



To: Donny Dailey
MassDOT

Date: December 12, 2018

From: Jeff Dietrich
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HSH Project No.: 201361.17

Subject: MassDOT
North Washington Street Bridge Replacement
Public Information Meeting
Meeting Notes of November 29, 2018

Overview

On Thursday, November 29, 2018, MassDOT Highway Division, along with representatives from the project general contractor, J.F. White, and consultant team associated with the North Washington Street Bridge Replacement Project, held a public meeting to provide members of the public with updates on the project and an opportunity to ask questions and comment on the project.

Nate Cabral-Curtis of Howard Stein Hudson started the meeting by providing an overview of the project and changes to the original construction staging plans which include the construction of temporary bridge on the western side (Charles River side) of the bridge to expedite demolition and construction. Nate Cabral-Curtis also discussed traffic management plans, construction impact mitigation efforts, and public outreach. The presentation ended with a summary of upcoming project milestones and next steps.

Following the presentation, Jim Cahill of JF White showed a video detailing traffic plans in each of the four construction stages for the bridge, Keany Square, and City Square.

The meeting ended with a question and answer period focused on traffic congestion in the West End, pedestrian, bicycle and vehicle detour routes, and potential opportunities to alleviate traffic throughout the project area. Residents also asked about the weight limit and light plan for the temporary bridge.

Agenda

- I. Welcome and Opening Remarks..... 2
- II. Presentation and Discussion..... Error! Bookmark not defined.

Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Nate Cabral-Curtis, Howard Stein Hudson: Good evening, everybody. I am Nate Cabral-Curtis with Howard Stein Hudson and I am performing public involvement for this project. As an indication of how important this job is, we also have strong representation from MassDOT District 6 Construction, which is administrating the contract, as well as our stalwart partners, the Boston Transportation Department, in the person of Bill Conroy. We have a good collection of folks that can answer any and all questions.

Q: No Name Given: Will the notes and presentation be published?

A: Nate Cabral Curtis: Yes. It will be made Title-VI compliant and accessible and placed on the project website.

Presentation and Discussion

C: Nate Cabral Curtis: Tonight, will we provide a brief overview of the project, which a lot of you are familiar with; construction and staging; construction impacts; traffic management; public outreach, and Q&A.

The Notice to Proceed was issued August 2018. The original construction duration was 5 years, now it is down to 4.5 years with a cost of \$176 million. You all know this area well, but I will orient everyone. This is Keany Square, City Square, the Department of Conservation and Recreation (DCR)'s Charles River Dam Locks, and Boston Harbor. The bridge is over 100 years old and has had lots done to it over its lifetime: the swing span was closed in the 1960s, and the elevated Orange Line removed in 1970s. It costs \$3-5 million per year in its current condition to keep it operational. It has been determined that the only cost-effective solution to keep the crossing open is a full replacement.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1. For copies of meeting flipcharts, please see Appendix 2.

The new bridge will be, to use the City's terms, 'a complete street over water', featuring two vehicle lanes in each direction; a dedicated bus lane bringing MBTA buses including the 111, 92, and 93 across the river down towards Haymarket, where the City will be removing some parking along North Washington Street to extend the dedicated bus lane; a separated cycle track on both sides; expanded sidewalks which are 19 feet at their widest with a scenic promenade in the center; and an improved navigation channel. Today the center pier of the swing span sits in the middle of the channel, and removing it will allow for a wider channel for boats. Architecturally, the new bridge is designed to harmonize with the Zakim Bridge behind it.

This gives you the cross-section of the new structure. Looking at the bus coming towards you, the locks are on the left and the USS Constitution and Harbor are on the right. You can see that the pedestrian promenade is 19', the 7' cycle track, then you have the trellis, a 10'6" dedicated bus lane, two vehicle travel lanes varying from 10'6" to 11', with the 11' lanes in the middle, the other trellis, and then the bicycle facilities and pedestrian promenade are mirrored on the opposite side of the bridge.

Here are the coordinating agencies; we have talked to them all through design and will continue talking during the construction phase, including talking with some weekly to ensure ongoing coordination.

Q: No Name Given: You showed the bus lane and two inbound lanes on the bridge. What happens if the person wants to make a right turn onto Causeway?

A: Nate Cabral Curtis: The bus lane stops short of Keany Square. I'll show it in a later diagram, too. The bus lane carries on for most of the bridge but stops before the bridge ends. If your goal as a driver is to get onto Causeway, you'll be able to do that legally.

