



Reconstruction of the New Bedford – Fairhaven Swing Bridge

In-Person and Virtual Public
Information Meeting

Fairhaven High School | October 3, 2022 | 6:30-8:00 PM

Project File No. 612557



Welcome & Meeting Overview

- In-person and online via Zoom
- 30-minute presentation
 - Joseph Breen, PE, Project Manager, Massachusetts Department of Transportation (MassDOT)
- Question and comment period
 - Joseph Breen, PE, Project Manager, Massachusetts Department of Transportation (MassDOT)
 - Thomas Cole, PE, Project Manager, Modjeski and Masters, Inc.
 - Kevin Johns, PE, Principal, Modjeski and Masters, Inc.
- Both in-person and virtual attendees can participate in discussion



If you have trouble with online access during presentation, please call:

1-888-799-9666

Meeting Coordinators

■ MassDOT, Project Coordinator & Manager

- Joseph Breen, P.E., Project Manager
- Michael O'Dowd, P.E., Director of Major Projects
- Pamela Haznar, P.E., District 5 Design Engineer
- Leah Grodstein, Online Facilitator
- Joseph Yoo, Online Facilitator

■ Modjeski and Masters, Inc. – Design Consultant

- Kevin Johns, P.E. – Project Principal
- Thomas Cole, P.E. – Project Manager

■ FHI Studio – Community Engagement

- Marcy Miller, AICP – Community Engagement Manager
- Laura Parete – Project Manager

Language Translation Speakers

- **Español**
 - Kevin Rivera – En Persona
 - #1 – Virtual
 - #2 – Virtual
- **Português**
 - Lorem ipsum – En Persona
 - #1 – Virtual
 - #2 – Virtual
- **American Sign Language**
 - Lorem ipsum dolor sit amet

Notice Of MassDOT / MBTA Policy Diversity and Civil Rights

All MassDOT / MBTA activities, including public meetings, are free of discrimination. The MassDOT/MBTA complies with all federal and state civil rights requirements preventing discrimination on the basis of race, color, national origin, limited English proficiency, and additional protected characteristics. We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> / www.mbta.com/titlevi to reach the Office of Diversity and Civil Rights.

All questions and comments are welcome and appreciated.

Please refrain from any disrespectful comments.

Public Information Meeting Notes and Procedures

- MassDOT may retain and distribute transcripts / written record of this meeting
- All recordings and transcripts are considered public records

How to Participate In-Person

- Listen to 30-minute presentation
- Follow instructions to ask questions to project team during discussion period

How to Participate Online: Using the Zoom Toolbar



Raise your hand to speak

- Attendee microphones and webcams initially disabled
- Turn on microphone when called on
- *9 for users dialing in (Alt + Y to raise your hand)



Use Q+A toolbar button to write question



Interpretation: Spanish, and Portuguese



Closed captions automatically generated by Zoom



TIP: Check toolbar menu to check microphone and speakers on your device



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Presentation Agenda

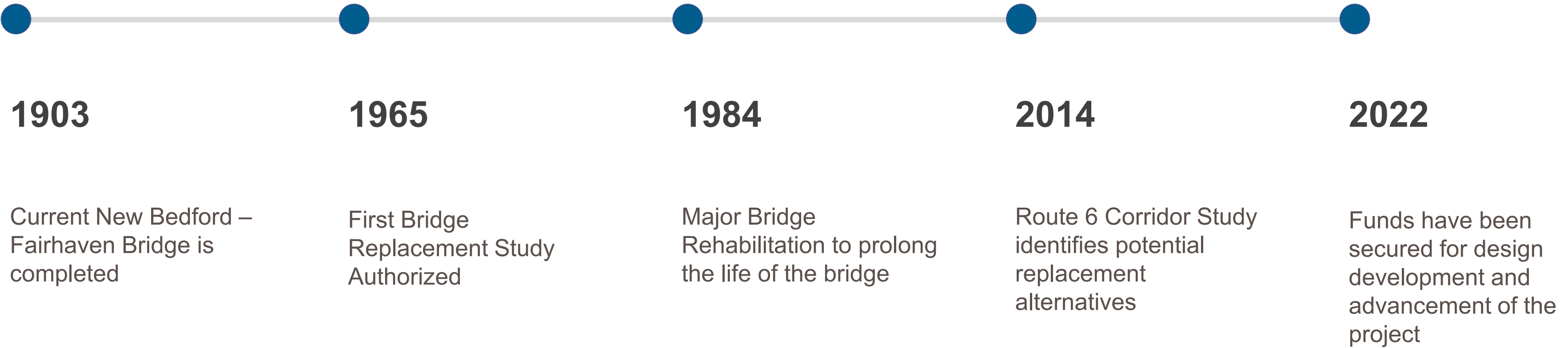
- 1 Background
- 2 Goals
- 3 Alternatives
- 4 Potential Impacts
- 5 Next Steps
- 6 Staying Involved





