



March 29, 2013

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

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From: Nathaniel Curtis
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RE: **MassDOT Highway Division
Fore River Bridge Replacement
3rd Public Information Meeting
Meeting Notes of March 26, 2013**

Overview

On March 26, 2013 members of the Fore River Bridge design/build team and MassDOT staff associated with the job attended a meeting held at the Fore River Clubhouse to discuss the progress of construction and upcoming operations at the site. The meeting was arranged with the assistance of Quincy City Councilor Brad Croall and Representative Ronald Mariano. Also in attendance were Representative James Murphy, Representative Tacky Chan and Councilor Frank Burke of Weymouth. This meeting represents one of many which have and will continue to take place to inform the community about the project throughout the course of the design/build phase.

Meeting Minutes¹

Presentation

- C: Brad Croall (BC): Good evening everyone, please take your seats. I'm Councilor Brad Croall and I represent Quincy Point. With us tonight we have members of MassDOT and the project team and they are going to give you a flyover presentation of how this job is going to work. Then we'll have time for Q&A. My job, along with Representative Mariano and Senator Keenan who worked hard to make this job a reality, is to make sure that MassDOT and their project team communicate what's going on with the project to you on a regular basis. This is the first of multiple meetings on this project. For now, I'd ask you all to join me in welcoming Donny Dailey from MassDOT.
- C: Donny Dailey (DD): Thank you Brad. As the councilor said this is one of many meetings we will have over the three year life of this project. We will shuttle back and forth between Quincy and Weymouth and maintain contact with your elected officials throughout the job. I'd like to recognize that Representative Tacky Chan has joined us, John Walsh from Leader Mariano's office is here and Leader Mariano himself will be coming tonight as will Senator Keenan. I'd like to give the floor now to Jack Pecora, the project manager with White-Skanska.

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

- C: Jack Pecora (JP): Good evening everyone. I'm with White-Skanska; we are the design/build entity charged with building the new Fore River Bridge. Councilor, thank you for helping secure this facility tonight and to all the elected officials for helping us see this project through to a successful completion. Tonight we have just a brief presentation: we're pretty much done with opening remarks, we'll go over the new renderings, the project status, upcoming activities and then we'll have Q&A. We also have a number of our design team members here tonight, seated along the wall here, and I'd like to introduce them: Mark Holcomb is our project design manager, we have David Patineau he is the civil and roadway design, we have Will Varrel he is our design/build movable bridge coordinator, we also have the project architect Bradley Touchstone to talk you a little bit more about the bridge's appearance, we have Maria Hartnett from Epsilon Associates our environmental consultant and we have also from Epsilon our acoustical engineer. I'd now like to let Bradley Touchstone address the project renderings.
- C: Bradley Touchstone (BT): I am a specialist bridge architect and I've worked on bridges across the United States and around the world. Bridges are amazing structures: they are built objects with huge impacts on the community. They help us move people, goods and services across obstacles, but constructing a project like this is an amazing, once-in-a-lifetime opportunity. When done, this project will impact the community today and continue to benefit it for the next 100 years. That's a big responsibility that we take very seriously. DOT and the 25% design team did a lot of work to develop a vision for the project and now as the bridge goes into the construction phase, it's our job on the design/build team to make sure we manifest that vision. It's my job to make sure that all the decisions we make are aligned to the vision laid out in the proposal documents and I've been working closely with the design team because as we move from preliminary to final design, there are a lot of possible changes. We analyze everything from major design to gusset plates and railing details so the bridge remains visually cohesive.

The architectural team has been developing an independent 3D model of the project and you can see that these renderings are becoming more detailed: you'll be able to see railings, catwalks, and fall protection devices. Details like gusset plates and just generally making sure everything fits. This bridge has some unique characteristics: the stainless steel cladding system is literally one of a kind, I can't think of another one in the world, so we want to make sure that's really a unique signature for the job. You can see the vertical mullions and we've been working with our fabricators to sort of these design details. The bridge will also have a unique lighting system with down-lighting on the plinths and color-change up-lighting in the towers so the bridge's lighting can change to react to the seasons or events in the community so this really becomes a modern day lighthouse. That's it for my remarks, but I'd welcome any questions during the Q&A.

