



March 7, 2013

To: Jack Pecora
Fore River Bridge Replacement Project White-Skanska-Koch JV
Project Manager

Donny Dailey
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From: Nathaniel Curtis
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RE: **MassDOT Highway Division
Fore River Bridge Replacement
2nd Public Information Meeting
Meeting Notes of February 12, 2013**

Overview

On February 12, 2013, members of the Fore River Bridge design/build team and MassDOT staff associated with the job attended a meeting of the Quincy Ward 2 Civic Association at the invitation of Quincy City Councilor Brad Croall. Also in attendance were Representatives Ron Mariano and James Murphy and Mayor Thomas Koch of Quincy. Attending the meeting provided the Fore River design/build team with an opportunity to introduce the construction phase of the project to the residents of Ward 2, the neighborhood of Quincy where the Fore River Bridge touches down. This meeting represents one of many which will take place to inform the community about the project during the course of the design/build construction phase.

Meeting Minutes¹

Presentation

C: Jack Pecora (JP): Good evening and thank you all for coming and for your time. Tonight's meeting is about the Fore River Bridge Replacement Project and what you can expect over the next few months and years. You've already some opening remarks from Donny Dailey, so let me introduce you to John McInerney from MassDOT, Kevin Lampron with White-Skanska and our MassDOT resident engineer, Bob O'Neil. Tonight we'll go over the project's current status, upcoming work, and the project website and then we'll share a brief video with you detailing how construction will go.

I'd like to start with these project renderings² In this view, you can see the *USS Salem* off to the left hand side of the new bridge and then there's this view from Weymouth looking back towards Quincy. We also have a view looking back towards Quincy in a winter landscape, sort of like this evening, and then we have this side angle to give you a slightly different perspective. This view is the Quincy approach looking into Weymouth. The big thing to note about the bridge's appearance is that we've moved the control

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix A.

² To see the renderings shown, please see <http://www.massdotprojectsforeriverbridge.info/bridgeviews.html>.

house so that so that it's on the Quincy side of the bridge, just above the roadway. We have also managed to lower the bridge's lifting towers by approximately 22 feet.

In terms of permits and approvals, we have obtained all of our needed environmental permits and approvals with the Army Corps of Engineers and the Coast Guard. Noise and dust control plans for the first quarter have been approved by MassDOT and they went to the community liaisons for Quincy and Weymouth last month. We continue our coordination with Quincy and Weymouth Police Departments, particularly their marine units for the in-water work.

As far as what's going on right now we have work underway at the site as well as ongoing design. The base technical concept, or BTC, was MassDOT's 25% design. We're advancing that to final design and getting it approved. We would expect to have our 75% design public hearing later this spring. On-site work includes trestle installation which is to give us access from the Quincy and Weymouth sides of the river to the future locations of the bridge's towers so we can mobilize drilled shaft installation. Those will be out towards the center of the river. We are also currently working on test shafts to understand the character of the ground into which our drilled shafts will go. Also ongoing is pile removal. We are taking out temporary piles to make way for the permanent foundations and that's work you can see from the temporary bridge as you drive over it because the new bridge will go on the old 1936 alignment. In addition to the removal of the temporary piles, we have also removed some of the temporary dolphins.³ Here's a view from the top of the temporary bridge: the trestle installation is off to the left, that's for our cranes to get out to the tower sites, and the trestle you can see in this photograph is about 60-70% complete. Eventually, there will be a 200-foot temporary trestle extending out into the river from both the Quincy and Weymouth sides. The big steel pile you can see off to the side is the test shaft. The permanent shafts will go in on either side of the trestle to support the tower legs.

Let's talk about upcoming work now. This slide shows our master schedule, it's what contractors use as a planning tool and it has the major highlights of the work. Through the summer of 2013 we're in the water building foundations. Towards the end of 2013 and the beginning of 2014, we'll get underway with steel erection for the towers which should be done by roughly February 2014. We have a lot of work going on during 2013 with steel fabricators for tower parts and machinery. In 2014, we install the lifting machinery in the towers, architectural finishes for the towers, and pipes, wires and electrical connections. The lifting span of the permanent bridge will be constructed in the Fore River Shipyard and floated out to its final position in 2015. In 2013 and 2014, we are working off-line for the most part with minimal impacts to traffic. When we get to 2015, we will have a 4 month transition period where we tie the approaches into the new bridge and put traffic on its permanent alignment. We'll test the new bridge off-line in March/April 2015 and then the transition of lanes is roughly May-August of 2015. We'd hope to have full lane usage by September 2015. Understand this is a planning tool and we have milestones and objectives, but we move them around inside the schedule to stay on time.

