



DESIGN PUBLIC HEARING

WEDNESDAY, JANUARY 24, 2018 AT 6:30 P.M.

AT

CHELSEA CITY HALL
CITY COUNCIL CHAMBER
500 BROADWAY
CHELSEA, MA 02150

FOR THE PROPOSED

ROUTE 1 VIADUCT REHABILITATION PROJECT
Bridges: C-09-007 & C-09-011
Project No.: 605287

IN CHELSEA, MASSACHUSETTS

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

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Alex Siu, P.E., PTOE,
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Donald Cooke, Managing Director,
VHB
Nathaniel Cabral-Curtis, Public Involvement Specialist,
Howard Stein Hudson

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1 P R O C E E D I N G S

2 MODERATOR JOSEPH PAVAO: I want to
3 thank everybody for coming tonight. We've got quite a
4 crowd. So we're going to do our best to get through
5 the presentation and address everyone's comments
6 tonight.

7 My name is Joe Pavao. I work for
8 MassDOT's Bridge Project Management Section.

9 If you didn't sign in tonight, I just
10 want to remind everybody to please sign in on your way
11 out. So if you didn't sign in, sign in on the way out
12 tonight. We do want to have a record of everyone in
13 attendance tonight.

14 You also have handouts. On the back of
15 your handouts are comment forms. You can choose to
16 speak tonight and it will become part of the record.
17 You can also submit your comments either tonight or we
18 ask within 10 business days. You can leave it with
19 anybody here tonight on the team, and we'll make sure
20 that your comments are included as part of the record.

21 So, real quickly, I want to just
22 introduce some of the speakers. We have Ali Tali --
23 if you could just raise your hand when I say your name
24 -- Mark Kolonoski, both with HNTB. Alex Siu with

1 HNTB. And we have Don Cooke with VHB. These are
2 going to be the presenters tonight along with myself.
3 We also have many other staff that have been helping
4 put this together over the last several months leading
5 up to tonight's meeting that are here to answer
6 questions as we go through the process.

7 We also have a transcript of tonight's
8 hearing. We have David Fraser, who is with Arlington
9 Typing and Mailing. He's going to be taking a
10 verbatim transcript of tonight's meeting.

11 The purpose of tonight's meeting is to
12 go over our project. We're going to do a presentation
13 the project. This is your opportunity to officially
14 submit your comments, concerns, criticisms. We're
15 here to listen to you. So this is your opportunity to
16 speak.

17 We did do extensive public outreach on
18 this project, and we did advertising for tonight's
19 meeting. I'm not going to go through the whole list
20 because it's quite extensive. But I do have it, and
21 I'm going to provide it to Arlington Typing and
22 Mailing, to David, to include as part of the
23 transcript after tonight's hearing.

24 The transcript will be made available

1 on DOT's website. It's going to take a few weeks
2 because they have to go through it, provide it to us.
3 We review it. Once that's complete, it will be on the
4 DOT website in both English and Spanish.

5 Although this is the official 25
6 percent hearing, we're not done with public outreach.
7 We anticipate further meetings with local community
8 groups. We have extensive outreach that we still need
9 to do with local businesses, which we intend to do
10 following this meeting. We also want to come back
11 again as we finalize the plans with a public
12 information meeting to let you know how we've
13 addressed your comments and how we're moving forward
14 with the project.

15 In addition -- this has been asked
16 quite often in previous meetings -- we will have a 24-
17 hour hotline during construction. And that will be
18 both in Spanish and English to answer questions
19 throughout this entire process of construction.

20 Before we start, I just want to go over
21 a few of the project facts. And the design team is
22 going to get into a lot of details on the project.

23 This project is a full superstructure
24 replacement with some major rehabilitation of all of

1 the columns that you see in the parking lots
2 underneath.

3 The project extends just north of the
4 Carter Street on- and off-ramps, and it extends all
5 the way up to the Tobin Bridge.

6 The current cost is approximately \$110
7 million. We expect that this is going to increase as
8 the final design is complete as projects of this
9 magnitude and nature typically do.

10 This project is federally funded at 80
11 percent, and the state will be picking up the
12 remaining 20 percent.

13 As far as schedule, we anticipate
14 completing the design over the next few months and
15 advertising the project in late March, early April.
16 The reason for that is we need to procure a contractor
17 and issue construction notice to proceed by the fall
18 of 2018.

19 We anticipate final completion of the
20 project -- and we'll go through the schedule in detail
21 - to be late 2020, early 2021, to be 100 percent done
22 with the project.

