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Boston, Massachusetts 02210
(617)482-7298 fax:(617)482-1837

Meeting Date: September 18, 2009

MassHighway Project Name: Fore River Bridge Replacement, Quincy-Weymouth
Bridge No. Q-01-001= W-32-001

MassHighway Contract No.: 50281

MassHighway District: 6

Designer: STV Incorporated

Minutes Prepared By: Nathaniel Cabral-Curtis, Howard/Stein-Hudson

Meeting Place: Whipple Senior Center, 182 Green Street, Weymouth, MA

Persons in attendance: Meeting attendance lists have been removed to protect the privacy of audience members.

Purpose: The design team held a targeted briefing session for members of the North Weymouth Civic Association. Outreach for this meeting was coordinated through the North Weymouth Civic Association and the North Weymouth Town Councilor, Victor Pap's office.

Items Discussed:

Councilor Victor Pap (Weymouth) welcomed attendees with particular thanks to members of Senator Hedlund's staff for their presence. He also extended his thanks to the North Weymouth Civic Association for coordinating the meeting and to the members of the design team for giving the presentation and hosting the Q&A session. Victor underscored the importance of the Fore River Bridge replacement project to the residents of North Weymouth and noted that attendees had a unique opportunity to tell the design team what residents would like to see in a permanent replacement bridge.

Victor then introduced Mike O'Dowd (MassHighway), project manager for the bridge replacement, explained that the project is proceeding under MassHighway's accelerated bridge program. The Accelerated Bridge Program (ABP) commits \$3B over the next 8 years to reduce the number of structurally deficient bridges in the Commonwealth and ensure that additional bridges are not added to the list. The goal of the public involvement process for the Fore River Bridge is to solicit comments, feedback, and suggestions from the public. Mike underscored the significance to MassHighway of learning what is



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important to residents in the project area who will use and look at the permanent bridge every day.

Highlights of the Presentation

Asking the audience to hold their questions and comments to the end of the presentation, Mike introduced Mark Ennis (STV), who briefed the group on the current phase of the project. Highlights included the following:

- The Fore River Bridge carries Route 3A and connects Quincy in the west to Weymouth in the east. The approximate limits of the project are the rotary on the Quincy side and the intersection of Bridge Street and Monatiquot Street on the Weymouth side.
- The Fore River Bridge is being replaced under the Accelerated Bridge Program, or ABP. Highlights of the Accelerated Bridge Program include:
 - Faster construction techniques;
 - Advanced project scheduling and estimating;
 - A full, but expedited environmental process; and
 - Innovative delivery mechanisms such as design/build and single-phase construction.
- Members of the Fore River Bridge Replacement Design Team include:
 - **STV:** project management, structural engineering, electrical and mechanical, and civil/drainage;
 - **AECOM:** environmental and structural;
 - **TRC:** environmental;
 - **Howard/Stein-Hudson:** public involvement and traffic management;
 - **Rosales + Partners:** bridge aesthetics and architecture;
 - **ASEC:** survey;
 - **Domingo-Gonzalez Associates:** bridge lighting; and
 - **Pressley Associates:** landscape architecture.
- The scope of work includes:
 - Coordination with stakeholders and agencies;¹
 - Evaluation of the movable span and approach structure types;
 - Selection of a preferred alternative;
 - Preparation of the National Environmental Policy Act (NEPA) filing;
 - Establishment of permitting requirements;

¹ The lead federal agency on this project is the Federal Highway Administration. The Coast Guard also plays a lead permitting role and will ultimately dictate the required width of the shipping channel. The selected width will influence the type of bridge chosen.



