



October 23, 2013

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

Donny Dailey  
MassDOT Office of Public Affairs

From: Nathaniel Curtis  
Howard/Stein-Hudson  
Public Involvement Specialist

RE: **MassDOT Highway Division  
Fore River Bridge Replacement  
4th Public Information Meeting  
Meeting Notes of September 25, 2013**

## Overview

On September 25, 2013, members of the Fore River Bridge design/build team and MassDOT staff associated with the job held the quarterly project progress meeting at the Fore River Clubhouse in Quincy. The meeting had been delayed approximately one month as had it been held on a strictly quarterly basis it would have fallen in the weeks immediately ahead of Labor Day when it is generally seen as inconvenient for community members to attend. It is worth noting that while the previous public information meeting, held in March 2013, took place in Quincy, the 75% design public hearing, held in May, 2013, took place in Weymouth. The project team takes seriously the idea that meetings should be balanced between Quincy and Weymouth.

The meeting was arranged with the assistance of Quincy City Councilor Brad Croall and was also attended by Quincy Councilors Gutro and LaForest and Weymouth Councilor Jane Hackett. Mary Roy of Representative Murphy's office was also present. 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 construction phase.

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## Meeting Minutes<sup>1</sup>

### *Presentation*

C: Brad Croall (BC): Good evening everyone. Thank you for being here. As promised when this project began, we are holding a quarterly update meeting to let you know how the project is doing and discuss upcoming work for the next few months. As usual, we'll provide the update and then turn it over to a Q&A period. You all live here and deal with this job every day. As your city councilor, it's my job to work with our partners in government and the contractor to provide these forums and ensure we are taking positive steps. I want to recognize Ward 1 Councilor Margaret LaForest and a big reason why this project is getting done, Representative Ron Mariano. He has been on this since day one and is a powerful advocate for this community. We'll have time for Q&A at the end, but to start, I want to hand this off to Jack Pecora, White-Skanska's Tom Brady for this project. Please welcome Jack.

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<sup>1</sup> 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): Thank you, Councilor that was a nice introduction. I'd also like to recognize some of the other members of our team here tonight: David Patnaude and Will Varrell both from Parsons Transportation and David Sobel and Wing Wong both from Green International. They are civil and roadway designers who are subcontractors on the project. We also have Jim O'Leary from MassDOT with us as well. Tonight, I have a brief project update and then we can get into questions. First we'll give an overview of tonight's presentation. We have the latest renderings, construction status, what to expect for fall and winter. Then we'll talk about public involvement and planned outreach followed by Q&A.

So, first some renderings: this is the bridge's tower as viewed from the approach span. We displayed these same renderings at the 75% design public hearing in May and this is generally speaking what you will see when the bridge is complete. Here's a view from the river bank looking back towards Quincy. Here is a nighttime view with the *USS Salem* at left and here's another view a little further out into the channel.<sup>2</sup> In terms of where we are on the project's timeline, as I mentioned, the 75% public hearing was held in May. The design is now up to 100% and has been issued for construction plans. The steel for the bridge towers and the lifting machinery is currently being fabricated at plants across the United States. Here at Fore River, we have ongoing construction operations. Since May, we've completed the Quincy tower foundations and begun work on the Weymouth tower foundations and Weymouth outboard dolphin. The Quincy Tower pier camps are currently being installed. Over the fall and winter of 2013-2014, we can expect completion of the Weymouth tower foundations, the drilled shafts associated with the approaches, continued work on the tower foundations, particularly the plinths and we'll begin utility installations on the approach roadways. Also over the winter of 2013-2014, we'll work on the approach wall renovations, restoration of concrete on the earth embankment approaches and commence the improvements to abutting intersections. The first structural steel will also begin arriving.

We have some progress photographs to share as well. Here's a view of the Quincy tower. You can see the precast box sections with the steel reinforcing cages coming up from that. The boxes are made up of five sections assembled in Virginia and brought up to Massachusetts on a barge. Those get lowered over the shaft and connected together. Once the whole reinforcing cage is assembled, we fill that with concrete and that's the foundation. About two weeks from now we should be on to the south side of the Quincy tower. On the Weymouth side, here's the dolphin. There will be one of those at each corner of the bridge to guard against collisions.

