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To: Joe Pavao  
Project Manager

Date: May 7, 2018

From: Kate Andrews  
Howard Stein Hudson

HSH Project No.: 2013061.36

Subject: MassDOT  
Chelsea/Route 1 Viaduct Rehabilitation Project  
Chelsea City Council Meeting  
Meeting Notes of March 1, 2018

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## Overview

On March 1, 2018, MassDOT Highway Division, along with the Project Consultant Team and MassDOT Liaison for the Office of Government and Public Affairs, Donny Dailey, met with the Chelsea City Council. Chelsea City Councilors Roy Avellaneda, Damali Vidot, Luis Tejada, Calvin Brown, Giovanni Recupero, Robert Bishop, Enio Lopez, Joe Perlatonda and Judith García were present at this session. Members of the public were present, but only Councilors were permitted to make comments.

Tom Ambrosino, City Manager began the meeting by informing the Council that MassDOT and the design team had gone back to the drawing board following the January 25% Design Public Hearing and had returned with a mitigation plan to address the concerns of the residents of Chelsea specifically relating to the closure of Ramp A, noise and pollution issues, and Bus Route 111. Joe Pavao, MassDOT Project Manager, then outlined that mitigation plan and his intent to work with the City Council in addressing those concerns. Mr. Pavao also committed to the following:

- Ramp A will be rebuilt and remain open in the end condition
- Installation of a solid snow barrier, with similar sound dampening properties to a noise wall along the viaduct where it does not obstruct drivers' sight lines
- Funding of \$800,000 for Route 1 corridor enhancement program to be implemented by the City of Chelsea
- The Carter Street lot will be turned over to the City for their use following construction

- Continued MBTA/MassDOT coordination to address Bus Route 111 service issues and other project concerns
- 24/7 bilingual hotline to report noise and construction issues
- The contractor will be required to hire an Acoustical Engineer to be stationed on site
- An independent Environmental Monitor will be hired to ensure the contractor is following the most stringent lead paint and dust mitigation specifications

Jessica Casey, Deputy Chief Operations Officer for Service Planning and Strategy at the MBTA, stated her commitment to working with MassDOT and the City to address the concerns of Bus Route 111 not only during the construction of three upcoming projects (Chelsea Viaduct, Tobin Bridge and North Washington Street Bridge) but to also create a long-term solution to the overcrowding on this route.

Each Councilor expressed their concerns with the project, and Mr. Pavao, Ms. Casey, Mark Kolonoski of HNTB and Nate Cabral-Curtis of Howard Stein Hudson responded to their comments.

This session was arranged following the 25% Design Public Hearing. It was at that hearing that many City Councilors expressed a desire to meet with the Project Team and work more closely with MassDOT on the project.

## Agenda

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## Detailed Meeting Minutes<sup>1</sup>

### Presentation and Discussion

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**C: Damali Vidot:** We're going to get started, roll call.

**Q: Paul Casino:** Councillor Vidot?

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<sup>1</sup> Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1.

**A: Damali Vidot:** Present.

**Q: Paul Casino:** Councillor Lopez?

**A: Enio Lopez:** Here.

**Q: Paul Casino:** Councillor Brown?

**A: Calvin Brown:** Here.

**Q: Paul Casino:** Councillor Bishop?

**A: Robert Bishop:** Here.

**Q: Paul Casino:** Councillor Robinson? Councillor Tejada?

**A: Luis Tejada:** Here.

**Q: Paul Casino:** Councillor Rodriguez? Councillor García?

**A: Judith García:** Present.

**Q: Paul Casino:** Councillor Perlatonda?

**A: Joe Perlatonda:** Here.

**Q: Paul Casino:** Councillor Avellaneda?

**A: Roy Avellaneda:** Here.

**Q: Paul Casino:** Councillor Recupero?

**A: Giovanni Recupero:** Here.

- C: Paul Casino:** Eight members of the City Council are present. We are going to call the meeting to order. The following subject matter will be discussed: MassDOT's Chelsea Viaduct Project. This will be discussed by Tom Ambrosino, City Manager, MassDOT representatives and members of the City Council.
- C: Damali Vidot:** This meeting was called after a series of public hearings. I have been in contact with MassDOT. They have never had the opportunity to sit down with the Council and speak with us directly. There were several concerns from our community including mitigation, the removal of Ramp A and potential reduced fares. We wanted to provide an opportunity for MassDOT to speak with us directly about these issues. We will not be allowing any public input at tonight's meeting but in the future there will be an opportunity for the public to speak during upcoming MassDOT's Public Information Meetings. With that said, I will hand it over to MassDOT.
- C: Joe Pavao:** Thank you, Damali. I'm Joe Pavao, MassDOT Project Manager for the Chelsea Viaduct Project. Tom, would you like to say anything before I begin?
- A: Tom Ambrosino:** The only thing I would say is MassDOT has been meeting with the City for some time. You see the timeline here. They came to the 25% Design Public Hearing a month and a half ago. At that meeting they heard comments from residents and, I have to say, followed up expeditiously with the City with the intent that they wanted to try to meet the concerns that they heard that night. They went back and in good faith, they have tried to meet the majority of the concerns that they heard from residents at that meeting.

I have worked in negotiating with state agencies for a while. This particular group from MassDOT has been as reasonable a group as I have ever dealt with. What they have said to me and what I expect them to present tonight are mitigation efforts and compromise that, for the most part, meet the major concerns that were raised by residents at the Design Public Hearing in January. I am not saying it's perfect. I would like nothing more than for this project to go away, for them to go away, and for us to just go about our business and not be disrupted for the next three years. But I can't do that. The viaduct is in disrepair. It is a potential public safety issue and it has to be repaired and that repair work will be disruptive to the City.

Recognizing that, we requested mitigation from MassDOT to make it at least palatable. This most recent iteration takes into account most of the issues that were emphasized at the Design Public Hearing. I think at the end of the day it's a reasonable mitigation package for the City. I

am sure that is not the most popular thing I could say to this group, but that is my honest opinion. This group has tried hard to meet the concerns of the residents.

I would like to say one more thing. Understand, these are highway folks; they can make concessions that have to do with the Chelsea Viaduct and the highway. They can't impose mitigation measures that impact the MBTA. They can advocate, but the MBTA is a different animal. They are subject to their own fiscal control board. This group has been very good at what they can control: doing mitigations, making concessions that directly impact this highway project. They have made a commitment to try hard to convince the MBTA, but that is somewhat out of their direct control. I think people need to recognize that with this group.

With that I will shut up before I get myself into more trouble.

**C: Joe Pavaio:** Thank you, Tom, for the kind words. First of all I would like to thank everybody for coming, not only the residents but also the City Council for taking the time to meet with us. I think this is an extremely important meeting to discuss with the City Council what we've changed since the last meeting.

