noise and dust specifications as spelled out in our contract with MassDOT. We have noise and dust plans which are subject to approval by MassDOT. As to the DEP criteria, I am not familiar with those. I do know that we have to abide by what MassDOT has laid out for us in terms of dust and noise.

C: GP: We've been at this a long time. I've been going to meetings like this for different projects in the Fore River basin for nearly 30 years, and while I won't use the word perjure, it's rare to see someone

⁵ The truck routes currently in used by the project are noted at <http://www.massdotprojectsforriverbridge.info/projtime.html>

⁶ Here, Mr. Peters refers to Nathaniel Cabral-Curtis, the project team's public involvement specialist.

contradict themselves regarding a decision and I want to make a record tonight as to why are we nervous about what's about to happen. At the meeting back in Quincy, I asked noise expert Tom Herzog "with all due respect, you're referring to DEP and that was my next question how do you plan on enforcing it?" Tom's answer: "the DEP criteria that we looked at is purely for construction. For operations we looked at the one hour Noise Abatement Criteria for operations." So we get a little further down the line and I asked "Did you consult with the Department of Environmental Protection regarding the noise monitoring protocol?" Tom's answer "DEP criteria are not meant for construction, they are meant for stationary sources that run continuously." We've met with DEP going back 3-4 years, the reality and our opinion is that you're responsible to Commonwealth of Massachusetts regulations. Everybody sidesteps that. I don't need an answer tonight, but we'd like to work with you to get something that is enforceable.

A: Sandi Sprague (SS): We have sent the noise plan to DEP for their review. They need some time to look it over. We are not fully bound by DEP regulations because those are based on stationary sources and not road construction, but we are going to work with DEP. Every 4 months, we will get new noise control plans from the contractor and we have to review and accept them.

Q: Name not given (NNG): On your website, you say the noise and dust control plans have been approved. What does that mean?

A: SS: Correct, they were approved by DOT; I'm with DOT.

Q: NNG: So is it approved or does it go one further?

A: SS: As far as DOT goes it's done, but we're looking over it with DEP. We didn't have to send it to DEP, we did it as a courtesy. We don't want to be a nuisance or bother to you.

Q: NNG: Tell me exactly what was approved, what noise level?

A: JP: There are 3 operating times for the job. Without the project specifications in front of me, I don't want to quote anything, but roughly speaking, during the daytime block, the upper limit is 90 db, during the evening block it's 80 db, and then during the nighttime, it's on the order of 60-70 db.

Q: NNG: So tell me what the days and hours of operations are; what did you approve?

A: JP: This is an accelerated bridge job. There are times where we will work around the clock, but right now isn't one of them. The current shift hours are 7AM to 10PM. We've been operating in that time and sticking to our contract specifications.

Q: NNG: So can we get copies of the noise control plans on the website?

A: SK: Let me tell you this: we met with DOT on 12/19/12. All along we couldn't get an MOU out of DOT, but what was allowed what that we could review the dust and noise control plans. We have looked them over and we do have concerns. We hope DOT will get back to us with some noise and dust mitigations. I will push for those.

Q: NNG: I live on Fore River Avenue and right now we're getting noise from pile driving and its winter with all the windows closed. When is that going to end?

A: JP: That would be around March, 2013. The evening and nighttime noise restrictions are lower than the daytime levels. If we find we're exceeding any of our noise regulations routinely, we will need to mitigate the noise with blankets, shielding or some other method.

C: NNG: Basically anyone who can hear this noise will have a problem selling or renting their property. That's a real issue because our real estate taxes are still pretty high.