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- Advance design, construction staging, and traffic management plans to the 25% level; and
- Preparation of the design/build procurement package.
- Key issues to be addressed by the design team include:
 - Community and environmental concerns;²
 - Designing a new movable bridge that:
 - Serves vehicular,³ bicycle, pedestrian, and marine traffic equally well;
 - Maximizes horizontal and vertical clearance in the navigation channel to minimize bridge openings;
 - Is aesthetically pleasing to the surrounding community; and
 - Is the best cost alternative in terms of building and maintenance while still maintaining sound structural quality.
 - Staging and traffic management during construction.
- The Fore River Bridge occupies a unique area that is both residential, with neighborhoods on both the Weymouth and Quincy sides of the river, and industrial, with uses including the power-generating plant in Weymouth and Twin Rivers Technologies in Quincy.
- A major component of STV's work is to identify the most appropriate type of bridge for the project site. This is known as the "type study."
 - For the type study, STV is analyzing 2 bridge types: a bascule bridge or a vertical lift bridge.
 - The criteria on which the decision regarding the most appropriate type will be:
 - Acceptance of the proposed channel width by the U.S. Coast Guard;
 - The type that provides the best vertical clearance in the closed position to minimize openings;
 - Construction and life-cycle costs; and
 - Engineering criteria.
- The 2 spans being considered are a vertical lift bridge and a bascule bridge.
 - The **vertical lift span** is typically used for longer crossings. The movable span of a vertical lift bridge is typically a truss that places the supporting superstructure above the roadway deck. This is helpful in terms of reducing the number of bridge openings. For its type study, the design team is considering

² Environmental issues on-site include a herring run, winter flounder spawning areas, hazardous materials in the river sediment, and view-shed for a number of neighborhoods.

³ The Fore River Bridge carries roughly 30,000 vehicles on an average weekday.



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a vertical lift bridge with a 250-foot horizontal navigation clearance and a 59-foot vertical navigation clearance in the closed position.⁴

- A ***bascule bridge*** is typically used for shorter crossings. The design team is considering a bascule bridge with a 225-foot horizontal navigation clearance and a vertical navigation clearance of 51 feet. While this is substantially better than the 1936 bridge, it is 8 feet less than can be achieved with the vertical lift structure.⁵
- Neither bridge type is expected to have permanent impacts to property on either side of the river or to the rotary on the Quincy side of the bridge.
- With regard to the approach span, STV is analyzing 2 possible options: steel box girders supported by concrete supports every 150 to 200 feet, or concrete bulb tees. Both options have advantages and disadvantages relative to the site; STV will determine which option is most appropriate as part of the type study.
- The typical cross-section of the bridge will include 4 12-foot lanes, a 5-foot bicycle accommodating shoulder in each direction, and a 6.5-foot sidewalk in each direction.
- The Weymouth side of the bridge features public amenities that provide some access to the water. MassHighway already has a restoration agreement in place at this time to ensure that this green space is restored at the end of the project.
- Another major part of STV's work is compliance with the National Environmental Policy Act (NEPA) process and obtaining the necessary environmental permits for the work. Key tasks to fulfilling NEPA requirements include:
 - Federal agency coordination;
 - Collection of background environmental data such as noise levels and air quality;
 - Developing the construction schedule to respect fish spawning cycles in the Fore River;
 - Going through the type study alternatives process; and
 - Studying impacts and determining an appropriate mitigation plan.

⁴ This will help reduce summertime openings in particular, since this clearance will accommodate more recreational sailing vessels without needing to move the bridge. If a vertical lift structure is chosen, it will be of a much more substantial construction than the current temporary bridge and, as such, will provide greatly improved operation in high winds and winter conditions. Towers could be of steel or concrete.

⁵ At the August 18, 2009, meeting, maritime interests expressed strong wishes for a wider channel clearance of around 250 feet. This channel clearance cannot be achieved with a bascule bridge due to the size of the motors and counterweights required.



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- STV is currently developing a traffic management plan for the bridge replacement. STV invites members of the public to come forward with information regarding what worked and what was challenging during the creation of the temporary bridge.
- The new bridge will be created in roughly 3 steps:
 - Construction of the new span on the original alignment of the 1936 bridge;
 - Connection of the approach ramps to the new span; several possible options for accomplishing this are under investigation, with an eye towards minimizing commuter impacts; and
 - Demolition of the temporary bridge.