We've received many comments. We've met with community groups. We've met with the City Councilors individually. We've met with the City Manager, as Tom mentioned. We've had several public meetings to date and we have heard a lot of concerns from the public and from GreenRoots. Hopefully we are going to address a lot of those concerns tonight, if not all of them.

We've been listening for the last couple of weeks since the meeting and we've gone back to the drawing board to see what we can do on this project for mitigation, understanding that there is an issue with Bus 111 and MBTA bus operations in general. There will be impacts, not only from this project but also from the Tobin Bridge and the North Washington Street Bridge Projects. We're not ignoring any of that. What the City Manager mentioned about the MBTA is true to a certain extent, but we're all one agency and we're going to work together to address the concerns of the community.

This slide lists the public meetings that we have had to date. And these are the meetings we've had with the City Manager to discuss the enhancements on this project. I will talk about those a little later on. We also discussed the concerns that we've heard at these meetings.

We have a few upcoming meetings. There will be a local business meeting scheduled for March 19 which we've been trying to arrange for a while. Some business owners have attended the public meetings, and we've appeared before the Chamber of Commerce, but now we're going to hold a formal meeting with them to find out their concerns. I anticipate that those concerns are going to be very similar to those of the residents.

Tonight's meeting is listed here, which is an introduction to the project. We also want to establish a plan moving forward to discuss not only the impacts from the Chelsea Viaduct Project, but also what are we going to do about busing and improving operations for all of the projects coming down the pipeline.

In mid-March we are holding a Public Information Meeting for the Tobin Bridge Project. This is a separate project from the Chelsea Viaduct Project but it is important to note because this is another opportunity for residents to discuss their concerns formally. We'll also be holding a Public Information Meeting in spring of 2018, a little further down the road, for the North Washington Street Bridge Project. These are going to be very general meetings to let the public know our anticipated schedule, introduce the contractor and to continue to discuss the community's concerns.

Finally, we are in the process of scheduling a Public Information Meeting to follow up this session that will be open to the entire community in English and Spanish. Right now we are looking at probably the first week of April. It was originally scheduled for next week, but we pushed it out because we wanted to focus on this meeting. We wanted to engage the community on some of the MBTA busing issues that we are going to try and mitigate so we are all more informed.

We have two slides that address some of the major concerns that we've heard over the last couple of meetings. I'm not going to address every one of them because most of the comments that you see here relate to MassDOT's proposal to permanently close Ramp A, the Fifth Street on ramp.

We have been working towards coordination with all of the projects we have going on in the area. We're obviously looking at Bus Route 111 service, as well as how we will deal with the homeless population during construction, impacts to recreational facilities, general construction, traffic detours, abutters' impacts, and snow operations. We took that all in.

Lead and dust management has been a concern for the community as well as looking at how we keep the contractor on schedule. We're talking about doing the majority of the Viaduct in nine months. It seems like it is almost unachievable, but it's not. At MassDOT we have a lot of experience with accelerated construction techniques. It's a combination of using pre-fabricated bridge units that allow us to build this very quickly and giving the contractor incentives/disincentives for staying on schedule. Employment of local labor was another comment we received as well as what we are doing with the space under the Viaduct.

There was a request for a construction hotline, a way for people to get a hold of us in the middle of the night when it's noisy at midnight; though that shouldn't be the case. We will have a 24 hour hotline that will be manned seven days a week in both English and Spanish for people to get in touch with us. We also received a request for sound barriers, which I will talk more about a little later, improved lighting and drainage, and comments on general construction concerns.

The majority of these concerns from the last two slides were brought up in a letter from GreenRoots to MassDOT. I will be responding in writing to that letter. We'll also be addressing those issues as part of our environmental documentation.

**Q Joe Perlatonda:** On that last slide, what did you mean by an independent overseer?

**A: Joe Pavao:** We are going to be requiring an independent environmental monitor to ensure that the contractor is complying with the most stringent lead paint and dust mitigation specifications.

There are probably a few other comments I missed. We are going to address all of them in writing and we'll send a copy to the City Manager's office and the City Council.

These are the five major points that we didn't address adequately at the 25% Design Public Hearing and we heard about it at that meeting, loud and clear. I saw these as the five main points that we needed to go back and address.

There was 100% opposition to closing Ramp A so I directed the designer to rebuild that ramp. It will remain open in the end condition of this project, but I do caution you that it will be closed during the first phase of construction for approximately five to six months. This will be a temporary closure. They'll be utilizing the Everett Street Ramp. That Everett Street ramp will be fully reconstructed with a new deck by the time that this happens.

**Q: Joe Perlatonda:** Will the Everett Street Ramp close so you can do the new ramp?

**A: Joe Pavao:** Yes. The Everett Street Ramp will close as part of The Tobin Bridge Project. We have the dates for that closure later in the presentation.

**Q: Joe Perlatonda:** How long will that take?

**A: Joe Pavao:** It's going to take about four weeks to do that ramp. That closure will occur sometime between May and August. It is at that point that we're going to move Bus Route 111 to that ramp because Ramp A will be closed during the first phase of construction of the Chelsea Viaduct project. What we don't want to do is move the bus to the Everett Street Ramp and then, in a couple of months, detour them back to Ramp A while the Tobin work focuses on that ramp and then we have to switch.

**Q: Joe Perlatonda:** Is the work more extensive on Ramp A?

**A: Joe Pavao:** Yes. The work on the Everett Street ramp is just deck rehabilitation. Ramp A off of Fifth Street is a complete replacement.

**Q: Roy Avellaneda:** Donny, where are we on the repaving and where does that fall into this job?

**A: Donny Dailey:** That's a maintenance job on the mesh on the old ramp. I should have a date by the close of business tomorrow. District 6 is just getting the maintenance contract out on that so it is not part of these projects. It will be done by the end of March, weather permitting.

**C: Joe Pavao:** I would like to discuss our second bullet, installation of solid snow barrier. One of the comments we received from the community was about the noise issues due to traffic. This project does not meet noise barrier requirements. We are not adding capacity so we technically cannot install noise barriers for this project. But because of the issue with removal of snow and the damage it was doing to homes and businesses nearby, we realized that our standard tight weave mesh snow fence would not provide the protection needed since debris can still get through it. So, we looked at using a solid snow barrier and we're going to put that anywhere along the viaduct that we are not disrupting sight distance for drivers. Coincidentally, the solid snow barrier does have sound deadening qualities equal to that of a sound barrier. The community will experience those benefits.



**Q: Roy Avellaneda:** You said that this will be along the Viaduct. We had placed wood fencing along the Tobin Bridge along the Walnut Street side from the synagogue towards the back to deflect debris. Is any of that being done on the Tobin Bridge?

**A: Joe Pavao:** I don't know the answer to that question but I will find out what was included in the contract and I will get it to you.

**A: Mark Kolonoski:** You're talking about behind the residences on Walnut Street near the Synagogue. At the portal of the Tobin Bridge in between the Viaduct and those buildings down the entire length of where the Viaduct directly abuts they would all be protected from snow and receive the additional benefit of the noise deadening.