- Q: NNG: I want to echo the Mayor's concern about noise and dust. You can't even come up with a timeline to help all these people. You clearly did some preparation for this meeting, but nothing on noise or dust. When do we get to see something?
- A: JP: The materials you want need to be obtained through DOT. We run the job for MassDOT and requests for information to be made public needs to go through them.
- C: Peter Maggi (PM): I live on Bluff Road; we're the closest neighborhood to this project. With the power plant construction, there was so much abuse of the community until we met with the Mayor and we had that project shut down. We will shut you down if you don't meet your specifications. The noise interrupts work and family life. You need to be able to address that. You need a liaison to communicate that to this neighborhood. You need to do your job right from day one. Causing anxiety and loss of sleep; that's one major issue. You need to make sure your workforce doesn't invade our neighborhood with their vehicles which they have done on occasion. You need to communicate with the neighborhood; you need to put out bulletins. You need to pay attention to this neighborhood. Property values will be down for at least 4 years. You either need to help us out or subsidize our property taxes. There will be issues. None of us wants to sue or stop you, but we'll make your life a nightmare unless you communicate with and respect this neighborhood.
- C: Tim Donovan (TD): I am a resident of North Weymouth and a member of the Fore River Bridge Neighborhood Association. I want to go further than Peter Maggi. Sleepless nights, noise, Excedrin headaches; those go with us to work the next morning whether it's at the office, shop or store. Those headaches go with us every day however many days you work. If we don't perform at our jobs and have our heads on straight, we don't get raises or promoted and that's on account of the noise issue. You understand that: if you don't perform you don't get merit raises either. It goes beyond the neighborhood.
- C: Martin Downey (MD): I live at 27 Holbrook Road. I sat on the siting committee for the Power Plant and what we're going through now is what we went through with them 10-fold. The only thing I want to make sure you address is the laydown yard which is now a grassy field. I hope that will be used and then remediated after you're done. I need to tell you something. I grew up on Holbrook Road, I was born in 1949, and I've heard and smelled everything through and 50's and 60's and up to today and mitigation of noise is very difficult. We had an exception for the power plant when they were using slip forms and continuous pours and they let everyone know what would happen and I hope you would do the same. We come into these things with our hackles up because we remember what we just went through. I was in the power plant for 3 years and I know the horror stories so I get you, but we all grew up listening to the shipyard and smelling when Proctor and Gamble was going to make Ivory Soap. Everything has changed and there's a lot of mitigation that's happened over the years. Nobody smells the waste from the pelletizing plant. I'm a retired pipe fitter so I understand construction. Coming in here and telling these people you'll shut them down isn't the best way to handle it. I understand frustration, but progress has to go on. The big point should be we get good remediation when the project is done because there will be some battles; it's inevitable, but have a good attitude. Don't be so unfriendly.
- C: NNG: I want to expand my earlier comment about shutting people down. When we built the power plant, we had to have our own noise monitors before anyone put anything in. I was an officer in the military and we had the 6 p's: prior planning prevents poor performance. That's 5 p's because I'm leaving one out to be polite, but when we did the power plant we put noise monitors in the area. We had damages to properties in the area. We documented cracked foundations and computers jumping off desks. If you don't monitor noise and dust, suing is just part of what happens. If you do prior planning, you'll get a good neighborhood to work with you. If you do damage, then please fix it.
- A: JP: I appreciate that follow-up and it's our intention to work with you and MassDOT. This is a difficult project and which we all know needs to be built. You've dealt with the temporary bridge for nearly 10 years. That creates a lot of background noise by itself. I want to address a few points that I made

earlier. I don't want to leave you with the impression that this will be a 24/7 job for the next 3 years. We have the new bridge on-line in 2.5 years. There are some times when it will be 24/7, but right now the working hours are 7AM to 10PM and we have evening and nighttime noise restrictions. This is the first of many community meetings and we'll Ping-Pong back and forth between Quincy and Weymouth every couple of months. It's our intent to work with you and we do understand we're disrupting your lives.

C: John Brannan (JB): I am a member of the Hull Board of Selectmen. I'm asking this because it will impact commuters. When you do press releases to local newspapers, please make sure you get the communities between the bridge and Hull.

A: JP: Definitely, and please give your contact information to Nathaniel Curtis.

