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Subject: Massachusetts Department of Transportation (MassDOT)
North Washington Street Bridge Replacement Project
North End Construction Briefing
Meeting Notes of April 19, 2018

Overview

On April 19, 2018, members of the North Washington Street Bridge Replacement Project team from MassDOT Highway Division, along with the City of Boston Department of Public Works (PWD) and Transportation Department (BTD), held a Construction Briefing at the Nazzaro Community Center in the North End.

The North Washington Street Bridge Replacement Project is being undertaken to replace the structurally deficient North Washington Street Bridge with a new structure that will provide improved vehicle, pedestrian, cycling, and boat navigation facilities while serving as a visual complement to the iconic Zakim Bridge. The project will also maintain flood control measures associated with the Charles River Locks which are just west of the bridge site.

The purpose of the construction briefing was to give the public the opportunity to become fully acquainted with the project's construction phasing and provide feedback for consideration by the project team. The meeting started with a presentation and was then opened up for public comments and questions. The presentation began with a welcoming statement and introductions by Jim Kersten of MassDOT. Mr. Kersten also gave a brief overview of the project's current status and upcoming timeline. Next, Nathaniel Cabral-Curtis of Howard Stein Hudson presented an outline of the purpose, history, and design of the project, and an overview of the proposed construction phasing, traffic impacts and traffic management plan.

Following the presentation, the meeting was opened to discussion. The majority of the questions raised related to the project’s nighttime noise impacts, overall traffic impacts, police detail locations, and construction. In addition, specific questions were raised about maintaining the southbound left-turn onto Commercial Street throughout construction, the temporary removal of which is under evaluation by MassDOT and the Boston Transportation Department, in order to maintain traffic flow through the intersection during the most impactful phases of work. As with any MassDOT construction project, the general contractor will be held to limits for construction impacts including noise and dust that are specified in the contract. The contractor will also submit Traffic Management Plans to MassDOT for review and approval; these and other details of the contractor’s plans will be presented to the public in public information meetings prior to the start of construction. Detailed discussion of these and other concerns is available in the minutes below.

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Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: James Kersten: Welcome everyone. Before we get started I’d like to recognize Maria from the Mayor’s Office of Neighborhood Services, Patrick from Representative Michlewitz’s office, and Michael from the office of City Councilor Lydia Edwards. To begin, I’ll give a brief update on the progress of the project: a contractor has been chosen and they’re working through the contract process now. Once they are fully onboard, we will have a construction schedule and very specific information to give to you. We’ll be back to present that to you before work begins.

This bridge is City-owned and the design was led by the Public Works Department (PWD). Para Jayasinghe and Ben Sun from the PWD are both here. This project is a partnership between the state and City. The City handled the design of the bridge, and the state is managing

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

construction. Now I'll turn it over to Nate, who is one of our public involvement and outreach consultants, and he will go through the presentation.

Presentation

C: Nate Cabral-Curtis: Good evening everyone. Thank you for coming. Jim already noted the partnership between the state and the City. This slide shows our project area. You can see the Zakim Bridge, the North End, West End, Keany Square, City Square, and the bridge itself. The U.S.S. Constitution is just off-frame. The Charles River Dam and locks are towards the top of the image.

The next slide shows the Project History. I won't read all of these dates out loud, but I want to note that this bridge has an extensive history. Para Jayasinghe from the City of Boston has said that this is an old and noble bridge that is telling us every day that it is tired. The reconstruction has been a long time coming. In October 2017, an additional outbound travel lane was removed due to the ongoing deterioration of the bridge.

The Project Goals are replacing the structurally deficient bridge and providing a multimodal bridge that works equally well for everyone. We also want to improve the navigation channel by reducing the number of piers in the watershed. We have a context-sensitive design that compliments its surroundings and the neighboring Zakim Bridge. Finally, we want to keep everyone moving during construction.

Here's an image of the completed bridge. You can see the separated bike lanes, sidewalks, trees and hearty vegetation, and the travel lanes.

This slide also shows the Project Schedule. In 2015 the conceptual design was completed. The final design was completed in 2017. More recently, bidding on the project opened in February 2018. The successful bidder was JF White. They are currently working through the contract process. They have been paying attention to these meetings. Construction is anticipated to begin later this spring and will go through the end of 2022.