C: Nate Cabral Curtis: If you're familiar with the project, you'll remember this slide and graphic. The reason I am bringing it up is not because it is what will be done, but because this is what you're *not* getting. The old phasing was 6 construction stages, 1A through 4B. Stage 1B in summer 2019, would have required going to a single lane in each direction with a sidewalk and the rest of the bridge under construction. The project team, led by JF White, has explored innovations eliminating the necessity of this stage. There is no longer a "one-and-one" stage with this project, so this is the last time you'll see this image.

Now we'll tell you what will happen: a temporary bridge, which will feature two lanes inbound from Charlestown and one lane outbound to Charlestown. This allows a lot of work to happen without the one-and-one stage. Here's what this will look like – imagine it as a snapshot before demolition of the

old structure. Here you see the two lanes in and one lane out, and a sidewalk on the locks with the Freedom Trail striped onto it.

The benefits of the temporary bridge include the elimination of stage 1B with the one-and-one. It maintains access for all modes that currently use the bridge. It expedites construction by six months during demolition and installation of 40 new shafts that serve as the foundation for the new structure—these are the heavy-impact operations. It doesn't require a trestle near the Charlestown Marina to launch equipment. It reduces traffic and pedestrian shifts from five to three, which is an advantage as from what we've seen on many projects, shifts cause confusion, congestion, and concern. Eliminating two of those shifts is a big advantage. Typically, during construction, people settle down and get used to things once we make a change. This staging also reduces the need for nighttime lane closures and reduces the need to use the structurally deficient bridge for general traffic while JF White is working. It also provides a new playground away from the construction site, which I'll talk more about later.

The temporary bridge features an 8' sidewalk narrowing to 6'6" at the Converse building. You'll see how tight things are there. The bridge features three paved vehicle lanes rather than a grid deck. A grid deck is particularly concerning and sometimes frightening to cyclists, so if you choose to ride in the street, you will be on a real, regular surface rather than a grid deck. At the 6'6" section, we're requesting cyclists dismount on the sidewalk at the curve in the road needed to avoid the Converse building. It will be tight, and there will be lots of pedestrians there, especially since the Freedom Trail is marked and carried there.

Here is one of two videos showing what things will look like, starting in City Square coming across the bridge. The travel lanes have flex posts on the curves to help traffic delineation. Now we're bending towards the locks and then straight across the river, passing the 111 outbound. And here is that point where it's so tight at the building—right up against the Converse building. Then traffic comes into Keany Square.

Now here are the details on the new playground I mentioned. This blue triangle is the current Paul Revere Park Playground. Under the original staging, the playground was right near the active work zone. The temporary bridge will be in that space, so the playground cannot be there. Through close coordination with DCR, the team identified a new place to put a new playground within Paul Revere Park, which will be in place before the current playground goes out of service. Then when construction is completed, the previous playground will become a new dog park. This means that the community will get a brand-new playground with modern, accessible equipment, and a new dog park at the end of the project.

Q: No Name Given: Has the Charlestown Dog Council been involved in the dog park?

A: Nate Cabral Curtis: This process has been led by DCR, with their legislative liaison Sean Pierce. I don't know if the Dog Council has been involved.

Q: No Name Given, Same: Is he here? Can I have his contact info?

A: Donny Dailey, MassDOT: Absolutely.

C: No Name Given, Same: That is not a very big dog park.

C: Nate Cabral Curtis: The size of the dog park is something to talk to DCR about. For us, this is an opportunity to get the kids a new playground and we're leaving the rest to DCR. We see it as a good opportunity. I apologize if someone wasn't contacted.

C: Nate Cabral Curtis: Next, here are the staging durations. Stages 1 through 4B would have been 60 months. With the temporary bridge, Stages 1-4 now total 54 months. The temporary bridge is in place in Stage 2, for 23 months. We are chiefly shortcutting those 6 months during demolition. Currently we're in Stage 1, which began in August. You may have noticed out on the bridge that this section of sidewalk has closed to begin to develop a work zone for the relocation of utilities on the bridge. That will mean the removal of the western sidewalk so the utility bridge can be installed and starting construction of the temporary bridge by removing the fender system on the locks side.

Q: No Name Given: How are you going to deal with the muck?

A: Nate Cabral Curtis: You mean while installing the temporary bridge?

A: Jim Cahill, JF White: There is a portion of the temporary bridge where there's an abutment. In the soft area, we are using a lightweight foam, which has been used on many projects, and works by distributing the weight over a large area. There will be measurements and monitoring done to make sure it remains viable – once the traffic is on it, it has to stay on it.

C: No Name Given: There is going to be a lot of weight from trucks.

A: Jim Cahill: Yes, that's right.