**Q: Roy Avellaneda:** I am curious of what, if anything, can be done from Everett Avenue to Fifth Street? Also, what can be done for the residents from Fifth Street to Sixth Street, going to Carter Street, for snow fence?

**A: Joe Pavao:** We're basically installing it anywhere within the project limits that would not obstruct sight lines for motorists.

**C: Roy Avellaneda:** I know there were two residents speaking about it at the Design Public Hearing.

**C: Mark Kolonoski:** Those residences will be protected.

**C: Joe Pavao:** That's the main reason why this issue was raised.

Ramp A will remain open and we'll be installing solid snow fence which is going to give you the same benefits as if we were putting a sound barrier up.

I would like to discuss the issue of turning the Carter Street lot over to the City for their use. This was a request from the residents. MassDOT owns all of that land under the Viaduct. Some parcels are leased out to the City of Chelsea as well as other agencies. However, we do have one fairly large vacant lot that is at the Carter Street off ramp underneath the Viaduct. Right now it is overgrown. We're going to pave that area. It's going to be used as spillover parking while we're doing the substructure work. Once we are done with that work, we are going to turn it over to the City for their use. It will be paved and lit. It will be in the form of a lease agreement. I think

it's a 99 year lease with \$0 cost with the provision that MassDOT can go in, inspect it and do repairs.

**Q: Roy Avellaneda:** What about the area under the Tobin Bridge?

**A: Joe Pavao:** I do not believe there were commitments made on those areas under the Tobin Bridge but I can't speak for Mike O'Dowd who is the Project Manager for that project.

**A: Tom Ambrosino:** Those are committed to City for the Tobin Bridge Project. We've got confirmation that that work is included in the Tobin Bridge Project. That has been contracted out but it's at the end of the project. That is not part of this project.

**Q: Roy Avellaneda:** The Tobin Bridge work includes subsurface. All that hanging, decaying substructure needs to be taken out. On the Charlestown side the substructure of the Tobin Bridge has been replaced with concrete. On this side, we still have old substructure that is decaying. Will you be replacing that substructure?

**A: Joe Pavao:** I will put that in the same email to Donny Dailey and we will get you an answer.

Looking at funding for the project, the City Manager and MassDOT have had conversations related to the corridor enhancement program. The intent of it is to take care of the smaller items such as hiring an independent monitor or neighborhood liaison, enhanced lighting, paving, restriping, and redesigning the space under the viaduct to maximize it as much as we can. There was a request for architectural lighting. Things like that are part of this enhancement fund. It will be at the discretion of the City Council and the City Manager to determine what is the best use for this money. We're not going to dictate what's done. We'll have some suggestions but for all intents and purposes it will be up to the City Council and City Manager to decide.

The final piece of this puzzle is that we understand that there is an issue with Bus Route 111 as well as general MBTA operations. We've committed as part of this project to continue those discussions to figure out what is the best solution to help the City of Chelsea deal with the bus operations.

I would like to introduce Jessica Casey who is the MBTA Deputy Chief Operations Officer. She is here tonight to talk about the plan moving forward for Bus Route 111.

**C: Jessica Casey:** Hi everybody. My name is Jessica Casey and I am the Deputy Chief Operations Officer for Service Planning and Strategy at the MBTA. That's a fairly long title for someone who focuses on how service is delivered. It's light rail, heavy rail and bus. Part of the responsibility of the team at the MBTA is to look at the work that is going on along the network. We have 175 bus routes, 9,000 bus stops and we service 50 different communities.

Dave Carney is here. He is the lead of Operations at the MBTA and I brought him along so he could talk about Bus Route 111 in regards to the Chelsea Viaduct, the Tobin Bridge and the North Washington Street Bridge Projects.

To kick off the conversation I'm going to give you some background. The team at the MBTA looks at a number of different things. One of those is the way in which the transportation system runs now and they try to make quarterly changes to help improve reliability and frequency across all of the bus lines, heavy rail and light rail. In addition to that, they look at different construction projects that are going on and try to understand what mitigation needs to happen and the impact to the schedule. I look at buses all day long. I look at all 175 routes and those 9,000 bus stops and there is a lot of work that we need to do across the network as a whole.

I realize with the introduction of tonight's meeting that Bus Route 111 is a hot topic. Bus Route 111 carries 12,000 people per week day. It is our third busiest route.

Providing on time performance for buses specifically is very challenging. Around seven or eight years ago the team looked at all of the bus routes and tried to understand how to improve the system as a whole. That hasn't actually been done since then.

We are now looking at the network and trying to understand the service delivery policy and standards that are in place and how the service that we're providing today measures up to that. We try to understand the gap between what the standard is and what we deliver today. We look at what levers are available to us at the MBTA and partner with the communities to close that gap.

In some cases we have the ability to look at vehicles, operators, plan work, schedule work and how we dispatch work. Those are all factors that are internal to the MBTA that we can look at revising. In addition to that we're also looking at dedicated bus lanes, transit signal prioritization and signal optimization. What we end up seeing though is that there is no silver

bullet solution. But as we make changes to all of these different pieces it actually improves service and increases reliability across the route itself.

As part of that work we're holding traffic talks with different communities to talk about the service. Chelsea is on that list of communities to visit this summer. That's when we'll talk about all of the routes in Chelsea and figure out where those choke points and bottlenecks are. This is regardless of the projects happening in this area. The great news is that there are a lot of places where safety is going to be improved but there will be a lot of impacts between the three projects.

When it comes to situations like this we really have to be in line with the MassDOT construction schedule. That's because it's hard for us to predict when service needs to change, or how that plan should actually come together until the actual request for proposal (RFP) goes out, a notice of award is made and we have the time schedule for the actual construction of the project. The team has been piecing together the timeline for the three projects and we are trying to understand how they overlap and where the largest impact will be as well as where we need to focus this work.

What I want to say before we get into this is that I understand that Bus Route 111 is under pressure. We're committed to working on that with the community along with the other bus routes. But in addition to that, this deserves a lot of attention and we need to hold regular meetings. We've committed to the City Council that we'll do that. It is in our best interest as it is in everyone's best interest because our goal and our mission is to provide service as a public transportation agency that gets people and their families to where they need to go.

I wanted to commit to coming tonight and I wanted to introduce myself to everyone because we're working with MassDOT and the City to make the changes. We know that we will come back in mid-March because that's when the Tobin Bridge piece will come together. I have committed to the City Council that we will share the short term plan we will have in place for the Tobin Bridge Project and we'll also address the North Washington Street Bridge Project at that time.

We will work with you and plan with you consistently and throughout the duration of construction. A lot of the challenges that we have at this point in time relates to the notice of award which needs to go out for the North Washington Street Bridge Project. Once that happens, the construction team locks into dates and then we can give you dates. The main take away from

this slide is that we are going to work with you. We know that there are many things coming up. We know we need to address challenges on Bus Route 111 and we're committed to doing that.