The next slide shows the Project Team including MassDOT, JF White, and the Boston Public Works Department. Of course, there are lots of other folks in this picture as well: the next slide shows the Coordinating Agencies. The City of Boston is a crucial partner, including the Public Works Department, Transportation Department, and Public Schools. We are coordinating with emergency response folks and the MBTA, as well as DCR because of the parks adjacent to the bridge. The National Park Service has interests on both sides of the bridge, which are connected

by the Freedom Trail. There is also the State Police Marine Unit, United States Coast Guard (USCG) and US Army Corps of Engineers (USACE). We've met with them twice and further meetings are ongoing. The meeting we had in October brought everyone together in the room. Some of the ongoing coordination is one-on-one and that will continue as construction ramps up. We will also continue work with BPS and METCO as bus operators. We are coordinating with the TD Garden, as their events schedules start to get settled for our construction period. Lastly, we're also coordinating with shuttle operators.

You can expect the contract process to be complete fairly shortly. Then the contractor will set up a field office nearby. The location of that office is their decision. They'll also send submittals to MassDOT to be reviewed, amended, and accepted. In late spring to summer, you'll likely start to see work taking place in the project area. As Mike has said, this bridge might as well be considered a utility bridge that also happens to carry traffic. All of the utilities under the bridge need to be relocated and maintained as we proceed with the replacement.

Before I get into the construction process, I want to remind you what the bridge will look like once it is completed. You can see that it will have green space and trees, as well as widened sidewalks. There will be many fewer piers: only four in the watersheet.

Before construction starts, the contractor will submit traffic management plans to MassDOT. Throughout this process, and throughout all of construction, there will be ongoing coordination among all parties.

Now I'll go over the construction staging. I will note, this first graphic is supposed to show what's out there now. This graphic was made before October 2017. There is now one-lane outbound. You'll see some graphics that suggest a second lane outbound will be implemented before reconstruction is complete. It's likely that won't be the case because of the maintenance effort and expense that would be needed to open that lane back up.

The first stage, 1A, will last approximately 6 months. There will be one lane outbound. The turning movements at the intersections will be maintained. You can get a lot of throughput on one lane if you maintain the turning lanes at the intersection. The sidewalk up against the locks will be closed in order to relocate the utilities.

Stage 1B will be approximately 12 months. A large portion of the bridge will be removed during this stage, including the old swing span. There will be a single lane outbound and inbound. The sidewalk on the Constitution side of the bridge will be closed. On the locks-side of the bridge a temporary utility bridge with sidewalk on top will be open. We heard a lot about the importance

of the Freedom Trail at previous meetings. We will certainly underscore that and provide appropriate signage.

Stage 2 will be approximately 18 months. The work area on top of the bridge basically flips to the other side. The travel lanes move to the side of the bridge closer to the U.S.S. Constitution. The temporary sidewalk will still be open. There will be two travel lanes inbound and one outbound. The work-zone is dark gray in this image.

Stage 3 will also be approximately 18 months. The work area will flip again and the side of the bridge closest to the U.S.S. Constitution will be under construction. The new structure will be in place on the side of the bridge closest to the locks. There will be one lane outbound and two lanes inbound.

During Stage 4A you can see that the new bridge is starting to take shape. On the U.S.S. Constitution side of the bridge the new, much wider sidewalk will be open. It will be 12' on the approach spans and it will widen to 20' at the navigation pan in the center of the bridge to provide an overlook. There will be two travel lanes in each direction during this stage and it will last for approximately three months.

The last stage of the project is Stage 4B. You can see the contractor will be wrapping things up. The temporary sidewalk will be closed, and the temporary utility bridge will be removed. There will still be a small work-zone near City Square, so the inbound bus lane will not be in place yet. Once that work is completed the bridge will be put into the final condition. There will be two travel lanes in each direction and an inbound bus lane. That lane delivers buses most of the way across the bridge before reaching the turning lanes. You can also see that the sidewalks, separated bike lanes, and plantings will be complete.

Now I'll go over traffic management. There will be traffic associated with this project. We want to provide information as early and as accurately as possible so that drivers can make smart decisions. We will have an aggressive outreach program, especially towards commuters from the north. We want to encourage regional traffic to stay away from the bridge in order to maximize the remaining capacity for people who need to use the bridge. We will have traffic details at Keany Square and City Square, and we've heard from the Navy Yard that Chelsea Street will need details. If you think there are locations where details would help, let us know.

This slide shows our regional sign plan. We have signs out to Route 128 and on all highways coming into the city including routes 3, 24, I-95, I-90 and I-93. There will be a ring outside Route 128 of signage warning drivers about the construction and telling them to seek an alternate

route if they can. There will be increasing warnings as you get closer to the city. If there's a need for more, we can reposition signs and reevaluate the locations.

As you approach the bridge the signs get denser. We're still trying to divert traffic to alternate routes if possible. One good thing happening here is that the Longfellow Bridge will be reopening at the end of May, which will help pull some traffic from the Craigie Bridge and from this bridge and give some of the breathing room that has been missing for a while. We know there is already traffic on the detour routes, but we're hoping that the Longfellow Bridge being open will help.