23 Typically, for all public hearings, we
24 go through a right of way script. We do not have any

1 right of way takings on this project. We're doing
2 everything within the state layout. So, there's no
3 temporary impacts. There's no permanent takings. So,
4 the right of way script, I'm going to provide it and
5 we will include it in the transcript.

6 I'm going to turn it over to Ali Tali
7 to do a presentation on the project. I would ask that
8 everybody please hold their questions until we get
9 through the presentation. Everybody will have an
10 opportunity to speak tonight.

11 ALI TALI: Thanks, Joe. Thanks,
12 everybody for coming tonight. We look forward to
13 hearing your feedback on the project.

14 What our team is going to do tonight is
15 that we're going to discuss the details of the project
16 as to what we're doing, why it is we're doing it, how
17 we're doing it, and when we're doing it.

18 We will also talk about the anticipated
19 impacts of this project on the local community and the
20 traveling public. And we will also discuss the
21 environmental review process as well as the public
22 outreach plan and process. At the end, we will open
23 it up to questions, as Joe mentioned. Please hold
24 your questions until we get through the presentation.

1 The project team consists of MassDOT
2 Highway Division, who is the proponent of the project;
3 Federal Highway Administration, who is participating
4 in funding of the project as well as exercising
5 oversight of the project; the design team -- we have a
6 very robust design team consisting of HNTB as the lead
7 designer as well as a number of design consultants,
8 sub-consultants, including Howard Stein Hudson, CME,
9 VHB, and Green International.

10 We're also coordinating our project
11 with both the City of Chelsea as well as the MBTA, as
12 well as a number of other agencies.

13 The limits of the project, as Joe
14 mentioned, start at the southern end just north of the
15 4th Street Bridge at 4th Street and continues all the
16 way to north of the high school and Carter Street. It
17 consists of two structure sections. We call them the
18 south viaduct and north viaduct. They're separated by
19 an at-grade section in between. The southern section
20 extends over the railroad commuter rail. It also --
21 the structures include two ramps that's shown in
22 orange here at Carter Street and a ramp at Arlington
23 Street. These are both ramps on the southbound side.
24 The one at Arlington Street is an on-ramp. The one at

1 Carter Street is an off-ramp. We also have two at-
2 grade ramps at 6th Street and Carter.

3 This is a bird's eye view of the
4 project, the project limits, including the ramps.

5 Now, Chelsea viaduct is a major
6 component of the transportation infrastructure in the
7 greater Boston area. It is a designated evacuation
8 route. It carries over 63,000 vehicles per day. It
9 carries Route 1 through Chelsea. As I said, there are
10 two viaduct structure sections, the southern one,
11 2,000 feet, and the northern one, about 1,000 feet.
12 And it carries the MBTA Bus 111.

13 Anybody who has walked under the
14 structure has noticed that it has significant
15 deterioration and is in need of repairs. The
16 structure is safe to carry traffic. However, because
17 of extensive rusting, paint peeling, spalling and
18 delamination of concrete, it is in need of repair.
19 And the owner of the structure, MassDOT, needs to keep
20 this in a state of good repair in order to keep it in
21 safe operating condition.

22 The goals of the project are, as I
23 mentioned, address the structurally deficient
24 conditions, these deteriorated sections.

1 We plan to advertise the project early
2 spring of 2018 in order to coordinate it with the
3 Tobin Bridge rehab project. Right now, there is
4 ongoing deck replacement of the Tobin. And, by
5 aligning this project with the Tobin, we reduce the
6 impact to both the abutters, the local community, and
7 the traveling public.

8 We're also utilizing what's called
9 accelerated bridge construction methods to reduce the
10 impacts to both the local community and the traveling
11 public.

12 We have completed the Preliminary
13 Structures Report, the Functional Design Report. We
14 have completed subsurface explorations, the survey,
15 and the 25 percent design. A Value Engineering study
16 has also been completed and evaluated.

17 The approximate cost is about \$110
18 million.

19 As I mentioned, we are right now at the
20 Design Public Hearing phase in January. The next step
21 will be to move into final design and complete that in
22 February of 2018 and prepare a bid package in March of
23 2018 to allow for bidders to bid on the job and award
24 it in order to be able to align this project with the

1 Tobin.

2 The public outreach efforts will
3 continue through the design and construction of the
4 project, as Joe mentioned. Public outreach to date,
5 I'll just touch upon a few major ones. We've had a
6 public information meeting, an open house. We've held
7 an open house. We've met with Chelsea Collaborative
8 organization. We've met with Chelsea GreenRoots
9 organization. We've had an all Spanish public
10 information meeting. We've also had several pop-up
11 meetings and door-to-door project notifications. We
12 are still coordinating future meetings with the
13 business community as well as coordinations with the
14 City of Chelsea.