Q: NNG: I wanted to know if DOT would give us access to what was approved for noise and dust.

A: SS: We still need to have our sit-down meeting with DEP before we can release the documents. I'm really not the person who can tell you yes or no.

C: Frank Burke (FB): I'm the district 1 councilor and a veteran of all the construction in Weymouth. When Excelon started the construction we had a lot of problems with parking and noise and we started squawking. We went to the Mayor and she had the power to shut things down, but one of the biggest things, I'm suggesting this strongly to the contractor and DOT is that there was a manned telephone number where people could in and register their complaints or ask a question. They also kept a running log of questions and complaints. We had monthly meetings on the Excelon site. That's the kind of communication we want. It may be an issue of word choice, but I worry when I hear you say "we run the job for DOT," and DOT points back to you as the contractor. We want to avoid that kind of finger-pointing. DEP is the law of the land and you're on that land. Do your best to stay within their guidelines. There will be parts of the job you won't be able to start and stop. When you start pouring a lot of concrete, you can't stop in the middle of a pour and pick it up again tomorrow. We realize that and I think from what I've been hearing from the meetings I've attended, that's the only time we're really going to get into that situation. If everything goes according to Hoyle, we'll stay ahead of schedule and stay within the 7-10 when we can. We understand there's going to be noise. Its construction, but we want to be treated like human beings. We want to be dealt with on a face-to-face basis and we'd like to have meetings, not necessarily quarterly, but as the need arises. I am going to strongly make an official request that the phone number be listed so that people can call any time during construction.

A: JP: There is a project telephone number listed on the site gates in Weymouth and Quincy. That does to our site offices at 40 Cleverly Court in Quincy. That phone number is live any time the job site is operating.⁷

Q: NNG: I live in North Weymouth and I want to follow up on traffic. Are we looking at any one lane rush hours?⁸

A: JP: That would be summer rush hours in 2015. It's May, June, July and August of 2015 when we reduce the number lanes and attach the new bridge and approaches to the existing approaches on the Weymouth and Quincy sides. We have to remove all traffic from the northern span and put a lane of traffic in each direction on the southbound span. By the end of the summer, we can transition traffic over to the new bridge.

⁷ This telephone number will be added to the project website as soon as a protocol for logging questions/comments has been developed.

⁸ Here, 1 lane should be understood as one lane *in each direction* over the temporary bridge.

Q: NNG: My question is once this project is complete, when it's all done, what do we anticipate will be the benefits of this type of bridge versus today?

A: JP: With the elevation of the new structure, 55 feet above mean high water in the closed position, it will reduce the number of openings associated with sailboats. That means a decreased impact on traffic. For large fuel ships, the bridge would still need to open. One further point to Mr. Burke's comment: the municipal liaisons: Jim Clark, Jeff Bina and Sean Hardy will all be attending our bi-weekly project progress meetings so do channel your concerns to them.

Q: Anne McBirney (AM): I live in Hingham. The thought of the commute with 1 lane in each direction is awful. It will take 2 hours just to get through there. Being late for work 4 out of 5 days won't work. 2 lanes is inadequate; that won't work at rush hour. On the Neponset River Bridge they at least tried to mitigate it by having a reversible lane that went with the dominant flow of traffic, but I don't see how 2 lanes can work here.

A: JP: What's what we went with in terms of construction plans, but we can discuss it further. The contract documents put it in the summer months because the volumes are lower. There's a restriction for when we can do it.

Q: NNG: I noticed at the beginning of your meeting that you have lowered the towers down a little bit, and I was wondering if you could comment on that and what parts of the 25% haven't been completed yet?

A: JP: On the design change, we reduced the height of the towers by 22 feet. We did that through a number of factors: we reduced the height of the machine rooms, counterweights and foundations. All those reductions sum to 22 feet. Parsons is our project designer and they took that reduced height and redistributed the bracing as you can see in the renderings to create a more open structure. On the design, when we bid the job it was already at the 25% design stage. We've progressed that to the 75% design submission. Once we work through the review comments we'll come together with Quincy and Weymouth to tell you about it.