The next few slides show the alternate routes. Going northbound, we'll ask drivers to remain on I-93 up to Sullivan Square. Going southbound on Route 1, we'll ask drivers to loop around the Leverett Connector, and go along Causeway Street to Keany Square.

Q: No Name Given: The issue with those two alternates is that right now people come through City Square because the alternates are awful.

A: Nate Cabral-Curtis: We know that the alternate routes have traffic. This is why I mentioned the Longfellow Bridge opening. Also, Amy Getchell from MassDOT is going to talk just now about more regional coordination.

C: No Name Given: Additional police details at those alternate sites might be needed.

C: Amy Getchell: This past fall, Governor Baker recognized that there are a lot of construction projects going on in Boston and to the north that impact vehicle traffic and transit users. Along with the Secretary of Transportation, he asked us to take a deeper look at what impacts those projects will have. What I'm showing you tonight is just for the 2018 construction season; we will do this analysis again in the fall for 2019. We looked at the area inside the Route 128 belt, ultimately coming up with over 1000 projects taking place in 2018. We drilled down to take out locations with maintenance contracts, including things like guardrail and pothole repairs, that have a minimal impact and are often done at night. Then we took out general maintenance projects. That leaves 246 projects with some sort of impact to the traveling public who bike, walk, take the bus, Commuter Rail, subway, or drive personal vehicles. We found three areas with the most impacts. We labeled those the 'Mystic River, Fenway/Weston, and Quincy Bay Hot Spots'. I'll be focusing on the Mystic River Hot Spot tonight. All of this work will allow us to better communicate with the public and encourage alternative modes and routes. We don't want to encourage you to take another route without telling you if it is also under construction.

Q: Dave Goggins: Are the 246 projects only public or are they also private?

A: Amy Getchell: That's a good question. It includes projects being undertaken by MassDOT, the MBTA, the City of Boston, and DCR, as well as private development projects that triggered a MEPA submission. We had 100 days to do this, so we took the large developments like North Point, Wynn Casino, etc. As we get more information, we'll feed it into the model and refine our understanding of the impacts from projects.

The Mystic River Hot Spot is Boston and the areas immediately to the north. In this area, there are 11 projects with transit and highway impacts to users. Two of them are MBTA projects, two are private, and seven are MassDOT projects. The color-coding in this image represents project ownership. We took those 11 projects and looked at their schedules for 2018. This allowed us to create a weekly schedule through December, which you can see here. The purple lines are projects with track or lane reductions. For instance, the Tobin Bridge rehabilitation project will take out one of three lanes of travel through November². The Alford Street Bridge will experience a lane reduction around November. The Wynn Casino project is year-round, but its impacts will be during off-peak hours. The North Washington Street Bridge project will have significant lane impacts later in the fall.

The schedules I just mentioned were then mapped, in order to show everyone where they are. This image uses the same colors as the calendar I just showed. You can see here, we have the Tobin Bridge here, where one of three lanes in the northbound direction will be closed. If that's a route you normally take, you might want to take an alternate route. You can also see that Sullivan Station will lose 100 parking spots.

The purpose of this is to be open and transparent, and to let the public know that the Highway Division and the MBTA work together.

I want to add that there will be ongoing impacts on the Chelsea Viaduct during off-peak hours. Also, the Woods Memorial Bridge is about 15 months ahead of schedule. MassDOT will be opening all lanes of travel over this summer, so that's coming off this list, which means there will be a bit more capacity in the area. I know a lot of this is outside downtown Boston, but this effort is also about people coming in from the north. We want to show them that perhaps it might be

² This is no longer the case; As of May 2 and as part of the regional coordination being discussed by Ms. Getchell, MassDOT directed the contractor for the Tobin Bridge Rehabilitation to assemble and advance a work plan that avoids any lane closures until the 2019 construction season. For the most up-to-date information about this project, please see the project website:
<http://www.massdot.state.ma.us/highway/HighlightedProjects/TobinBridgeRepairProject.aspx>

better to stay away from the North Washington Street Bridge when they're visiting the North End.

C: Nathaniel Cabral-Curtis: Thank you, Amy. Now I'll talk about the outreach for this project. There is a MassDOT website which has been updated to reflect the construction period. One of the reasons I collect emails is that we will be issuing a regular look-ahead, so you can follow along with the project. If you want to see a look-ahead, take a look at the project websites for the Route 128 Add-A-Lane Project or the Casey Arborway Project. There will be notification of major operations and/or night work.