We did a public information meeting last month in Weymouth and since then we've been addressing community concerns with the designated liaisons for Quincy and Weymouth, that's Sean Hard and Jeff Bina respectively. We have a project hotline, that number is on your meeting materials, and that's for immediate concerns like noise, dust and other things that impact the community. That number is also handy on our website and its manned whenever we are working. We are also reaching out through MassDOT's social media feeds so do sign up for those. I'd like to hand this over to Nate Curtis to talk about our website now.

- C: Nathaniel Cabral-Curtis (NCC): Good evening everyone, it's nice to be here tonight and to see some familiar faces from the planning phase of the project. The project website is still www.mass.gov/massdot/foreriverbridge, just as it was during the planning phase of the job. The address is on your fact sheets so there's no need to try to take that all down. What we've done is to shift the website over from explaining the planning process to supporting the construction phase of the job.

³ Dolphins are structures protecting a bridge's piers from collisions with ships.

The part of the site which will probably interest all of you the most is the progress reporting tab which includes photos of the work underway and gives you a three-week look ahead at upcoming work. When we get into parts of the job with traffic impacts, which though some time off as Jack says, will eventually get here, the website is going to be a major component of how we inform the public. Also, when we have periods where we work around the clock, such as concrete pours, the website will carry information about that. Thank you, Jack, it's all yours.

C: JP: Great, thank you for that, Nate. I will now show you a brief construction video which is also on our website.⁴ We begin with a flyover of the existing temporary bridge. Quincy is in the background; to the north side is the 1936 alignment. The trestle construction proceeds out from the two river banks with the drilled shafts. Once those are in place, we build a concrete cap over them and then on top of that, a concrete plinth which forms the base of the towers. Here, in white and gold, you can see the towers going up. The towers will be built concurrently with the Quincy tower running about a month ahead of the Weymouth tower. That goes on through the beginning of 2014. In the spring and summer of 2014, we add the tower finishes, machine, control and electrical rooms. At the end of 2014 we build the approaches progressing backwards towards the abutments. Those would be typical bridge viaduct structures. All of that can occur off-line. At the Fore River Shipyard, we construct the lift span section and roll that out onto barges in the wet basin. This is all going on concurrently during the construction of the approach spans. Once the lift span is on the barges, we float it out to the bridge and use tugs and winches to set it in place. That's more or less the beginning of 2015. Once it's on its bearings, we connect the lifting span to its ropes. The last big thing is tying in the approach spans. Here you can see how we go from 4 lanes on the temporary bridge and then cut out the 2 northern lanes, at that point we have 2 lanes in each direction, and then we come up to 3, and then wind up with four lanes on the new bridge. At that point, the new bridge is open for business and we demolish the temporary structure.

Question & Answer Session

Q: Name not Given (NNG): While this is going on, what about the company with the oil?

A: JP: Operation of the existing bridge will be maintained to allow for the passage of CITGO's tankers up the Fore River. From January 2015 to around July 2015, there will be two bridges operating, but fuel ships will proceed as normal.

Q: NNG: How will the parts of the new bridge get here?

A: JP: We're looking at several avenues for delivery. We expect to use the railroad for some parts of the structure, some items will come by truck and still others will arrive by water. We have several parts coming in from Alabama which will arrive by barge.

Q: NNG: And what about traffic on Washington Street, won't all those trucks be in conflict with it?

A: JP: We met with Quincy, Braintree and Weymouth regarding truck routes and depending on time of day, the truck route is some combination of Route 3 to Route 18 to keep it off Washington Street.

Q: NNG: What will come in by barge?

A: JP: We're thinking of large shipments, things like the shiv wheels for the lifting ropes. In terms of truck traffic, I do want to give you a sense of the scale of it. We're looking at 3-5 deliveries per week. The

⁴ <http://www.massdotprojectsforeriverbridge.info/projtime.html>

concrete will come from a plant in Weymouth via road. Again, the truck routes have been coordinated with local police departments and the mayors of the abutting towns.

C: NNG: We had originally hoped that in speaking with Representative Mariano and Councilor Croall that you would build a bridge similar to the 1936 structure, something a little more art deco. This is the entrance to our city which is undergoing a major revitalization and it would be nice to have something more aesthetic. This design seems very utilitarian and it would be nice to replicate the 1936 look, maybe something to the side, a monument, something more than just the steel.