This graphic shows our overall schedule. It's hard to see and we'll post it to the project website, but here are some highlights. Ongoing through the winter of 2013 we have deep foundations; the tower construction and approach span foundations going into the spring of 2014. Work on the concrete wing walls and steel for the approach spans runs out into the middle of 2015. Structural steel and machine room construction will begin around January, 2014 and run through November or December of next year. That includes the electrical rooms in the towers. Deep foundations and plinths, coming up from the top of the pile caps, that runs into early next year. Throughout the process, you see that the Quincy work tends to run a few weeks to a month ahead of the Weymouth work. Throughout 2014 we'll continue work on the dolphins and fenders and we expect to install the lift span in January of 2015. The last part of the project is to demolish the existing temporary bridge.

A little on public involvement: we have ongoing coordination with abutting municipalities: Quincy, Weymouth and Braintree. We continue updates to the project website and outreach through MassDOT social media. Nate is coordinating with the East Braintree Civic Association regarding the community briefing they requested. I understand that Nate wants to make a few remarks on public involvement so, I'll give him a moment to do that.

C: Nathaniel Cabral-Curtis (NCC): Thank you, Jack. I know all of you have dealt with email and when you have a large email database, especially one that's as old as the one for this project, going all the way back to

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<sup>2</sup> All materials displayed by Jack Pecora during this presentation can be seen at:  
<http://www.massdotprojectsforriverbridge.info/documents.html>.

March, 2009 when I first started on this job, there are some email addresses that turn out to be duds. People move away, they change jobs, they win the megabucks and buy a helicopter and road projects are no longer important to them, so what I recently did was to send out the fall update by email to our entire stakeholder database. There's a copy of that available on the sign-in table and I encourage you to take one if you didn't so already. It's what I like to think of as "what the project did on its summer vacation," and it covers some of what Jack mentioned: what we've accomplished and what to expect over the winter. When I did that, we got some bounce-backs. I went through all of those, look at each one and sent out a personal email to that address alone asking if the recipient still wanted to receive emails about the project. Some of those people never got back to me and those folks have been removed from the database. So, if you feel in the past that you have signed yourself into the stakeholder database, but you've never gotten an email, please make sure you visit the sign-in table tonight, give us your email address, print it in block letters so I don't have to squint to get it into the database because I want to make sure that anyone who wants an email is getting it. Thank you again, Jack, that's all.

A: JP: O.K. good. That was the last slide. Now we'll do Q&A.

### **Question and Answer Session<sup>3</sup>**

Q: I'd like to know what your plans are for bicycle lanes on the bridge.

A: Our plan is for bicycle lanes on the bridge adjacent to the curb. This would be just like on a street with bicycle lanes that you might have seen driving in Boston.

C: When you look at the newspapers there have recently been four cyclists killed by motorists. Three of them were riding in bicycle lanes. There needs to be something between cars and bicycles. I was a bicycle commuter for 15 years. I took the sidewalk on the 1936 bridge and I'll take it on the new bridge. You need to put a rumble strip between the bicycle and travel lanes at least. I've had emails with Donny Dailey on the same topic. I got some specifications from the Sunday Globe about what they do in the Netherlands and the biggest thing they do is physical separation.

A: We can talk to DOT about incorporating some of this.

C: I've been talking about it since day one and have been consistently shot down by MassDOT.

A: I recall you spoke about this at the 75% design public hearing, but there are factors that impact this project because it is a movable bridge.

C: Sooner or later, somebody will be killed and it won't be on my head, it will be on yours. You need physical separation. I've crossed the bridge thousands of times and someone will be killed if there isn't a physical barrier.<sup>4</sup>

Q: Regarding information for travelers, 45 states have these radio channels. We have four in Massachusetts. My concern is why we don't have one here. Is there any intention to put something like that in place? I'd like my answer from Mr. Dailey or Representative Mariano.

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<sup>3</sup> Audience members did not universally provide their names and as such, comments are presented anonymously. Answers were provided by Jack Pecora unless otherwise noted.

<sup>4</sup> Since this meeting, the project team has investigated into placing a physical barrier or rumble strips on the bridge. A physical barrier would add weight to the lifting span, narrow the space available for cyclists, making snow removal difficult, and create a launch hazard for vehicles. Rumble strips would not be considered safe on the bridge per MassDOT guidelines. For more information see:

<http://www.massdotprojectsforriverbridge.info/askedquestions.html>.