In addition to the look-aheads, if any major changes occur—as a hypothetical, if the general contractor says they can speed up the project by a few weeks by closing the bridge for a weekend, and MassDOT approves it—you would be notified of the closure in advance via that email list. The look-ahead would mention it, and a separate release would be issued that covered what to expect from the closure. That could potentially happen, but it might not; I'm just letting you know how we would notify you in the event of that happening. There will also be a notification 30 days prior to the commencement of major work, as well as around major milestones. MassDOT also has an extensive social media presence to broaden outreach. We will also answer inquiries in a timely fashion, and as you saw, we are focusing on everything that is going on. We want to reach people in any way possible.

The next slide details the Community Protections associated with the project. This project, like all MassDOT projects, will have a MassDOT Resident Engineer on site, enforcing specifications for dust, noise, and rodent abatement. The general contractor will propose their own processes, but there are some common industry techniques that may be used on this project. For example, shearing steel instead of torching it, and wetting of concrete in order to reduce dust. For noise controls, MassDOT will set baseline decibel levels for daytime, evening, and nighttime based on a survey of existing conditions. The contractor will be allowed to make the most noise during the day, and the least at night. For rodent control, which is always a concern, there will be a baiting and trapping program. I live next to the Casey Arborway and have experienced MassDOT's standards for noise, dust and rodent control. These do work. We didn't have any problems with dust or rats, and people were able to sleep. Sometimes it was noisy, but we got through it. Many of these standards were developed after the Big Dig. Most general contractors adhere to them and the Resident Engineer can enforce them if necessary.

Lastly, I'll go through some Frequently Asked Questions. The first is, "Will any part of the bridge remain open while construction is taking place? If so, will both vehicles and pedestrians be

accommodated?” Yes, it will remain open. Vehicles, pedestrians, and other users will all be accommodated. There will be impacts, for example cyclists will have to share a travel lane with vehicles, but the final conditions of the bridge will be an improvement over the existing conditions.

The second question is “Where will any excess traffic be channeled?” As was previously shown in this presentation, we will try to divert anyone we can to other routes. Amy’s work will inform a lot of that, and the contractor may suggest alternate detour plans for approval.

The next question is “During what hours will construction take place?” The typical working day standard is 7 AM to 10 PM. We expect there to be some double shifts or 24-hour operations at points if they can show that it would greatly speed up their efforts. These can be like tearing a Band-Aid off; it’s best to do it quickly. If they opt for 24-hour operations or to start earlier than 7 AM, they will be subject to nighttime noise specifications.

“Are there any plans for noise mitigation?” Yes, there are. MassDOT’s standards include maximum noise levels that the contractor can go up to. MassDOT has a Resident Engineer on the job site to monitor and enforce those standards.

“How will cyclists be accommodated?” Cyclists will be accommodated by sharrows with traffic. During some stages they may be able to share the sidewalk with pedestrians like on the Longfellow Bridge. We know the bridge is not great for biking now, and that it won’t be better during construction, but it will be a lot better when the project is complete.

“How will pedestrians be accommodated?” Pedestrians will have access to at least one sidewalk at all times, and there will be two sidewalks whenever safety and work permit.

“What about ferry service?” We know there is a lot of interest in ferry service, and we’re looking into it. There are some challenges. We expect a lot of work to be done from the water. We don’t want ferries in locations that would be dangerous, or getting in the way of construction and adding time to the job. We can’t stop construction activities every time a ferry would go by.

Lastly, we added this question after the previous public meeting because we know that parking is always a challenge in the North End. The question is “Where will the contractor’s workers park?” The contractors won’t be allowed to park on residential streets. You will see active work vehicles parked within the work-zone, along with construction equipment.

Finally, this slide has contact information and project websites. These website links are both pretty long. My suggestion is to just Google “North Washington Street Bridge”. The project website will be the first link that comes up. On that website, you can sign up for emails, and if you signed in this evening, we will add you if you’re not already on the email list. Now we’ll open it up to questions.

Discussion

C: Nathaniel Cabral-Curtis: Are there any elected officials or their representatives who would like to comment first? If not, we’ll go to the general public.

Q: No Name Given: I’m interested in knowing if you have an abatement company available for asbestos removal or any other hazardous materials?

A: Nathaniel Cabral-Curtis: I’m not aware of any hazardous materials existing within the bridge.

Q: No Name Given: Would you notify the public if you found anything? I don’t think it’s appropriate to resolve something like that without notifying the public.

A: Mike O’Dowd: We’ve done a survey of the pre-existing conditions and checked for things like lead and asbestos. We did identify some potential issues related to the utilities, so we will have to address that. Before JF White is underway, we will be able to provide the timeframe, including demolition and debris removal. If there is any potential for airborne hazardous materials, we will notify the public.

Q: No Name Given: Is the project schedule aggressive or is there extra time built in?

