



**MA-3A CLOSURE LOGISTICS AND OPERATIONS**

**3 October 2018  
Hingham Town Hall**

**Remedial Investigation  
Hingham Naval Ammo Depot (NAD)  
Plymouth and Norfolk Counties County, Massachusetts  
FUDS Project Numbers: D01MA002204, D01MA002205, D01MA002206, D01MA002207,  
D01MA002208, D01MA002209  
Contract No. W912DY-10-D-0025; Task Order No. 0042**

**Agenda (black)  
and  
Meeting Minutes (blue)**

**a) Health and Safety Moment**

- i) Al Larkins discussed the 3 R's of explosive safety (Recognize, Retreat, and Report).

**b) Introductions**

- i) Patrick Fallon – Road Supervisor, MBTA
- ii) Kirk Wagoner – Data Manager, VRHabilis
- iii) Dave Phillips – Caption, Weymouth Police Department
- iv) Brenden Fogarty – Sergeant, Weymouth Police Department
- v) Gina Kaso – Project Manager, USACE New England District
- vi) Owen MacDonald – Traffic Engineer, Weymouth
- vii) Paul Milone – Harbormaster, Weymouth Police Department
- viii) Ken Corson – Harbormaster, Hingham Police Department
- ix) William Powers – Deputy Chief, Hingham Fire Department
- x) Glenn Olsson – Police Chief, Hingham Police Department
- xi) Layne Young – Project Manager, PIKA-Pirnie JV
- xii) Al Larkins – UXO Technical Manager, PIKA-Pirnie JV
- xiii) Paula Henderson, USACE Huntsville Center, Contracting Officers Representative (phone)
- xiv) Afton Hess, Assistant Project Manager, PIKA-Pirnie JV (phone)
- xv) Elliott Adler, Chief Operating Officer, VRHabilis (phone)
- xvi) Scott Alogna, Diving Program Manager, VRHabilis (phone)

**c) MA-3A Closure - North Pier Preliminary Dig Locations**

- i) Approximately 45 locations within 377 feet of MA-3A. See provided map with preliminary dig locations associated with the closure of MA-3A.



**d) Confirm Bridge Closure Dates and Times**

- i) Dates: 16-18 October 2018
- ii) Times: 2100 - 0500
  - (1) Upon review of the tide schedule, the standard 2100 - 0500 MassDOT night shift will provide favorable diving conditions.
  - (2) The dive team will be on station before 2100 and prepared to begin intrusive work at 2100.
  - (3) If operations are required outside of the 2100 - 0500 shift for special circumstances, the towns will be notified as soon as possible to determine coordination and path forward.
- iii) There were no concerns expressed regarding the proposed dates and times for the MA-3A closure.

**e) Intrusive Operations and Night Diving Operations Overview**

- i) Operational Differences – Night diving procedures are the same as daytime operations. Additional boat lighting and restricted maneuvering lights will be utilized at night. Dive helmets are equipped with lights and all underwater operations are viewed via a live video feed for topside support and recorded for reporting purposes.
- ii) High Currents – We recognize that as work gets closer to the MA-3A bridge currents get faster. To minimize the effects a fast current will have on diving operations, the bulk of the work will be completed during ebb or slack tide. Additionally, divers will be given extra weight so they can effectively work in currents up to 1.5 or 2.0 knots.
- iii) Transition to Night Work – Divers will work a regular daytime schedule through 12 October 2018. The field team will start transitioning to night work hours over the weekend and begin night work on Monday in areas south of the demarcation line to complete a recent night dive and run through operations to facilitate efficient working conditions during the road closure operations.
- iv) Scott Alogna stated night operations would continue on Friday, 19 October 2018, to maintain the divers schedule and allow appropriate rest. Daytime operations will commence again on 21 October 2018. No objections were raised.

**f) Operational Communications / Police and Fire Coordination**

- i) The field team will remain in communication with local authorities via VHF channels.
- ii) The mobile phone numbers for the Dive Supervisor (Paul Baril), Safety Officer (Bill Bendel), and Data Manager (Kirk Wagoner) will be provided.
- iii) The entire team will remain diligent during operations and keep their eyes and ears open for emergency sirens and lights and use their best judgement to stop work.
- iv) In the case of an emergency, work can be ceased immediately upon direction from the Dive Supervisor to the diver.
- v) Captain Phillips suggested the primary line of communication for emergencies would be the marine radio as the Harbormaster on site would have constant communication with local EMS. No objections were raised.
- vi) Chief Olsson noted ambulance and fire would not likely use the MA-3A bridge in emergency situations based on the relative locations of local hospitals and police/fire stations.
- vii) Layne Young re-iterated that once the diver stops investigating an anomaly the 377-foot safety zone is immediately released.