- C: JP: Great. Thank you, Bradley. I'd like to give you an update on design as well. We're well into this phase of the project. We've been at it now for about seven and a half months and 75% design submissions have been completed. We anticipate a public hearing on that for mid-to-late April. You'll see notices about that soon. Work is currently progressing at the site: trestles and drilled shafts are ongoing now. Dolphin and fender construction and partial removal of Quincy abutment are coming soon. 100% submissions for the towers and their substructures, operating machinery and other elements are ongoing.

Here are some pictures of construction underway. Here's the trestle installation in the early months of the year. Right now we're installing piles off-line in the channel for tower foundation elements. The Quincy trestle is almost complete. We've also poured the Quincy test shaft to prove out rock conditions below the surface so that when we get into production shafts our parameters will be well set. Here's a similar view from Weymouth side taken from the existing bridge looking back towards Twin Rivers Technologies. Here's another view looking back towards Quincy with the old abutment and the crane out on the trestle. You can see some highlights of the test shaft with the testing jacks in it.

Some highlights of upcoming work, and again at our first public meeting back in January we showed the project bar chart of upcoming work, and here it is again admittedly a little difficult to see, but the first ten lines address work on the Quincy tower foundations which will run between now and July. Each tower

foundation will rest of 12, 8-foot diameter drilled shafts. Following the foundation installation we place a concrete cap on the shafts and work on the fenders to protect the new bridge from ships.

To make everyone aware, we have created a project hotline² which is manned any time the project is operating. That's to address any immediate concerns you might have like noise or dust. Now I want to get us right into Q&A. I want to give everyone at least one chance to speak, so I'm going to call on people and I won't circle back to those who've spoken already until everyone has had a chance that wants one.

Question & Answer Session

Q: Name not Given (NNG): Will there be any sort of barrier between traffic and the pedestrian sidewalk.

A: JP: The sidewalk is protected from the roadway by a raised curb, just like walking on a regular street. The bridge when completed will consist of two lanes in each direction, a 5-foot wide bicycle accommodating shoulder and then a sidewalk varying between 6 and 8 feet. That's on both sides of the bridge so the shoulder also helps to keep traffic away from the pedestrians.

Q: NNG: And what's the project's cost?

A: JP: Our contract value is \$244 million.

Q: NNG: Will the new bridge still be on a curve like the one that's out there today?

A: JP: No, the new bridge will be on the old 1936 alignment so it will be pretty much a straight shot across the river.

Q: NNG: When will you be done?

A: JP: We expect to open the new bridge fully to traffic in the fall of 2015.

Q: Michael Lang (ML): The original bridge design incorporated a 50 mile per hour speed limit and the type study and all the Vollmer data also utilized that. You dropped it down to 40 miles per hour. It turns out that under American Association of State Highway and Transportation Officials (AASHTO) regulations you don't need a median. Is that right?

A: Mark Holcomb (MH): Yes, that's right.

Q: ML: And AASHTO also says that the reaction time for a commuter driver is between 2 and 2.7 seconds. You have a bridge with a 5% grade so you won't see anything until you crest the bridge. You're traveling at 53 feet per second at 40 miles per hour and if there's another car coming that hits the bridge at the same time as you. You'll crash in 2.5 seconds. People are going to go faster than 40, they'll go 50 and at 50, the crash comes in 1.7 seconds. As it turns out, part of the reason for not putting in a median barrier is that the DOT said they did a head-on crash study in 2003 and they saw no such collisions. In 2003, we were using the temporary bridge on which such a crash is impossible. So how could they do the study? My question to you is: does it make sense to have a median barrier?³

² 617-504-2924

³ It should be noted that the study mentioned which covered crashes dating back to 2003 and going as far forward as 2007, included the last year of operation for the 1936 bridge. Traffic was not switched onto the temporary structure until 2004. It is likewise worth noting that the 1936 bridge was not equipped with a median barrier. The crash data showed that most accidents happened in or around the Quincy rotary and were mostly limited to damage to vehicles.

