



BROCKTON TRAFFIC COMMISSION
Wednesday, July 30th, 2025
6:00 P.M.

MINUTES

The Traffic held a Special Traffic Commission meeting via Zoom at 6:00 p.m. on Wednesday, July 30th, 2025.

Present were Traffic Commission Members: Traffic Commissioner Captain Mark Porcaro, Deputy Fire Chief Joseph DePasquale, DPW Commissioner Patrick Hill, Retired Fire Chief Kenneth Galligan, Director Stephan Hooke and James Sweeney.

There being a proper quorum, the meeting was called to order by Traffic Commissioner Captain Porcaro at 6:00 p.m.

NEW BUSINESS

1. 142 MAIN STREET

Requested by: Ryan McGrath, General Superintendent of Special Projects for Rubicon Builders.

Issue/request: Mr. McGrath will discuss the sidewalk construction project and road taking in front of 142 Main Street.

Discussion: Ryan McGrath and David Traggorth were both present. Ryan stated that the reason we need to demolish the sidewalk is because under the existing sidewalk is the existing basement. Relative to the renovation we are turning it into 30 apartments with 3 commercial spaces on the ground level. Demolishing and installing a new sidewalk is critical to the project and it's practically impossible to do the work without being able to get the machines outside of the work area. I did send a basis logistics plan earlier. We do have a basis logistic plan and how we intend to protect the rea using jersey barriers with gates on each end for access, not only for machinery in and out but of course the fire department or emergency access. There are sidewalks very close but we feel its better to have the jersey barriers there to protect the general public from work happening. Once we demolish the sidewalk we have to in fill it, build the retaining

wall in the basement, in fill it with dirt and then install the new sidewalk. Eventually when the project is complete we would return the sidewalk to the city but we have a substantial renovation on the exterior and 100% of it is being restored. After we install the new sidewalk, we have a lot of work ahead of us so we wouldn't necessarily need all the spaces in the street throughout the winter so I think if there are concerns there obviously a compromise. Getting it done this season would be most important for us, however, this is the basic overview of what's happening and why we are requesting the space. He further stated our thoughts on having general signage for crosswalks etc. are in the basic logistics plan. James Sweeney asked Mr. McGrath how long this would be closed for? why couldn't the sidewalk be done last? And what other storage areas do you have for your equipment? Mr. McGrath stated that the primary reason that we need to get it done so early on with the project is that its failing and I can't put any lifts on it, it's very unsafe in it's existing conditions, so not being able to get lifts onto it, we felt it was critical to prioritize as an early work item in the project. We also have a lot of underground plumbing in the basement with work to do and without being able to get a machine down there it would be very difficult and there really isn't any basement access, we would utilize the opportunity while the sidewalk is demolished to hoist our machines down into the basement to allow us to proceed with that work. He also stated that we also have elevator shaft work in the basement. We had to find a way to get the machines down there so it was kind of a dual sided thing. He stated the length would be a minimum of three months. We could possibility do a lot of the façade work without taking the meter spaces, however, it would be a much safer operation to have that space for the entire duration of the project which would be 12 months, however, I understand that there could be limitations with that. We would request a minimum of a few months in order to to facilitate the work around the sidewalk and the basement area. DPW Commissioner Hill stated when you say no access to the basement you mean no access to the basement with equipment? Mr. McGrath stated with a machine correct. DPW Commissioner Hill stated so you do have access to the basement, however, the only access to get a machine down there is to excavate down there. DPW Commissioner Hill stated when you remove the sidewalk will that completely expose the basement, in theory? Mr. McGrath stated yes within theory. There are measures that we could likely put in place, with steel plates. We would have it totally fenced off, jersey barriers on the west side of the street because we have to have gated access on both side of the area, however, we would have the rest of its gated in. There's a lot more work involved but if we had to go the route of protecting it and putting steel plates in, it would increase the amount of work there, however, we did have a plan to have a perimeter around the entire work area. DPW Commissioner Hill stated once you pull those sidewalk panels, basically there will be a 6/8 foot hole in the ground? Mr. McGrath stated yes. DPW Commissioner Hill asked what the plan is for the utilities if you are removing that piece of the sidewalk? Mr. McGrath stated that the existing utilities all come under the existing sidewalk, so part of the design with the project accounts for having built a new retaining wall, infilling that with dirt so all the new services are being rerouted to account for that. DPW Commissioner Hill asked if that work was going to happen prior to? Of which Mr. McGrath answered that most of the services will be demolished, for instance the