A: JP: The project architect during the 25% design phase established much of the look you see here. He tried for something of that 1936 look with the plinths and the lines carried up the towers by the screening material.

C: NNG: I understand, but unfortunately this looks a lot like the current temporary bridge.

A: Donny Dailey (DD): The architect will be at the 75% design public hearing and can speak to it then.

Q: NNG: Are you taking out the rotary? If not, I wish you would.

A: JP: Not yet anyway, that's not part of our scope.

Q: NNG: Do you have money to straighten out the intersection at Quincy Adams and Howard Street?

A: Councilor Brad Croall (BC): We met with DOT about 3 months again and it looks like it will cost around \$1.5 million for construction. That should happen sometime this spring.

Q: NNG: I'm a longtime Quincy resident and I have missed some of this process, but does your company have any community involvements? We have the oldest tidal mill in America sitting one mile away. We had two, one burned down, but we restored the other one. We need a fire alarm system. Could you help provide one?

A: BC: That's a good question. There is a gentleman affiliated with JF White, Paul Santilli, and he oversees their efforts in partnering with the community.

Q: NNG: Have you built anything around Quincy recently?

A: JP: Yes, we did the Neponset River Bridge.

Q: NNG: So can we look forward to an open dialog with you about community involvement?

A: JP: Yes, we can talk about it.

A: DD: Councilor Croall and Representative Mariano were instrumental in getting that intersection addressed. We're not going anywhere, there's a phone number on the website and an open dialog.

C: NNG: I'd just like to see a donation of a fire alarm system for the tide mill. It's historic. We'd really appreciate it.

A: Representative Ron Mariano (RM): Security systems at the tide mill are out of my and Brad's districts. I just want you to know that. Whatever they [the contractor] do, it should be in Ward 2. Mitigation agreements generally go to help the neighborhood being impacted. Something for this building is more of a possibility.

Q: NNG: How will this impact pleasure boating?

A: JP: We're maintaining a safe passage during construction. There will be a brief closure during the float-in of the lift span, but that's for a limited duration. I would just note that while you are welcome to sign up for our email bursts and to follow along on the website, it's the Coast Guard that deals directly with the yacht clubs and other marine users. That's just how they prefer it to work.

C: NNG: I've often wondered why CITGO who brings in all these tankers isn't putting one dime into this project

A: DD: The job is being paid for through a combination of federal and state funding.

A: RM: We tried to partner with them when we first began the fight for a new bridge. The hard part of dealing with them is historic maritime law which goes back to the colonial era. They don't have to do a thing and to an extent we were dictated to by the Coast Guard. We had no real ability to push back with CITGO and they chose not to participate. We did get them to agree not to bring their tankers in during rush hour, but in all seriousness they have been very hard to deal with on this project.

C: NNG: But they could build a facility on the other side of the bridge and then have a pipe line.

A: RM: That would take about 20 years to do because of the permitting associated with coastal zone laws, but this is about maritime laws. Marine traffic gets precedence and it's a factor we have to deal with, but in all honesty, CITGO has just been an awful neighbor for us and Braintree.

C: JP: O.K. everyone, if there's nothing further, that's it for tonight. We will definitely have more of these meetings throughout the project. We'll switch back and forth between Quincy and Weymouth as we go.

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 scheduled for March 26th, 2013 and will likely take place at the Fore River Clubhouse in Quincy's Ward 2. The Clubhouse is located at 16 Nevada Road. 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. Readers are encouraged to visit www.mass.gov/massdot/foreriverbridge for additional information.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Lena	[Not Given]	Resident
Willie	[Not Given]	Resident
Chickie	Abdallah	Resident
John	Bergen	Resident
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Pat	Croall	Resident
Brad	Croall	City Councilor
Donny	Dailey	MassDOT
Noel	Dibona	Resident
Elwina	Gheere	Resident
Joanne	Hennigan	Resident
Frank	Hogan	Resident
Kathy	Hogan	Resident
Roy	Johnson	Resident
Thomas	Koch	Mayor of Quincy
Kevin	Lampron	White-Skanska
Lisa	Maconchie	Resident
Gulistan	Malic	Resident
Ron	Mariano	State Representative
Doris	Maxwell	Resident
George	Maze	Resident
Marcia	Maze	Resident
Annemarie	McDermott	Resident
John	McInerny	MassDOT
Rick	Morris	Resident
Barbara	Morris	Resident
James	Murphy	State Representative
Bob	O'Neil	MassDOT
Jack	Pecora	White-Skanska
Leroy	Wallace	Resident