- A: MH: All I can really offer is that there are codes and requirements we follow as to whether a barrier is needed or not. In this case we do not. There are similar codes for signs and other design objects.
- C: ML: And most of those requirements are designed by AASHTO. For those who don't know, they are the guys who come up with widths of lanes, width of bicycle lanes, standard heights for cars and so forth.
- A: MH: We're following the requirements. If a barrier was warranted, we'd provide it.
- Q: ML: So why did you lower the speed limit to get the barrier out?
- A: MH: The posted speed limit on the approach roadways is either 30 or 35, so I'm not sure how you're getting to 50.
- C: ML: The history has always been 50. I just drove through the bridge area and I didn't see any signs for speed limit at all. History has shown that those crazy folks from Hingham will do 50.
- A: MH: The last thing I'll say here, because I think we should let some other folks ask their questions, is that there was an extensive type study and functional design report which established the configuration and design speed. We didn't come on board to set those parameters.
- C: ML: I'm sorry Mark, because you're a nice guy, but you said the magic word: type study. We asked for the type study years ago. We asked everyone to see it right up to Rich Davey and I stood as close to him as I'm standing to you now and he said we couldn't have it. The website has all those documents, but not the type study.
- A: JP: I think you should be able to get it through your community liaison.
- A: MH: I really can't address that part, I'm sorry.
- C: ML: This is dangerous without a median barrier.
- Q: NNG: Could you please talk about the impact of construction traffic on the Quincy side of the bridge?
- A: JP: Working with the community of Quincy, Weymouth and Braintree, we've been coordinating site access. We're using a number of different modes including water and rail for the major deliveries of steel and other bulk commodities. Our concrete will be coming from Weymouth. In working with the three communities we have put certain restrictions in place such as not running trucks down Elm Street and past the school that's on it. To give you a sense of how many trucks we're looking at here, it's about 5-7 trucks per week, but they are coming from Route 3 and then getting to the site on Union Street or Route 18. Those are the major inroads to the job.
- A: Kevin Lampron (KL): In terms of truck traffic, the impact you have today won't get much higher. This is about it.
- C: NNG: I'm glad to hear you are using water and rail for deliveries.
- A: JP: There are some items we just can't get any other way.
- Q: Jack Gillon (JG): I understand that there will be a short period of time when you have just one lane in each direction, but the rest of the time you'll have two, is that correct?

A: JP: You're correct in that the bridge will be down to a single lane in each direction for about four months: May to August of 2015. That's where we really have to address the transition of tying the approach roadways into the existing structures. That pattern holds for those four months.

C: JG: It was my understanding that you might have two lanes going inbound and one lane going outbound depending on peak hours.

A: David Patineau (DP): During that four month period, it's one lane in each direction. At all other times we have two lanes in each direction. Before those four months in 2015, there might be times where we go down to two lanes, off-peak, and very temporarily.

Q: JG: When might you need mitigation in place, such as the improvements to East Howard Street?

A: DP: Right now we're working with the preliminary studies which identified the diversion routes that we'd expect to see used. We're programming a number of intersections for improvements all of which would be in place before the four month restriction. Those changes consist of some geometric changes, better coordination, improvements to phasing and restrictions to some movements.

Q: JG: And part of this is to avoid having a queue blocking the fire station?

A: DP: Washington Street/Cleverly Court will get a new signal with emergency vehicle preemption and tied into the city grid. South Street will get some minor improvements as well.

C: JG: Excellent. Thank you.

Q: Frank Singleton (FS): As you build the new bridge, you still have the old one up for a while. It's hard enough to thread the needle now, so to speak, so do you expect that tankers will slow down transiting the bridge because they have to go through two tunnels instead of one? Will there be more traffic because of longer transit times for boats?

A: JP: The tankers are really a straight on line as they go through the proposed structure and the existing bridge so as far as threading the needles, the fender walls for the new structure will be 250 feet apart instead of 175, so it only gets better. I don't believe they will slow down any more so than they already do, but I can contact the harbor pilots and get back to you.

Q: NNG: How will bus routes be diverted during this? You have the Route 220, 221 and 225 all using the bridge.

A: JP: Those are MBTA buses and we will coordinate with the MBTA. If the bus stops along this corridor then it will still be able to do so, just using the temporary or permanent bridge.

C: NNG: I thought there would be a certain point when the temporary bridge closed to traffic.

A: JP: There will be, but only after the new bridge is available for traffic. We don't anticipate any period at which there is a total loss of access.

Q: BC: Can you speak to JF White's experience and portfolio locally?

A: JP: Sure. I come to this project from the Chelsea Street Bridge in Boston which is similar in terms of the height of the towers and length of span. White-Skanska, as a joint venture just finished up the Neponset River Bridge and we've done bridges for the Central Artery and in summer 2011, the Fast 14 project on I-93 north of Boston. Skanska-Koch is out of New York. They do structural street work and have worked on the Brooklyn Bridge, the Roosevelt Island Bridge and others around New York City.

Q: BC: And how many crews are you currently running?