15 So, I'm going to talk a little bit
16 about the details of the work, what the work entails.

17 So, as Joe mentioned, we're replacing
18 the majority of the superstructure of the existing
19 viaduct and repairing and rehabbing what we call the
20 substructure or supporting components of the
21 structure. We will use ABC methods, accelerated
22 bridge construction methods, that I will get into more
23 detail a little later, to reduce the time it requires
24 to do this work for a majority of the viaduct. There

1 are isolated locations where that method cannot be
2 used, and we will be using more conventional methods
3 to do those isolated locations. I'll talk about these
4 in more detail.

5 We'll also provide new crash-tested
6 barriers, snow fence where we can, new roadway
7 lighting on the viaduct, new bridge drainage. We will
8 also rebuild the existing parking lots under the
9 viaduct, including new drainage and new under-bridge
10 lighting. And we will be building a new parking lot
11 at Carter Street across from the high school.

12 So, these graphics show the intended
13 repairs of the substructure. The substructure is --
14 sorry -- so, the substructure is this portion of the
15 viaduct, which is up to here. It includes the column
16 and this crossbeam. The superstructure are these
17 beams that run along the viaduct across the concrete
18 deck above it.

19 What we are going to do is we are going
20 to clean up these steel columns and encase them in
21 concrete. We have displays outside that I'd like you
22 to examine more closely to look at some possible
23 alternatives for the appearance of these. We have
24 looked at several different options for these

1 encasements. Some may look better than others
2 depending on your objective preferences. Please
3 review these. And if you have any comments or
4 feedback, we would appreciate it.

5 We have also shown options that you
6 could have displays mounted on top of these
7 encasements that you could mount local art, local
8 artists' work on these encasements.

9 By rebuilding these columns and
10 encasing them in concrete, we can put in new cross
11 beams on the column encasements that will allow for
12 rapid reconstruction of the superstructure.

13 So, the accelerated bridge construction
14 method that I mentioned earlier consists of using two
15 steel beams with a precast concrete deck, all
16 fabricated in the shop and delivered to the site. So,
17 these pieces allow rapid replacement of a portion of
18 the viaduct.

19 So, this is the superstructure portion.
20 Once we have completed the repair and rehab of those
21 columns and placed those cross beams on it, this
22 allows us to come in and every night replace a portion
23 of the viaduct and complete this work that would take
24 years in a matter of nine months.

1 These graphics will kind of try to show
2 the concept. This is the existing viaduct. What we
3 will do is we will place these moveable barriers to
4 allow two lanes of traffic to be maintained during
5 regular hours, morning hours.

6 The red outline shows the section of
7 the viaduct that we will be replacing. There will be
8 quite a bit of prep work that will go into that.

9 During the evening hours, that moveable
10 barrier will be shifted to limit the traffic to one
11 lane, opens up the work area, allows for cranes to be
12 set up, and a delivery truck to come in with the
13 prefabricated units. These prefabricated -- the
14 existing section will be removed, and the
15 prefabricated unit will be placed.

16 During this time, we will have tow
17 trucks available at each end of the section that is
18 being worked on in case of breakdowns or disabled
19 vehicles to remove these quickly and allow traffic to
20 continue operating.

21 Where the work is over parking lots or
22 local roadways, we will have detours that we will talk
23 about later on. These detours would be limited to
24 weeknights for short-term periods.

1 So, once morning comes, the barrier is
2 shifted back. Two lanes of traffic is resumed, and we
3 move to the next section of the viaduct.

4 This process is completed for each lane
5 of traffic throughout the viaduct until one stage is
6 completed. Then the next -- once that stage is
7 completed, we move to the next lane and repeat the
8 process.

9 Each section, each stage, is
10 anticipated to take about two to three months. So,
11 the entire superstructure replacement using this
12 technique can be done in about nine months.

13 There are sections of the viaduct that
14 we cannot use this technique, limited sections,
15 because of geometric constraints. These are shown in
16 this light blue. Right at the start of the viaduct
17 from Tobin, the five spans just north of 4th Street, as
18 well as the span over the commuter rail.

19 For these spans, we use a more
20 conventional method, which consists of removing the
21 existing deck, repairing and cleaning the top of the
22 existing steel, and putting in prefabricated deck
23 elements, grid deck elements, to reconstruct the
24 superstructure.