Q: NNG: Is this the same bridge as the Chelsea Street Bridge in East Boston?

A: JP: It's similar in terms of type and operation, but the architecture and style are different. We are more or less on time with our schedule in that we're currently addressing the 75% comments and progressing towards 100%. As a moveable bridge there are many facets, it's not just a fixed structure: there are bridge mechanics, electrical equipment. All of these facets need to be designed so the design phase is more or less about an 8-10 month period which we began in August, 2012.

Q: NNG: Is your project schedule on the website?

A: JP: I don't believe that it is.

A: NCC: Jack, what's on the website is the video you saw with the seasons and years progressing along the top. We also have a more immediate view ahead to tell you what's coming up and there is a page of the website which gives you a general overview of schedule.⁹ In terms of the kinds of charts that Jack showed we don't have things up like that because as Jack said that is something of a fluid planning tool and that moves back and forth and what I don't want is what happened at a meeting I attended recently where somebody was really upset that the contractor had chosen to do rebar instead of pouring concrete because of temperature and that was because they looked at a PDF of a schedule that was put up. So we have a schedule overview which is similar to what Jack gave you, but in terms of going through and following the little bars, that's not there.

⁹ See <http://www.massdotprojectsforriverbridge.info/projtime.html> and http://www.massdotprojectsforriverbridge.info/timeline_overview.html

Q: NNG: O.K. I understand that, but what I'm looking for is as the project goes forward, will you have something that says this is what will be happening this week?

A: NCC: Correct. That kind of stuff is up there. Right now the project is down in the river, there are not those traffic impacts. When we begin to have those traffic impacts as the manager of the website, you will see bold type, red type, telling you something is coming up.

Q: NNG: And what about with the 24-hour operation.

A: NCC: Yes. Things like that would go up there and Jack feel free to rein me in here, but when we have things like the 24 hour operation, the website will not be the only way that we reach out. There's an email burst database. People in the database would get the information, it would go to local newspapers, and it could go out to cable access shows. If there's going to be a 24-hour period, we would try to saturate the outreach.

Q: NNG: Would the notice be more than 24 hours in advance? Like a week in advance?

A: NCC: I think we can do a week in advance, can't we Jack?

A: JP: Yes, I think we could do that.

Q: ML: I have a few questions, but first I want to make a comment. Gary and I have been working on this project together for 4 years. We've worked together on projects in the past 40 years and when it comes to getting documents from DOT on this job, we're very patient. We had to go to the Secretary of State and file a Freedom of Information Act (FOIA) request, so if you want something, I'd advise you to write to DOT, send a copy to the Secretary of State and ask for it under FOIA and copy Rich Davey. I do have some questions: one of the things, the original design which we'd anticipated shows the whole tower clad in sheathing. The current design only has it on the front and back? I also think that solar glare from the cladding might be a problem.

A: JP: And that will still be the case. The towers will be clad as shown in the base technical concept. The cladding will have a flat finish so glare shouldn't be a problem.

Q: ML: You talked about the 25% design and changes. Will there be changes to the 25% design?

A: MH: We're at the 75% design level

A: JP: Our team bid on the 25% design documents.

A: MH: As soon as MassDOT gets through their comments we will have a hearing to discuss them.¹⁰

C: ML: You sound like you didn't come prepared to discuss traffic.

A: JP: From a traffic standpoint, the larger portion of the job occurs off-line without major traffic impacts because the new bridge will be on the old, 1936 alignment. That allows us to proceed with the building of the bridge. Those 4 months in 2015 are when you are most likely to see traffic impacts. I do want to stress that we have taken over the maintenance of the temporary structure. We'll continue to maintain it as has been the case on Saturday mornings, but it's really summer 2015 for those major impacts.

