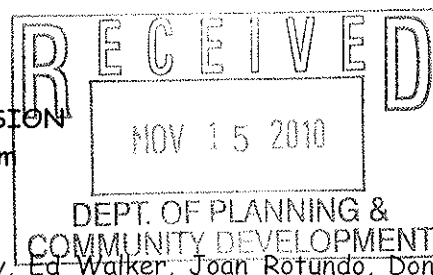


WEYMOUTH HISTORICAL COMMISSION
McCulloch School - Conference Room
May 11th, 2010 Meeting



PRESENT: Ted Clarke/Chairman, Jodi Purdy-Quinlan, Mary Dorey, Ed Walker, Joan Rotundo, Don Matheson and Phil Smith.

ALSO PRESENT: Jody Lehrer, Community Development Coordinator
Mark Pelletier, Fore River Replacement Bridge Design Consultant/STV Inc.
Michael O'Dowd, Mass. DOT/Fore River Bridge Project Mgr
Jeffrey Shrimpton, Ma.Dept. of Transportation/Cultural Resources Specialist,
Environmental Services
Bob Gohl, WATD radio station

Chairman Ted Clarke called the May 11th, 2010 meeting of the Weymouth Historical Commission to order at 7:00 PM. He took a moment to welcome all present and stated that the purpose of the meeting this evening was a Presentation by the Massachusetts Department of Transportation re. the Fore River Bridge Replacement Project.

At this time all presenters took a moment to introduce themselves.

Mr. Mark Pelletier, the first speaker, informed members that he was the Design Consultant from the firm of STV Inc - hired by the Massachusetts Department of Transportation (DOT). He began his presentation by displaying pictures of the Fore River Bridge through a PowerPoint presentation, with the pictures depicting various photos of the bridge. He went on to describe two options that were being considered as the new permanent bridge which were a Bascule Bridge and Vertical Lift Bridge. He noted that that this was DOT's 11th meeting regarding the proposal for the new bridge, with the first one originating in early 2009. He described the location of the Fore River Bridge as crossing over from Rt. 3A Washington Street in Quincy over the Fore River and onto Rt. 3A/Bridge Street in North Weymouth. He said they are presently at the 10% level of design, working toward the 25% level. Their task is to evaluate structure options and then to select the 'preferred alternative'.

Mr. Pelletier further explained that they are presently looking at two (2) options - one is a Vertical Lift Bridge and the other is a Bascule Bridge. Once one is selected/approved they will move onto the 25% design stage, commenting they began working on the design in the Fall of 2008 and they expect to finalize it this Fall. The next stage calls for them to submit their report to the Mass. Highway Department who will approve the final design. At this point they are now moving ahead with the 'preferred design' (25%) this Spring, which will take them through a time period that will conclude in the Spring of 2011. Again once this is accomplished the plan will be considered a 'go' and will move onto Mass. Highway for final review.

Mr. Pelletier referred to "Greenbush" as being an example of the Design Build, explaining that the team moves forward based on the 25% design-built procurement package. In this stage they take into account the community meetings that were held, comments made - including any historical and environmental concerns, as well as a variety of impacts including those to motor vehicles and pedestrians. He also informed those present that they would be looking at the construction, staging, aesthetics, etc. They have been making these presentations throughout the area showing the basic options and seeking feedback - and to date they have received quite a bit. He explained that presently they are at the 'options' stage, adding they also will need to look at the costs of capital maintenance.

Mr. Pelletier described the Fore River area as being a heavy industrialized area, visible by Quincy and Weymouth and a major commuting corridor with Weymouth's coastal area hosting park land and Quincy the USS Salem. He then referred to some pictures up on the screen of the Fore River/Bridge area that showed Germantown (across Quincy Bay), the original bridge and the present temporary bridge.

In describing the new bridge, they were seeking to design one that would be high enough so they could reduce the number of openings, pointing out that it would be higher than the one built in 1936. Additionally it would have four (4) lanes, 2 in each direction, as well as a bike path and sidewalk. It would also be a little wider than the last one. Further it would require less maintenance. Using these criteria they came up with two styles, again - a Bascule Bridge and a Vertical Lift Bridge. They have also gone with a 225 ft. channel opening. In comparing the two bridges using these criteria it made the Bascule difficult to work with - and the Vertical Lift much more suitable as it offers unlimited vertical clearance. Overall a priority for them would include maximum clearance under the bridge along with the need for minimal openings re. boat traffic. In moving forward with the necessary state/federal approvals they will need to meet with a variety of regulatory agencies including the Army Corps of Engineers, Coast Guard, Mariners, etc.

Mr. Pelletier further explained that if they went with the Bascule Bridge the 225 ft. channel width would make it one of the largest Bascule bridges in the country and it would be difficult to get parts when needed - this was another reason they were in support of going with the Vertical Lift option. Additionally they were looking at how to minimize the time the bridge would need to remain open - and going with the Vertical Lift would allow ships to pass through more quickly, pointing out that 250 ft. is the lower edge of the spectrum for 'lift' bridges. Additionally they were easier to maintain and operate - and the VL bridge allows for the ability to have a wider channel. He restated that the structure/span of Lift Bridge is above the roadway surface, which allows for deeper clearance under the bridge. He pointed out that the clearance for the Vertical Lift is 58 ft. much higher than the 43 ft. for the Bascule. Further it has a smaller tower footprint.

In further discussion it was confirmed that the rotary on the Quincy side will remain as is, with Quincy in favor of retaining it.

Ms. Dorey asked if writing letters would help.

Mr. Shrimpton encouraged this, adding that they should be sent to the Chief, but to his attention and gave his telephone number for those with any questions/or would like to speak with him: 617-973-7497.

In closing Mr. Shrimpton restated that he encouraged any interested parties to feel free to communicate with him and the Ma. Dept. of Transportation for the purpose of:

- voicing their concerns
- offer any historical data
- to ask any questions they might have

Ms. Purdy-Quinlan asked if they would also be meeting with the Massachusetts Historical Commission and Mr. Shrimpton replied that they have already done this, adding that tonight's consultation is part of his mitigation requirements.

Mr. Walker stated that he has a picture of what the bridge looked like in the past and offered it for their reference, which Mr. Shrimpton viewed favorably.

Mr. Shrimpton said they he would be sending updates to the Commission as they are completed - including photos and narrative text.

NEXT MEETING

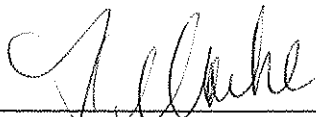
It was noted that the next meeting of the Commission will take place on Tuesday, June 15th at 6:30 PM in the Canoe Room of the Tufts Library.

ADJOURNMENT

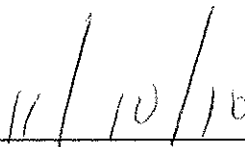
Mr. Walker moved to adjourn at 7:55 PM.

Mr. Smith seconded.

UNANIMOUSLY VOTED



Ted Clarke, Chair



Date

Respectfully submitted,

Susan DeChristoforo
Recording Secretary