A: If you're looking for construction updates, we do that through the project website.

Q: But the idea is for commuters to have constant updates over AM radio. The licenses are free from the FCC. Why don't we have something like that planned for this project?

A: [Donny Dailey] that's certainly something we could look at. Please see me after the meeting and we'll set up a phone call for tomorrow.

Q: Will the bicycle lanes and pedestrian sidewalks be separate?

A: Yes, they are separate.

Q: Will the sidewalks be plowed in the winter?

A: [Jim O'Leary] yes. Until the bridge is accepted by DOT, the contractor will plow the roadway and sidewalks. Once we accept it, we'll take care of snow removal.

Q: Can you provide some additional detail on the abutting intersection improvements? Specifically whether that includes streetscape improvements?

A: [Wing Wong] the abutting intersections will receive new traffic signals or upgrade signals, ADA-compliant pedestrian ramps and new sidewalks. The landscape features will be confined to restoring the amenities on the Weymouth side of the bridge.

Q: And how far do those new sidewalks go?

A: [Wing Wong] from the fire station in Quincy to just east of Evans Street in Weymouth. The intersection by the fire station will receive a new traffic signal.

Q: What do you mean by signal upgrades? Will you add lights or something else?

A: [Wing Wong] at the fire station in Quincy there will be a new traffic signal. At the Southern Artery intersection there will be an upgrade for better pedestrian accommodations and Evans Street there will be a brand new signal.

Q: So what do pedestrian accommodations mean?

A: [Wing Wong] that means signals with push buttons, ADA-compliant wheel chair ramps and pedestrian signal heads.

Q: Speaking about the improvements, I've exchanged a few emails with people on the project and you<sup>5</sup> said there would be 1.1 miles of roadway resurfaced into Quincy and Weymouth and now you're only talking about sidewalks extending to Evans Street.

A: The limits of work are from Evans Way to the fire station in Quincy. I'm not sure of the exact mileage off the top of my head.<sup>6</sup>

Q: What will the roadway improvement be?

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<sup>5</sup> Here the speaker refers to Jack Pecora.

<sup>6</sup> The project runs from Washington Street/Cleverly Court in Quincy to Bridge Street/Evans Way in Weymouth and includes the rotary in Quincy. The total length of the project is 0.96 miles.

A: There will be brand new pavement for the entire limits of the project. The end of the project in Weymouth is the Evans Street intersection.

Q: So you're just going from the Bridge to Evans Street and nothing past that? The improvements will consist of new sidewalks and pavement?

A: Yes, that's correct.

Q: Will there be a warning system for when the bridge goes up?

A: Yes, there will be a system of warning signals and barrier gates just like there are on the existing structure.

Q: I don't know if there are any Weymouth public officials here, but there are some from Quincy present. Are there plans for the redirection of traffic in case there are lane or bridge closures?

A: When we install the lifting span, there is a periods of cutting over from the temporary bridge to the permanent bridge where we will have two lanes, one east, one west, and then opening out to three lanes and finally all four. The plans for traffic management during that period are in the works. We continue to coordinate those with Quincy, Weymouth and Braintree.

Q: When would those documents be complete and available to the public?

A: We anticipate that would be in mid-2014.

Q: Is there a reason that's taking so long? It seems like a long time with construction ongoing?

A: That still provides us with a six month time cushion before any work of that nature actually takes place.

Q: So just to clarify the traffic advisory, that's around the summer of 2015, correct?

A: Yes.

Q: So you have no plans to detour people before they get to North Street and Church Street? Right now the Landing is a disaster and I'm not sure that's been adequately addressed.

A: Part of that is being addressed through meetings with the abutting towns wherein we are considering those issues. The original contract drawings included the detour in and around the Landing and those considerations were raised. We continue to look at it.

Q: Is there any discussion of free parking for the ferry or MBTA passes? I heard a proposal about free parking at the Hingham shipyard as a way to entice people to use public transportation.

A: That's not being considered right now.

Q: You might not know the answer, but will there be a chance for community members to review the traffic management plans?

A: I think that will be managed through the mayor's offices.

A: [Jim Clarke] once we receive something from the project team we'll be happy to host a public meeting to discuss it. We've been coordinating with the contractor and we'll be happy to have a meeting.