Question and Answer Session

Before opening the floor to questions, Mike O'Dowd explained that the design team still needs to investigate and quantify a range of factors so that MassHighway can make an informed decision with regard to the bridge type that will be pursued into the design/build phase. Once construction begins, MassHighway will accept plans as they are being reviewed, along with other innovative delivery techniques, to ensure that the bridge is completed on time, on budget, and with the least impact on the traveling public.

Q = Question

A = Answer

C = Comment

-
- Q. Bob Conlan (BC): You mentioned 2 bridge types for the type study. Is there any consideration of a third type?
- A. Mike O'Dowd (MOD): Various options exist within the 2 families of bascule and vertical lift, but those are the only 2 types we are currently considering. Several years ago, Vollmer did a study that analyzed the options for a tunnel and a fixed crossing. Both the tunnel and the fixed crossing were eliminated based on cost and required land takings. That's what brought us to the current movable bridge option.
- C. BC: I think the bascule bridge looks a lot better, and people coming into Weymouth should see something nice. We want people to move to Weymouth and do business here. For those of us who already live here, we'll see it 10 to 15 times a day, so— aesthetically, I think you should give people what they want. Does either bridge type result in land takings?
- A. MOD: Neither of the types we are analyzing would require permanent takings of businesses or homes.



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C. BC: I think the Town would appreciate the Commonwealth cleaning up the sidewalks on Route 3A between the Fore River Bridge and the Back River Bridge into Hingham. People traveling south on 3A would appreciate that as well.

Q. Rick Collins (RC): What is the current horizontal clearance of the bridge?

A. MOD: The current horizontal clearance is 175 feet; that's the same as the 1936 span.

Q. RC: So, when you go from 175 to 250 feet, is there any reason for that beyond what Citgo wants?

A. MOD: Certainly, it isn't just about Citgo. We are trying to build a bridge with the highest possible closed position clearance, while making it safe for motorists and not impacting properties near the bridge. If we go to a wider channel clearance, we can speed up work by avoiding things left over from the 1936 bridge, like pilings in the riverbed. We have previous reports that evaluate a horizontal clearance of 350 feet; but that's not even an option for us, because we need to balance the competing interests of commuters, maritime users, and residents. We want this bridge to be aesthetically pleasing while also obtaining all the needed permits from the federal government, which is providing 80% of the funding. So, as you can see, we are trying to please everybody with this project—and that takes some doing.

C. RC: I think that Senator Hedlund is in alignment with the people on this one: some consideration really needs to be given to what the neighbors want. It should not be some kind of erector-set bridge.

A. MOD: In 5 years' time, there will be no more erector set. The whole point of doing this job through the Accelerated Bridge Program is to streamline the process as much as possible. That's why MassHighway has been conducting its public outreach since April of this year. We are gathering as much information as possible from the public. We will do our best to respect their wishes, understanding that we need to balance those wishes with the needs of maritime users that are currently there and may locate upstream of the bridge in the future. We do not want to close off future development in what remains a Designated Port Area.

Q. Alex Tanguy (AT): Can you get a firm answer from the Coast Guard with regard to the width? That would let you decide your bridge type pretty quickly.

A. MOD: The Coast Guard won't give us an official answer until we submit a formal permit request that includes a lot of detail that we are gathering now—including the wishes of the public. They are going to hear from you through us. We realize their decision makes a real impact on the public. Let me just say that if it were up to



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marine interests alone, you'd have a 300-foot horizontal clearance. We are working to give the community the best compromise we can achieve.

- C. Brian McDonald (BM): I appreciate your coming down here and the openness of MassHighway in this project. I just want to reiterate Councilor Conlan's comments. The temporary bridge is an eyesore, and people want a bridge they can be proud of instead of the mess we have now. People want to see it done and done right.
- A. MOD: Part of our project team includes an internationally known bridge architect. We can engineer a bridge that will support all of your needs from an engineering standpoint, but we will also listen to you and him to provide you with a bridge that's aesthetically pleasing. That coordination is going on now; we will give you a bridge that you can be proud of.
-

Q. Michael Acciola (MA): How much of the old bridge needs to come out?

- A. MOD: That will depend to an extent on the chosen type. The 1936 span was on driven piles; depending on the bridge we choose, all of those pilings could need to come out. The old timber pilings were relatively narrow; if/when we pull them, the earth would simply collapse in and fill the holes. The new pilings would go substantially deeper and be built to the latest seismic specifications.