C: Nate Cabral Curtis: With regards to the construction of temporary bridge, this sidewalk closure is getting ready to expand in the middle of December, including closure of the Harborwalk underneath the bridge and the Lovejoy Wharf staircase, because this will become an active work

zone. This is required to create a safe space for utility relocation. Also, this section of the Harborwalk frequently floods, so the project is rebuilding it at a higher elevation to protect it against future flooding as sea levels rise. I would encourage all of you to give us your email because we're prepping materials about that closure, so you'll know more about it.

Q: Matt Donovan, *Resident*: Will the locks be shut down during construction?

A: Nate Cabral Curtis: Nothing we're doing will shut down the locks. We know DCR shuts them down to operate the locks, or maintain them, but we're not doing anything that would cause DCR to shut them down independent of what they are doing.

C: Nate Cabral Curtis: In Stage 2, traffic and pedestrians are all on the temporary bridge, with all pedestrians on one side, one lane out to Charlestown, and two lanes into the City. Stage 2 is planned for December 2019-December 2021. Almost the entirety of the old bridge will go under demolition, except for the southwest corner where the temporary structure ties in. By Stage 3, half of the new bridge is complete—pedestrians are on the harbor side, traffic is on the new bridge with one lane out to Charlestown and two into the City. The old temporary structure is removed, and the final demolition is accomplished in the southwest corner. That takes the schedule out to August 2022. Finally, in Stage 4, the temporary bridge is gone, we're building the second half of the new bridge, and work zone continues to constrict as we finish the barriers, the final sidewalk, cycle track, bus lane, trellis, etc. This brings the schedule out to February 2023.

To hammer the point: the original design phase planned for a 60-month construction process, with this period of one-and-one travel lanes. Our new construction duration and phasing shows 54 months: six months less, and the lane count is never below three.

The final configuration will be two lanes outbound, two lanes inbound, with the bus lane starting at City Square and carrying across the water and stopping before Keany Square (to your earlier question).

Q: Alice Brown, *Boston Harbor Now*: Can you clarify when the Harborwalk is closed?

A: Nate Cabral Curtis: The Harborwalk under the bridge is closing in Stage 1 and will remain closed for the duration of project. There's always something going on over this space, and the concern is that we couldn't have active work-zones above pedestrians. I haven't seen a MassDOT project where this is allowed. It also has to be removed and rebuilt, so it won't physically be there for part of the process, in order to raise it.

C: Nate Cabral Curtis: So, construction impacts: working hours are from 7am-10pm, we expect that contractor will do third shifts (10pm-7am) as necessary. All stages will require some overnight work. Stage 1 will require lots of overnight work for the utilities, as will Stage 3, for the placement of steel for the new structure. The 24-hour work is used to speed up those heavy-impact sections. Maximum noise levels are specified in the construction contract, and baseline measurement is complete for the existing conditions. Noise limits vary throughout the day: there is a bracket for daytime work (7 a.m. to 6 p.m.) , evening work (6 p.m. to 10 p.m.), and night work (10 p.m. to 7 a.m.), with the quietest limits overnight and the loudest during the day. The contractor will comply with the specifications of the contract as well as the City's noise ordinance. Proactive noise protections are readied prior to work – they can do things like use noise blankets to shield noisy operations. JF White vehicles have white-noise backup alarms, and the contractor is also using strategic means and methods to stage the job: a lot of the machines will be located on barges, and louder operations will be scheduled during daytime, with quieter operations at night. We know, especially from the Constitution Marina, that dust is a concern: the contractor's Health and Safety Plan includes dust control. During any dust-generating operations, especially the removal of old deck, water will be used to keep it wet and tamp it down. I've lived in a MassDOT construction site at the Casey Arborway, and I can tell you that that wetting works. Dust monitoring will be conducted during these activities, as well.

There are additional protections outlined as well; we know that there is likely to be some asbestos in the lines feeding the old control room for the swing span. That will all be cut up and taken off-site. All hazardous materials will be disposed of in accordance with all applicable guidelines. Water quality: it will be a controlled demolition, we will not dropping things into the water. Some of our activities are further limited due to fish runs in the Charles River. There has been a ton of good work over the past 30 years in cleaning up the water; we're not going to undue that here. The contractor will implement a trap and bait for rodents throughout construction; I've seen that specification at work and it does work.

Traffic management: the goal is to provide early and accurate information so that folks can make appropriate decisions. We know that there is a regional audience that uses the bridge, and we want them to be elsewhere if they have an option. Traffic details will be provided at City Square and Keany Square, and we know about concerns on Chelsea Street. We will be monitoring to see if that is needed, based on the other two intersections. Regional signage is designed to catch people far away, variable message signs (VMS) boards are already in place as far out as Revere, Route 1 coming through Chelsea, Route 1A coming through East Boston, in Cambridge and Somerville, on I-90 towards the Prudential, and on I-93 past Savin Hill. We are trying to divert traffic before it is

committed to the bridge corridor. Then, as drivers get closer, there is plenty of local construction signage.