A: Mike O’Dowd: There is no float whatsoever in the schedule. It is very aggressive. The contractor will be undertaking many work hours. The City of Boston agreed to institute incentives and disincentives to help keep the project on schedule. If the general contractor has reached substantial completion of the project at least 180 days ahead of schedule, they could achieve a \$7.2 million bonus. We’re hopeful the contractor will pursue that. If they are late in completing the project, they face a \$40,000 fine for every day they exceed the project schedule, with no limit.

C: No Name Given: My other comment is there should be a police detail at the corner of North Washington Street and Thatcher Street. That intersection is one of the only ways to get into the neighborhood, but people are constantly blocking the box there.

- Q: No Name Given:** I have a follow-up question. So far you haven't mentioned warning people to get to alternate routes if they're coming from the east, but a lot of the taxis leaving the airport and people in the North End use the tunnels. If the Tobin Bridge is a mess, then the Sumner Tunnel will be jammed up, and then the North Washington Street Bridge becomes a parking lot. Details are needed there, not just traffic lights. People may not be coming to the North End, but if they come out of the Sumner Tunnel it could still be a mess. Please update that slide to mention Route 1A.
- A: Nathaniel Cabral-Curtis:** Sure. We would also want to look at the appropriate mechanism for outreach at the airport. We know, for instance, that we can easily inform the cab drivers since it's a fixed population. Thank you for the suggestion.
- C: Mary O'Brien:** I want to echo the comment made about Thatcher Street and North Washington Street. I cross there every morning. I can't imagine what it will be like when you start this. People already blow through the red lights, and they don't stop for pedestrians. That intersection needs something when you begin this project.
- Q: No Name Given:** You've mentioned the issue with having a ferry go under the construction site. Have you considered installing a temporary dock behind the hockey rink in the North End for a ferry?
- A: Nathaniel Cabral-Curtis:** The section of the Harborwalk that is next to the hockey rink and goes under the bridge already floods, so this project is rebuilding that to raise it higher. So, there will be work happening near the hockey rink as well. We will consider the idea, but there could be a conflict with the project site.
- C: No Name Given:** You listed the Gilmore Bridge as an alternate route. That's also awful. That needs a police detail there to move the traffic.
- Q: Joanne Fantasia:** You showed several phases of construction during the presentation. Are those yours or the general contractor's?
- A: Nathaniel Cabral-Curtis:** This is how MassDOT designed the project. This represents a plan and set of constraints that MassDOT is confident is buildable. The general contractor could come back and say, "we found a genius idea to speed it up" and MassDOT and the City will determine if that's workable. Or, the project could be done exactly as we've shown it tonight.

Q: No Name Given (Same): We went through that with the Big Dig. They came back with totally different phases. My second question is why is there only a southbound bus lane? Why don't you also have one going north?

A: Nathaniel Cabral-Curtis: One of the ideas here is to move people, not just cars. That's why there is a bus lane on the southbound side. There is also more delay for buses going south than north. We also have Right of Way limitations on either side, which make things tight at the edges. This was the best balance.

Q: No Name Given: For the Harborwalk pedestrian bridge, will that be taken down when work on the North Washington Street bridge begins?

A: Nathaniel Cabral-Curtis: Yes. It's all one project.

Q: No Name Given: Is there a timetable for that?

A: Mike O'Dowd: We anticipate that'd be very early, because of the utilities that are right there. We don't think we could maintain pedestrian access during all that work. We'll have to discontinue access when the contractor begins relocating utilities.

C: Nathaniel Cabral-Curtis: Certainly, that would come with suitable notification. You wouldn't be ambushed by it. A notice would be sent out and posted online.

Q: No Name Given: Will the turning lane to Charlestown be removed during Stage 3?

A: Nathaniel Cabral-Curtis: No, that will be maintained. It widens out to three lanes for turning. In the final condition, we are removing the slip lane, but maintaining the movement. This is true in the final condition as well.

Q: No Name Given: Will trucks be able to make the turn?

A: Nathaniel Cabral-Curtis: Yes. We test everything with a program called AutoTurn that models vehicle turning movements.

Q: No Name Given: This presentation contained great information and I appreciate your effort, but I'm worried I won't be able to go anywhere or sleep at night. My biggest concern is the noise. What happened during Connect Historic Boston was not a very good first step. There was a lot of work going on at midnight, including jackhammering. I would talk to the contractors, and they said they had permits to work after events at the TD Garden. If you've got a Resident Engineer

on site, will we be able to contact them? I hate to take a negative approach, but I want to be able to call someone if there's a problem.