Q. MA: How much more time and money would that removal of the old pilings cost?

- A. MOD: We aren't certain of the additional dollar value yet, but it would still be within the budgeted cost. Construction costs are very important here, we are trying to get the most for the least.

- A. Mark Ennis (ME): Part of our exercise is laying out the existing foundation structures and evaluating both types on their impact to those structures. Once those plans are defined, we can get our cost estimators involved. Interestingly, in this case, if we take the bridge a little wider, it lowers the cost because we can avoid the piles from the 1936 bridge.
-

Q. Sandra Peters (SP): In your cross-section, I saw bicycles and pedestrians on both sides. Will there be bicycle lanes and sidewalks on both sides of the bridge?

- A. MOD: Correct. As seen right now, that's the typical cross-section. The widths might be modified slightly through the design process; there could be a B-2 crash-tested guard rail to protect pedestrians. To conform to Commonwealth law and address the



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priorities of the MassHighway Commissioner, we will definitely have those bicycle and pedestrian accommodations.⁶

Q. SP: Where would that sidewalk end? Right now, the approach roadways to the Fore River Bridge are not ADA-compliant.

A. MOD: We will extend ADA-compliant sidewalk to the end of our limits of work. We will ensure that the bridge itself is ADA-compliant.

Q. SP: What guarantee do we have that MassHighway will go through with the bicycle and pedestrian accommodations? The Hingham Bridge over the Back River is brand new and has no bicycle and pedestrian accommodations.

A. MOD: I can't speak for the Hingham Bridge, but for this project, any design will accommodate bicycles and pedestrians. That's in alignment with a Commonwealth law passed in 1997 or 1998 and because we have enough space here on the approach roadways. With reference to the Hingham Bridge, I don't know if those approach roads accommodate bicycle and pedestrian needs. If, for some reason, we cannot achieve bicycle and pedestrian accommodations on the Fore River Bridge—and I am sure we can achieve them—then we would need to go through a MassHighway evaluation committee for a Design Exception.

Q. Jim Maher (JM): What type of notification system will go into place once you start construction? Also, once the new bridge is built, will we have some warning signs farther from the bridge to let approaching motorists know the bridge is up? What about Twitter? I worry that people won't see the newspaper and will then run into traffic because of an opening.

A. MOD: Typically, MassHighway uses newspapers, media releases through the *Quincy Patriot Ledger* for this area, radio announcements, and notifications to local officials and civic groups. From a construction activity point of view, our resident engineer will inform SmarTraveler. With respect to Intelligent Transportation Systems, or ITS, we will have equipment that will warn drivers farther out that the bridge is in the open position.

A. RC: Senator Hedlund's office also operates an e-mail system that alerts people to when the bridge is going up. Certainly, we can work with MassHighway to harness this system to help broadcast construction alerts.

⁶ Ms. Peters requested that Mike O'Dowd share with her exactly which state law mandates bicycle accommodations. Mike indicated that he would research into this and provide Ms. Peters with the correct legal citation.



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Q. **Bob Tufts (BT):** I realize that you've had other meetings, and this is the first one I've been able to attend, but it seems to me that with today's technology, as opposed to updating the old bascule bridge technology which hasn't changed since the 1930's, we should be getting a tunnel here. If they can do it in Boston, why can't we dig a tunnel here and eliminate the ugliness of the bridge? What about the Hingham Tunnel? I think they got that because they dug their heels in and made a fuss and were politically connected.