A: MH: Part of our project scope includes improvements to intersections in Quincy and Weymouth in the neighborhoods where the expected diversion routes are located. So if we made an announcement

¹⁰ Following the 75% design public hearing, materials similar to what are on the project website currently regarding the 25% design public hearing will be made available.

about the bridge dropping to a lane in each direction people could go around Commercial Street, North Street and Quincy Avenue as opposed to across the bridge. It's part of our scope to improve those intersections to help them work better.

C: ML: I spent 20 years mitigating the impacts of the Greenbush Line in Weymouth Landing and your traffic study is terrible. It conflicts with the Greenbush study and there are differences in the data between the two studies. There's conflicting levels of service (LOS). Before you come up with numbers, you probably need to straighten that out.

A: MH: We've met with your traffic engineer here in Weymouth and our traffic engineer is working with him. We are not just ignoring it.

C: ML: It's significant because people can only divert through Weymouth Landing and it's already an F intersection. There's nothing lower than F. If the alphabet for LOS went lower it would be a W. Before you talk to the emergency response people about this stuff, you need to address these things.

Q: NNG: Is this job being done by union people? Is it union?

A: JP: Yes it is.

C: NNG: Union jobs always run over. Every union job has overruns because they like to keep their jobs going longer.

A: JP: I don't have a union position so I really can't comment on that. This is an ABP job and as such it must be completed by September 2016. We're the design/build team responsible for completing the design based on our plans and building the job on time.

Q: NNG: Are there penalties for finishing late?

A: JP: Yes. DOT could liquidate damages against us and we'd have to pay.

C: NNG: This is the first meeting I've come to and I'm very impressed with all of you. For years I drove this corridor and the crane was an impressive landmark. Looking at your pictures of the bridge to come, this could be an iconic landmark. I know there's dirt and noise, but try to look ahead to the grand finished project. It will be great to be done with the temporary bridge and I am really looking forward to the new bridge being done.

Q: FS: Could you explain the difference between the crane technology of the temporary bridge and the new bridge and the difference in noise and speed of operation?

A: JP: The temporary bridge is temporary. It has a deck composed of individual steel plates which produce a lot of noise as cars pass over them and the opening and closing is slow. In terms of operation your new bridge will be like the Chelsea Street Bridge in East Boston which has a quiet riding asphalt deck and goes up and down very nicely. One of the heavy lift components of this job is putting the shivs into place. That's something we went into the bid with and as we finish the engineering on it we can give you more information.

Q: GP: It's no secret that we don't like the design of this bridge, but that issue is closed. When the temporary bridge was installed, we were told it would have a cycle time of 11 minutes. Is 11 minutes realistic with this new bridge?

A: MH: There are a lot of things which impact the cycle time of a bridge, particularly getting the ship through the bridge, but the design specification for this bridge is that it will go up in 2.5 minutes and

down in 2.5 minutes. That doesn't mean your total time stopped is only 5 minutes, but it will be shorter than what you experience with the temporary bridge.

Q: GP: Nate, have we had any public hearings on this project since September of '09?

A: NCC: Yes. We had a 25% design public hearing.

Q: GP: And that was where?

A: NCC: That was at the Abigail Adams Middle School.¹¹

Q: GP: Any others or just the one?

A: NCC: I want to lay out something for everyone: there is a difference between an official MassDOT public hearing and a public information meeting. Tonight's meeting is a public information meeting. It is not a hearing. The 25% design hearing which was held towards the end of the 25% design process was a MassDOT public hearing. There will be a 75% design public hearing. In between those and after those there will be multiple public information meetings so they are two different animals. We will apologize to you in advance if we accidentally interchange the two terms. As the project team's public involvement specialist I will try my level best to make sure we use the terms correctly so that it's clear to all of you.

Q: TD: It's my understanding that existing concrete abutments will be reused for the new bridge at the Weymouth and Quincy ends. That concrete is approximately 75 years old. What's your comfort in reusing that?