I understand that besides the Chelsea Viaduct, the next date that is coming up for tension is May to August when the Beacon Street ramp will be closed as part of the Tobin Bridge Project. That's where I see the impacts starting to happen. That is the date that we're locking into so in May, I will be working with you folks to have a plan in place. One of the things we discussed with the City Council is looking at how to notify the customer and what that looks like. As part of that plan we will lay that out as well.

We need a communications plan. The team has worked on the Longfellow Bridge Project and they are currently working on Wollaston Station, which is closed for 20 months. We have a template in place where we look at different types of mitigation. Now, every community is different and every construction project is different and I am not going to say that this is a standard template. But what I am saying is that the team has gotten more accustomed to these conversations. I've met with the team three times since meeting with the City Council on Thursday and they're eager to make changes on Bus Route 111 and the routes in Chelsea. They are passionate about their work; they care. If you met them, you'd know how much they care and how proud they are to deliver transportation.

What I wanted to close with is that the MBTA is absolutely committed to working with MassDOT on the construction schedule and understanding what that looks like and how mitigation can happen. We are committed to working with the City of Chelsea including the City Council. I would like to recommend that we meet next week to present you with a draft plan.

We know that Bus Route 111 is very pressured right now with the number of riders in the AM and PM peak. One of the things that we've done on other construction projects is looked at ways to help people get to where they need to go by understanding the various modes of transportation and the routes of getting there. We know that 46% of people who take Bus Route 111 transfer to the Orange and Blue line at some point. We also know that 23% of people who take Bus Route 111 connect with Bus Route 116 and Bus Route 117. We can use that information for our analytics to figure out how we are mitigating for that. We need to look at how we are getting those people to where they need to go. We have automatic passenger counters, as well as the Charlie Cards, where we can actually see where people get on and off the bus. We call it origin and destination data. We are analyzing that in house so that when we bring a plan to you we understand where people need to go and we're supporting them in that effort to get there. To do

that we're going to have a communications plan that includes T alerts, electronic boards, flyers, the website, and twitter.

The other thing that I wanted to say is that when we look at the dates we see a very long span of time. There are three projects that are overlapping. Part of the process is understanding ridership and how it changes over the season as well as how the plan is working, how it needs to be tweaked, and then working with you to tweak it for the long term. I don't want you to work under the assumption that we develop a plan and then we just leave it in place. That is not the case. We're receptive to what ridership looks like, what is working, what isn't working and then we'll work to make changes according to the work that we do in collaboration with you.

Tonight I wanted to introduce myself. I wanted to commit to working with the community in any way, shape or form that I can. I wanted to commit to putting a draft plan together with recommendations to share with the City Council next week. I also wanted to commit to coming back mid-March for the Tobin Bridge Project, and then again in spring for the North Washington Street Bridge Project. My main hope for this conversation is to let you know that I am here, I want to work to make Bus Route 111 better and I want to work with you to make sure people get where they need to go throughout this process.

**Q: Joe Perlatonda:** This is all great, but what are we doing with Bus Route 111 now? We can't wait for construction to start. There has been a problem with Bus Route 111 for a long time and no one has listened to our concerns. Why would they listen now? Can we add more buses? Can we do something to get the people in and out quicker? For the people traveling between Haymarket Square and Chelsea, you wait and there is no one else around and then all of a sudden people are lined up to Market Basket waiting for the bus. Now you can't get on that bus, you have to wait for three more buses to come. There should be consecutive buses constantly. The Silver Line has articulated buses that take a ton of people. We get one and you have to wait 20 minutes, maybe longer, for another bus. What are we doing about it now? I can't wait to get this done. I don't take Bus Route 111 now. I take the commuter rail because I don't want to wait for the bus. But if something is wrong with the commuter rail, I have to wait for an hour to catch the bus. Something needs to be done now. The speech was great, I loved it. But what are you doing for us?

**Q: Calvin Brown:** If I could add on to that, you said that 46% of the folks that catch Bus Route 111 eventually transfer to the Orange and Blue Lines. Can you tell us how many buses during those peak hours are actually on the road so we can find out if we have enough buses?

**A: Jessica Casey:** I can follow up with that.

**C: Judith García:** One of my concerns is that you mentioned that you expect to have some experience with the impacts in May but it doesn't sound like there is a plan that has been established. We have 60 days to create a draft with a plan. How much time are we going to spend educating the riders of the impacts and what to do and what to expect? I think that is my biggest concern. I appreciate that you are planning on using innovative methods but we're have a tight time frame to not only figure out and have your team commit to a plan, but also inform the riders.

**A: Jessica Casey:** Thank you.

**C: Damali Vidot:** I have some comments but I want to make sure that you have completed your presentation.

**A: Jessica Casey:** I think that the next slide is very valid to what we are discussing.

There are a lot of things that we need to be doing between now and May. These are safety oriented projects, they have to be done. The second thing is we have three projects, the Tobin Bridge, the Chelsea Viaduct, and the North Washington Street Bridge, that need to be addressed in the conversation. What this slide is meant to do is show how these three projects are necessary to the safety of the local communities.

The North Washington Street Bridge actually has lane closures already. We're not able to use the North Washington Street Bridge like we should. We're working to implement dedicated bus lanes on that bridge so by the end of this they'll be additional lanes that will provide space for buses and increased safety. I realize that is not a fix between now and May but I wanted you to know we're eager to have this work done along with you folks because this is going to help us move the buses the way that we need to.

**C: Joe Perlatonda:** All of this stuff has been going on for years. It's the same thing with the Tobin Bridge. We wait until it's not functional, we take the band aid off and now we have to fix it. Why wasn't it fixed a long time ago? The MBTA has no problem raising fares all the time, but they don't want to give people the service. We need new buses. We need new trains. The system is archaic. I wish I had started with the MBTA when I was 18 years old. I'd have a beautiful

pension right now because everyone at the MBTA is making a lot of money. I'm not making a lot of money. But the fares keep going up and we don't get the service. Something needs to be done. Do we need a private service to come in and take over the MBTA? Because obviously you people are just not doing a good enough job.

**C: Joe Pavaio:** We're getting off topic. We're here tonight to talk about the projects and the impacts globally on Bus Route 111. As part of that discussion we are attacking this in two ways. We are going to look at each project and examine what is happening at any given time over the next few years. We are going to work with the MBTA, the City Council and the public to mitigate that. And we're going to mitigate the impact from each of the ramp closures. When they happen we're going to provide adequate notice to that public so that they know what's happening ahead of time. As Jessica mentioned earlier, those exact dates will only be determined once we have a contractor on board. They have to submit their construction schedule and we have to approve it at our District office. Then we go out with the public campaign to notify the community that this is coming well in advance.