A. **MOD:** I think some of our bridge engineers would take umbrage with your ugly bridge comment; but, seriously, we try to design our bridges to be cost-effective to build and maintain. With regard to the tunnel, that option was researched thoroughly in 2000 by Vollmer. They determined that it would cost too much and result in too many land takings to be a viable option. The deputy chief engineer held meetings in Quincy and Weymouth, where people were opposed to the takings.

A. **RC:** The Hingham Tunnel was a very different animal. The cost of doing the tunnel proposed for the Fore River in the Vollmer Report was \$400M, which is double the money we have for this bridge. On top of that, the grade was different, and it was for a single-track rail tunnel as opposed to a 4-lane road tunnel. The tunnel option was popular at the outset, but it became unpopular quickly, based on cost and land takings.

A. **Victor Pap (VP):** I wouldn't advocate that we revisit the tunnel at this time. We have real traction and money available for this bridge. While the money is available, let's take this opportunity to work with MassHighway to get a bridge we all like.

C. **Ed MacCormack (EM):** One major problem with the bridge is the number of times it has to be opened and how many people it impacts when it does. Has anyone talked to Citgo about getting an off-shore pumping station?

A. **MOD:** We are trying to achieve a minimization in the number of openings. We are going to go from a 40-foot closed vertical clearance to a 59-foot closed vertical clearance. That will drastically reduce the number of openings. I can't speak for Citgo with regard to its off-shore platform. We have spoken, though, with other firms that have an interest in the shipyard, such as Cashman, and they all want a wider horizontal clearance.

Q. **EM:** What will be the cycle time for the new bridge?

A. **MOD:** We are clearly looking for the shortest cycle time possible. Currently, we are seeking a cycle time of 15 to 20 minutes from stopping traffic to let the bridge go up to when traffic can start again. This includes the time it takes for the ship to pass



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through the bridge, though. We have had conversations with USCG about the length of ship coming into the Fore River and have requested that maritime interests be a bit more mindful in their timing when requesting bridge openings; for example, coming closer before requesting an opening to reduce the cycle time.

Q. Judy Briggs (JB): When you start construction, will it go around the clock? How long do you think construction will go?

A. MOD: We don't know about the daily construction schedule requirements just yet. We want to go as fast as we can, but we don't want to make your lives miserable either. Many projects that MassHighway is doing now require double shifts and do work at night, but this actually helps the contractors, because they can get more done in a shorter time. I'd expect construction will run between 42 and 48 months.

Q. Peter McHugh (PM): With that typical cross-section, I don't see enough protection for pedestrians. Let's put something in for them. I do hope you'll have an architect who listens to the community. The old bridge had lots of issues with slipping and sliding. Can you do something to address that? I have to say I'm still in favor of a tunnel; I was shocked when the idea was dropped. I know that some local businesses really put up a fight against it, but now those businesses are gone.

A. MOD: I know Peter very well; he used to work at MassHighway. In terms of the pedestrians, Peter, we are looking at adding crash-tested, B-2 refuge rail to protect them. In terms of slipping and sliding, we have been looking at accidents on the old and temporary bridges. One thing that will help is that the old bridge had a steel grid deck, and this bridge will have a regular concrete deck.

Q. Sandy Gildea (SG): What kind of lighting will the bridge have?

A. MOD: We are still evaluating that. We are trying to define alternatives, so we're not up to lighting just yet.

Q. SG: Can we weigh in on the final style of the bridge?

A. MOD: We will define the preferred type and then evaluate the aesthetic treatments. From that, we'll develop a few alternatives and come before you again to get your feedback.

Q. SG: What about some kind of shelter in the middle of the bridge with an emergency telephone in it?



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A. MOD: I don't believe that's being considered at this time.

Q. SG: How much will this cost?

A. MOD: \$200M and change.

C. SG: Let me just say this on behalf of North Weymouth. It's a mess up there. Because of the inconveniences we will endure, we'd like some funds to fix up Route 3A from the Fore River Bridge to the Hingham Bridge. We want to upgrade and fix it up for everyone's enjoyment. We live here and look at it every day. That stretch has always stayed bad no matter who, Quincy or Weymouth, is benefiting from a project. For one thing, I think the utility companies need to bury their lines, and you ought to give them permission to do it.