Under the original staging, the left-turn lane at Keany Square would have to be removed—the current staging allows this left to be retained for much longer. In Stage 2, the lane is only about 4 cars long, where the existing lane is 7-8 cars long, but it's there. That will need to be monitored, so we'll keep looking at it; it may become a shared left-through lane or something else, but the City wants to keep it in place and the goal is to provide it. We will be keeping it there as long as it's working effectively.

On the Charlestown side, in the spirit of this bridge being a complete street over water, we know that slip lanes are no fun for cyclists and pedestrians because they can be taken at a high speed by drivers. In the final condition, there will be no slip lane. Rather, it will be a conventional right turn onto Chelsea Street. Because we have only one lane throughout the bridge, the City of Boston requested that the slip lane be kept during construction, so that will stay in the interim, but it will go away in the final condition.

We also have some alternate routes that we anticipate people using. We talked about this a bunch last night, so I want to underscore: this is not a detour. It is not “you have to go this way”. But we expect that some people will look for other routes, so we want to sign them. That way, if people opt to use them, they're signed. We know that these routes are already crowded—everything's crowded—but we can improve it for drivers and remove some confusion. The northbound alternate uses I-93, crossing the Charles River, and uses the Sullivan Square exit. The southbound is similar, from City Square, using the Leverett Connector past the Garden, then back at Keany Square.

You've all seen this slide before; Amy Getchell couldn't be here tonight, so I'll do my best to represent her words. This heat map shows the density of projects around the Boston area. We're focusing on what is called the Mystic River Hotspot, which includes this project, the Tobin Bridge, the Chelsea viaduct, and others. This is a joint effort by MassDOT Highway and MBTA to schedule projects so that you don't have traffic detouring from construction project to another construction project. It especially focuses on the 92, 93, 111, and 426 bus routes. Active monitoring is done by MassDOT District 6 and MassDOT Headquarters and is a large part of Amy's job description. If you have questions, I'll take them back to Amy and I can get answers back to you through Donny Dailey.

C: Matt Donovan: You should also do traffic notifications to people going to events at the Garden, and direct outreach to the Delaware North Corporation also needs to be done.

A: Nate Cabral Curtis: Donny and I are doing that. That's a good point, thank you.

C: Nate Cabral Curtis: Project updates and construction look-aheads for upcoming work will provide notifications for major operations and night work. These are shared on the MassDOT North Washington Street Bridge website and are up now. They are also distributed via email. We've been showing this Meetings slide all week, asking people in the North End and West End to let people know to come to the future meetings. This was our outreach plan for this round of meetings. If you think we missed a group or paper, let us know and we'll add it in for future meetings. This will become more important as we get deeper in and as things start changing at the bridge; we're going to use MassDOT social media to target outreach towards the North Shore, again to help get that traffic to divert before it commits to the bridge. We continue to coordinate with the City of Boston's social media channels as well.

Target Milestones. When you see this chart in future meetings, older dates will drop off, but here's the first two years, generally-speaking. MassDOT and City of Boston are finalizing and implementing the temporary bridge design. In February 2019, the piles for the new temporary bridge will begin going in. April 2019, the new playground will open, and the old one will close to allow construction of the north tie-in to start. By June, construction of the south tie-in will start. In August 2019, the utility will begin a big piece of work, as there is a large Eversource cable that supplies all of Charlestown and needs to be cut-over for construction. In December 2019, traffic will switch onto the temporary bridge, and demolition of the old bridge starts immediately. In January 2020, the Eversource utility work will be complete, and the old bridge structure will start to vanish.

Here's the current look-ahead—this is what you get if you subscribe to project emails. You'll get different information and headings as time goes on. To the earlier point about the TD Garden, we track and publicize TD Garden events so people are aware of those.

Now, how do you contact us. Here is the new mass.gov project website. If you search on Google, it is the first search item. There is a dedicated email that goes to Donny and me, so that we can respond in a timely fashion. All this information is also on the project website in case your phone photo doesn't come out well.

Just before questions, I want to bring up Jim for just a moment to show the other film.