1 This work is more time consuming. So,
2 we will talk about what we will do to try to expedite
3 this and reduce impact to the local community as well
4 as the traveling public.

5 The construction schedule to align it
6 with the Tobin Bridge work, we plan to advertise the
7 project in March of 2018; start the substructure
8 rehabilitation in winter of 2019 and continue it and
9 complete it by winter of 2020.

10 Superstructure work, using that
11 accelerated method, will start in spring of 2020 and
12 will complete by fall of 2020.

13 In spring of 2021, we will complete the
14 final paving and punch list of the work. And, spring
15 of 2021, the project will be completed.

16 As Joe mentioned, the public outreach
17 process, and the hotline, and continued support of
18 feedback from the community will continue through the
19 construction.

20 The traffic impacts during construction
21 are twofold. For the substructure work, we will have
22 practically no impact to Route 1 traffic during peak
23 travel times.

24 Spring to fall of 2020, both northbound

1 and southbound will have impact to traffic as follows:
2 The southbound traffic will be reduced from three
3 lanes to two lanes. The northbound, the Tobin work,
4 two lanes zone of work will be extended through our
5 project. The northbound and southbound will go to one
6 lane of traffic at night for that ABC construction,
7 for the accelerated bridge construction methods that
8 we discussed. During that time, we will have interim
9 ramp closures with local detours, and we will have
10 interim parking impacts when there's work over those
11 parking areas.

12 We will also have weekend lane
13 reductions for 12 weekends in order to construct those
14 limited sections of the viaduct that I mentioned where
15 we cannot use accelerated methods, that we use more
16 conventional methods. I'll talk about that in more
17 detail.

18 These sections where we are using more
19 conventional methods, MassDOT has recognized that
20 there will be more impact to the local community
21 because of this type of construction. So, to minimize
22 that, we have identified 12 weekends in 2020 that we
23 will go to one lane of traffic during the weekend so
24 that we can reconstruct that portion of the deck in an

1 accelerated method, get a lot of the work done over
2 the weekend, and reduce the amount of impact from nine
3 months of continuous nightly work to 12 weekends.

4 So, as I mentioned, this work will
5 replace nine months of nightly work in these areas to
6 12 weekends.

7 Don is going to talk about some of the
8 traffic evaluations we've done for the project.

9 DON COOKE: Thanks, Ali.

10 Good evening. I'm going to take a step
11 back just for a minute and talk a little bit more
12 about the bigger picture, sort of the regional
13 picture. I'm talking really most specifically to
14 those nine months in 2020 when you'll see lane
15 closures on Route 1 up above during the day.

16 Alex and some of the HNTB folks will be
17 getting up after I'm done and talking more about some
18 of the more localized things that you'll be seeing
19 down below, which for a number of people, or most of
20 the people in this audience, that may be something
21 that you are at least equally if not more concerned
22 with.

23 So, when we start thinking about a
24 project like this from a regional basis with a road

1 like Route 1, as Ali said, that carries a high volume
2 of traffic, and we're thinking about the need to take
3 a lane throughout the day, the first thing we need to
4 understand is who is using the viaduct. Now, it
5 varies from day to day. It varies from week to week
6 and month to month, but there are some general trends
7 that we were able to glean from both regional travel
8 demand models and the sort of wealth of traffic
9 information and data that we have.

10 So, what I'm showing here is just a
11 snapshot of the morning peak rush hour in terms of who
12 is using the viaduct. And it's probably not a
13 surprise to most of the people in the room here. And
14 what you're seeing is somewhere between 70 and 80
15 percent of the people on the viaduct during that
16 morning rush are starting their trip somewhere on the
17 North Shore, along the Route 1 corridor, south of 128.
18 So, that's the bulk of folks who are using the
19 viaduct.

20 Interesting enough, as we start to dive
21 into it though, there's at least a notable volume of
22 people that are both coming from the North Shore north
23 of 128, New Hampshire, Northern Mass., and also a
24 smaller piece coming down the 93 corridor that

1 ultimately ends over onto the viaduct through this
2 section that works out to be about 15 to 25 percent on
3 a typical day.

4 As I go forward, that's an important
5 number to keep track of because the further people are
6 away when they start their trip, the more options they
7 have to take alternate routes. And those are at least
8 the folks that we're initially targeting to try to get
9 them off of the viaduct so that with the reduction in
10 the lane we're not creating even more congestion along
11 the route.