A: JP: The abutments are short walls at ends of the wing walls closest to the bridge. The wing walls go up from the ground level to the abutments. The wing walls are going to be incorporated into the new approaches to the bridge, but encased in new concrete walls. Tiebacks have been installed in the existing wing walls to strengthen them and we will be inserting additional tie rods of our own.

A: MH: And I would just add to that we plan on removing the abutments. It's the wing walls we're going to reuse.

Q: NNG: How deep is the channel at low tide?

A: JP: 35-40 feet deep.

C: GP: When we first started to address the design, we had several options including the fixed span, but the width and depth of the channel are constricted. That's designed by the feds. No matter how wide you make the opening, you still have the issue of the 35-foot depth. There are no plans or money to dredge the channel. You can make the channel as wide as you want, but you still can't bring in ships that are any bigger than the ships that come in today. You'll never put one of those ships through.

Q: NNG: Do you envision any period of marine closures?

A: JP: We'll coordinate marine closures with the mariners through USCG. There would certainly be a closure associated with the floating installation of the lifting span. We anticipate a 6-11 day closure with that, but as we get closer we'll coordinate with the USCG.

Q: NNG: What about July 4th? Have you coordinated with the yacht clubs in the basin?

¹¹ More information about this hearing can be found at <http://www.massdotprojectsforriverbridge.info/documents.html>

A: JP: It's not that we don't want to inform the yacht clubs, we definitely do, but as we understand it our protocol is to work through USCG who then informs the mariners. It's a chain of command that we have to follow whether we're dealing with the recreational boaters or the fuel ships.

Q: NNG: You could probably sell tickets to curious boaters during the heavy lifts, will you have a control zone?

A: JP: Enforcement will be through the Quincy and Weymouth marine units. We're working in the channel already so we're working with them because we are sharing the space with fuel ships and the MBTA ferries right now.

Q: NNG: This is the sound of the pile driving next to my house. Do you hear that? Would you like to live next to that? How long until that stops?¹² How deep are those piles going?

A: JP: That work goes on through mid-March. The piles are going down 150 feet.

C: NNG: I just got over cancer and now I have to deal with this crap. There are a lot of elderly people in this neighborhood who are sick and even on oxygen.

A: Kevin Lampron (KL): That impact sound you are hearing: significant efforts have been made to mitigate that through the use of vibratory hammers. We're vibrating the piles into place wherever we can, but we can't do that for all of them. The banging you're hearing now is associated with the dolphins, but along the trestle we're trying to use vibratory hammers wherever we can. We do not want to impact you. We want to be a good neighbor. It won't be perfect, but we finished Neponset a year ahead of schedule and we keep looking for ways to make things better. The Chelsea Street Bridge in East Boston went through a lot of similar issues and our track record of communicating with the public was good. We communicated with them and we can be as active as you want. We can let you know when there's going to be pile driving. The telephone number will go on the website, that's active when we are on the site.

Q: NNG: So approximately how long will there be banging?

A: JP: It's intermittent. Predominantly we're using a vibratory hammer. If the pile gets hung up on something we have to bang for 5-10 minutes to get through it. The end will be at the end of this year.

A: KL: It's intermittent during construction of the foundations. It will stop when we get into the structure.

C: Becky Haugh (BH): I'm with the North Weymouth Civic Association. I know that MassDOT has certified that you'll send out politically correct information, but you have some tech savvy union operators that could upload things to a twitter account. We don't want the political correctness of everything. The communication needs to be done in a way we understand. I'm kind of young and I'm optimistic about this. We want to like you, we want to like this bridge.

A: KL: This is fluid work. We put the schedule up on the website and that's to the best of our abilities to say what's coming up. We do run into certain issues that happen like a getting hung up on a pile. We can look into twitter with our liaisons. We can channel that information to our twitter people to manage it.

Q: NNG: Will there always be someone from DOT at the site every day?