Q: Are there any plans for a jersey barrier down the center of the bridge?

A: No, there are not.

Q: Are there other instances of bridges like this that we can look at, maybe on a website, as an example of a bridge with a bicycle lane.

A: Well there are certainly bridges with bicycle lanes on them and the Chelsea Street Bridge in East Boston is a vertical lift structure. I'm not sure if there's an example of a vertical lift bridge with a bicycle lane on it. If you give us your email address we'll be happy to see if we can't find something to show you.

A: [Nate Cabral-Curtis] if you see me after the meeting, sir, I can get your email address.<sup>7</sup>

Q: Do you expect to have an impact on the commuter ferry schedule from Quincy?

A: No, the ferry will continue to run. There will be a period of time where it has a temporary channel during the float-in of the lifting span, but it will be accommodated as normal.

Q: Who is responsible for maintaining the bridge after it's built to ensure it keeps its beauty. There's a strong chance it will end up tagged with graffiti. Is there a plan in place for that?

A: Once we complete the structure and MassDOT accepts it, the agency would be responsible for things like that.

Q: Is there anyone here from MassDOT tonight?

A: Yes, Donny Dailey and Jim O'Leary are here.

C: All right, well I brought this up last time, and it has to do with safety. I echo the concerns of the cyclists and I propose that to keep the speed of cars down on the bridge that there be one of those "this is your speed" monitors placed on the structure.

A: We'll look into it. It can't be on the movable section, but it could be on the approach spans.

Q: Maybe on the towers themselves or the open structure?

A: On the chevrons of the towers? Yes, we can look into that.

C: I live pretty close to the bridge and I've been really happy given that this is a major construction project. I hear that your 24-hour hotline has only gotten a handful of calls.

A: All together we've had about 13 noise complaints. We get a lot of complaints with regard to bridge openings. We don't control the boats, but we're sympathetic to the trouble it causes. When they come and beep the horn so to speak, we don't have any choice either. We get a schedule, we maintain coordination with the terminal merchants, but when the ship is delayed for whatever reason, when it arrives it has to come in when it can. We have no control over that and believe me it messes us up too.

Q: What's the high tide clearance?

A: 55 feet above the mean sea level and there's about a 9.5 foot tide in this area.

C: There are some boats upriver from the bridge that are taller than that.

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<sup>7</sup> The speaker left without providing the requested email address.

A: Those would still require a bridge opening, but many sailboats that need an opening today will be able to get through without them.

Q: Do you have a plan to redirect traffic down Route 228?

A: We have 7 VMS boards that are on the way to that rotary.

C: The placement of those signs is in part based on comments from Weymouth. After we looked at the original plans, we told them to move the signs further south to show people before they got into the corridor and had to use the bridge.

Q: How much time will it take to raise and lower the new bridge?

A: It's designed to go up and down in 2 minutes and 20 seconds. As to whether or not it operates at that speed, it's a 4.3 million lb. bridge, opening it quickly has some impacts and there's always the time it takes the ship to move through the bridge.

Q: Does the bridge need to open fully or can it go up 3 or 6 feet?

A: I believe the USCG regulations state that it has to go all the way up<sup>8</sup>.

Q: Will there be lights on the towers like the Zakkim Bridge?

A: Yes, there will be aesthetic lights.

C: I'm not sure if that is a USCG requirement, but yes there will be aesthetic lights.

Q: Is it true that there is a USCG requirement on how fast the bridge opens and closes?

A: No, that's a contract requirement. We have a requirement to make it 2 minutes and 20 seconds.

C: When the bridge operator gets a request to open, the docking pilot has up to 20 minutes because of the timer associated with the ship.

Q: Can we get the noise monitoring protocol online?

A: It's been provided to the towns.

C: It's cumbersome though, we often have to get things through FOIA's. It would make it much easier.

A: I believe you have a copy of that. Why don't we talk after the meeting and we can make sure you have the right document?

Q: How many operators are on the bridge at any given time?

A: There are 2 operators on the bridge 24 hours a day, 7 days a week.

Q: In the fall update sheet, it says that late this year or early in 2014, wall renovations will begin. What are those?

A: Those are the wing walls on the approach section of the bridge. We would access those from the roadways leading down to the Twin Rivers and Sprague Energy.