A: JP: We currently have four pile driver crews and one labor crew. The shifts we're running now are 7AM-3PM and 3PM-10PM.

C: BC: I know you guys have the experience for this. One question I get from the neighborhood residents is the noise and what sort of best practices you guys use to mitigate noise.

A: JP: The first order of business is to take the noise away with good techniques. The drilled shaft casings we are using are vibrated into the soil rather than pounded and then we excavate the soil out from the interior of the casing. That's a very good route to limit noise. In instances where we have to use pile drivers we limit that to daytime operations. If we need to, we have noise blankets we can incorporate though we haven't needed to take it to that level yet.⁴

C: Gary Peters (GP): I'm with the Fore River Bridge Neighborhood Association. I want to let people know what happens when things don't go correctly. You have in place a noise control plan that we haven't seen yet and I'll get into that a little later. Correct me if I'm wrong, but just to give an overview of how this works: a neighbor files a complaint, a form is filled out, the contractor immediately contacts Bob O'Neil, the acoustical engineer, and they go out and measure the sound levels at the property line at that particular time. The measurements are coordinated back to the complaint and they are documented in the complaint log which is found in Appendix G of the plan for noise monitoring and control.

You started off by saying you wanted to be good neighbors, but your first meeting was a disaster with the finger-pointing about who was supposed to have brought what. I'm on the Weymouth Board of Health, I wrote the Weymouth nuisance regulations. The position of DOT is that nobody in Quincy or Weymouth has any control over this project so that phone number is your lifeline. We have people in the neighborhood with preexisting conditions. If you work 24/7 it will be a death sentence for them. That sounds over the top, but it's true. This needs to work and it needs to be enforced. Bob, we went down to DEP and I gave you a courtesy copy of what we gave them. This is a public health issue and I'm hugely concerned this will fail and won't do the job. People are going to call the number, go through the noise control plan, and ultimately be told "tough, we have to build a new bridge." What happens to the grandmother who just can't handle it? In Brookline, they are putting in a sewer line right in front of my job and they have court mandated supervisor. I asked if they'd work 24/7 and they responded "are you nuts?" We have some real problems with this thing. This community is fierce about protecting our health and safety. We won't be dismissed. We asked to participate effectively with DEP. Please give us what you've been receiving over these past five or six weeks. We filed a FOIA for it. They⁵ sent us to DOT and if you want to be good neighbors, honor the FOIA. Bob, do you agree this is a public health issue? We both belong to the INC and the paramount thing is to take care of the public health. It's been absent. I've been advocating on this for four years. We have existing problems in Weymouth. As a professional, can we get together and work on this? We cannot be in the same arrangement we were last time which was to be told off every time we came up with a problem.

Q: NNG: What's your plan regarding the 115 volt cable that feeds power to Quincy?

A: JP: We're well aware of it. We're working closely with NSTAR to work around the cable. The only work that's really going on there is around the existing ramp and then it's just replacing a wall.

Q: NNG: I think its National Grid's cable. It's full of mineral oil; I mean I know it's just mineral oil, but still, in the water that's probably not great.

⁴ Here, Donny Dailey paused the meeting to recognize Councilor Frank Burke, Senator John Keenan, and Councilor Doug Gutro.

⁵ Herein it is assumed that Mr. Peters means White-Skanska.

A: JP: It's highlighted on our plans. We are working hard not to hit it.

Q: NNG: When do you anticipate the reinforcing part of this job?

A: JP: Within 3-4 weeks for the drilled shafts and then going on to the foundations and plinths.

Q: NNG: What do you see overall going from the caissons to the roadway deck? Do you know the overall tonnage of the caissons?

A: JP: The roadway deck is about 14-16 months out. We have a lot of structural steel to put up with getting the towers in place and then building the approach spans back towards the abutments. The deck is really that last cap. I don't know about the weight of the caissons, but I'll get it for you.

Q: NNG: My concerns are the same as Gary Peters'. We're the residents of Monatiquot Street and we want to know what you're doing to control noise, dust and traffic impacts. I don't want to be sitting in my yard all summer inhaling dust and listening to noise. You said you were only doing pile driving during the day, but you've done it during the night as well. When that happened, I spoke with Robert and he was terrific, but we're a community. You guys are all hyped up to do this great bridge, but it's our home. We work all day and we go home to rest and relax and enjoy our yards and property. You will impact our quality of life. What will you do to take the noise away?