A: JP: Yes, our resident engineer Bob O'Neil will be on the site daily.

¹² Here, the resident asking the question produced a sound recording of pile driving.

- Q: ML: I've done some research and White-Skanska builds a nice bridge. The question is for Sandra. The bridge now looks like its being funded 100% by the Commonwealth. The GANS funded appears to be zeroed out. What does this look like in terms of costs? The \$244 million isn't the total price and our price is closer to \$0.5 billion. Can you tell us how much this will cost? What people don't understand is that you're anticipating federal money that you may not get.
- A: SS: I'm in the environmental section; I'd defer that to the district staff.¹³
- A: JP: The right people to talk about the payment part of this aren't here tonight. We can get you an answer.
- C: GP: The funding is supposed to be 80% federal and 20% state. You used that number to go out and do your environmental permitting. Rather than do what's been done for every other project in the basin including the MWRA and the rest of the infrastructure you told us it would be through NEPA because of the 80% federal commitment and I think that will play out over time. Look, there have been so many studies done in the Fore River basin. DEP has been out in the neighborhood looking at the power plant and if you look at the numbers they are ridiculous and not close to reality. We have 11 years of good, hard data and you come along and use the 24 hours for your environmental permitting. That's not right; you'll be held to DEP standards.
- Q: Jane Hackett (JH): I'm a member of the Weymouth Council and I was in the Mayor's office during the temporary bridge. My advice to you is to do just what you're doing tonight and what you have said you will do. If we can do that, that's the best path forward. I suggest you work with the North Weymouth Civic Association. I do like the design. The reduction in height is good. You spoke briefly about the approach work. Are there any streetscape improvements along 3A going south from the bridge: trees, lighting etc.?
- A: MH: There are landscaping designs in the 25% design. We'll check and see if they are on the website.
- Q: NNG: I'm just wondering, once the bridge is done, who is responsible for maintenance and repair?
- A: JP: Once the bridge is done, we operate and maintain it for a year. Then it goes over to the Commonwealth.
-

Next Steps

The design/build project team will continue to progress both design and construction work through the winter months of 2013 and into the spring. The next public information meeting is tentatively scheduled for March 2013 and is likely to take place in Quincy. The project team will also accommodate a request by the City of Braintree for a public information meeting in that municipality. The 75% design public hearing will also be held during spring 2013. At the time of this writing, many of the requests made of the project team at the meeting summarized herein have either been addressed or are in the process of being addressed. Readers are encouraged to visit www.mass.gov/massdot/foreriverbridge for additional information.

¹³ The winning bid by White-Skanska was \$244 million. In addition to the bid amount, MassDOT has an allowance for items such as 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 \$213 million (roughly 80%) will be funded by federal dollars, with the remaining 20% coming from the Commonwealth.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Laura	[Illegible]	Weymouth resident
Ennio	[illegible]	Weymouth resident
Mr. & Mrs. George	Alexander	Weymouth residents
Judy	Barsammian	Weymouth resident
Craig	Bateman	White-Skanska JV
George	Bezkorovainy	Town of Weymouth
John	Brannan	Hull Board of Selectmen
Suzanne	Brownell	Weymouth resident
Doreen	Buckley	Weymouth resident
Nicholas	Bulens	Weymouth resident
Frank	Burke	Weymouth Town Council
Paul	Burwell	Weymouth resident
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Virginia	Casey	Weymouth resident
Chris	Cederholm	Weymouth resident
Tackey	Chan	State Representative
Dick	Coffman	Cohasset resident
Donny	Dailey	MassDOT
Jacquie	Dann	Weymouth resident
Dana	Desmond	Weymouth resident
Tim	Donovan	Weymouth resident
Richard	Dorey	Weymouth resident
Mary	Dorey	Weymouth resident
Martin	Downey	Weymouth resident
Christa	Dunn	Weymouth resident
Dennis	Dunn	Weymouth resident
Joe	Freeman	Hingham resident
Frank	Geary	Weymouth resident
Mary	Geary	Weymouth resident
Bob	Gellan	Quincy resident
Maureen	Gibbs	Weymouth resident
Jim	Halperin	Weymouth resident
Becky	Haugh	Weymouth resident
Joe	Hayes	Weymouth resident
Des	Hayes	Weymouth resident
Mark	Holcomb	Parsons
Susan	Kay	Mayor of Weymouth
John	Keenan	State Senator
Johnny	Kienitz	Weymouth resident
John	Knight	Weymouth resident
Brian	Kowalski	Weymouth resident
Kevin	Lampron	White-Skanska JV
Mike	Lang	Braintree resident

