

Welcome to the Public Hearing for the Draft EA for the Draw One Bridge Replacement Project.

The hearing will begin shortly.

You are muted.



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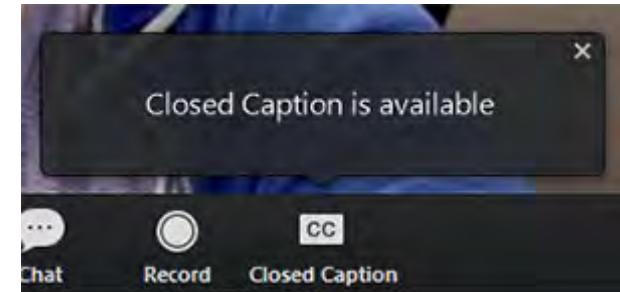
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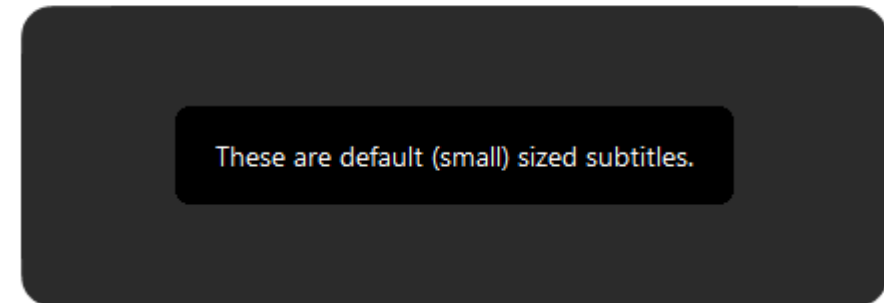
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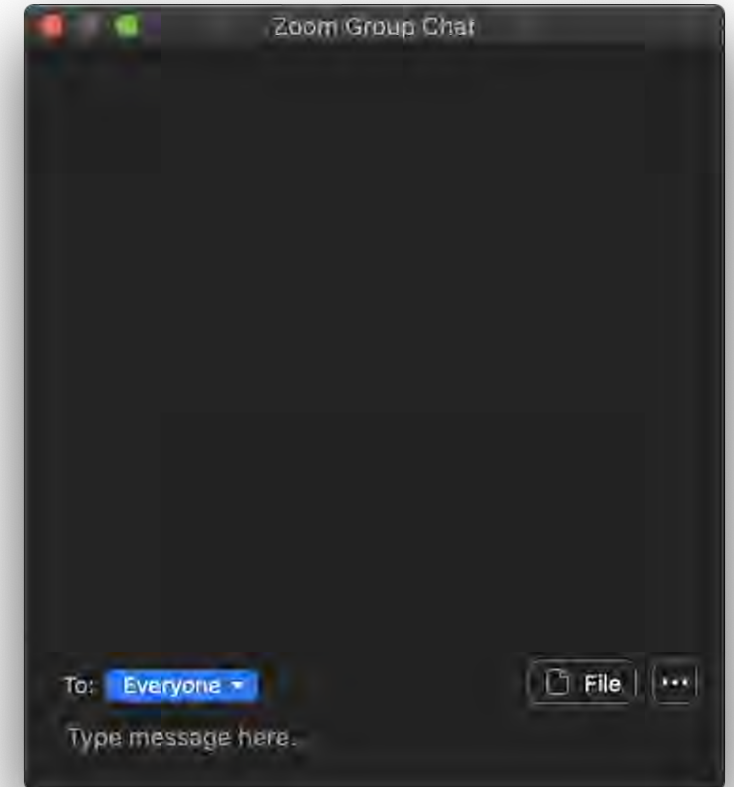
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Use Chat for Technical Questions

- If you have a technical question about Zoom or the features of the hearing, please use the chat function. Our technical assistant will attempt to troubleshoot your problem and get back to you.





Draw One Bridge Replacement Project

Public Hearing for Draft Environmental Assessment

Karl Eckstrom, P.E. | MBTA Project Manager

January 2, 2025



Upcoming Events

- In addition to this evening's public hearing, an environmental justice (EJ) open house will be held tomorrow, Friday, January 3, 2025
 - Time: 4 PM - 6 PM
 - Location: Lewis Room of the Cambridge Public Library - Central Square Branch, 45 Pearl St, Cambridge, MA
 - Attendees: Open to everyone

Agenda

- About this Public Hearing
- Proposed Draw One Bridge Replacement Project Overview
- NEPA Draft Environmental Assessment (EA)
- Section 106 & Section 4(f)
- Public Comment on Draft EA