12 Along Route 1 south, just for your
13 information, through this area you're carrying
14 somewhere between 3,500 and upwards, close to 4,000
15 vehicles an hour during those morning rush hours.

16 So, then the next sort of evaluation we
17 do is for that year of 2020, for those nine months
18 between spring and fall, we take that lane away during
19 the day and we want to understand what's going to
20 happen. Who is going to divert? How many of those
21 folks are going to divert? And where are they going?

22 So, we ran through that analysis. And,
23 again, I'm showing you mostly a.m. The northbound is
24 a very -- almost a mirror image. I mean, obviously,

1 if you start somewhere in the morning, you end up
2 somewhere at work, you're making that reverse trip,
3 for the most part, in the afternoon. And what we're
4 seeing when we run those analyses is we're getting
5 somewhere between 20 and 25 percent of the current
6 volume will divert to an alternate route.

7 Now, you might say you've got three
8 lanes. You're taking one away. That's a third.
9 Shouldn't that be 33 percent? But what we see in
10 projects like this is people have choices to make.
11 They're primarily making them based on the overall
12 travel time from start to finish of their trip. With
13 all the phones we have now and everything, people can
14 make those decisions even better than they used to.
15 We're not seeing that full 33 percent. We're seeing
16 somewhere between 20 and 25 percent.

17 Where we're seeing them going is all of
18 sort of the typical routes that you would expect.
19 We're seeing some of those North Shore people to stay
20 on the 1A corridor, come down and use the tunnel
21 systems to get in and out of Boston. We're seeing
22 smaller percentages using the 93 corridor, the
23 Fellsway corridor, Route 99, and Alford Street, so all
24 of the normal places that maybe even some of you use

1 as alternate routes when you hear that Route 1 is
2 congested during these peak periods. But, again, the
3 important part is we're talking 20 to 25 percent
4 diversion is what we're trying to achieve and what we
5 think we can achieve. So, we're not getting that 33
6 percent. Some folks will just decide to stick it out
7 and drive through the construction zone either because
8 they don't feel those alternate routes provide them a
9 lot of relief; a lot of those routes are also
10 congested so they're not really -- those diversions
11 are going to disperse. Not one route is taking all of
12 this diversion. But when we see that diversion take
13 place that's going to help. But I wouldn't be able to
14 stand up here, and if I did you shouldn't believe me,
15 and tell you that when we take a lane away during
16 morning and evening rush hours there's not going to be
17 some impact on the travel along Route 1 through this
18 area.

19 So, the other great thing about
20 technology -- it's not all great -- but you've seen
21 those signs that the state has been putting up about
22 how many miles or how many minutes. And there's
23 actually one southbound on Route 1 just after the
24 Route 16 off-ramp. That's all based on sensors that

1 are out tracking your Bluetooth, your phone
2 signatures, your car signatures, establishing travel
3 times. So, we are able to pull travel time
4 information between Route 16 and the Charlestown off-
5 ramps both during the morning southbound rush and the
6 evening northbound rush to get a feel for how long
7 does it take today and how much of an impact do we
8 think we're going to have when we take that lane away
9 during the 2020 construction season.

10 So, in pulling that data, we look at
11 averages, we look at minimums and maximums. So, the
12 average over those periods, to get from Route 16 down
13 to the Charlestown off-ramps, is around 15 minutes.
14 But, before you go crazy, we do realize the top graph
15 here that you see are those days when, whether it's
16 weather, or there was an accident, or there's just
17 more congestion, we're looking at anywhere -- it could
18 take 35 almost to 40 minutes to make that trip. When
19 we take the lane away in our analysis, we're seeing
20 about a 20 percent increase in that travel time. It
21 sounds like a lot. I don't like to drive any more
22 than anybody else trying to get to my destination.
23 But, on the average, where we're talking about 15
24 minutes along that trip, 20 percent adds about three

1 minutes. When we're talking about the extremes, the
2 30- to 35-minute trips, that's going to add six or
3 seven more minutes. So, that's just for context for
4 you to thinking about what you might be experiencing
5 driving through along the viaduct.

6 We did the same thing for the p.m.
7 Once you break through coming up out of Boston north
8 and you get across the Tobin, it's not always great,
9 but up until Route 60 a lot of times it's better, we
10 see those averages down closer to the five-minute
11 mark, with the maximums up around the 12- to 15-minute
12 mark. We think there's going to be a slight increase
13 in the percentage increase northbound during the year
14 of 2020 on about a 40 percent level. But when you're
15 talking about 40 percent on top of five minutes,
16 you're talking a couple of extra minutes. Forty
17 percent on top of the 15-minute max, you're talking
18 about another five or six minutes. So, that's sort of
19 what you can anticipate traveling along Route 1 during
20 this particular construction season.