Project Background

Bridge History



Stakeholder and Public Outreach

1. Newspaper Advertisement

- New Bedford Standard Times
- Fairhaven Neighborhood News
- Fall River Herald News

The Standard-Times



The Herald News

2. Social Media

- MassDOT Facebook
- MassDOT Twitter



3. MPO

- Southeastern Regional Planning & Economic Development District

4. Other Outreach

- Fairhaven Council on Aging
- Southeast Center for Independent Living



Bridge History

- Constructed by A&P Roberts and Company in 1899, Completed in 1903
- Called the New Bedford-Fairhaven Swing Bridge
- Rehabilitated:
 - 1920: 1st Significant Repairs
 - 1931: 1st Rehabilitation
 - 1932-1983: Interim Repairs
 - 1984: 2nd Rehabilitation
 - 1989: Bridge Closed for Repairs
 - 1995: Bridge Closed for 1 year for Repairs
 - 2012: Critical, Electrical and Mechanical Repairs
 - 2014: 3rd Rehabilitation of fixed bridge spans but not to the swing span.



Stakeholders

- Navigation channel users
 - Commercial fishing
 - Freight
 - Recreational boating
 - Maritime construction and maintenance
- Bridge Users
 - Vehicular
 - Pedestrians and bicyclists
- Emergency services and local government
- U.S. Coast Guard and U.S. Army Corps of Engineers
- MassDOT



Previous Studies

- 1st Replacement Study was authorized in 1965
- Additional Studies prepared in 1967, 1969, 1977, 1978, 1979, 1985 and 1987
- 2002: New Bedford/Fairhaven Harbor Plan
 - Studied relocation of US Route 6 corridor to the North