**g) Contingent Daytime Closure Plan**

- i) If an acceptable to move item is found, there is no need to close any roads within the 377-foot safety zone.
- ii) If an unacceptable to move item is found, roads within the 377-foot safety zone will be closed when the item is being removed.
- iii) All items will be positively identified prior to being moved.
- iv) Chief Olsson asked how long the JV estimated it would take to move an item that required daytime road closures. Al Larkins explained the inspection procedure and stated he estimated roads would need to be closed for approximately one hour. Kirk Wagoner confirmed one hour was reasonable.
- v) Mr. Fallon asked if MBTA would be notified of daytime closures. Layne Young stated public safety and other stakeholders involved in the MA-3A closure discussion would be notified prior to any operations that would require additional or daytime closure of MA-3A.

**h) Public/Business Notifications**

- i) Layne Young stated public notices of the road closure would be placed on the Hingham and MBTA websites and that the Town of Hingham would be contacted about posting information on their website.
- ii) Layne Young explained that road closure signage and detour route signs would be put in place during the week of 8 October 2018. Electronic signs informing motorists of the bridge closure will be placed on either side of the bridge. Layne Young asked what information needed to be on the signs and suggested "ROAD CLOSED; OCT 16-18; 9PM-5AM". No objections were raised.
- iii) Layne Young asked the group if additional public or business notifications were needed. The group did not have any suggestions and noted the change to close the road at night removed many of the concerns related to public and business impacts.
- iv) Chief Olsson suggested a "press release" be provided to the group and others to maintain a consistent message about the road/bridge closure.

**i) MassDOT Permit**

- i) A permit request has been submitted to MassDOT. They have provided comments and indicated they do not foresee any issues with issuing a permit before the anticipated start date.
- ii) MassDOT has requested some level of town approval or concurrence with the Traffic Control Plan for their files (e.g., e-mail or letter).
- iii) Mr. MacDonald asked what MassDOT district was issuing the permit. Layne Young responded that District 5 was issuing the permit. Mr. MacDonald suggested the JV contact District 6 as a courtesy because the MA-3A bridge spans both districts.
- iv) Mr. Fallon asked Hingham and Weymouth if they had any concerns with the MBTA buses using an alternate route along Green Street. Neither town had any objections. Layne Young asked if anything needed to be changed in the Traffic Control Plan and Detour Route to accommodate the use of Green Street. The towns responded in the negative and no changes to the plan or detour route will be made.

**j) Columbus Day Impacts (8 October 2018)**

- i) To minimize impacts to the local community during the Columbus Day holiday, we propose the following options for discussion.



- (1) Conduct intrusive operations as far south (upstream) as possible to avoid popular recreational boating areas.
  - (2) Conduct terrestrial operations in the Furnace Area. The 377-foot safety zone will remain in effect during these operations and will impact both the park trails and the river near the Furnace Area.
- ii) As feasible, we would request the Harbormaster on duty help prevent boat traffic from going into particular area (to be identified by the field team and Harbormaster) to allow operations to continue and provide recreational boaters with the opportunity to use the river as much as possible.
  - iii) The group discussed the issue and concluded work on Monday, 8 October 2018, should occur on the analog transects on the western bank of the river south of the South Pier (WBR-SW-ANA-T09 and WBR-SW-ANA-T14). This would allow the field team to continue operations while also allowing the public to utilize the most popular areas of the river. The Harbormasters agreed to this approach and stated they would position a boat at the southernmost point that boats can access and turn away boaters if they attempted to go south of the established point. Layne Young stated a map of the transect area with the 377-foot safety zone would be provided to the group for planning purposes. No objections were raised.
- k) Furnace Area Investigation**
- i) 17 locations in the Furnace Area need to be investigated. This will be completed during the current mobilization event.
- l) Questions**
- i) Mr. MacDonald asked if weather conditions would prevent work from occurring. Al Larkins explained that work will be stopped if lightning strikes within five miles of the boat and the team must wait 30 minutes without any additional lightning to continue work. He also noted the field team could work in adverse weather conditions as long as they were not extreme.
  - ii) Layne Young asked if there was anything additional or different in term of required police details due to the change to night operations. Captain Phillips and Chief Olsson noted the number of details required may be reduced by approximately half and re-evaluated if any issues are encountered. It was noted by Weymouth and Hingham that night work detail rates were an additional cost (time and a half). Mr. Corson also stated that Hingham would likely require two officers on the boat detail during night operations. Information on Weymouth police details was provided to the JV by Captain Philips.
- m) The meeting adjourned at approximately 1200.
- n) Action Items**
- i) Layne Young will follow-up with Mr. Tom Mayo concerning language for public notices and website postings.
  - ii) Layne Young will follow-up with Mr. Robert Luongo concerning website postings.
  - iii) Layne Young will follow-up with Mr. Tom Mayo concerning concurrence on the proposed/agreed upon closure plan for MassDOT.
  - iv) Chief Olsson will provide specifics regarding Hingham night detail rates and the estimates number of details to be required.
  - v) Layne Young will contact MassDOT District 6 as a courtesy to inform them of the planned road closing.



- vi) Layne Young will provide a map of the agreed upon 8 October 2018 work areas and the associated safety zones.