C: Jim Cahill: The video will take a closer look at traffic conditions. It shows the new bridge, then provides an overview of each of the phases of construction, with a flyover and a look at both ends, including left- and right-turn lanes. This is intended to help you better understand the sequence of the traffic moves and the impact of reducing the number of shifts from five to three. Here's the new bridge—you can tell by the trellis. Here are existing conditions: two lanes inbound and two lanes outbound, sidewalks on both sides, no bicycle lanes. Southbound at City Square and Chelsea Street

there are three through lanes and dedicated right- and left-turn lanes. Northbound, there are three through lanes, and a dedicated right-turn slip lane. At Keany Square, southbound, there are two through lanes and dedicated right- and left-turn lanes. Northbound, there are two through lanes, with no turn lanes or bicycle lanes.

During construction, starting with Stage 1, the temporary bridge is being built. The western sidewalk has been removed to put in the temporary bridge, and there are two lanes southbound and northbound At City Square, southbound, there are three through lanes, and dedicated right- and left-turn lanes. Northbound, there are three through lanes and a dedicated right-turn lane. At Keany Square, southbound there are two through lanes with dedicated right- and left-turn lanes, which will be maintained throughout construction. Northbound, there are two through lanes.

Stage 2 is when the temporary bridge is in operation: you'll be on that temporary bridge coming out of City Square, with two inbound lanes and one outbound lane. The sidewalk is on the right. Southbound at City Square, it is reduced to two through lanes and dedicated right- and left-turn lanes; again, this is maintained throughout construction. Chelsea Street and slip lane, three through lanes and the dedicated right turn lane. Northbound and Keany two through, one on bridge. This is the two-year period while we're building the bridge itself.

Stage 3 is when we start putting traffic on the new bridge – still have two lanes inbound and one lane outbound, with the sidewalk on the east side. Chelsea street is the same- two thru lanes with a dedicated right turn. Northbound at Keany two thru lanes, one on the bridge lane.

Stage 4: whole bridge open, the remainder of the work zone is dedicated to finishing sidewalk on dam side and putting up the trellis. Sidewalk is open on the other side.

When construction is complete, bus lane on the right, two lanes in each direction, bicycle lanes and sidewalks on both sides with the Freedom Trail on the left. Coming through City Square the configuration is two through, bicycle lane, dedicated bus lane, dedicated right and left turn lanes. At Keany, two thru lanes, dedicated turn lanes, bike lanes added at the end with more space to work. Northbound two through lanes and bicycle lanes. And here's the finished bridge.

C: No Name Given: Nice!

C: Jim Cahill: Hopefully this helps you understand the staging and the shifting of traffic and pedestrians.

Q: No Name Given: Are you using jersey barriers?

A: Jim Cahill: Jersey barriers take up more width. The challenge is the width of the roadway. If we use them, it takes up too much space. That's why we chose flex posts on the temporary bridge.

C: No Name Given: That will cause struggles during wintertime.

A: Jim Cahill: Yes, it'll be challenging, but we'll deal with it.

A: Nate Cabral Curtis: JF White also had the temporary bridge at Fore River, and they took care of it there.

A: Jim Cahill: We also hope people will get used to the lanes, since we'll have two to three snow seasons.

Q: No Name Given: Will you have heaters on the deck for winter? Or sidewalks? That will be hell for people walking.

A: Jim Cahill: No, no heaters. Part of the thing about paving the deck versus leaving it an open deck, it will be less slippery.

Q: No Name Given: They also used special sand on the Zakim. Will you use that?

A: Jim Cahill: Right now, our own plans have to be coordinated with the design of the actual bridge itself. The bridge manufacturer is requiring pavement with asphalt.

C: Nate Cabral-Curtis: I would like to quickly thank State Representative Ryan for coming this evening.

C: Alice Brown: I just wanted to clarify that there will be stripes as well as the flex posts on the temporary bridge.

C: Jim Cahill: Correct, thank you. The stripes will be there, the lane delineator will be there just to give people a sense of caution as they are going over the bridge.

C: Nate Cabral-Curtis: You'll have the arrows, the yellow line to delineate the center and the white line between the two lanes.

Q: No Name Given: I have a question and comment. First and foremost, I am psyched that you are moving the playground away from the road as it will be better air quality, thank you. My question is, why are we still doing the slip lane if we know how dangerous they are? It's only one lane outbound, then 4-5 lanes at the intersection.

A: Jim Cahill: I understand your question; the City has looked at this and decided that they need to get the traffic over the bridge.

Q: No Name Given: It's an understandable concern, but that's not safe for bicyclists and pedestrians, but if it will go away at the end, why not make it safe now?

A: Bill Conroy, *Boston Transportation Department*: We looked at that, from a queueing perspective, we know it has its challenges. The City is hoping to build with safety mechanisms. They're coming over with one lane, so speed will be low, and the line of sight will be good. We hear you and will be keeping an eye on it as it develops.