existing gas service is going to be capped, meter removed and we are not using a new gas service in the new building, however, we need to keep the existing fire service live and keep coverage throughout the duration of the project. He further stated until I bring in the new fire service I can't take the old one off line so in the worst case scenario we might have to consolidate that area or section that area off and do it last because the retaining wall installation is critical to the project and if we have to leave a small section out for the existing fire service that is what we will do. DPW Commissioner Hill stated that his concern is that if you are going to have equipment back and forth in the basement, let's say water and sewer, I don't know what the existing conditions of those are but I can only guess that they're very antiquated from the early 1900's, what's going to happen if one of those services let's go when your equipment is going back and forth over that? Usually when there is any kind of demolition, we make them cut and cap them. Mr. McGrath stated that during the first week we mobilized because we've had a building permit and everything we make safety, the electric, the plumbing so basically everything is capped. We have abatement that is ongoing so we do need water for that, so we kept a small spigot online, however, all the other services get cut and capped. So that has already been performed. DPW Commissioner asked when did that happen and Mr. McGrath stated that it happened about two weeks ago, it's our third week on site. DPW Commissioner asked where did you cut and cap them? Mr. McGrath stated that we haven't cut and capped everything yet, we are maintaining the existing services that we need, we took out most of the electrical, when I say cut and capped, we basically take everything from the main and back off line so they can be demolished and then we tap into the main and there's about 30 feet of pipe to it's spigot that allows you to demolish all the rest of it. He also stated that we do have to work around the sprinklers. The gas of course has to be done by the gas company and they should be out within the next few days. We have avoided doing any demo in any areas that have gas lines. We are following proper procedures in terms of utilities. DPW Commissioner Hill I would like to get a look at what's inside there just for the purposes of the water and the sewer because if we have had some kind of cast iron protection in there and with the vibration of the equipment that stuff will let go very quickly. Mr. McGrath stated all of those services by that point will be cut and capped, we only need water for abatement so as soon as the abatement is done the water will get cut and capped. He also stated that we are bringing in all new services so as part of this work, when we do the work in the basement and the underground plumbing, it's all new utilities being brought in, which we will work with the city for that. I have a new fire service, water and sewer. We are not using the sewer anymore for instance so, we will not be using the water after abatement and we are only using the existing 600 amp electric service which will be utilized and we have temporary electric installed for abatement equipment. We are only maintaining what we need and I understand your concern but, on the water, and sewer end, all those services are being cut and capped because they are acquainted and we are not using any of the sewer. A lot of the piping has yet to be demolished because we are prioritizing the abatement part of the work over the selected demolition. DPW Commissioner Hill stated that the other utility that I would be concerned with would be the street lightening and the underground network for the street lightening, which I believe

runs under the sidewalk and I will have to wait and see what that looks like, I am not 100% sure about that but I am almost certain that all the electrical conduit, from street light to street light runs in the sidewalk right behind the pole. Mr. McGrath stated that the sidewalk is 10 feet to the granite curb. We only have about 6/7 feet of basement so there's actually a 2/3 foot section that's not concrete, it's brick and then the granite which is where the light poles are located, so I do not believe that we will have to excavate that, we are going to have work around it. There are two lights that come in the equation, the one on the corner probably doesn't need to be removed but probably should be and then one 30 feet down that we can either work around but I would suggest removing that because of the vicinity of the equipment that is going to be there and obviously the risk of things being damaged. If that would be a possibility we would work with whatever authority we would have it on getting them removed. DPW Commissioner Hill stated that I know you guys are trying to get as much done as quick as you can but leaving jersey barriers out in the sidewalk in the winter, I can't have that because Main Street is very wide it will mess up my plowing operations, especially being so close and in between two very busy intersections, if you can get that work done prior to snow season, like December that would be my preference. Mr. McGrath stated that that's understood and I think that's possible and we certainly would do as much as we could, we can do a lot of the lifts on the sidewalk afterwards, without having to take over the metered spaces. He further stated that he's pretty confident, depending upon when we get the approval and when we can move forward because we have probably 2/3 months' worth of work to get everything in and out of there between the utilizes and retaining wall, so we feel confident that we can do it before the winter, which would be dependent upon being able to get started sooner rather than later. DPW Commissioner Hill stated that I would definitely make some kind of arrangements and I don't know what that looks like but you are not going to be able to leave a hole in the sidewalk, that's 8 feet deep the entire stretch of that building and just protect it with jersey barriers and some fencing. There has to be something better that can secure the sidewalk. Mr. McGrath stated that what I was speaking about earlier was the general site perimeter and fencing, if we have a hole, I have to follow OSHA procedures and we would use guard walk or another form of an actual barrier around the entire perimeter and would only be removed to facilitate work. He also stated that he can do a more detailed plan to show what that would look like. I would not plan on leaving the hole open and unprotected. DPW Commissioner Hill stated because you are hoping to shut down a section of the sidewalk for a pretty good length of time, any plans that you can get for temporary crosswalks and you are going to have to do temporary ramps to make sure that they are ADA compliant if the existing sidewalks don't work. Mr. McGrath stated we thought it would be a possibility that we have signage that says construction ahead because there are crosswalks within 50 to 70 feet of the area in either direction, however, if you want them immediately outside of the work area we can look into that. DPW Commissioner stated that if you do need to install one, will it limit the business if we close the sidewalk at Elm Street or is that all part of the same building? David Traggorth was also present and stated that if you are coming towards School Street there is nothing in our building right now and there's just a parking lot at the corner of School and Main