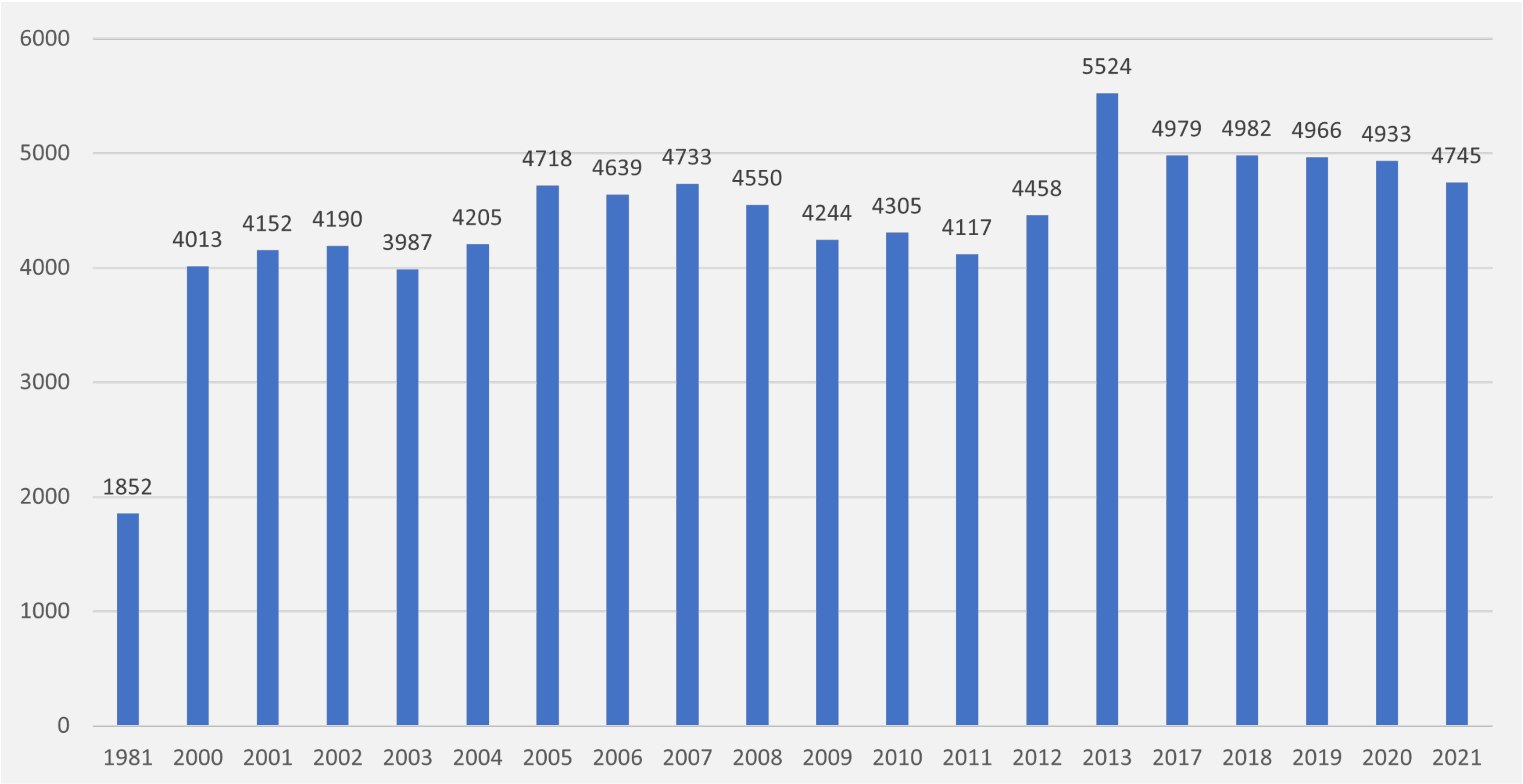


Previous Studies (Cont.)

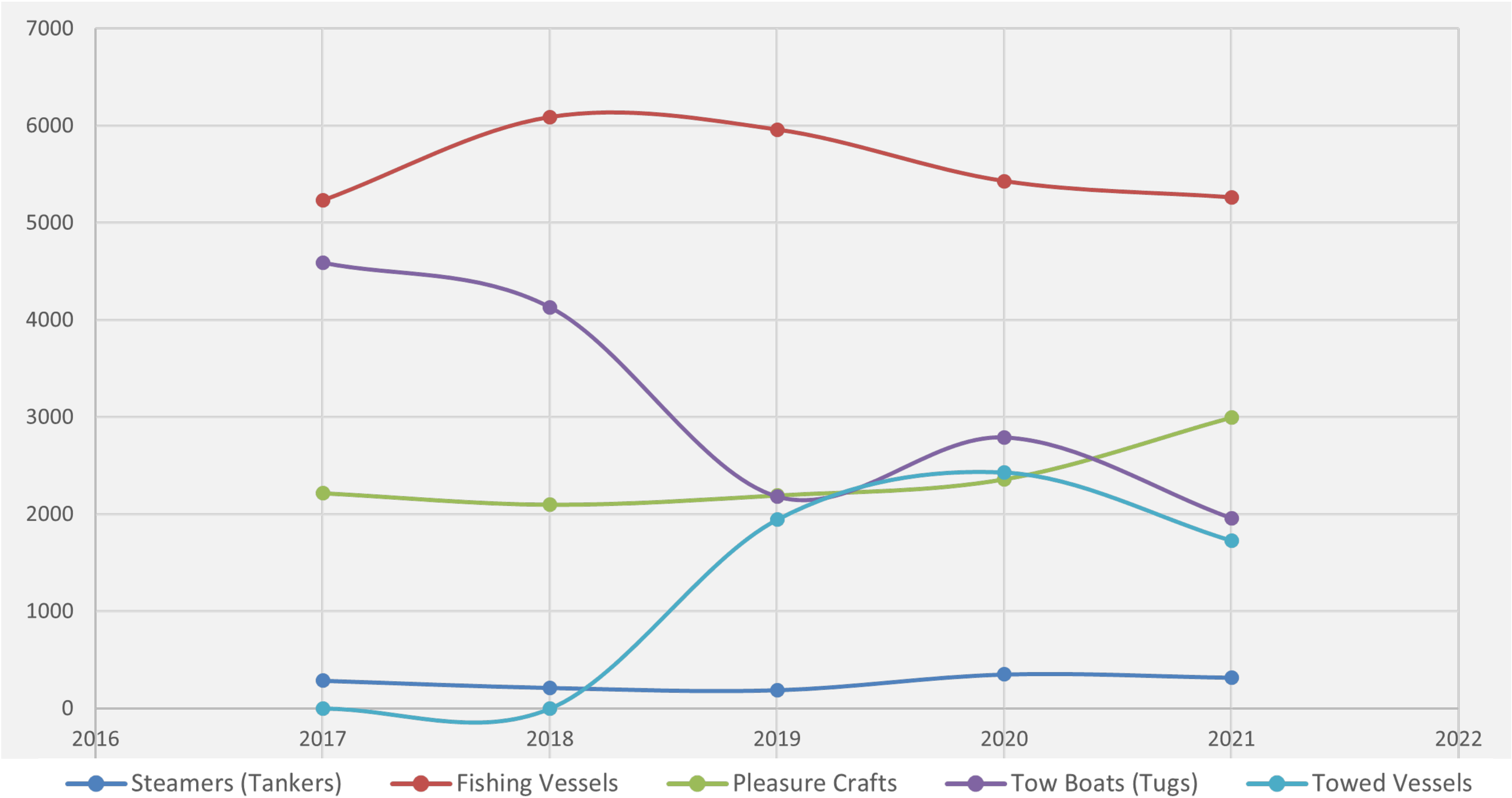
- 2004: Draft Conceptual Alternative Study for the Relocation of the Route 6 Bridge over New Bedford Harbor
 - Follow-up Study based on the 2002 Harbor Plan
- 2010: New Bedford/Fairhaven Municipal Harbor Plan
 - Update to 2002 Harbor Plan
- 2014: New Bedford-Fairhaven Bridge Corridor Study