Robert	Lassek	Weymouth resident
Gary	Lawrence	Weymouth resident
Eric	Lueng	Weymouth resident
Donna	Lundberg	Weymouth resident
Peter	Maggi	Weymouth resident
Deanne	Martin	Weymouth resident
Angel	Martinez	Weymouth resident
David	McGough	Weymouth resident
John	McInerny	MassDOT
Nancy	Miller	Braintree resident
Dorothy	Morrell	Weymouth resident
William	Morrell	Weymouth resident
John	Morse	City of Braintree
James	Murphy	State Representative
Patricia	Nutter	Weymouth resident
Jim	O'Leary	MassDOT
Robert	O'Neil	MassDOT
Donna	O'Sullivan	Weymouth resident
David	Oliva	Braintree resident
Jack	Pecora	White-Skanska JV
John	Peruzzi	North Weymouth Civic Association
Gary	Peters	Fore River Bridge Neighborhood Association
Sandra	Peters	Weymouth resident
Paula	Pineo	Weymouth resident
Regina	Potter	Weymouth resident
Geoff	Potter	Weymouth resident
Rob	Rubenstein	Weymouth resident
Pavel	Rubenstein	Weymouth resident
Robert	Seeley	Weymouth resident
Nancy	Seeley	Weymouth resident
Frank	Singleton	Fore River Watershed Association
Bill	Slattery	Weymouth resident
Lee	Slattery	Weymouth resident
Sandi	Sprague	MassDOT
John	Swenson	Office of Congressman Lynch
Alana	Swiec	Hull resident
Alex	Tanguy	Weymouth resident
Carol	Voigt	CITGO
Richard	Weymouth resident	Weymouth resident
Brian	White	Weymouth resident
Kathy	White	Weymouth resident

Appendix 2: Received Letter – see following page



Office of the Mayor

One JFK Memorial Drive
Braintree, Massachusetts 02184

Joseph C. Sullivan
Mayor

781-794-8100

**Fore Rive Bridge Replacement Project
Comments from Mayor Joseph C. Sullivan
Public Information Meeting - January 15, 2013**

I write today to express my concerns associated with the potential traffic impacts to the Town of Braintree created by the reconstruction of the Fore River Bridge. While I appreciate the need to get this long awaited permanent bridge in place, I have concerns, as do Braintree residents, on the construction phase of this project regarding exacerbated traffic conditions.

Braintree, as an abutting town to this project, may have negative traffic impacts on our local roads as traffic looks to avoid the bridge during construction. To that end, I met with Secretary Davey on January 9 to discuss this matter. Secretary Davey assured me that every possible potential traffic impact would be measured and monitored. Additionally, I am aware that Representative Mark Cusack had conveyed his concerns to state transportation officials as well.

Consequently, I request a public meeting to be held in Braintree with the East Braintree Civic Association (EBCA), area residents and other interested parties, with Mass Highway and the General Contractor, JF White, to discuss traffic concerns and possible mitigation steps.

I am available to host this meeting at Braintree Town Hall.

Respectfully submitted,

Joseph C. Sullivan
Mayor

cc: Massachusetts Transportation Secretary Richard Davey
Representative Mark Cusack
David Oliva, President, East Braintree Civic Association