Street. If you are coming from School Street towards the courthouse there is Old Colony Elder Services there, ultimately what we would do is put signage so that people could cross the crosswalk at the intersection of Main and School, walk up to the next intersection and come across that crosswalk. Given the proximity doing a midblock crosswalk would create more havoc. DPW Commissioner stated that I am assuming that the crosswalks have pedestrian buttons of which Mr. Traggorth stated at the intersection and DPW Commissioner Hill stated yes. Deputy Fire Chief DePasquale stated that they all do. James Sweeney asked what the plans were for the metal planters that are in front of the area and Mr. McGrath stated that he would refer to the city as to what we would like done with them as they are bolted into the sidewalk. We can remove them and totally up to you guys as how you would like to proceed with that. DPW Commissioner Hill stated that when you get ready to remove them you can call DPW and we will come and grab them. James Sweeney also asked if they needed any other approvals to get started and Mr. Traggorth stated that we do not have any other approvals at this point from the developer's perspective, we have our building permit and I believe Ryan is already under way with a good amount of asbestos that is getting removed right now. Deputy Fire Chief DePasquale as far as the work area, I am assuming that you are not going to be working on what you have blocked out on Main Street, meaning like any temporary unloading or anything like that, do you anticipate any of that? Mr. McGrath stated no, we could contain everything within the work area as long as have the gates on each end that allows us to bring in the machine. It would be limited to that work area. Deputy Fire Chief DePasquale stated what you have blocked on Main Street you will not impede any other part of Main Street at any point of this project. Mr. McGrath stated no, however, for instance when the machines get dropped off, it's for a brief period of time those things come on very large flatbeds but we believe it can for the most part be contained in the area. Deputy Fire Chief DePasquale stated just a suggestion maybe you could use School Street for the unloading of your equipment or the parking lot, that way you aren't tying up Main Street. Mr. McGrath stated that School Street is a one way and goes to the west which is unfortunate, if we were bringing equipment in from School Street and have to get to the front of the building, I think the path to less resistance and the less impact on traffic would be that when the truck comes, we open the gates to the work area, allow them to come in and we close the gates to the work area. I think coming up School Street, we are 100 feet away and we have to get the machine off and now get the machine to the work area. Deputy Fire Chief DePasquale stated that as long as it's not going too much because there's so much work going on downtown. Mr. McGrath stated that he opens the job at 6 am, a lot of what we do for deliveries is early in the morning and the first couple of hours is super quiet, we always aim to have the equipment early on in the morning. Deputy Fire Chief DePasquale stated that when you are doing this demo work on the sidewalk are you going to do the whole thing at once and is that going to impede having access to the front of the building? Mr. McGrath stated, yes, we would be able to use the front entrance, however, it will be a construction entrance and within the limits of work but we have a substantial amount of work between, the resurfacing of the entire masonry façade, etc. literally every square inch of the façade is being restored and it's a sufficient amount of work, which a