21 Before I turn it back over to HNTB to
22 talk a little bit more about the localized impacts,
23 which, again, I'm sure many of you, if not most of
24 you, are more concerned with than somebody from New

1 Hampshire getting to Boston during this thing, is
2 there's a whole slew of things that MassDOT has been
3 putting forward in the last few years that you've seen
4 them use on projects like the Fast 14 replacement on
5 I-93 a few years ago, Callahan during the Callahan
6 Tunnel closure, Comm Ave. project this summer,
7 Springfield viaduct for those of you who get out
8 there. It's been under construction the last three
9 years. And they really help.

10 So, the first thing is really a robust
11 outreach program, making sure that all of you and
12 everyone understands what's going on, when it's going
13 on, what are your options, just making sure no one's -
14 - or trying to minimize the number of people that are
15 getting surprised by this project.

16 I'm going to talk a little more in
17 detail, but really a comprehensive police detail
18 program. We can do a lot with signs, and boards, and
19 setups, and public outreach. But, sometimes, on-the-
20 ground, day-to-day, the police, and their control of
21 traffic can do more for us than anything else.

22 Field monitoring and adjustment. Day
23 one of the implementation in 2020 of that lane closure
24 up top, MassDOT, their consultants, they will be in

1 the field monitoring. As much as we can try to
2 project what's going to happen, anything can happen.
3 And we want to be prepared for that and be prepared to
4 adjust to that.

5 I will tell you that what happens day
6 one will not be what happens day two, or day three, or
7 day four. The first few weeks is a settling out
8 period where everybody is trying different routes or
9 saying, "Hey, I'm hearing it's not so bad." So, we
10 have to be prepared to make those adjustments on the
11 fly on a day-to-day basis. And, to Joe's point,
12 that's where that hotline becomes very important.
13 Getting the real information from the traveling and
14 motoring public as to what's happening can help us
15 adjust better.

16 Real-time traffic management system,
17 that's a fancy way for those boards, not only the
18 permanent ones but the temporary ones that warn you of
19 the construction and give you an idea of the travel
20 time, so many miles, so many minutes. And, again,
21 that system will be extending out to and beyond 128 so
22 that we can try to capture those people that have
23 longer trips, and inform them, and help them make
24 better decisions about where they're trying to get.

1 The HNTB folks will talk a little bit
2 more about the local detour plans that will be
3 associated with some of their short-time ramp closures
4 and other things that they're doing down below.

5 Signal corridor and optimization, we're
6 doing the best we can with traffic signals to make
7 sure they're timed properly for the anticipated
8 increase in volume along certain corridors that we
9 expect.

10 Incident response operation, that's a
11 really fancy way of saying tow trucks. You know,
12 lately, and Ali had mentioned to it, there will be a
13 very strong requirement in this contract that the
14 contractor will be required to have multiple towing
15 apparatus at the ready with a certain minimum amount
16 of response time so that in any kind of breakdowns, or
17 accidents, or anything, we get those vehicles cleared
18 as quickly as possible.

19 And then the last thing is, obviously,
20 there's other projects that will be happening in this
21 area, in this region. We just have to make sure we're
22 being smart how we're coordinating with those
23 projects.

24 So, the last thing I thought I'd just

1 touch on quickly is the police detail deployment.
2 This is a very initial thought. You probably all have
3 many thoughts and comments for tonight. The one thing
4 we would really like to get is if you think there is a
5 particular route or intersection locally here that's
6 of concern to you during this project, mention it
7 tonight so we can get it on our list and we can make
8 sure that we've got the right police detail coverage
9 starting day one when we implement the closures up
10 above in 2020.

11 So, with that, I'll turn it over to
12 Alex to take you through some of the more localized
13 traffic.

14 ALEXANDRA SIU: Thanks, Don.

15 As Don and Ali mentioned earlier, there
16 will be some local nighttime traffic detours for when
17 they're placing those PBUs over the local roadways.
18 The local roadways that will be impacted with local
19 nighttime closures will be the 5th Street road,
20 Arlington Street, Spruce Street, Carter Street, and
21 Orange Street. These nighttime closures are going to
22 be intermittently throughout the superstructure phase
23 of this project. And it will happen at nighttime for
24 a few days at a time from 7:00 p.m. to 6:00 a.m. So,

1 they won't be closed during the entire time. It
2 should be a few nights at a time.