C: No Name Given: There will be traffic there regardless. If the slip lane remains, you're giving that highway like turn and drivers are going to speed up more.

A: Bill Conroy: Noted. We'll continue to look at it, we know that that's dangerous for cyclists. We'll see what we can do to make it a safe condition for cyclists as we progress, and we'll be thinking about it with Boston Bikes and Stefanie Seskin when we get there. We hear you. We are taking it one step at a time. We are working closely with MassDOT and JF White through the whole process.

C: No Name Given: Don't get me wrong, the finished project will be ideal.

Q: No Name Given: Thanks for presentation. My question is about Boston Public School (BPS) buses. Hundreds are garaged in Charlestown, I live off Chelsea St. they're there all day long. Are they considered buses? Are you planning to reroute those?

A: Nate Cabral Curtis: We've been in regular touch with BPS. There's an advantage in the temporary bridge and avoiding the one and one and having the plans advantage settled down. There are no plans we're undertaking to further remove them from their depot. We do coordinate with them, so their operations aren't unduly affected.

A: Steve Capasso, *MassDOT District 6*: I'll add to that, Jim Gilooly from Boston Transportation Department has requested that District 6 construction coordinate with BPS to go over North Washington, Gilmore, and some of the other impacts. A meeting is scheduled within next couple of weeks.

Q: No Name Given: Related to that, the Autoport brings in all the new cars on the cargo ships and has huge vehicles bringing cars. Are they on the bridge?

A: Nate Cabral Curtis: They'll fit, and the bridge will take the weight.

C: No Name Given: I'm still concerned about the weight.

A: Jim Cahill: The design consultant has looked at this. We have considered a number of different options, we're confident this will work.

C: No Name Given: I don't doubt it, but you will have structural limitations once it settles. You need to weight-limit it so that you can control the total weight on the bridge at any time.

A: Jim Cahill: I hear your concern, we shared the concern with our design consultant. They have provided the necessary design calculations. It is being reviewed by MassDOT – we're not just saying it. We're examining it to be sure as it is a valid concern.

C: No Name Given: I moved to Boston from Seattle three years ago. There was a huge bridge replacement that worked out quite well. Can the City of Boston use a "Don't Block the Box" during construction, and have a policeman there to make sure bicyclists, pedestrians, and drivers, all obey the law?

A: Nate Cabral Curtis: There will be details at both intersections. I imagine you have Don't Block the Box signage that you will put up as part of your signage.

Q: No Name Given: If someone is using the slip lane incorrectly, is that where they will be ticketed?

A: Nate Cabral Curtis: I can't speak for Boston Police Department (BPD). We can get them on-site, but we can't dictate what they do.

Q: No Name Given: Can we have a representative from BPD at the next meeting to talk about how they'll enforce? The chatter in Charlestown is that it would be helpful. It would create a lot of positive, goodwill.

Q: Walter Hope, Resident: At an earlier meeting, there was discussion of extra EMS in Charlestown during this period because of traffic constrictions, and the garage up at Sullivan is due to be shut down soon. What's the latest?

A: Nate Cabral Curtis: We'll loop back with them on that one.

Q: Walter Hope: The gas lane leaks profusely on the Keany Square side. That's being relocated?

A: Nate Cabral Curtis: Yes, it is being relocated

Q: Walter Hope: The Lovejoy Boat starting in January, will that fit?

A: Nate Cabral Curtis: Run by MCCA. It will fit.

Q: Walter Hope: Vibratory or driven piles for the temporary bridge?

A: Jim Cahill: The piles will be driven at the final stage to get their capacity, but we'll be using a vibratory hammer to get them in, so most of the driven pile length is using the vibratory hammer. The impact hammer will drive the pile home. This is one of our noise mitigations.

Q: Walter Hope: Last question, what's happening with the City regarding Rutherford Ave reconstruction? Please tell me that is not happening at the same time.

A: Bill Conroy: Rutherford Ave right now, we're ramping up to 100% design for January 2020. With construction targeted for Spring of 2021. We don't have the schedule out for that yet, long way to go before 2021. It looks as though we'd like to start down at the Sullivan Square area and move south towards the bridge. Of course, this could change. We would be out there doing active construction when they're in Phase 2 on the Temporary Bridge. The City is working with MassDOT on the Rutherford Avenue project as well as two projects that are wrapping up now- the Alford Street Bridge and Wynn Casino. We have an awareness of projects and their timelines.

C: Steve Capasso: Alford Street and my understanding of the Wynn work, all will be completed before the temporary bridge about a year from now. The Alford Street Bridge project is trending end of April completion with the temporary bridge tending towards November/December.