large portion can not be done during wintertime. We have to maximize our work during the season because when spring hits, if it's a long winter and we aren't started to mid-April early May then we have a very short period to finish the façade work but to answer your question, a good portion of this season and spring we would have two lifts on the sidewalk working on the elevation on the masonry façade and not only the sidewalk but the rest of it would come into play as well. Deputy Fire Chief DePasquale but the actual entrances on Main Street into the building would be accessible and Mr. McGrath stated absolutely. Deputy Fire Chief DePasquale stated even if there's a trench there and Mr. McGrath stated that we would provide temporary access, when we get to Elvira's Café, that is our main entrance and the sidewalk does go up to that so we would have to provide temporary access in and out of the building. Retired Fire Chief Galligan stated that there use to be a fire hydrant in front of this building on the east side of Main Street and several years ago that hydrant was remove so that stump from the 18 inch main going into the where the hydrant use to be located may be still be buried and I don't think they took that pipe out of the ground. There was a problem with the open basement and hydrant on the sidewalk and the decision was made to take the hydrant out so just for your information there may be a 6 inch pipe sitting underground that use to feed that fire hydrant. He further asked if the jersey barriers would go along the white line on the side of Main Street, meaning one car length out from the curb stone, you won't be taking a travel lane correct? Mr. McGrath stated correct, no travel lanes taken. Retired Fire Chief Galligan stated the fence that you are going to put across the front on Main Street, would that be a fence that would be on top of the jersey barriers? Mr. McGrath state no. the fence would be independent which would give us the flexibility, I would put the fence directly outside of the jersey barriers because the other style of jersey barriers, that have the post on top of that, it makes it easier for people that are walking by pull on them and typically I would have a chain-link fence on the block, around the entire perimeter within inside of the jersey barriers. Retired Fire Chief Galligan stated so you would have the jersey barriers and the fence up against the jersey barriers on the street side? Mr. McGrath stated on our work side and Retired Fire Chief Galligan stated that my concern was that we are not going to lose a lane of traffic on Main Street and the only barriers that you are going to be putting up are the ones that are in front of your building. Mr. McGrath stated correct, the city would lose the parking for a while but we've had the meeting with the Parking Authority and we are going to purchase the spots, so it would just be limited to those spaces no travel lanes or the bike lanes. Retired Fire Chief Galligan stated have you considered looking at Main Street from the north end of your construction up to School Street as a location where you could pull a truck into unload a piece of machinery? Mr. McGrath stated that we do not own the adjacent parking lot to the north. Retired Fire Chief Galligan stated I am not referring to the parking lot I am talking about on Main Street, there are one or two spaces beyond your construction up to School Street, it might make sense to pull a flatbed in off the travel lane in order to get a machine off a truck. Mr. McGrath stated understood, we were planning to take those metered spaces because we don't want to get greedy but we want to make things as efficient as possible for side operations to minimize the impact on traffic so by having that space, there were seven spaces in total, they would have

including those last couple on Main Street not taking the handicap spot. Retired Fire Chief Galligan stated that I think it would make sense to put a sign up that the sidewalk is closed cross here at Main and East Elm Street, so that they cross at a marked crosswalk and have control of the signals. On the other end at Main and School Street, sidewalk closed cross here and they can cross on that marked crosswalk with control of the signal. I think it would be dangerous if we allow people to step out between parked cars between the two blocks. Mr. McGrath stated that we actually showed that as our intent on our logistic plan, we have that exact plan as to having signage, that the sidewalk is closed to cross here at the corner of VFW Parkway and the corner of School and Main Street. Retired Fire Chief Galligan asked if they has access to the parking lot on the corner of School Street and Mr. McGrath stated that yes, it's private property and I wish I did, they did allow us to put our fence pretty much on their property line but we a lot of work in the north elevation too but unfortunately, we do not have that space, we only have that back area to the east. Deputy Fire Chief DePasquale asked if they have been in touch with the Fire Prevention Bureau for your permit. Mr. McGrath stated that we walked with the Fire Department and Fire Prevention multiple times, walked the entire building and have addressed some of their concerns. They are very aware of the project and we are keeping them in the loop every step of the way. . Deputy Fire Chief DePasquale asked if they mentioned anything about a lockbox for access? Mr. McGrath stated that yes, we are going to give them one or two lockboxes, they did request that. Retired Fire Chief Galligan asked about the fencing along Main Street, when they did the Public Safety building they put fabric on the fence and that prevented people driving by or sidewalk superintendents from gawking as to what's going and I think if you don't put that on the fence it's going to cause traffic to slow down or maybe stop on Main Street because people want to see the hole in the ground or what's going on, what's your thought on that? Mr. McGrath stated that it's always an interesting debate as there are pros and cons, when you put scram on fencing, it turns it into a gigantic seal and one thing I've learned about the property having spent all this time there is that it's really windy, it's very calm in the morning and in late morning, especially into around lunch time, you have high winds and very strong gusts, so the scram will likely become more of a nuisance, however, that's always a concern and the visibility and what's going on just like you indicated, I typically prefer to install the scram, however, it's a case to case basis on every project, with the high winds we might do without the scram and find something that is a lot more breathable. The rest of the site in the back it's less of an issue but Main Street and the surrounding area to the north is extremely windy for the scram. Retired Fire Chief Galligan asked if they were going to have security or cameras there as it's under construction? Mr. McGrath stated that cameras will be installed, we plan on having 360 degree cameras on the northwest and northeast corners of the building, which will cover the entire site. He further stated that he wants to be able to access those cameras via an app at all times.

VOTED: To postpone until a more detailed traffic/signage plan is received and reviewed by the Traffic Commission members.

Upon duly motion made by DPW Commissioner Patrick Hill, seconded by James Sweeney, the motion carried by a hand vote; 6 in the affirmative.

Motion was made by DPW Commissioner Patrick Hill, seconded by James Sweeney, to adjourn the meeting. All were in favor. Meeting adjourned at 6:45 p.m.

Respectfully submitted,

Michelle Yaffe

Michelle Yaffe
Secretary to the Traffic Commission