Rendering provided for illustrative purposes only

Submitting Public Comment

Provide Oral
Comments During
Today's Public
Hearing

Email
DrawOne@mbta.com

Public Comments
on the Draft EA will
be accepted until
12:00 pm (noon),
Monday, January 6,
2025

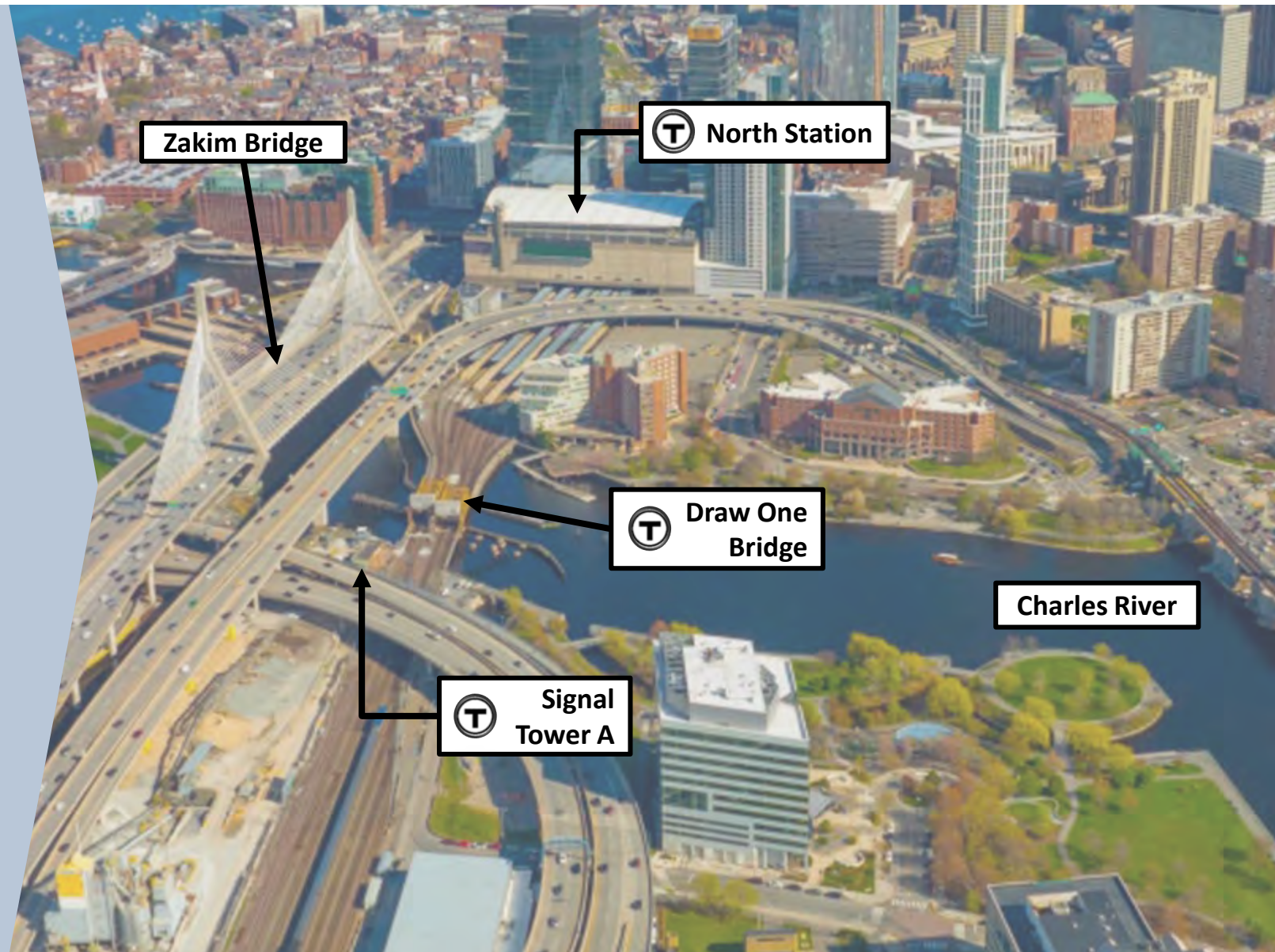
For more about the project, including the Draft EA, visit <https://www.mbta.com/DrawOne>
or email DrawOne@mbta.com

Draw One Bridge Replacement Project

Project Overview

Project Location

- The Draw One Bridge extends across the Charles River northwest of MBTA's North Station, connecting the cities of Cambridge and Boston
- Signal Tower A is located just north of the Draw One Bridge, east of the tracks