3 There will be weekend closures for the
4 Carter Street off-ramp. And these will be about six
5 to eight weeks during the superstructure phase of the
6 project.

7 The Arlington Street on-ramp and the 4th
8 Street off-ramp are going to be closed for the
9 duration, so the nine-month period of the
10 superstructure replacement.

11 And then there will also be nightly
12 closures for the Carter Street on-ramp and the 6th
13 Street on-ramp during the first stage of the
14 superstructure work when the work will be done on the
15 outer lanes of Route 1.

16 And, for all of these closures, there
17 will be significant advance warning of these closures
18 ahead of time so that you can make plans accordingly.

19 And so I'm going to just step through
20 each of our detour plans briefly so that you can see
21 what the impacts are. These will be online after this
22 presentation tonight so you can look at them in more
23 detail and you can provide comments in writing after.

24 So, for the Arlington Street on-ramp,

1 so this is one of the closures that will happen for
2 the duration of the superstructure replacement. You
3 can see here -- let me make sure I'm doing the right
4 one -- you can see here in red the road closure for
5 the Arlington Street on-ramp here is in red. And then
6 the blue lines with the arrows signify the detour
7 routes that we're planning. So, with the closure of
8 the ramp, the detour, we'll be using Arlington Street,
9 Spruce Street, and Broadway Street in order to access
10 the on-ramp at the Everett Ave. location.

11 The 4th Street detour is also one that
12 will be happening for the duration of the
13 superstructure replacement. So, 4th Street will be
14 closed at this time, and vehicles will be directed to
15 use the Beacon Street off-ramp.

16 The 5th Street detour. So, this is one
17 of the local detours that will last about a few nights
18 at a time intermittently throughout the superstructure
19 phase of this project. You'll see here in red --
20 you'll see here in red is where the 5th Street
21 underneath the viaduct will be closed. In purple
22 here, in the dotted purple, is where we're proposing
23 pedestrian detours. And then the blue lines with the
24 arrows are the vehicle detour. So, you'll see here

1 that we're detouring vehicles to use Broadway and
2 Everett Avenue to get to points north of the viaduct.

3 Fifth Street is a one-way roadway
4 toward Arlington Street. So, during this phase of
5 closure of this roadway, we're going to be having
6 police details at the entrance to this area where
7 they'll be allowing two-way traffic for those local
8 people on Poplar Street and 5th Street to exit this
9 area.

10 Spruce Street detour. We're going to
11 be directing vehicles who live in the neighborhoods
12 over here to use Arlington Street, and those who are
13 destined north on Route 1 will be directed to use
14 Everett Ave. and Route 16 to get onto Route 1 that
15 way.

16 Carter Street detour will be using
17 Everett Avenue and Route 16.

18 For Orange Street, vehicles will be
19 directed to use Carter Street. Vehicles -- Orange
20 Street is one-way towards Route 16. So, again, just
21 like the 5th Street detour, we'll be providing police
22 details at the entrance to the roadway to allow access
23 from those who are coming from Route 16 to be able to
24 access this end of Orange Street.

1 The Arlington Street detour, vehicles
2 will be directed to use Spruce Street.

3 Now we're getting into the nighttime
4 closures for 6th Street on-ramp as well as the Carter
5 Street on-ramp. These ramps are going to be closed at
6 night, so late nighttime, from 10 p.m. to 5 a.m. when
7 Route 1 is being closed to one lane in each direction
8 during Stage 1 of the superstructure replacement. So,
9 vehicles who use the 6th Street on-ramp will be
10 directed to use Spruce Street to get up to Route 16.
11 And those who use the Carter Street on-ramp will be
12 directed to Everett Ave. to use the Everett Ave. on-
13 ramp.

14 The Carter Street off-ramp will be
15 closed on the weekends for about six to eight weekends
16 while they reconstruct that ramp. So, vehicles will
17 be directed to use the previous off-ramp at Route 16
18 to get to their points in Chelsea.

19 So, Arlington Street on-ramp. We've
20 heard a lot of community feedback regarding concerns
21 on the permanent closure of the Arlington Street on-
22 ramp. We wanted to do a little presentation tonight
23 to offer our reasonings behind this consideration.
24 There is no decision that's made yet on the closure of

1 this ramp, but we wanted to show you what our
2 justification report had outlined and allow you to
3 make comment at the end of the presentation.

4 So, some of the factors that went into
5 considering the closure of the ramp were volumes on
6 the ramp, sight lines at the merge area of the ramp,
7 as well as the geometry of the ramp.