A: JP: We have implemented measure to reduce noise through the means and methods used. We have a daytime noise level which runs until 7PM, an evening restriction which runs 7PM-10PM which is 10 db lower than the daytime level and then a nighttime level from 10PM on which is even lower.

C: NNG: I was told there are only two shifts.

A: JP: At present that is correct. There will be times when we have to work around the clock, such as when we're pouring concrete, but you will know about those in advance.

C: NNG: We have elderly people and children living in this neighborhood. You just can't understand what went on with the last construction project.

A: KL: We've already mitigated a lot of the noise though means and methods that we covered earlier, we went to vibratory methods instead of pile driving.

C: NNG: I come home and hear this in my living room.⁶

Q: KL: And what's the date on that recording?

A: NNG: That's 6PM last Saturday.

C: KL: I'll check on that. I was not aware we were doing any pile driving last Saturday.

C: JP: And that's why we have the hotline. You could have called the superintendent who was on that shift.

C: KL: The procedure Gary outlined is correct as far as what's supposed to happen. We've shut the operation down.

Q: NNG: So you will shut the operation down if the noise limit is exceeded?

⁶ Here, the audience member produced a recording of a pounding noise.

- A: KL: Yes. We will and we have when we need to do so. There's a plan in place to handle these things. There are noise levels that we are mandated to achieved. We're not trying to hurt you, but at least give us a call and let us try to fix the problem and help you.
- Q: NNG: So will we be hearing noise all summer long?
- A: KL: That pile driving ought to be done within the next two weeks. We have to drive some piles in to the point of refusal to make sure they will carry the weight they need to, but for the rest of the summer you will see two shifts vibrating shafts into the ground and then excavating the soil from inside them. You'll have some equipment running on barges, but no more pile driving. We'll wet down dust and cover stock piles. But please, give us a call and give us a chance to fix it for you.
- Q: NNG: You're using the old approaches for the new bridge?
- A: JP: Yes. The old approach ramps will be reinforced and wrapped with new walls. The existing embankments will also be used.
- Q: NNG: And how much higher will the new bridge be?
- A: JP: It sort of depends on where you are, but on the order of two and a half to three feet at that embankment.
- Q: NNG: Is there a bridge tender on the bridge all day? It seems like the bridge only opens a few times a day when it's busy and then a few times a week when it's not. It seems like it's a lot of money when you could maybe send somebody out once a week to open the bridge.
- A: JP: That's a matter of licensing with the Coast Guard in terms of having a tender on the bridge. While we have two operating bridges, there will be one on both structures. It's not my call.
- Q: NNG: You introduced Bradley Touchstone from Touchstone Architects earlier. What's the relationship between them and Rosales and Partners?
- A: JP: Rosales developed the vision for the bridge. Our design team includes Touchstone which is charged with carrying that vision to 100% design.
- Q: NNG: So they are more specialists for construction?
- A: JP: Their role is to help us get to a full design.
- Q: NNG: I have a real concern about safety and speed limits and I thought I'd throw this out to your architect. There's no real enforcement of speed limits on the bridge and it's a safety issue. There are automobiles, bicycles, and pedestrians using that bridge so what are your thoughts about a sign that says "you're going x miles per hour over the speed limit" and then maybe a system with a camera that automatically gives tickets to speeders. It's unsafe on Route 3A and the state police just don't patrol it. So can we put something on the bridge?
- C: NNG: I usually see a state police cruiser sitting right down at the rotary on the Quincy side.
- A: JP: Presently, as far as speed cameras or automatic tickets, those elements are not in the project design. There's also some difficult in terms of sight lines and available width to install the elements. The items you're talking about would wind up in the bicycle lane.
- Q: NNG: What about on the overhead structure?