Purpose and Need

- Built approximately 90 years ago, the existing Draw One Bridge and Signal Tower A have reached the end of their useful lives
- The Draw One Bridge movable spans and its trestles present an ongoing maintenance challenge and are beyond repair
- Replacement of the Draw One Bridge is critical to keep the MBTA system in a state of good repair and improve the reliability and safety of MBTA commuter rail and Amtrak services



The Proposed Project

- Replaces two existing bascule bridge (draw bridge) structures with three new standalone vertical lift bridge structures
- Provides six tracks, rather than four, across the Charles River
- Replaces the existing Signal Tower A and temporary control tower with a new Tower A building
- Construction is expected to begin in 2026 and be complete in 2034



Rendering provided for illustrative purposes only

The Proposed Project also includes:

- Modification of the North Bank Pedestrian Bridge to accommodate the proposed track alignment
- Replacement of the existing signal system and switch heaters associated with the Draw One Bridge
- Installation of a new track/bridge drainage system



Rendering provided for illustrative purposes only

Draw One Bridge Replacement Project

**NEPA &
Section 106 / Section 4(f)**

National Environmental Policy Act (NEPA)

- MBTA is the Local Lead Project Sponsor; the Federal Transit Administration (FTA) is the Lead Federal Agency under NEPA
- Environmental Assessments (EAs) are needed for actions for which the significance of the environmental impact is not clearly established
- An EA is being prepared to:
 - Assess potential environmental impacts of the Proposed Project (the “Preferred Alternative”) as compared to the future without the Proposed Project (the “No Action Alternative”)
 - Identify measures to avoid, minimize, and mitigate these impacts
 - Document the Proposed Project’s compliance, to the extent possible, with all applicable environmental laws and executive orders
- Given that the Proposed Project is not intended to change operations substantially, consideration of construction-period effects constitutes the bulk of analysis required for the Draft EA
- Public comments on the Draft EA will be considered prior to preparation of a Final EA

Section 106 of the National Historic Preservation Act of 1966

- Section 106 requires that federally funded or permitted projects consider the effects of their undertakings on historic and archaeological resources listed in or eligible for listing in the National Register of Historic Places (NRHP)
- Under Section 106, the proposed full demolition of the Draw One Bridge and Signal Tower A would constitute adverse effects on a historic property because it would result in the “physical destruction of or damage to all or part of the property”
- The State Historic Preservation Office (SHPO), which in Massachusetts is the Massachusetts Historical Commission (MHC), concurred with this finding of adverse effects to historic properties in a letter dated June 12, 2023
- A Memorandum of Agreement will be executed among FTA, MBTA, SHPO/MHC, the Boston Office of Historic Preservation, the Cambridge Historical Commission, and the Massachusetts Department of Conservation & Recreation (DCR) that will identify the measures to be taken to mitigate the adverse effects to historic properties

Section 4(f) of the Department of Transportation Act of 1966

- For federally funded transportation projects, federal protection of publicly owned and accessible parklands and recreation areas is provided under Section 4(f)
- There are nine publicly owned parks and recreational areas – each of which is considered a Section 4(f) resource – in the immediate vicinity of the Project Limits:
 - Galvin Memorial Park
 - Lynch Family Skatepark
 - Paul Revere Park
 - North Point Park
 - North Bank Bridge
 - Nashua Street Park
 - Gridley Locks Footpath
 - Proposed (not yet constructed) South Bank Park
 - DCR pier and riverfront walkway on the southern bank of the Charles River



Galvin Memorial Park

Lynch Family Skatepark

Paul Revere Park

North Bank Bridge

North Point Park

Draw One
● Bridge

DCR Pier &
Riverfront Walkway

Gridley Locks Footpath

Nashua Street Park

Proposed South Bank Park

Section 4(f) of the Department of Transportation Act of 1966

- Pursuant to Section 4(f), coordination with the Massachusetts Department of Conservation & Recreation (DCR) is ongoing for their review and comment on the Proposed Project's use of Section 4(f) parks and recreational resources
- Measures to minimize harm to parklands and public recreation areas in the vicinity of the Proposed Project will be developed with and agreed upon by MBTA and DCR
- Section 4(f) also provides for consideration of historic resources (e.g., Section 106 resources); consistent with 23 CFR 774.13(a)(2), both the Draw One Bridge and Signal Tower A (historic resources) are excepted from Section 4(f) consideration as 4(f) resources because the Proposed Project comprises the replacement of line elements for existing railroad and commuter rail system operations