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<sup>8</sup> USCG regulations can be found: <http://www.massdotprojectsforeriverbridge.info/askedquestions.html>

C: Will they demolish the concrete there?

A: No, there will be a wall placed in front of the existing concrete. The first 50 feet from the rotary will be removed and reconstructed. Everything beyond that gets a 12" wall in front of it.

Q: As I understand it, the dolphins are on the Weymouth side?

A: There is a dolphin and fender system that occurs on both sides. They occur at the 4 corners with a connecting fender wall.

C: So the fender wall is only on one side?

A: No, it's on both sides.

Q: How does Braintree connect with this project?

A: Braintree is connected to this project because of the traffic impacts and the use of city streets.

Q: I'm concerned with speed notifications. Who patrols the bridge and who gives tickets?

A: As far as enforcement, it's both of the municipal police departments. Both State and local police can issue tickets.

A: We could put details on both sides. I might raise it at the next coordination meeting.

C: [Brad Croall] I'd like to close out with a round of applause for Jack Pecora for all he does. John Keenan is here tonight, councilor at large Doug Gutro, City Councilor Jean Hackett, two candidates for Weymouth district one, Becky Haugh and Angel Montanez and the guy who keeps the water safe for all of us, Lt. Gillon. This is an ongoing dialog, I appreciate you coming down and giving us an update. If you have questions, there's a 24-hour hotline, if that doesn't work, call me. We want to make this as seamless and possible and enjoy this handsome bridge.

C: In summary, I'd like to reiterate what Brad said and thank you all for coming out tonight. It is very important to us to hear the public's voice and provide clarity for the issues and concerns you have. White-Skanska is here to build the bridge and do so in the most effective and equitable way. If there are no further questions, please feel free to come up and take a look at the graphics up front. We're happy to stay and answer any further questions you have. Thank you again and have a nice night.

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## Next Steps

Based on the questions received at this public information meeting, the Frequently Asked Questions (FAQ) section of the project website has been updated. Readers can view this portion of the site at <http://www.massdotprojectsforriverbridge.info/askedquestions.html>.

With design work largely completed, construction on the new Fore River Bridge will continue throughout the fall and into the winter. Upcoming public involvement milestones include a public information meeting for residents of Weymouth currently scheduled for November, 2013. A meeting for the residents of East Braintree, as represented by the East Braintree Civic Association has been pushed to March, 2014 in part due to a scheduling conflict with elected officials seeking to address that body's October meeting. Readers are encouraged to visit [www.mass.gov/massdot/foreriverbridge](http://www.mass.gov/massdot/foreriverbridge) for additional information.

## Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
John	Bacon	Community resident
Ed	Baher	Community resident
Ed	Baker	Weymouth News
Nikole	Bulger	STV
Nathaniel	Cabral-Curtis	Howard/Stein-Hudson
Mike	Cauge	Community resident
Jim	Clarke	Community resident
Keith	Cody	Community resident
Brad	Croall	Quincy City Councilor
Donny	Dailey	MassDOT
Salvatore	Doyle	Community resident
Jim	Doyle	Community resident
Barbara	Fitzgerald	Community resident
Bob	Gillon	City of Quincy
Alice	Graziano	Community resident
Doug	Gutro	Quincy City Councilor
Jane	Hackett	Community resident
Edward	Hancock	Community resident
Kevin	Harris	Community resident
Becky	Haugh	Community resident
Roma	Hertel	Community resident
Jerry	Ionnilli	Community resident
Shawn	Kersey	Community resident
John	Keyes	Community resident
George	Knasas	Community resident
Margaret	LaForest	Quincy City Councilor
Jerry	Loannilli	Community resident
Sid	McDonough	Community resident
Gail	McDonough	Community resident
Linda	McNeil	Community resident
Angel	Montanez	Community resident
James	O'Leary	MassDOT
Pam	Patel	Community resident
Jaya	Patel	Community resident
Gary	Peters	Community resident
Sandra	Peters	Community resident
Annemarie	Picariello	Community resident
Brenda	Rosario	Community resident
Christian	Schiavare	Community resident

<b>First Name</b>	<b>Last Name</b>	<b>Affiliation</b>
Mary	Roy	Office of Representative Murphy
Jason	Sobel	Community resident
Cheung	Tsang	Community resident
Wing	Wong	Green International