- A: MH: Any request for speed limit signs are regulatory issues and would need to come from the towns. It's a regulation issue.
- C: NNG: From the towns, so Quincy and Weymouth would need to do it. Everybody exceeds the speed limit on 3A and when you try to take the left turn to go to Braintree you have to get in the left hand lane on the bridge because if you try to go the speed limit, you really have people bearing down on you.
- Q: NNG: Will the new bridge operate faster than the temporary bridge?
- A: MH: It will be faster. The new vertical lift bridge is designed to go up in two and a half minutes and then back down again in two and a half minutes. The amount of time traffic is actually stopped is dependent on the size of the vessel passing through and whether it has tugboats helping it, but the bridge itself has that operating speed.
- A: JP: When the bridge first opens there is going to be a period of balancing and fine tuning, but Mark is correct, that's the design speed.
- Q: NNG: Will the new lift span be built off site?
- A: JP: Yes. We'll build the new lift span at the Fore River Shipyard and barge it into position in 2015.
- Q: NNG: There are no bicycle lanes on either side of the bridge so why are you adding bicycle accommodations?
- A: JP: The plans actually include incorporating bicycle accommodations into the approaches of the bridge. It's a project requirement.
- C: NNG: I'd give up bicycle lanes for a center divider.
- Q: NNG: For the four months when there will be one lane in each direction, will pedestrian access be maintained?
- A: JP: Yes.
- C: NNG: Good and as a pedestrian, the cyclists are currently riding on the sidewalk and making my life difficult so I appreciate the new bicycle accommodations.
- Q: NNG: Is there noise monitoring going on at the shorelines?
- A: JP: We monitor on-site. We also have baseline readings. We also take readings of the operations to ensure that they conform to the correct noise levels.
- A: KL: We have fixed locations from which we took baseline measurements and those are monitored. When there's a complaint, somebody calls up, we take the tripod down and measure from those locations to see where we are.
- C: GP: I'm going to jump in and follow up on that. It's not working. You're kidding yourself. I have to file a FOIA to get what's already been done, it's not working. That's a sinkhole. You're inviting a fight. You either honor your commitments or you don't. You need to back up the words with deeds.
- C: ML: I'd just like to clarify a couple of things. Gary's been talking about monitoring and stuff like that. This is the DOT Fore River Bridge federal finance plan and this was submitted February 2012. This will

give you clarification of the DOT position. It says that the sensitivity analysis shows that improvements can be made to the schedule and completion date by removing the constraints of the construction working hours. That gives you an idea of where you stand so you better watch out.

- C: NNG: I want to add something to that. We've had our property evaluated and allowed the monitoring equipment to be installed on our front lawn. You can't measure noise properly in one day. It changes depending on the weather, seasons and wind. We've become quite expert in all these things and Gary and I have worked together on these issues. The residents have lived here for 37 years. Noise monitoring on my property for one day won't do it.
- Q: ML: I was the town's mitigation person on the Greenbush Line and I did a noise study for it and so I know a lot about noise. I want to address the issue of the cost of the project. Earlier, you said the cost of the project is \$244 million and that was what they had written in the Frequently Asked Questions document as of January, 2013 on the DOT website. They said the winning bid offer by White-Skanska was \$244 million. O.K. now, basically the same FAQ page has been handed out tonight and you've added \$26 million. So it's not \$244 million, and oh by the way, that's not even right. Are you listening? Because if you look at the documents filed to the federal government said \$244 plus engineering and overhead costs, but that's not right because it doesn't cover the demolition of the temporary bridge which is another \$8.9 million. I care about this because I'm a taxpayer and you should too; I think this will get up to around a half billion or even three quarters of a billion. I thought I'd ask the state transportation committee about this, but it turns out they only get together when it's time to name a bridge after a veteran and cut the ribbon. So I thought I'd ask the state auditor about this and not Suzanne Bump, but her people told me they only do audits after the project is done. You did the Chelsea Street Bridge and you say it's the same bridge, but Chelsea Street is longer and so you'd think that costs more, so why does this bridge cost almost twice what Chelsea Street did, which was \$128 million, according to DOT documents that you can't trust anyway?
- A: JP: So, to address Mr. Lang's point, Chelsea Street was a 450 foot span. This is a 324 foot span, plus two, 500-foot approaches. The additional scope of work is for those approaches and includes a significant amount of marine work. The Fore River Bridge is also higher than Chelsea Street. Fore River will be 55 feet above the water give or take which allows most small craft to pass without requiring an opening. It's the marine work and approaches that drive the cost different. Yes, these two bridges are similar in that they are both vertical lift structures, but in terms of project scope and cost they are different and not a great comparison.
- C: ML: But you compare them all the time!
- A: JP: From the perspective of that they are both vertical lift bridges yes, but otherwise no.
- Q: NNG: Assuming this bridge is built, after it's built, who maintains it? I ask because the original bridge was built in 1933 and wasn't too well maintained. It rusted out and fell apart. If it would have been maintained, it would still be up there.
- A: JP: White-Skanska will maintain the bridge for one year. After that, it will become the responsibility of MassDOT.
- Q: NNG: On the approach ramps, are you going to encase the old oxidized concrete?
- A: JP: We will remove the old concrete back to solid material and then fully encase it with new concrete.
- Q: NNG: So it would be wider at the base?
- A: JP: Yes, there will be a 12-inch wall over the face of the existing wall.