It doesn't stop here with us during design. It happens during construction for each of these projects as they progress. Some of the projects overlap, some of them don't. The Tobin Bridge Deck Rehabilitation Project will be essentially complete by the time we begin work on the Chelsea Viaduct. There will be impacts. When the North Washington Street Bridge Project begins that is going to create an impact and we're prepared to talk about how we are going to address that. But until we know the exact times, we can't just go to an immediate solution. We know that's what everyone would like to see, including us.

The second piece of this is how we're looking at the overall bus operations globally. This takes us a little outside of the individual projects. We need to look at what the MBTA is working on with the communities to improve overall bus service, whether it is adding buses, drivers, or changing routes. There are a whole bunch of points that need to be discussed.

Whether we have done this in the past or not, maybe we haven't been great about it, we're committing now to doing that and moving forward. You're going to see us as often as you want to see us to talk about these issues. That's our commitment. That's Jessica's commitment. We're here. We're not going away. We'll be here during construction and we'll meet as often as we have to in order to address the City's concerns.



**C: Damali Vidot:** Thank you for coming and for the presentation. I've been very disappointed. I promised Donny Dailey that we would be civil. I am glad that we are having this conversation. I have to be honest, I am grateful that the project managers took the community's needs and concerns such as Ramp A and the snow fence that isn't a sound barrier but acts like a sound barrier into consideration. I appreciate that you were listening to our community. But when I look at this presentation and it says that there will be minor impacts that's a matter of perception. We're already starting at a disadvantage. Bus Route 111 is already hugely underserved. So while for some these might be minor impacts, in Chelsea they will be major impacts. That fact is, and we spoke about this when we met privately, that yes, there are three separate projects going on. But to the end user there is one big, massive project screwing us over.

I want to make sure that we are being heard with respect to how the cumulative impacts of all of these projects are going to impact our 40,000 residents, 12,000 that use Bus Route 111 every day who just want to get to work. It wasn't until the community spoke up that the MBTA was included in these conversations. And while I commend you, Ms. Casey, for the fact that you're here, nobody was talking about Bus Route 111 and how we are going to mitigate these issues before the community spoke up. There was just the announcement that you were going to close Ramp A. So while I appreciate that you're here, you should have been included in these conversations to begin with.

While we're only talking about the Chelsea Viaduct Project, everything else combined is affecting us in a huge way. I hate to say it, but I don't think this would happen in a community like Newton. So I want to be sure that we are considering the many people that are riding this bus.

Joe, you've done an amazing job listening to us. I agree that you have done a great job in mitigating with respect to your project. But when you look at the overall project, the combination of the Chelsea Viaduct, the Tobin Bridge and the North Washington Street Bridge Projects, in the end we're getting screwed. I just want to make sure that these conversations that you are committing to in front of our residents and in front of the council focus on our needs. I want free fares on Bus Route 111 for the duration of the project to mitigate the huge impact that it is going to have on our residents. We're talking about at least an extra 40 minutes on the trip into Boston on Bus Route 111 between all of the projects going on.

We discussed possibly diverting Bus Route 111 through East Boston but that won't work. I want to make sure that the lines of communication will continue to remain open and that our needs are being heard.

**A: Jessica Casey:** I am here tonight to commit to you that your needs are being heard. I will be here throughout the duration of this. It won't always be Joe standing here with me. It might be the different project managers for the different projects. You guys are going to see me a lot over the next several months, absolutely. Dave is here as well. I also have the Service Planning Team. Depending on the conversation and where we are in the conversation, it will probably be a different group of people. But I will be the common denominator. I am committing to that.

**C: Joe Pavao:** You mentioned how we treat communities and I want to be very clear. It doesn't matter where the project is. MassDOT goes out to engage the community. We do Public Information Meetings, we do Public Information Hearings. The reason this is getting this much attention is to the credit of the residents in this community bringing these issues up. When I started this project Jessica Casey wasn't here because I didn't think Bus Route 111 was a problem. I didn't know the area. Had I known that, we would have done this much earlier.

As far as us meeting here tonight, the mitigation that we talked about, that's all because of the interaction with the community whether it's GreenRoots, the Chelsea Collaborative, the City Council or the general public. It can happen in any community. It doesn't matter if it's Chelsea or Newton. If they come out and fight for something, we do listen.

**C: Damali Vidot:** That historically hasn't been the case.

**A: Joe Pavao:** I am not going to disagree with you there.

**Q: Roseann Bongiovanni:** May I say something?

**A: Joe Pavao:** Sure.

**C: Damali Vidot:** Rosie I can't allow it, we said no public input.

**C: Roseann Bongiovanni:** People are hearing what you're saying and they are getting extremely frustrated.

**C: Damali Vidot:** I get it, Rosie, but I have to let the Councilors speak. Councilor Lopez?

- C: Enio Lopez:** You mentioned that if it weren't for the people who fought for this, we wouldn't get this attention. But the people were not included in it. It was just the City Manager. Even the City Council didn't know about this. I'm glad that the people of Chelsea fought for this, but I'm pretty upset that the community wasn't included.
- C: Donny Dailey:** We have held Public Information Meetings and the residents were invited to them.
- C: Enio Lopez:** I want to see if you are willing to work to give us free rides from Chelsea to Boston for all of us who work in Boston.
- A: Mark Kolonoski:** I would like to respond to that first point. The design schedule for this project was incredibly accelerated and we came out to the public as quickly as possible. We had our first Public Information Meeting on November 8 and we have not stopped. We haven't taken this lightly. We have not taken your concerns lightly. We keep coming back. The fact that we have the MBTA here should make it evident that we take this very seriously. We're going to continue to engage. I want to go on the record by saying that the reason we have not done this sooner is because of the schedule of design. We have done as much as we could at this point and we will continue to move forward and work with the same amount of efficiencies
- A: Joe Pavao:** It will continue throughout construction also. We'll be coming out when the contractor takes ownership of each individual project. Any time there is a traffic shift, a ramp closure, anything, the contractor will be required to come out with our District office whether it's through a public meeting or public notifications. We are going to keep everyone involved.
- Q: Roy Avellaneda:** When is the expected opening date for the Silver Line?
- A: Joe Pavao:** I think it is April 21.
- A: Jessica Casey:** We're working on confirming that date. I've been tasked with leading the roll out of Silver Line III between now and the April kickoff. We are looking at a date at the end of April. As soon as I am able to confirm that I will. That is likely to be confirmed next week. When I do reach out to follow up on this meeting, I will be able to give you a date.
- Q: Roy Avellaneda:** You mentioned data that you have collected to figure out who is getting on Bus Route 111 and where they are getting off. Has this data been used to predict what impact

the Silver Line would have on usage of Bus Route 111 and if this is going to decrease usage of Bus Route 111?

**A: Jessica Casey:** Yes. I don't have those numbers here with me but we did look at that as part of the assessment for the Silver Line III. I would be happy to follow up with that information as well.