- A: Nathaniel Cabral-Curtis:** There will be a hotline that you can call. Typically, there is a dedicated cell phone for the project that is held by the general contractor. We had that for the Fore River Project. The number for the hotline will be posted publicly.
- C: Para Jayasinghe:** The Connect Historic Boston project was done by the City of Boston. If there are or were any problems with that, please let us know. That wasn't a MassDOT project.
- C: No Name Given (cont'd):** I know it's complicated, and you do the best you can. Between traffic and events, there's not a big window, but the night-work "speed-ups" make me, as an abutter, very nervous. For other folks the project will be done quickly, but for those of us who live there, it's another story.
- C: Nathaniel Cabral-Curtis:** We do hear that. We hear it both ways, honestly. We have to strike the balance.
- Q: Cody Pajic:** How wide will the temporary sidewalk be?
- A: Mike O'Dowd:** It will be 8'.
- A: Para Jayasinghe:** I thought that it was 6'.
- A: Mike O'Dowd:** I'll have to check on the width. I thought it was 8'.
- Q: Cody Pajic:** Currently the sidewalk is really tight. If there are two people pushing strollers, or there is someone in a wheelchair or on a bike, it's not wide enough for them to pass each other. Please make it wide enough to allow people to pass each other.
- A: Nathaniel Cabral-Curtis:** It's 7' over the approach spans and 8' at the navigation spans.
- C: Cody Pajic:** With people pushing strollers and people in wheelchairs, sometimes they can't pass each other. That will be a nightmare for pedestrians. Please make it wider.
- Q: No Name Given:** Going back to cyclists and pedestrians, are you going to think about installing signage to encourage cyclists and pedestrians to go through Paul Revere Park and over the locks? You could get them off the bridge that way instead of crowding people onto it.

A: Nathaniel Cabral-Curtis: People know the locks are there. I will say, especially when I'm trying to get the trailer bike over, the path across the locks is tight with the turns.

Q: No Name Given (cont'd): Didn't your slide say there won't be a sidewalk?

A: Nathaniel Cabral-Curtis: No, there will always be at least one sidewalk on the bridge. Then once we get to Stage 3, the new, wider sidewalks will be complete.

Q: Walter Hope: You mentioned a ferry. The Massachusetts Convention Center Authority (MCCA) has a Request for Proposals out for that ferry service, which it sounds like you're saying won't work, and is dependent on building a dock. If they could move that to the Constitution Marina, it might alleviate pressure.

A: Mike O'Dowd: That was supposed to be in construction by now, or at least have selected a contractor. They tell me it may be up and running by Labor Day. The expectation was that they'd be further along at this point, but we're hopeful.

Q: Walter Hope: The boating community has asked before about particulate and debris coming off the bridge. Will there be pressure washing of boats in the marina?

A: Mike O'Dowd: We heard about this after our last discussion at the Navy Yard. Thank you for bringing it to our attention. We added language to the contract to bring to all the bidders' attention that there are number of houseboats and dockers. It is likely that they will be fielding a lot of complaints relative to sediment – water and air – damaging the boats. They fully expect that they will receive those calls. Allowing them to anticipate that, is the best we could do in the contract. The general contractor is on-notice that this is an issue.

C: Walter Hope: The Salem Powerplant coal dust system worked.

C: Mike O'Dowd: We know. Right after I heard the concern we put the note in the contract.

Q: Dave Goggins: How many months do you anticipate the bridge will be one lane in each direction?

A: Nathaniel Cabral-Curtis: Stage 1B will be 12 months. The bridge will be one lane in each direction at the navigation span, but again, we are preserving turning capacity at the intersections. This looks scary, I know, but having worked on the Fore River Bridge when it went to 1-and-1, it wasn't the apocalypse. I can say that it won't be the end of the world. Folks were worried about it but because the turning capacity was maintained it was okay. Of course, it won't

be a picnic, it's still 12 months of one lane in each direction, but you can get a fair bit of throughput from that single lane with turning lanes at the intersections.

Q: Dave Goggins: When does Stage 1B start?

A: Mike O'Dowd: It will probably start in the summer of 2019, if the current timeline holds.

Q: Dave Goggins: Second, it is my understanding that North Washington is a detour for trucks with hazardous materials. Are there plans to detour those trucks somewhere else to alleviate congestion during construction?

A: Mike O'Dowd: That's why Para and his team have been maintaining the bridge so diligently. There is no viable means for detouring hazardous materials, which is why we need to maintain vehicle access on the bridge continuously.

C: Para Jayasinghe: This is the only north/south city-owned asset that is there. When the Democratic National Convention (DNC) came here in 2004, that's what first brought this issue up. Since then, we've needed to maintain south-to-north access. It's the only city-owned road surface that can support hazardous-material vehicles.

Q: No Name Given: Coming off the Tobin Bridge onto Rutherford Ave, with traffic coming down Rutherford and getting onto I-93 South, the sequencing of that light in the morning is horrible. Cars get stuck in front of the off-ramp, it all jams up. Most of the time it's really bad. I'm hoping the timing can be adjusted. Can MassDOT look at this problem and find a way that will make this work?