A. MOD: The utility companies have yet to come before us with that request. They would need to pay for that work themselves after getting permission from us.

SG: So, how safe is that temporary bridge now?

A. MOD: It's very safe. It's being maintained almost every day, and we have inspectors doing spot checks on a regular basis.

C. John Peruzzi (JP): I am personally in favor of a tunnel. Look at the normal operation of a bridge, and there's a lot of maintenance involved. A tunnel would get rid of that. It's a tough situation for residents to have to put up with all the openings. Just bite the bullet and dig the tunnel. It makes so much sense: no shipping problems, no permits to get, no nothing. I think Hingham got the tunnel because they insisted. We pay taxes; I don't care what the cost is; it's our money. I used to work at the shipyard, and we lost contracts because we couldn't get larger ships through the bridge.

A. VP: So, clearly there's a lot of passion about a tunnel. Can I see a show of hands about everyone who wants a tunnel and then a bascule bridge and then a vertical lift bridge?⁷

Q. Gary Peters (GP): I am concerned about the impacts on our neighborhood, particularly in that the MEPA process provides a real place for the community to give input and that you are exempt from it. It seems to me you are purposefully trying to short-

⁷ Nearly the entire room expressed a desire for a tunnel, a few hands were raised for bascule, and only 1 hand was raised in favor of a vertical lift. The question that was not posed was which bridge type people would choose if only the 2 bridges were being offered.



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change the public's opportunity to comment. For example, whose idea was it to have this meeting at 3:00 p.m. on a Friday? Nobody shows up at 3:00 p.m. on a Friday.

- A. VP: We had a night-time weekday meeting, and the attendance here today is 4 times what we had at that meeting. I requested this meeting time. It's for people with young children and seniors who prefer not to drive at night.
- A. MOD: To clarify, we are exempt from MEPA, but not NEPA. Inherent in NEPA is the opportunity for the public to give us input and comments, and we need to listen to you and implement as much of what you request as we can. Under the new transportation bond bill, when we build a new bridge structure that is the functional equivalent of an older bridge and along nearly the same alignment, we are exempt from MEPA, the Wetlands Protection Act, and Chapter 91. We never overlook public comments; if we didn't want them, I wouldn't be here, and Nate over there wouldn't be taking down everything you say. We have listened and are listening. To think that you're not valued and heard is simply untrue.
- Q. GP: How would we know our comments were used? I want to be shown. With MEPA, your comments are numbered, you get copies, and you get to see the mitigation. For all I know, the comments I give you here go right into a giant hole.
- A. MOD: Do you feel your comments here are unheard? This is the process. We need to go through NEPA and file an Environmental Assessment. We will need to file with the Coast Guard, the Army Corps of Engineers, and the Department of Environmental Protection. None of those agencies will let us file until we have shown that we have gone through a legitimate public involvement effort.
- Q. GP: So for the local who wants his voice heard, are you saying we have input on all those things?
- A. MOD: Yes, I want to know your exact concerns and how we can put them into effect with the design. Please tell me. We are here to listen.
- Q. GP: The design team is collecting baseline data to determine impacts on the residents from construction. Will I have access to that?
- A. MOD: Yes. When our design is complete, MassHighway will make that document available through local officials and through its own Web site. Those are public documents that anyone can see.
- Q. GP: But where's the public input in that document? You say it will only be available after you've finalized it. How will I know that my questions are being addressed?



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A. MOD: I'm listening right now. If someone comes to me with a question and I don't know the answer, I will get them an answer, or direct Nate to get back in touch with them, or meet with them myself. There are a range of federal agencies that absolutely will not let us go ahead unless we can prove that we've done due diligence; they simply won't issue the permits. That means noise testing, air quality testing, everything, and you'll have access to the same findings they do.