**Q: Roy Avellaneda:** I'm curious to see what your prediction is in regards to the reduction of the 12,000 daily users on Bus Route 111. I would like to follow up on that and ask have you done research on Bus Route 111 users?

**A: Jessica Casey:** Yes.

**Q: Roy Avellaneda:** Does that tell you how many users are not from Chelsea that are jumping on Bus Route 111?

**A: Jessica Casey:** It would tell us how many get on at Chelsea, where people get on in different municipalities, and where the crowding is happening. Usually what we see is there is light ridership and then it gets heavier as you head inbound during the AM peak. And then the opposite is true during the PM peak. I have the crowding information as well which you probably would be interested in.

**Q: Roy Avellaneda:** What I'm talking about is when you get a CharlieCard, you use a credit card. That gives you a zip code. If I live in Melrose and I drive to Chelsea and use my CharlieCard to get on Bus Route 111 to get to Boston and then back, does that tell you that I live in Melrose?

**A: Jessica Casey:** I understand what you are saying. That would work as long as a credit card is used. I have the data on the percentage of people who use a credit card, debit card or cash. It would not be tagged on cash because that doesn't have the behind the scenes information. But I can tell what customers are using a card and that information is linked somewhere. I have not done that analysis. I do have the data on where people are getting on the bus geographically from tapping their CharlieCards.

**C: Roy Avellaneda:** I want to take it a step further. It needs to tell you where riders are coming from. Bus Route 111 is heavily used and more buses are not going to help. At this point we have

too many people riding the bus. We have to use other routes to bring down the numbers of Bus Route 111. That's what has to happen.

**C: Jessica Casey:** That's why I wanted to add the bullet point in the presentation on addressing Bus Route 111. In addition to addressing Bus Route 111, we also need to understand where people get on and off, where they transfer and what their route looks like. If we're able to divert people off of Bus Route 111 because now we understand the way that they travel, that alleviates the pressure on the route, which will help reduce dwell time and increase reliability. All of these triggers are related to one another. That is specifically why I wanted to look at that.

In addition to that, over the construction period of all of these projects and the mitigation that we put in place, we see what is working even more than Bus Route 111 today and how we can implement those factors permanently. I think we're going to learn a lot. This conversation is forcing us to look at how people travel. It's expediting the conversation. Right now we're looking at all of the routes but I have to look at Bus Route 111 way sooner than others because we're having this conversation today.

**Q: Judith García:** Jessica, how many buses serve Bus Route 111?

**Q: Jessica Casey:** Dave, do you know how many?

**A: Dave Carney:** Somewhere around 16 or 17 buses.

**Q: Judith García:** I am actually a rider. I don't drive, I commute on the MBTA. Once you're at Haymarket during the peak hours there are easily 100 to 150 people waiting for the bus. Clearly we do need to increase the number of buses. I don't know if that's feasible. I don't know if that's part of your plan, but that should be a conversation that we have. Is that 16 to 17 buses total? I know that there are two routes.

**A: Dave Carney:** I think it's a little more than that. We'll get you the number.

**Q: Calvin Brown:** I have a question for you, Joe. I spoke with the District Councilor on Admiral's Hill. There are some concerns about the noise and the pollution coming from the Bridge. Would you give us your understanding on the negative impacts that would have on the residents during construction?

**A: Joe Pavao:** We have a lot of experience working on projects within communities. We worked on the Casey Arborway Project. Nate from our Public Involvement team worked on it and lives right there. We were also involved in the Fore River Bridge which is a vertical lift bridge in Quincy and we were very close to residences for that project. We're taking lessons learned from those projects. We are taking the most stringent noise, dust, and lead paint specifications that we have and we're applying them to this project. In addition, we are requiring that the contractor hire an independent lead monitor that we will pay for and oversee to ensure that the contractor is abiding by those specifications.

**Q: Calvin Brown:** Are there any specifications on what hours the contractor will be allowed to work? The residents are concerned about this. Is there anything that they should be aware of?

**A: Joe Pavao:** The noise restrictions that we have in place, plus or minus a half hour, will be between 11 p.m. to 7 a.m. There will be night work, but it will be limited night work that will be required to stay within a certain noise level which we will be enforcing.

**A: Mark Kolonoski:** For the direct specifications we identify the noise level that cannot be exceeded by the contractor during the night time hours.

**C: Nate Cabral-Curtis:** To give you a sense of Joe's experience, he also worked on the Kenneth F. Burns Bridge in Worcester. That was directly next to the Lincoln Park Tower which is a senior housing facility. You couldn't get much closer to the bridge than that. So we understand what it is like to be operating near a vulnerable population. The same tight specifications were imposed there as we will impose here.

**Q: Calvin Brown:** Joe, are they going to use vacuum suction for the lead removal?

**A: Donny Dailey:** It's already being used. It's already being done as we speak. We used it when we painted the bridge.

**A: Joe Pavao:** None of the lead is going to escape during this project.

**A: Mark Kolonoski:** It is a negative pressure containment system so it's airtight.

**A: Joe Pavao:** Everything is properly disposed of offsite so nothing will remain in Chelsea. We have also included hazmat specifications to clean up any paint that gets chipped.

**A: Mark Kolonoski:** Any excavated materials will also be tested by a licensed professional and dealt with appropriately depending on the level of contamination. It will not stay in Chelsea.

**Q: Damali Vidot:** Councilor Bishop?

**Q: Bob Bishop:** Thank you. You answered a lot of my questions when you answered Councilor Brown's questions on the noise issue. However, I have to say that the residents that have contacted me, most of them have shared concerns about the noise. There are a lot of school-aged children living right in that area as well as parents who work probably 15 hours a day and have to get a few hours of sleep at night. I guess I am looking for more guarantees from you folks. You're talking about a quiet time between 11 p.m. and 7 a.m. but it can't be very quiet if they are using heavy equipment. Would you explain that to me more?

**A: Mark Kolonoski:** The good thing is that they aren't using heavy equipment at night. Any activities involving really heavy equipment, jack hammering, and heavy demolition are prohibited at night. It will be loud during the day.

**Q: Bob Bishop:** What's allowed at night?

**A: Mark Kolonoski:** The contractor will be allowed to work with hand tools, trucks, and removing materials from the site. But there will be no demolition activities.

**A: Joe Pavao:** As I mentioned earlier there will be a 24 hour hotline so if at any time a resident is experiencing what they think is excessive noise, they can call that hot line and they will receive an immediate response from our District.

**Q: Bob Bishop:** What is that number?

**A: Joe Pavao:** That will be established once we have the contract in place with the contractor.

**Q: Bob Bishop:** So there will be a number for the residents to call?

**A: Joe Pavao:** Yes and that 24/7 service will be available in English and Spanish.

**C: Mark Kolonoski:** The way that this project is anticipated to be staged right now is that the contractor will only be in the same spot for a night or two and then they will move on to next span on the bridge. They are not going to be working right outside of someone's window for months at a time. They will be doing the work and then moving on. This is a construction operation. There will be some inconveniences, but that is the way the schedule is set up.