C: Walter Hope: The rats are already getting bad in Paul Revere Park.

C: Jim Cahill: We have our contract out, once approved, it will be implemented immediately.

Q: Matt Donovan: Everyone's concern is the rush-hour volume. The Southeast Expressway has a tow-truck sitting there. At a minimum, will there be cameras and the DOT control center monitoring traffic over the bridge? One car breakdown and it's not going to move and getting a tow truck there will take time with the volume of traffic. Is there going to be a tow truck on site? And will MassDOT have cameras on both ends of the bridge?

A: Bill Conroy: We are adding cameras at Keany Square, City Square, and Gilmore, all the cameras will feed into Traffic Management Center which is manned 24/7. City Hall will have full coverage of the project

A: Steve Capasso: All the cameras, I think 19 installed on the Longfellow have all been transferred to the North Washington project. In addition to that an additional 6-7 cameras will be added. The Traffic Management Center will have access to 27 cameras not only here but citywide. Jim can explain the provisions in the contract for tow trucks.

Q: Matt Donovan: At Warren Ave and the archway underneath to Paul Revere Park, will that ever be shut down?

A: Jim Cahill: I believe that is not an open roadway. We are starting to put trailers up in that area as there is work that we have to do underneath it.

A: Nate Cabral Curtis: If I'm not wrong, his concern is that you are able to ride your bicycle underneath the bridge, cut through Paul Revere Park, back over the North Bank Bridge. Rob said at last meeting that you might have to shut the arch down for safety, but it will be available most of the time. We would notify the public in advance if we have to do that.

Q: No Name Given: Is the Harborwalk closed?

A: Nate Cabral Curtis: The Harborwalk is on the Downtown Boston side. The gentlemen is speaking about Charlestown side.

Q: Ken Flynn, Resident: What's the height on the temporary bridge? Is it lower than existing?

A: Steve Capasso: The height of the bridge is guided by utilities. The clearance is governed by the Eversource 115kv lines which are supported in place and do not move.

Q: No Name Given: How is the temporary bridge lit?

A: Jim Cahill: The temporary bridge lighting plan submission is going in now to be reviewed and approved by MassDOT.

Q: Alice Brown: I have a few questions about the lack of pedestrian focus. While a lot of residents drive and have traffic concerns, a lot of residents walk, and there are some nerve-wracking things because of how we've prioritized in the past. The temporary bridge is not a complete streets bridge. The phasing to cross the bridge is two-phase right now. Is that changing? When someone wants to cross it's a double-signal which is complicated and problematic now.

Q: Bill Conroy: Are you asking about an exclusive phase to get pedestrians across?

C: Alice Brown: It might be long exclusive, but if you're trying to walk legally, you'll wait a long time.

A: Bill Conroy: We'll talk to Don Burgess to see what we can do. Obviously, we are trying to move a high rate of traffic, but we'll have pedestrians that will be funneled over to one location and everyone has to wait and take their turn.

C: Alice Brown: It's also manual-activation. Secondly, some of the places where you're blocking things off create severe detours for a pedestrian which are trivial in a car but are 5-10-minute walks depending on where you are trying to go.

Q: Nate Cabral Curtis: Can you describe one?

A: Alice Brown: I'll describe several. On the North End side, people are used to being able to go under the bridge, you need a sign on Beverly Street to tell you not to bother. Can we have a digital sign on Causeway telling people when the locks are open and when they're not?

A: Nate Cabral Curtis: We'd have to take that up with DCR as they have control over the locks. But we can discuss that with the DCR.

C: Alice Brown: To make this a better experience for pedestrians, having information sooner would go a long way.

C: No Name Given: Even on the Charlestown side, that signage would help as well as a lot of people walk across the locks.

C: Alice Brown: Recently, I know you're putting up barriers, so you can't walk on the dam sidewalks, having signs earlier will make a big difference.

Q: No Name Given: My question is about the working construction hours. I know things inevitably go wrong, which is why 24/7 work is built in. Has there been any discussion of moving general start time to 8-9 a.m. and extending on the other side? With rush hour, it's a mess going home no matter what. Getting our employees to work and getting people to appointments at Spaulding, have you studied traffic patterns and possible changes?

A: Jim Cahill: The contract limits are 7 a.m.-10 p.m. We're trying to accelerate, which will take overtime, so that's usually why they start at 7 a.m. We discussed it, but it always comes back to 7 a.m. is best to get the maximum amount of daylight.

Q: No Name Given: I understand, but can you structure a work plan so that you're not on the bridge causing delays?