Draw One Bridge Replacement Project

Potential Effects & Mitigation

Operational (Full Build)

Effects & Mitigation (Operational)

Analysis	Potential Effect	Mitigation & Commitments
Land Use	Two permanent easements: one at the proposed South Bank Park (approx. 800 sf) for manhole replacement, and one on currently unmaintained land adjacent to the Massachusetts General Hospital (MGH) administrative building (approx. 130 sf) for MBTA track requirements	MBTA will enter into easement agreements with DCR and MGH
Parks and Recreational Resources, & Pedestrian and Bicycle Facilities	Public sidewalks along the east and west sides of the bridge's south trestles would be removed Existing North Bank Bridge landings in North Point Park and Paul Revere Park would be shifted slightly	MBTA continues to coordinate with DCR in the design of bicycle and pedestrian facilities on DCR property
Historic & Cultural Resources	Draw One Bridge and Signal Tower A would be demolished	Given that the Proposed Project would result in permanent adverse effects to historic architectural resources, a Memorandum of Agreement will be executed among FTA, MBTA, and the Section 106 Consulting Parties identifying measures to be taken to address these adverse effects

Effects & Mitigation (Operational)

Analysis	Potential Effect	Mitigation & Commitments
Visual & Aesthetic Resources	The historic Draw One Bridge and Signal Tower A would no longer be present in the landscape	FTA and MBTA have worked with the Section 106 Consulting Parties to develop a bridge design that complements the Zakim Bridge and contributes to a shared aesthetic character
	Removal of public sidewalks along the southern trestles of the bridge would eliminate views of river from these sidewalks	Because similar views will remain available from the surrounding area, this potential effect would be minor and would not require mitigation
Natural Resources	Excavation and grading would alter local soils and topography	Because the project limits comprise area already disturbed by development, this potential effect would be minor and would not require mitigation
	Approx. 11,400 square feet of permanent fill in riverbed	Coordination with USACE and MassDEP is ongoing to develop mitigation measures prior to construction
	Sea level rise would remain a flood risk to the proposed new Draw One Bridge and Tower A	Electrical and mechanical equipment within Tower A would be located on the second floor, above the Design Flood Elevation (DFE) of 13.1 feet; flood walls and a deployable flood barrier would be provided at Tower A, and submersible equipment would be utilized on the bridge structure
Marine Transportation	Clearance of Charles River navigation channel would be altered	The new bridge clearance would match the clearances of the controlling bridges upstream and downstream

Draw One Bridge Replacement Project

Potential Effects & Mitigation

Construction Period

Effects & Mitigation (Construction)

Analysis	Potential Effect	Mitigation & Commitments
Land Use	<p>Temporary easements to accommodate construction staging and access at:</p> <ul style="list-style-type: none"> • Paul Revere Park (47,000 sf); • North Point Park (36,600 sf); • Proposed South Bank Park (22,400 sf); • DCR pier and riverfront walkway (4,800 sf); and • MGH administrative building parking lots (10,900 sf) 	<p>MBTA will enter into easement agreements with DCR and MGH; properties not owned by MBTA and used during construction would be restored to their original condition</p>
	<p>Temporary use of Boston Sand & Gravel property for construction access pursuant to an existing MBTA license agreement</p>	<p>MBTA will coordinate with Boston Sand & Gravel prior to and throughout construction to minimize impacts to business and other operations</p>
Community Facilities & Services	<p>Boat launch ramp (used by DCR, the State Police, and the Boston Duck Tours Company) may experience multiple temporary closures</p>	<p>MBTA will coordinate with DCR, the State Police, and any other required entities during construction to avoid impacts to their use of the ramp</p>
	<p>MGH floating dock and approach ramp would be temporarily removed</p>	<p>Following construction completion, MGH floating dock and approach ramp would be reinstalled and restored to existing conditions</p>

Effects & Mitigation (Construction)

Analysis	Potential Effect	Mitigation & Commitments
Parks and Recreational Resources, & Pedestrian and Bicycle Facilities	Multiple temporary closures of North Bank Bridge would be required for up to two weeks at a time, totaling one month	MBTA would develop a detour from North Point Park to access Paul Revere Park in coordination with DCR
	Multiple temporary closures of three walkways in Paul Revere Park and three walkways in North Point Park would be required for up to two weeks at a time, totaling one month	MBTA would coordinate temporary closures with DCR and the local community
	DCR pier would be temporarily closed throughout construction; riverfront walkway between the DCR pier and MBTA tracks would be temporarily closed during deliveries	
	Trees and shrubs near construction in Paul Revere Park and North Point Park would be temporarily removed	MBTA and DCR will develop mitigation measures for impacts to park resources, which could include regrading, seeding, and planting of trees and/or landscaping for areas disturbed by construction within the DCR park areas
	Portion of the proposed South Bank Park site (boat trailer & car parking spaces) would be used during construction for access	