A: Mike O'Dowd: That has been brought up at a past meeting. We had the traffic people look at that. The other issue is that it's, de facto, two lanes. When the general contractor presents their plan, we can identify whether there is an opportunity to funnel them down into the one lane as intended, or if we can re-sequence the timing of the lights.

Q: Joanne Fantasia: Trucks with hazardous cargo are only supposed to travel on North Washington from 8 AM to 6 PM. Other than that, they're support to use Route 128. Can we keep them on Route 128 during the duration of construction?

A: Nathaniel Cabral-Curtis: I don't know if that is possible. If they could stay on Route 128 I'm sure they would. They may have destinations that they need to get to.

Q: Joanne Fantasia: At Rutherford Avenue going onto the bridge, are you going to close one lane at a time, or will you have all four lanes converge into one?

A: Mike O'Dowd: We spoke with Jim Gillooly about this last week. That's one of the most chaotic spots. Chelsea Street is always the tie-up. We've been working with Jim, the rest of the Boston Transportation Department, and our traffic folks, to determine where we should drop those lanes on Rutherford Avenue. We're still figuring out how much flexibility there needs to be in transitioning down to one lane.

Q: Joanne Fantasia: Before the underpass, could you bring it down to two lanes?

A: Mike O'Dowd: Possibly. I'm hoping, and what the general contractor is probably hoping for, is that by that point, one third of people will find another route.

C: Joanne Fantasia: They haven't done it yet. North Washington is a parking lot from 6am to 7pm.

C: Nathaniel Cabral-Curtis: We know. That's why I mentioned the fact that the Longfellow Bridge will be reopening.

Q: No Name Given: I have a question about the buses. With the dedicated bus lane ending at the turning lanes, do they then have to merge left to go straight?

A: Nathaniel Cabral-Curtis: We had to end the bus lane there so that everyone could get into their respective turning lanes.

Q: No Name Given (cont'd): If buses are going to Haymarket, why didn't you put the bus lane on the left?

A: Nathaniel Cabral-Curtis: You'd just have the same problem at the approach to the intersection.

Q: No Name Given: The Eliot School will be opening up when you guys are starting this project. There are little kids there, so I'm concerned about dust and particulates. I just want to add it to the radar in case you don't know.

A: Nathaniel Cabral-Curtis: We're aware, yes.

- Q: No Name Given:** Regarding diverting traffic, if you anticipate cutting traffic down on the Charlestown bridge, it's important to get the signage up far in advance. That will help get people into a new pattern early and help you predict the reduction.
- A: Nathaniel Cabral-Curtis:** Yes, absolutely. I can't speak for the general contractor here, but at the Casey Arborway we closed the bridge in May 2015, but we had Variable Message Signs on Route 9 in probably December 2014.
- C: Mike O'Dowd:** We've got to get the contractor signed on first, then once their schedule is submitted, we can dictate posting of signage.
- Q: No Name Given:** Is the bus lane going to continue or restart further down on North Washington Street?
- A: Nathaniel Cabral-Curtis:** An extension is being considered as part of the North Station Area Mobility Action Plan (NSAMAP), which is a Boston Planning and Development Agency (BPDA) project. It's on the city's radar. I know that there were some metered parking spaces there that were previously removed to help busses get into the stop there. For this project, the limits of work are at Keany Square. We couldn't paint anything beyond that.
- C: Para Jayasinghe:** The City recognizes the limitation of ending the bus lane on the bridge. We're actively working to carry that lane past Keany Square, which requires adjusting parking. It's an active conversation within the Boston Transportation Department.
- Q: No Name Given:** In the final condition and during the stage with one lane in each direction, is there a designated left turn onto Commercial Street?
- A: Nathaniel Cabral-Curtis:** Yes, there is. The turning capacity on the bridge doesn't change.
- C: Mike O'Dowd:** Actually, during construction, we anticipate taking that out of service for certain phases of work.
- C: No Name Given (cont'd):** The new lighting and traffic lights in the last year have improved the situation tremendously, so thanks to whoever did that.
- Q: Joanne Fantasia:** Will bus lane be physically separated from traffic, or just painted? Will emergency vehicles be able to use it?

A: Nathaniel Cabral-Curtis: The bus lane will be painted. Emergency vehicles will be able to use it as well.

Q: No Name Given: Could the buses get signal priority?

A: Mike O'Dowd: Neil Boudreau from our team and BTD are working together to try to figure that out. We don't currently have that technology on traffic lights in the city, but they're becoming prominent around the country. We're trying to figure out how the city can implement it at key intersections. The biggest issue is that because those use in-pavement sensors, they don't work well in bridge decks. We're looking at it here, and on Commonwealth Avenue Phase 3 as well. We need to figure out how best to implement it without disrupting everything. An option might be thermal post-mounted imaging, or something else. The intersection would still require merging, but if we can pull the traffic through the intersection, it might work better.