Q. Mary Dorey (MD): It sounds like the tunnel would be cost-prohibitive. Given the other 2 options, why other than Citgo would we need a bridge with the 250-foot horizontal clearance? I'd much prefer the bascule bridge. If they want to bring in bigger ships, then they need an off-shore platform. This is North Weymouth, not a harbor.

A. MOD: When we met with the Coast Guard a month ago, we got feedback from all kinds of maritime users. That included Citgo, but it also included private boat owners, harbor pilots, and local police marine units. We asked all of them what they would need to navigate the channel safely. Citgo has come out strongly in favor of a channel wider than 250 feet; the Coast Guard has asked for one as well. We have gone back to them and requested that they balance the community's desires against that. I will say that when you go from 225 to 250 feet of horizontal clearance, it does give the ships a much greater margin of safety. That's why we have directed the design team to look at a 225-foot horizontal clearance bascule bridge and a 250-foot horizontal clearance vertical lift bridge. Both of those are being developed on an equal basis. At the end, we will show you a score card that compares them. One is not pre-weighted to be the ultimate choice. Remember, this is a Designated Port Area and, in part, the inability to move out large ships is what closed the shipyard. We are trying to negotiate the best compromise, and I assure you that we are getting closer.

A. ME: The other development that has the mariners making the case for a wider channel is that ships are going to grow as the Panama Canal is expanded. The current Panamax ships with the tugs required to guide them through the bridge are already tight against the fender system on their way in and out of the Fore River Channel, so unless we provide additional clearance, the new tankers will really be a problem.

Q. GP: Back in 1999 when you did the temporary bridge, you didn't want to sign MOUs with the Towns regarding impacts. Would you consider it now?

A. MOD: I can take that back to the Chief Engineer and discuss it with him.

Q. AT: The meeting discussing the 4 options was held at the Wessagussett School, and the room was packed. The majority of people then really favored the tunnel.



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A. (No Name Given): I am the chairman of the Fore River Watershed Association, and I attended that meeting at the school, too. Respectfully, I don't think people have a grasp of the scope that a tunnel would entail. This is not just a trench. To get down to bedrock at the bottom of the channel would require us to go well back into Quincy and as far south as Bicknell Square. The land takings would have run to 40 properties, and the cost would have been enormous. The project would still be in design today as a result.

Q. BC: On the channel width, if it goes beyond 225 feet, then you have to do a vertical lift bridge, correct?

A. MOD: Yes. That's based on the mechanical capabilities of the bascule type span. The motors and counterweights would be enormous, and you would really run into maintenance issues.

C. BC: I really liked the way MassHighway put this together for us. I appreciate Victor Pap's contribution in this as well. He's a great guy and works hard for North Weymouth. You all did great, and I really enjoyed this and learned a lot.

C. SP: I echo Bob's sentiments, but I think there's a safety issue here. MassHighway has a history of falling short on its commitments to bicyclists and pedestrians. My concern is that you are not automatically considering cyclists.

A. MOD: In all projects undertaken by MassHighway, Commissioner Paiewonsky makes sure that we implement bicycle and pedestrian accommodations to the best of our abilities, based on the approach roads to the bridge in question. If we can improve conditions for pedestrians and cyclists, then we will do it. We are deeply concerned with multi-modal accessibility. We take your feedback and comments seriously, and we take them into account.

Next Steps

The next public involvement milestone will be a meeting on October 8, 2009, to brief residents of Quincy Ward 2 on the project. The next public briefing will include slides addressing the difficulties associated with both the tunnel and fixed crossing options.



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End of Meeting

Note to the Reader: the materials made available through this section of the website have been developed by the project team to support the public involvement process. As the materials cover roughly a year's worth of meetings, the reader should assume that all materials reflect the project team's best understanding of the project at the time prepared. Later materials offer the reader a deeper and clearer look at the project and should be assumed to supersede earlier materials.

These minutes are a close representation of what transpired at the meeting summarized herein, but should not be considered a verbatim transcript. Contact information provided by meeting attendees has been removed to protect their privacy.