Bridge Openings: Select Years (1981 2021)



Bridge Passages: By Vessel Type



Existing Conditions

- Bridge is inspected by MassDOT Personnel or Consultants every two years
- Given age and design of this bridge, some aspects of bridge are inspected annually under the “Fracture Critical” designation
- Bridge operation is controlled and observed by 2 on-site operators at all times



Existing Conditions

Inspection
Current
Condition
Factors



Bridge Deck,
Good Condition

Center Pier,
Satisfactory
Condition

Superstructure,
Fair Condition

Rest Pier,
Satisfactory
Condition

Existing Conditions



Deck Deterioration



Guard Rail Impact Damage

Existing Conditions



Floor System Corrosion



Floor System Corrosion

Existing Conditions



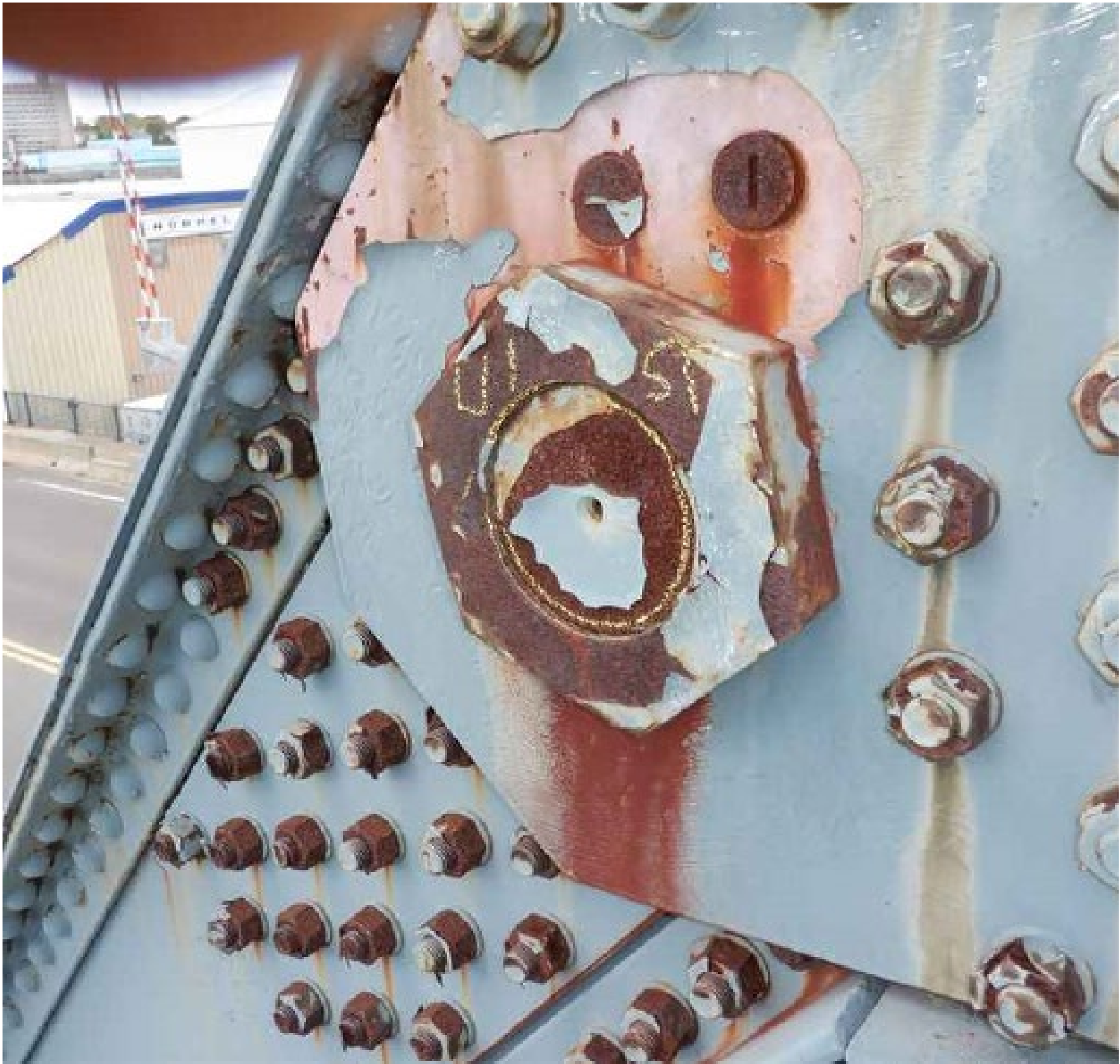
Truss Member Corrosion

Truss Member Corrosion

Existing Conditions



Deteriorated Bolts



Failing Paint System

Existing Conditions



Unreliable Drive System

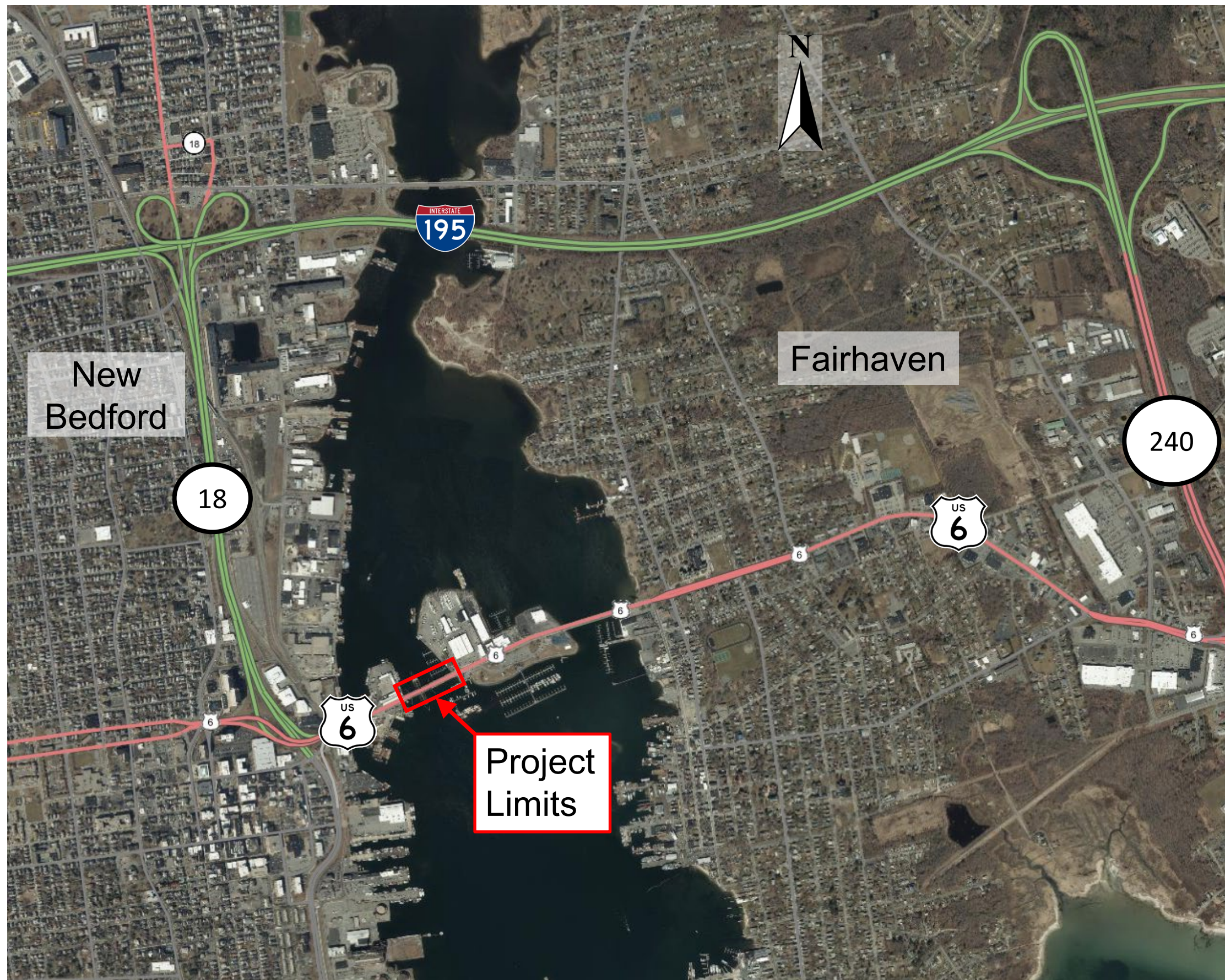
Unreliable Drive System



Project Goals

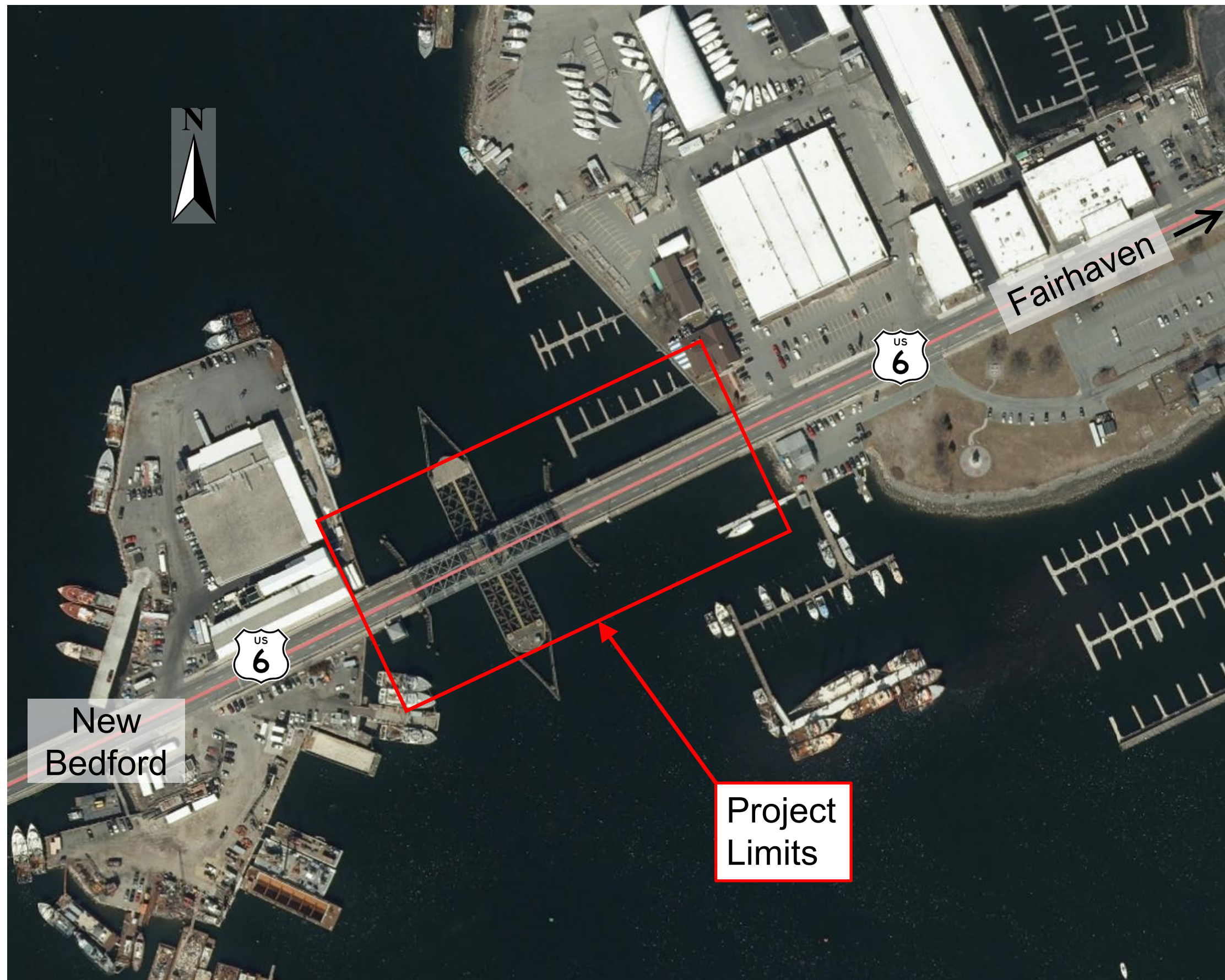
Project Goals

- Reconstruct the bridge to ensure a 75-year design life
- Minimize disruptions to bridge users during construction
- Eliminate functional deficiencies
 - Long opening time (time from bridge fully closed to bridge fully open) causes delays for vehicular, pedestrian and bicyclists
 - Minimal under-bridge clearance requires the bridge to open for most vessels
 - Narrow navigational channels (Approx. 95 feet each) and center pier location
 - Larger vessels cannot enter the upper harbor
 - Center pier increases the potential for vessel impacts
- Existing bridge sidewalks are not wide enough for a shared use path