Q: No Name Given: So, during construction someone coming over the bridge won't be able to turn left onto Commercial?

A: Mike O'Dowd: That is correct. We would notify the public when that change would go into effect. Instead of turning left onto Commercial, drivers would have to loop further down North Washington to Atlantic Avenue and reverse direction. Any time you introduce a left turn lane, it introduces delay to the intersection. This was a BTD suggestion to considering eliminating the left. It's not a heavily utilized movement, from what we've seen. The duration that that will be in effect will depend on the construction phasing. We just saw that it would be best to move traffic forward, especially during the phase of one lane in each direction. We know it's an inconvenience.

Q: Jeannie Coppola: If people can't turn left, they will need to go up Hanover Street, Hull Street, etc. Thatcher Street will be a nightmare. Will we be able to come up North Washington or Endicott Street and go left onto Causeway?

A: Mike O'Dowd: Good question. There are issues we've been talking to BTD about it. I'll have to get back to you on that. Please leave your name and contact information.

Q: Joanne Fantasia: Will pedestrians have a separate light cycle?

A: Mike O'Dowd: Yes, and bicyclists as well. We're trying to balance all the timings.

C: Joanne Fantasia: I've been at-risk of being hit while crossing this intersection.

C: Nathaniel Cabral-Curtis: There will be pedestrian signals throughout the intersection.

Q: No Name Given: In the contract, is there an incentive for the contractor to finish early?

A: Nathaniel Cabral-Curtis: Yes, there is. If they finish 6 months early they could be awarded an extra \$7.2 million.

C: Mike O'Dowd: And they still have to operate within the parameters of the contract.

Q: No Name Given (cont'd): Do you envision a time where you would reverse Medford Street?

A: Nathaniel Cabral-Curtis: No, I don't think that's currently being considered.

Q: No Name Given: What about making the ferry from Long Wharf to the Navy Yard free? You could move more tourists. Could you also expand the hours?

A: Nathaniel Cabral-Curtis: We'll look into that.

Q: No Name Given: Will you consider putting signage for tourists telling them that they can go over the locks? During construction, that might be more pleasant for them.

A: Mike O'Dowd: We considered that, of course. I would have hoped that we'd have more encouragement from the Department of Conservation and Recreation (DCR) regarding that potential detour route, but we did not.

Q: Walter Hope: With the rain we had last week, the locks were closed for the mornings. People had to use the Converse staircase. I am very encouraged by the enhanced staffing of EMS in Charlestown. Living literally next to the bridge, we see Fire and Police all day long going across the bridge. When you go down to one lane in each direction, will there be an expansion of staffing for emergency vehicles?

A: Mike O'Dowd: Boston EMS said they'd be able to staff an additional vehicle on the Charlestown side during the stage of one lane in each direction. It's a critical concern for them.

C: Nathaniel Cabral-Curtis: If there are no other questions, the meeting is adjourned. Thank you all for coming tonight.

Next Steps

Construction is anticipated to begin in the spring of 2018 and last for approximately five years.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Patricia	Abelson	
Sue	Benveniste	
Michael	Bonetti	Office of City Councilor Lydia Edwards
Kate	Botts	
Dick	Burt	Friends of the Charlestown Navy Yard
Nathaniel	Cabral-Curtis	Howard Stein Hudson
Charles	Cartwright	Boat House resident
Adam	Castiglioni	
Janine	Coppola	
Barbara	Cusack	
Donny	Daily	MassDOT
Mary Ann	D'Amato	
Jeff	Dietrich	Howard Stein Hudson
Joe	Dorant	MOSES
Camille	Fantasia	
Joanne	Fantasia	
Dave	Goggins	NEWRA
Walter	Hope	
Rani	Jacobson	Office of City Councilor Michelle Wu
Para	Jayasinghe	City of Boston - Public Works Department
Paul	Kafasis	
James	Kersten	MassDOT
Maria	Lanza	Mayor's Office of Neighborhood Services
Patrick	Lyons	Office of Representative Michlewitz
Lauren	Milione	northendwaterfront.com
Joe	Montone	
Mary	O'Brien	
Pat	O'Connell	
Terese	O'Connell	
Mike	O'Dowd	MassDOT
Cody	Pajic	
Jack	Pecora	JF White
David	Roderick	

First Name	Last Name	Affiliation
Jim	S	
Sean	Sanger	
Paul	Santilli	JF White
Elaine	Vigneau	Friends of the Charlestown Navy Yard