Q: NNG: What's the strength of the existing wall? Have there been studies to prove that the old concrete is viable?

A: MH: Yes, there were very detailed studies of the existing concrete done to address that question. The analysis justified that there was enough good concrete to make it work. The new concrete casing will also help to carry some load as well.

Q: NNG: I have a question: current vessels are getting through the bridge now, why do you need to expand this to be so large?

A: JP: That was the USCG requirement.

A: WV: The design was based in part on the Panamax tanker, which is the largest vessel that can transit the Panama Canal. That was used a template for this bridge?

Q: NNG: Is that really required or appropriate, bring all this toxic oil into a small residential environment?

A: WV: The thinking was that having a larger bridge would allow the passage of larger ships and allow for fewer trips so there would be less chance of a problem with that oil

C: NNG: I've never seen the Coast Guard at these meetings.⁷

A: WV: The thinking was that having a larger bridge would allow the passage of larger ships and allow for fewer trips so there would be less chance of a problem with that oil

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C: NNG: I've written to the Coast Guard about this project and they wrote me back thanking me for my opinion. They are definitely thinking about it. I was with the harbor pilots for many years and having a wider opening really is a safety issue. There are some pilots who won't go through today's bridge because of the width.

Q: NNG: It seems that we're doing all this work just for CITGO. What have they done for us?

A: JP: I know that there's a history with CITGO that goes back to well before we came on this job, but the short answer is that CITGO isn't responsible for any piece of this work. It's a DOT job and we're doing it for them.

Q: Frank Burke (FB): When the concept meets reality and we find out that the bridge isn't safe, has anyone looked at eliminating the bicycle lanes and putting a barrier down the center of the span?

A: JP: On our design team, no. I really can't speak to what came before us. I also don't know how a median barrier would impact the weight of the lifting span.

C: FB: Our local police forces are going to have to be diligent, not that they are not already, when this bridge opens.

C: NNG: I had submitted a public comment about some aspects of the bridge and nobody ever got back to me about them. My idea was to place an observatory on one of the bridge's towers.

⁷ During the planning process, two mariners' meetings were held at the Coast Guard station in Boston. Members of the Coast Guard also attended a briefing for the Quincy Chamber of Commerce in June, 2009.

Q: JP: And you submitted that to DOT?

A: NNG: That's correct.

C: JP: I can certainly look into this for you.

A: Nathaniel Cabral-Curtis (NCC): Jack, if I may, I'm the public involvement specialist for the consultant team and we received that comment regarding the observatory and I spoke with Matt Kelly, you were copied on the email. The idea is that there's a lot of machinery in the top of the tower and it's not necessarily machinery you want every Tom, Dick and Harry to get access to; there's difficulty associated with getting people up the towers, certainly it would be difficult getting somebody in a wheelchair up there, so if you create a public space it needs to be accessible as defined by the Americans with Disabilities Act and we had put a response back out to you, as I recall you sent your comment to Stephanie Boundy, and we put that response back out to you through her. That was supposed to have gone back out to you. At this time there is no plan to place an observatory on the towers because of safety and ADA compliance issues. That's what Matt had shared with me Jack.

Q: DD: Nate, can we get him that response? I'd also like to note that Representative Ron Mariano has joined us.

A: NCC: Certainly. Sir, if you see me after the meeting, I'll give you a card and we'll see if we can't find where the response is and send it back to you.⁸

Q: ML: I promise this one will be my last one. I want clarify the assumption that was made earlier about if we run Panamax tankers up they will carry more fuel and require fewer ships to come into the Fore River. The current ships are Panamax tankers. This bridge is design to accommodate post-Panamax tankers which cannot fit into the Fore River because of their deeper draft. They can't fit into Chelsea Creek because of their draft; they can't fit in Boston Harbor because of their draft. I want to clarify that.

I do have a question and that is about this document I just received from the Coast Guard. They say they are putting a navigation area together for the bridge and that's sort of a safety zone around the work site. As part of that safety zone they are going to reduce the speed of boats going through the work zone to three knots. If that means the bridge is going to be up longer, will traffic back up worse and divert more through Weymouth Landing? Was that in your traffic studies?