**Q: Bob Bishop:** Once the project has started and work has commenced, are you folks gone?

**A: Joe Pavao:** The project gets handed off to our District construction office. There will be a Resident Engineer assigned so there will be MassDOT staff on the project. The Silver Line was my project and I am still involved in it behind the scenes. I am not out on site but when there are complaints, I get involved.

**C: Bob Bishop:** My point is that you're giving us all of these guarantees but when they need to be fulfilled you're already going to be on the next project.

**A: Mark Kolonoski:** I will be here.

**A: Jessica Casey:** I will be here.

**A: Nate Cabral-Curtis:** We'll be available.

**C: Tom Ambrosino:** They are here and they are going to be answerable until this project is finished, as well as after it is done.

**C: Bob Bishop:** That's what I want to know.

**C: Joe Pavao:** I will personally come to the meetings.

**C: Nate Cabral-Curtis:** Councilor, I have an example to give you some reassurance. I live in the middle of the Casey Arborway Project. I was with that from design in 2010 all the way through to construction which is wrapping up this year. Sometimes the choice is made to roll the Public Involvement Specialist over as well. There is the possibility that the job's filing cabinet would remain in place, so all the promises made, etc. would be remembered.



To put in a plug for those noise specifications that Joe was talking about, at the same time they were demolishing the overpass my wife and I were bringing our newborn son home. He was able to sleep and we were able to sleep in as much as he let us, but it wasn't the job that kept us awake.

**C: Joe Pavao:** The other thing to keep in mind is if the contractor gets a complaint when they are doing something noisy or when they are doing something that they shouldn't be doing, they will be stopped. They will have to propose a different method which may involve the same tools but they may be required to put up a noise curtain to contain the area. There are things that the contractor can do. We set the limits as to what they have to comply with and they have to tell us how they are going to do it.

**C: Mark Kolonoski:** They will be required to have an acoustical engineer on site and the project contractor will be monitored to make sure that all work is in compliance with the noise mitigation plan. It is very much thought about and considered.

**Q: Giovanni Recupero:** Are you going to put up electronic billboards on the buses?

**A: Joe Pavao:** Yes. That's why we keep the public involvement team. The team that you see here continues right through construction. As Jessica and I mentioned earlier, once we have a contractor and they establish and submit a baseline schedule, we review it. Once it is reviewed we immediately start a public outreach program because now we know when construction is going to start and what that will involve. The first step is we notify the public and the City Council to let you know when we're going to get started and what is going to happen. If it impacts the MBTA, we're going to get the MBTA involved and we will have a mitigation plan in place for that.

**Q: Giovanni Recupero:** Are these alerts going to be in Spanish and in English?

**A: Joe Pavao:** Yes. And we don't just notify local communities. We'll be reaching out to the North Shore.

**Q: Giovanni Recupero:** Are you going to put billboards up around our city?

**A: Joe Pavao:** Yes. We'll also be utilizing social media and EZ pass notifications. We are going to do every type of public outreach that we can.

**Q: Roy Avellaneda:** Tom, you said the City Council has sent a request for mitigation to the highway director and they met their needs. Am I to assume that everything in the original letter is still a part of the package? Is there anything missing or has anything been taken off of the table?

**A: Tom Ambrosino:** That was the City's demand. There were some negotiations. I can give you one example that isn't included because it was negotiated as part of retaining a ramp and that was doing some reconfiguration at Everett Avenue. We wanted MassDOT to do that but they said that one consideration of spending \$4 million on this ramp is they can't do that work and we said that was a fair compromise. For the most part, I would say 80 percent of what we requested in that November letter has been met. That includes the study of the pedestrian walkway, additional money for crossing guards, paving and reconfiguring the two city lots on Chestnut Street and Everett Avenue and repaving the Fourth Street off ramp and replacing those barriers.

**Q: Roy Avellaneda:** What about the Route 1 Corridor Enhancement Program?

**A: Tom Ambrosino:** That is part of that \$800,000 that will be implemented by the City of Chelsea.

**C: Joe Pavao:** This was not meant to be all inclusive. I was trying to catch the main points.

**Q: Judith García:** May we receive a written statement of everything that Tom just mentioned?

**A: Joe Pavao:** Yes I do have an agreement drafted that I can provide to Tom. I think he may have the latest but I will provide another copy. Some of the smaller items, for example the request for crossing guards, aren't in the agreement because that's already in our contract. I left the main points in the document.

**C: Damali Vidot:** If you could leave your business cards to include in the file and then we'll photocopy them and we'll put them on Facebook – just kidding. If you could give us your information we will add it to the record.

**A: Joe Pavao:** I will email all of my information to you.

**C: Damali Vidot:** Secondly please send the information that was discussed earlier with Council Avellaneda to the entire City Council. I also wanted to talk about the art.

- C: Joe Pavao:** These boards that we have were presented at the last meeting. We would like to get some feedback. There are a lot of columns under the Chelsea Viaduct and that provides us plenty of opportunity to create some sort of public art. We would like to leave them in a manner that gives the city the flexibility to do something with them.
- C: Mark Kolonoski:** One of the things we discussed last week was figuring out the process of determining which one of these options would be selected. Was it coordination between the contractor and the city? Because the weight of these options are different, the amount of concrete would be different. So we would like to have a decision before the contractor comes on. I think we may need to re-engage the discussion about how this choice will be made.
- C: Damali Vidot:** I think another public hearing might be a good idea so that they can be discussed.
- C: Joe Pavao:** We're going to have another Public Information Meeting. We could also put these options in the plans and have the contractor bid the most expensive of the three. We would carry that and then require that the contractor come out and meet with the community and the City Council to make the decision.
- C: Damali Vidot:** That is a good idea.
- C: Nate Cabral-Curtis:** Joe, to get more input on these we could make another set to leave with the Council in a location of their choosing. Then people could put post it notes on their choice.
- A: Joe Pavao:** I just donated the boards right now.
- C: Mark Kolonoski:** These options were put together over the course of a few days by a bunch of engineers, but any of these elements can be combined.
- Q: Damali Vidot:** Would that be interchangeable?
- A: Mark Kolonoski:** Yes, this is interchangeable. The columns can also be repainted so if high school students wanted to go out and paint it as part of a project that could be an option.

**Q: Joe Perlatonda:** Joe, other than the paint on the columns, how much painting will be going on underneath the bridge?

**A: Joe Pavao:** All the steel is getting replaced.

**Q: Joe Perlatonda:** All the steel will be painted after it is replaced, correct?

**A: Joe Pavao:** No, this is all new. These will all be completely replaced.

**Q: Joe Perlatonda:** Will they be repainted after they are replaced?

**A: Joe Pavao:** Yes, they are going to be repainted the same color as the Tobin.

**Q: Joe Perlatonda:** How long will the paint last before it has to be repainted?

**A: Joe Pavao:** We will be installing all new steel so the paint will last a lot longer. It doesn't mean that once we come in and do this that we won't come back again. You've seen MassDOT out here way more often than you want to.