A: Bill Conroy: During peak hours there will be two lanes in one lane out, unless there's an emergency.

Q: No Name Given: Traffic is an issue but noise starting in the early hours is also a concern. The marina, businesses, hotels are all right there. Those people sell sleep and productivity. It should be further explored.

A: Jim Cahill: We want to listen to these concerns, we've been working for a long time and we know we don't do well if we alienate neighbors. If there are extreme issues, we'll deal with it. But we're planning to start at 7 a.m. and if there are particular operations that cause noise concerns, we will explore adjustments to crew times.

Q: No Name Given: You mentioned earlier that JF White trucks have white-noise pattern. When you guys are dropping cement on the north side of the bridge, will the cement trucks also have the same white noise instead of the beep?

A: Jim Cahill: We can contact our concrete supplier about that. It'll be staged on one side so that the trucks won't have to back up. I'm sure the concrete suppliers have heard the same – we will ask but it's hard for me to enforce.

Q: Walter Hope: On the Charlestown side near the playground, there's a staircase that goes up to the bridge. That will be removed short-term due to the bump-out, right? Can you do a temporary staircase from Paul Revere Park to the temporary bridge? Will that close?

A: Jim Cahill: You're asking for a temporary staircase to get to the temporary walkway. There's not one in the plans now, you'd have to walk up to the street to access the sidewalk.

C: Walter Hope: If that were there, people could go under by the hotel, under the archway, and then up.

C: No Name Given: That could save people from having to do that double cross by going underneath the temporary bridge.

C: Jim Cahill: With the work zone we wouldn't want people underneath. Correct?

C: Alice Brown: Also, is there a possibility of installing signage throughout community that there are ways to get over as knowing the options at key intersections will help.

C: Jim Cahill: We're hearing you loud and clear. We'll assess as a job team to get back to the public about how to handle it.

Q: Alice Brown: Can you add a pedestrian section to the regular updates you're posting?

A: Nate Cabral Curtis: We can add a pedestrian section to the look-aheads. The next one that will come out are specific flyers about the closure by email and at the Charlestown Public Library.

Q: Jim Cahill: Would it be helpful to put together a small diagram for pedestrians to use?

A: Nate Cabral-Curtis: We have one. The next thing that is going to come out to you either digitally or in the Charlestown Public Library, which is our drop zone for flyers in this community, will be a notice about the stairwell closure and the Harborwalk.

Q: No Name Given, *Pilgrim Parking*: In the event you can't make the left onto Commercial Street, is there a provision for that?

C: Nate Cabral-Curtis: You mean where you would take the next left? That's chiefly the reason why the City wants it in.

A: Bill Conroy: That's why we want it there, because we don't want people to take Thatcher if we can avoid it. We know, too, that Waze won't help. The minute they rolled out the plan with the left-hand turn gone, that was a non-starter.

C: Ken Flynn: From my perspective, living at City Square for 20 years, this proposal is far superior to any of the others. From my point of view, the temporary bridge does it. I'm sure there will be hiccups, but it's a big plus. Thank you.

C: Nate Cabral Curtis: I'd love to end on that, but any other questions?

Q: No Name Given: Will the video be on the website, too?

A: Nate Cabral Curtis: Yes, we have to do a spoken narration to make it Title VI compliant, but it will be up there. The short video is already done. The longer video will take a few days.

Next Steps

Beginning the morning of Monday, December 17th, 2018, the Lovejoy Wharf stairs leading to North Washington Street near the Converse building and the adjacent section of the Harborwalk passing under the North Washington Street Bridge will be closed to all pedestrians in order to begin installation of temporary supports for the 115-kilovolt electrical line which crosses the bridge.

Project target milestones include:

- December 2018: MassDOT/City of Boston finalize and implement temporary bridge design
- February 2019: Pile installation begins in water
- April 2019: New playground opens and old playground closes; north tie-in construction begins
- June 2019: South tie-in deck construction begins
- August 2019: Eversource cable cut-over to temp bridge begins
- December 2019: Traffic switch to temporary bridge; start deck demolition
- January 2020: Eversource cable cutover complete; major demolition of the existing bridge begins

Appendix 1: Meeting Attendees (Partial)

First Name	Last Name	Affiliation
Nate	Cabral-Curtis	Howard Stein Hudson
Jim	Cahill	JF White
Jeff	Dietrich	Howard Stein Hudson
Bill	Conroy	Boston Transportation Department
Alice	Brown	Boston Harbor Now
Walter	Hope	Resident
Matt	Donovan	Resident
Steve	Capasso	MassDOT District 6
Donny	Dailey	MassDOT