A: JP: That three knot speed restriction has been in place for some time. So if you haven't seen any problems, I don't think you're going to see them. It shouldn't change much.

Q: ML: But what I asked was if that was incorporated into your traffic studies? The traffic studies are older documents.

A: JP: I'm not sure; we'd have to get back to you on that.

C: GP: A final comment on noise. Some of the more recent things going on here on the South Shore: Judge Dover in his wisdom decided that the turbine over at Presidents Links could not operate during the golf season, during the day because it bothers people on the putting greens. There's a lot of talk about wind turbines and noise issues. The original deal was that this project would run 24/7 and we managed to modify it down to 7AM-10PM.

A: JP: Just so everyone understands, 7AM-10PM are our current work hours, for this phase.

C: GP: I know there will be times where you'll be required to work 24/7. I see us as currently being on a collision course. Work with us in the neighborhood to avoid that.

⁸ On 3/27/13, this response was located and forwarded to Donny Dailey to return to the audience member.

Q: NNG: How do you get a comment on record so that it stays with the project?

A: WV: At the 75% design public hearing there will be a form for you to submit.

C: NNG: I've been to some meetings which we defined as information and the paperwork I've seen says the comments are on record, so I'm not sure about it.

A: JP: As far as protocols, I'm not sure, but the public hearing notice will define those parameters.

Q: NNG: Far enough in advance so that people can actually participate?

Q: NCC: Are you in the stakeholder database?

A: NNG: Yes, I am.

A: NCC: O.K. good. You'll receive your hearing notice in email sometime either slightly prior to or right around when it gets into the newspaper, so you'll get it multiple ways.

A: MH: And the notification would come a minimum of two weeks before the hearing.

A: DP: Any verbal interactions at the hearing would be recorded by a stenographer.

Q: NNG: And how soon do those comments have to be submitted to be part of the permanent record?

A: DP: At the public hearing, you'll get a handout with a comment form which you can send in to MassDOT and any verbal interactions will be recorded by a stenographer.

Q: NNG: So there's no other official way to make a comment to DOT?

A: JP: I think the best vehicle for that really is the 75% design hearing.

C: ML: I'm sorry, but this goes back to the cost thing. In the document there, the FAQ's, you say that the bridge will be paid by 80% federal funding. If you look at the MPO and other federal funding documents, those documents originally showed 80% federal share. They now show 0%. The federal share of this is all on GANS which are based on future transportation revenues. It could be that we wind up covering the whole cost of this project.

A: JP: White-Skanska is here to build the bridge and I'm not going to confirm or deny what you've read in various documents. If there are no more questions, please feel free to come up and take a look at the graphics up front. We're happy to stay and answer further questions you have.

Next Steps

The design/build project team will continue to progress both design and construction work through the spring and into the summer months of 2013. Upcoming public involvement milestones will include a public information meeting for residents of Braintree, with a particular focus on project traffic, and the general audience 75% design public hearing. Both meetings will like be held something during April and May of 2013. Readers are encouraged to visit www.mass.gov/massdot/foreriverbridge for additional information.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
George	Bezkorovainy	Town of Weymouth
Frank	Burke	Weymouth Town Councilor
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Tacky	Chan	State Representative
Jim	Clark	Resident
Jim	Clarke	Town of Weymouth
Ron	Clough	Resident
Brad	Croall	Quincy City Councilor
Leona	Cullen	Resident
William	Cullen	Resident
Donny	Dailey	MassDOT
Jack	Gillon	City of Quincy
Becky	Haugh	Resident
Mark	Holcomb	Parsons
Gordon	Johnson	Resident
Frances	Johnson	Resident
John	Keenan	State Senator
John	Keyes	Resident
Kevin	Lampron	White-Skanska
Michael	Lang	Resident
Owen	MacDonald	Resident
Ronald	Mariano	State Representative
Macia	Maze	Resident
Bob	McBride	Resident
John	McInerney	MassDOT
James	Murphy	State Representative
Bob	O'Neil	MassDOT
John	Orsini	Resident
Jack	Pecora	White-Skanska
Sandra	Peters	Resident
Dean	Rizzo	Quincy Chamber of Commerce
Mary	Roy	Office Representative Murphy
Allen	Stein	<i>Hull Times</i>
Ed	Stereng	Resident
Jeff	Stevens	Resident
Cheung	Tong	Resident
Dick	Travers	Resident
John	Walsh	Office of Representative Mariano