Effects & Mitigation (Construction)

Analysis	Potential Effect	Mitigation & Commitments
Historic & Cultural Resources	Potential for intact archaeological deposits within the Area of Potential Effects (APE) is low	MBTA has developed an Unanticipated Discoveries Plan with MHC and Section 106 Consulting Parties that will be followed if any unanticipated archaeological and/or human remains are encountered during construction
Visual & Aesthetic Resources	Construction equipment may result in an adverse visual impact to users of nearby waterfront parks and North Bank Bridge and to recreational boaters	Because this potential effect would be momentary, and the construction condition would be temporary, it would not require mitigation
Natural Resources	Approx. 30,900 square feet of riverbed surface area would be temporarily disturbed	Coordination with USACE and MassDEP is ongoing to develop mitigation measures prior to construction
Marine Transportation	Temporary closure or width reduction of Charles River navigation channel up to approximately one week at a time, totaling two months	MBTA would coordinate temporary channel closures with USCG and DCR, and notifications to mariners will be provided, as needed

Effects & Mitigation (Construction)

Analysis	Potential Effect	Mitigation & Commitments
Transit, Traffic, & Parking	Temporary disruptions to MBTA and Amtrak rail service on weekends	Weekend-only interruptions to commuter rail service would be accommodated through reliance on the existing subway and public bus services
	Limited short-term increased congestion in the study area	To avoid unnecessary construction-related traffic within the study area, construction vehicles would be limited to designated routes and kept in the designated staging areas
	Portions of the MGH administrative building parking lots would be used during construction	MBTA continues to coordinate with MGH regarding temporary displacement of parking spaces for construction access to avoid disruption to MGH operations
Air Quality	Fewer than 10,000 tons per year of CO ₂ would be generated from construction activities	MBTA will use best practices to minimize and mitigate air emissions where feasible
Noise	Construction noise impacts would require mitigation	MBTA will use noise control measures to reduce noise emissions and potential impacts to sensitive receptors where feasible
Vibration	Construction vibration impacts would require mitigation	MBTA will employ alternative construction methods to minimize the use of impact and vibratory equipment where feasible

Effects & Mitigation (Construction)

Analysis	Potential Effect	Mitigation & Commitments
Hazardous Materials	Construction would involve demolition of the Draw One Bridge and Signal Tower A building, excavation, ground disturbance, and removal and safe disposal of soil and river sediments	MBTA will conduct additional soil and groundwater sampling and hazardous materials investigations prior to construction; potentially contaminated materials would be characterized and disposed of in accordance with applicable regulations
Indirect Effects	Temporary workers may increase demand for services in the short term	Although the increase would be minor and therefore would not require mitigation, it may provide short-term benefits to surrounding businesses
Cumulative Effects	Project construction period would overlap with construction of other planned projects nearby (i.e., other planned MBTA projects, DCR's proposed South Bank Park)	MBTA will coordinate construction activities to ensure that there are no interruptions or significant impacts to commuter rail or Amtrak service, and to minimize any effects to construction and ensure safe operations at the South Bank Park site

Draw One Bridge Replacement Project

Public Comments

About Tonight's Public Hearing

- By participating in this hearing, you are granting permission to have your name, voice, and likeness recorded
- The full transcript of this hearing will be available on MBTA's website (<https://www.mbta.com/DrawOne>)



Submitting Public Comment

Provide Oral
Comments During
Today's Public
Hearing

Email
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12:00 pm (noon),
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2025

There will be additional opportunity to provide comment at the Friday, January 3, 2025, open house. For more about the project, including the Draft EA, visit <https://www.mbta.com/DrawOne> or email DrawOne@mbta.com.

Instructions to Speak

Please use Zoom's "Raise Hand" feature to indicate if you have a comment

- All participants are muted upon entry so that only the presenters can be heard
- Please raise your hand and the meeting host will ask you to unmute so that you can state your question/comment

This is not a question & answer session

- Please share only one question or comment at a time
- Responses to comments will be provided as part of the Final EA



To speak,
click **"Participants"**
then **"Raise hand"**



Send a chat
to the moderator



***9**
Raise Hand





Thank You