Initially when we looked at this project, we just wanted to replace the deck, and clean and paint all of the existing steel. That's a 25 year solution with a lot of maintenance in between. We took it a step further. If we replace the entire structure the impact is almost the same in terms of construction because replacing the entire structure allows us to go in with pre-fabricated bridge units (PBUs) and drop them in like Lego blocks. If we're just doing the deck itself, we're out there with jackhammers removing chunks of concrete and steel and pouring everything cast-in-place.

What we're doing is more expensive, almost double the cost, but we'll get 75 years out of this structure with regular maintenance. That means every 15 to 25 years we will come out and do spot repairs. That's probably one of the reasons why the structure is like this. With all of the infrastructure that the state has, we haven't had the funds to keep up with maintenance work the way that we should. When we do these projects, we want to stay on them. We don't want to end up in this situation again.

**Q: Calvin Brown:** I appreciate you being here, I am grateful that you're incorporating more of our concerns. Our community is, as our Council President said, our heart and soul. They back us up and we try to be their voice. With that said, everything that has been said tonight and I agree

with Councilor Perlatonda, has been good. But what happens when the contractor, who is not here tonight, is not as responsible?

**A: Joe Pavao:** They are going to be required to adhere to the specifications in the contract language. They're not going to be offering up any more or less than what's in the contract. My job and the job of the designer is to make sure everything that addresses the community's needs is in that contract. It is our job to enforce it.

**Q: Calvin Brown:** So just an example, it's 10:30 at night. Someone from Admiral's Hill hears a jackhammer; that's not what you said would happen. What are you going to do?

**A: Joe Pavao:** That will be stopped quickly. If you call the 24/7 hotline, that is going to go directly to our district office. They will contact someone in the field who will shut it down until that issue is resolved. We will have a noise monitor to ensure that the contractor is complying with these requirements in the contract. If the noise monitor receives levels that exceed the threshold that has been set, they will bring it up to our Resident Engineer before you even make that call.

**Q: Calvin Brown:** Would that be the same for someone up on Admiral's Hill who feels that they are inhaling or smelling something that should not be loose in the atmosphere?

**A: Joe Pavao:** That includes dust, anything like that. You can call that hotline for any issues.

**Q: Damali Vidot:** Are there any other final comments, Councilors?

**Q: Joe Perlatonda:** I have one minor question. I don't know how many construction workers, trucks are cars that will be involved with the project. What about the parking situation?

**A: Joe Pavao:** That is a great question. Contractor's employees will not be allowed to park on city streets. They'll have to park off site. They can use public transportation.

**C: Damali Vidot:** Let's hope they aren't taking Bus Route 111.

**C: Calvin Brown:** This is a serious question because in reality you are going to need trucks here.

**A: Joe Pavao:** They'll have designated work areas. They will tell us what they need for staging for their equipment and trucks. If people are coming in and parking in resident spots, or in the

parking lots underneath that are reserved for other purposes, we want to know that. We will put a stop to that.

**Q: Calvin Brown:** What about overnight heavy equipment?

**A: Mark Kolonoski:** As the design team it would be far easier to put the crane somewhere offsite in a parking lot close by and then when that crane comes back into use, it's close. We're not allowing that. The design is being advanced to where the crane will have to be erected and then taken down every night and taken off site to another location to keep that heavy equipment off of city streets and off of the parking lots.

**A: Joe Pavao:** The only place that they will be allowed to store equipment will be within designated work areas which will be surrounded with barriers and fenced in with locked gates.

**C: Calvin Brown:** That's different because most, if not all, construction sites I've seen here always have heavy equipment in the area overnight.

**C: Mark Kolonoski:** That's not to say there won't be a dump truck parked somewhere in a pre-approved lot.

**C: Calvin Brown:** I am talking about public streets.

**C: Joe Pavao:** If that happens, we need to know about that.

**Q: Joe Perlatonda:** Joe, will MassDOT fix any damage done by this heavy equipment that will be brought in?

**A: Joe Pavao:** If the contractor damages the road as a result of the heavy equipment they will be responsible for fixing it. If there is any heavy trucking required they will have to get approval of the routes because we need to make sure that any bridges they go over can handle the weight as well as any bridge they go under has to have the available clearance. We also need to make sure they aren't going down any residential streets. If there is a trucking route, the contractor is going to propose it to MassDOT and that will have to be approved ahead of time. My guess is with this work everything will be happening on Route 1 and they are going to be using ramps like Ramp A when it is closed during Phase 1 for access. There shouldn't be heavy trucks coming through

residential streets. We need help with monitoring this. If someone sees that, we need to know about it.

**Q: Damali Vidot:** I think we're done. I would like to once again say thank you for coming out. I really appreciate you listening to what we have to say. Mr. Ambrosino, did you have anything else you would like to say?

**A: Tom Ambrosino:** No.

**C: Damali Vidot:** Okay, thank you for listening to the needs of our community and going back to the drawing board and coming back with something that is a little easier for us to swallow. I hope you continue to advocate for us for fare mitigation on Bus Route 111. And I appreciate Donny making the link to the MBTA. Thank you, Jessica Casey, for being here today. I hope we can continue to work cohesively together as long as we can continue to consider the needs of our residents.

**C: Joe Pavao:** Thank you very much.

## Next Steps

The Project Team will meet with the business community on March 19, 2018. Another Public Information Meeting will occur on April 5, 2018, to update the community on the design changes and project progress since the 25% Design Public Hearing.

# Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
David	Acevedo	
Tom	Ambrosino	City of Chelsea
Kate	Andrews	Howard Stein Hudson
Roy	Avellaneda	Chelsea City Council
Stephanie	Alverado	
Bob	Bishop	Chelsea City Council
Calvin	Brown	Chelsea City Council
Nate	Cabral-Curtis	Howard Stein Hudson
Dave	Carney	MBTA
Jessica	Casey	MBTA
Paul	Casino	City Council Clerk
Donny	Dailey	MassDOT
Lorraine	Freine	
Judith	García	Chelsea City Council
Paula	Garrity	
Maura	Garrity	
Lucía	Henríquez	
Mark	Kolonoski	MassDOT
Brendan	Lazo	
Enio	Lopez	Chelsea City Council
Sharlene	McLean	
Joe	Pavao	MassDOT
Joe	Perlatonda	Chelsea City Council
Ben	Rafati	MassDOT District 6
Giovanni	Recupero	Chelsea City Council
Mike	Sandoyal	
Lisa	Santagate	
Luis	Tejada	Chelsea City Council



First Name	Last Name	Affiliation
Alex	Train	
Michael	Trepanier	MassDOT
Damali	Vidot	Chelsea City Council