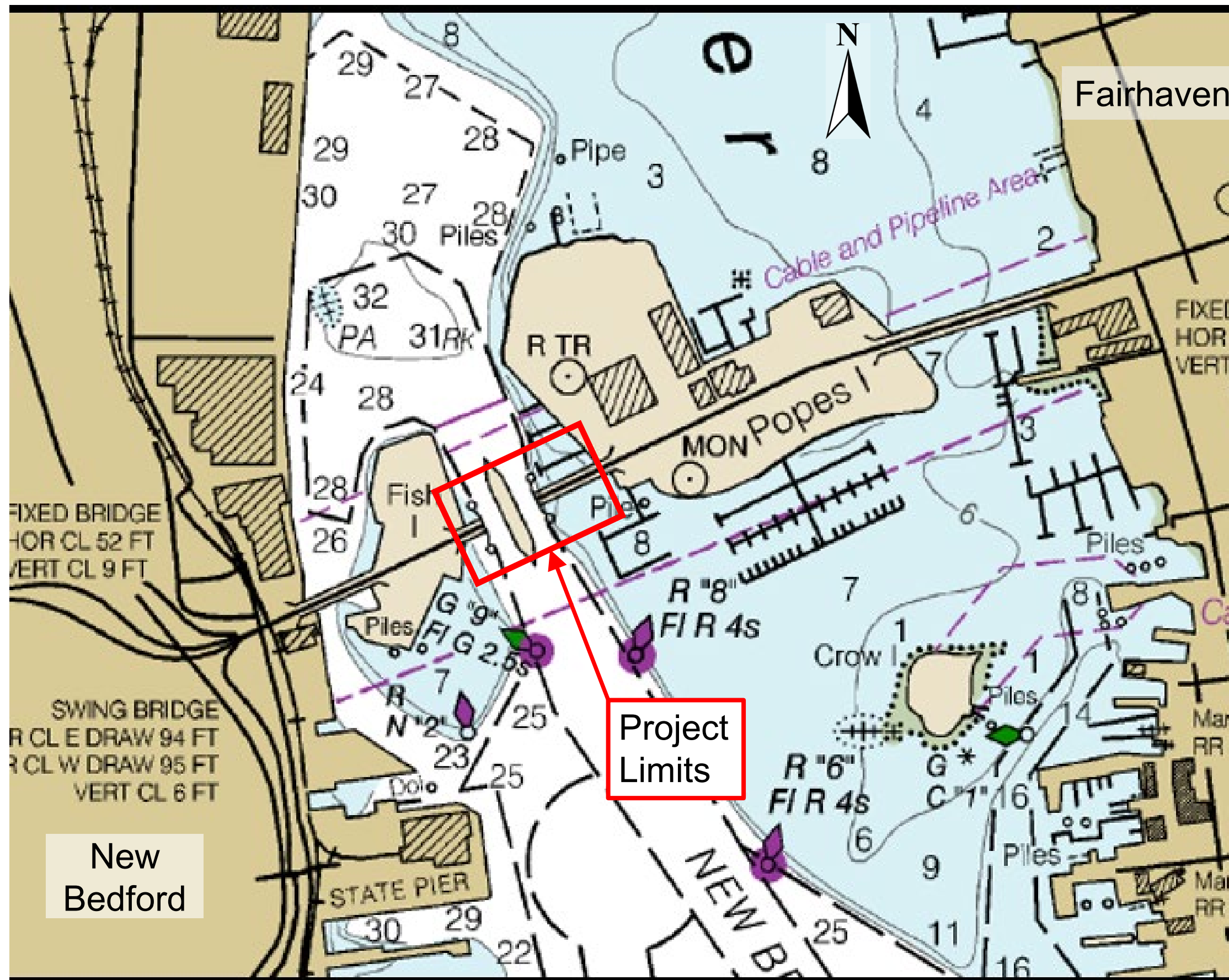
Project Scope

- Moveable span and flanking approach spans will be evaluated as part of this project
- Existing Route 6 corridor will be maintained
- Provisions for future corridor improvements will be considered as part of the project



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Project Alternatives

Swing Bridge



New Bedford-Fairhaven Swing Bridge



Little Potato Slough Bridge, Terminous, CA

Bascule Bridge



South Market Street Bridge, Wilmington, DE



Market Street Bridge, Chattanooga, TN

Dutch-Style Bascule



North Coast Harbor Bridge, Cleveland, OH



Cardiff Bay Barrage Lock Bridge, Cardiff, United Kingdom

Vertical Lift



Fore River Bridge, Quincy and Weymouth, MA



Pont de Recouvrance, Brest, France



Potential Impacts

Pedestrian and Bicyclists

- Sidewalk closures will be required at similar times and durations of roadway closures
- Methods to assist pedestrians and bicyclists to travel from across bridge will be explored
- New bridge will be designed with accommodations and improvements for pedestrian and bicyclist safety





Potential Environmental, Cultural Resource, and Community Impacts

Moveable Bridge Replacement Challenges

- Maintaining the existing movable bridge and navigational channels during construction
- Construction Staging
 - Balancing channel closures and roadway closures
- Constraints of the Existing Structure and Waterway
 - Roadway and driveway entrances
 - Docks and Piers
 - Limits of Channel Maintenance





Other User Impacts

Project Impacts

- A full roadway closure and detour will be necessary during portions of the project
- Duration of the roadway detour will vary depending on the chosen alternative and will be an evaluation factor when assessing each alternative
- Navigation Channel will be maintained through out the project
 - Short-term closures to navigation will be required and coordinated with USCG in advance





Next Steps

Current Engagement

- New Bedford/Fairhaven Bridge Corridor Study (2014)
 - Study Advisory Group
 - Public Informational Meetings
 - Project Website
 - Newsletters
 - Accessibility accommodations for Non-English Languages
- Initial Informational Meeting for Local Officials (August 2022)
- Public Information Meetings
 - Fairhaven High School, October 3rd, 2022
 - Greater New Bedford Regional Vocational Technical High School, October 6th, 2022



Study Schedule



**Early Public
Engagement**

October 2022



**Public Agency
Coordination
Initial Investigations
Navigation Study &
Report**

Fall 2022 –
Spring 2023



**Alternatives
Development and
Analysis
Preliminary Roadway
and Detour Analysis**

Winter 2022 –
Summer 2023



**Pre-25% Design
Level Submission
and Approval**

Late 2023



**25% Design Level
Public Information
Meetings**

2024

Next Steps



25% Design Level
Submission and
Approval

2024



75% Design Level
Submission and
Approval



100% Design Level
Submission and
Approval



Construction Project
Advertisement

2027



Construction

Stay Involved!

- Email: MassDOTMajorProjects@dot.state.ma.us
- Visit project website (under development)
- Visit MassDOT for information on hearings
<https://www.mass.gov/massdot-highway-design-public-hearings> or used QR Code
- Participate in project survey at end of meeting
- Write to Carrie Lavalley, P.E. Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Major Projects, PROJECT FILE NO. 612557





**Questions and
Comments**

Questions and Comments



- “Raise your hand” to be unmuted for verbal questions. (Alt + Y to raise your hand)



- Submit your questions and comments using the Q&A button.



- Please state your name before your question.



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate.



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.



- Please take a few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting.

**All questions and comments are subject to disclosure for public records.
Please use these functions for project related business only.**



Thank You

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