8 So, when we took counts along the ramp,
9 volumes on the Arlington Street on-ramp were about
10 1,400 vehicles per day. When you compare those to the
11 other on-ramps within the corridor, Carter Street has
12 about 2,000 vehicles per day that use that ramp, and
13 then the Everett Ave. on-ramp is about 6,000 vehicles
14 per day.

15 Then when you look at the spacing
16 between those ramps, Carter Street is about a quarter-
17 mile north, and then Everett Ave. is about half a mile
18 south of the ramp. So, that's less than a mile, and
19 you have three ramps along the corridor. So, highway
20 design recommendations recommend that in urban areas
21 for freeways, you have about one-mile spacing between
22 ramps. So, when you have spacing that's closer than
23 that, you add friction, you add conflict points, and
24 then you can add delay to the main line of the

1 highway.

2 So, when we looked at the geometry of
3 the ramp, we saw that the design speed for the ramp
4 was designed to 15 miles per hour. And then when you
5 take a look at the speed for the main line, we're
6 looking at 45-mile-per-hour posted speed limit in this
7 area. So, you have a big differential between the
8 design of the ramp and the speeds on the main line.
9 So, when you look at that, there's not a lot of space
10 to quickly accelerate from that lower speed to the
11 higher speed ramp.

12 We took a look at the sightlines of the
13 ramp. So, for a 45-mile-per-hour speed on the ramp,
14 we're just shy of the sightlines needed to be able to
15 see vehicles who are merging on from the Arlington
16 Street on-ramp. When you consider speeds on Route 1
17 that are likely higher than the posted speed, that
18 creates a bigger differential between the sightlines
19 that we need.

20 So, when we took a look at the volumes
21 and we took a look at all these factors, we wanted to
22 make sure is there going to be added delay to the
23 local roads. So, what we did was we projected out
24 volumes to 2040. We looked at development. We looked

1 at population growth. We looked at employment growth
2 within the area. And we did analysis on those local
3 roads. So, we projected that people would use Spruce
4 Street, people would use Broadway to get to the
5 Everett on-ramp, and then there will be a small number
6 of people that will use the Carter Street on-ramp.
7 So, when we looked at this, we looked at there would
8 not be significant added delays to those roadways.

9 Also in consideration was that
10 independent of this project, the MBTA bus is already
11 going to be moving the Route 111 route to use the
12 Everett Ave. on-ramp.

13 And then I don't know if you wanted to
14 discuss some extra --

15 MODERATOR PAVAO: I just want to
16 mention one thing about Ramp A. We've had a lot of
17 discussion on it. We've met with some of the
18 community groups. We have been listening. So, we
19 backed off on any decisions on it. We want to hear
20 your comments tonight. But we did want to go through
21 this exercise of what our thoughts were, and
22 methodology, and why we were recommending, you know,
23 full closure of this ramp.

24 One thing I want to mention about the

1 ramp. Somebody had mentioned at one of the meetings -
2 - I don't remember who -- but they asked what would we
3 do with the land if the ramp was closed. And, my
4 response was that we were going to be providing
5 parking for DCAMM. It was a commitment that MassDOT
6 made before we even started this project.

7 We have enough space -- we took another
8 look at it -- we can still accommodate the parking
9 that we committed and provide about an acre, a little
10 less than an acre, of open green space. That is
11 something that we would be able to work with the
12 community to do something with.

13 So, I just want to mention that if the
14 ramp were closed, we would be able to do something
15 with that land.

16 Are you up, Mark?

17 MARK KOLONOSKI: Yes. Good evening.
18 My name is Mark Kolonoski. I'm an environmental
19 planner with HNTB.

20 We've come out to the community and met
21 with various groups a few times. I've heard many of
22 your concerns, and there's a lot of them. So, what
23 we're going to do here, we're going to address a few
24 of the ones that we've heard consistently throughout,

1 talk about what our plan is, how we're going to
2 mitigate those, and, obviously, we'll get to dealing
3 with many more of your additional concerns during the
4 question and answer session.

5 Real quick, what I want to talk about,
6 we'll talk about noise, dust control, lead paint
7 abatement, relocation of parking and our plan for
8 dealing with the temporary loss of parking underneath
9 the structure, and talk about, again, how we're going
10 to mitigate these impacts.

11 So, this is an active construction
12 site, or it will be an active construction site.
13 There's going to be demolition of the existing
14 structure and the placement of a new bridge deck.
15 It's going to be loud. There is heavy machinery.
16 There is heavy construction equipment that is going to
17 be in operation. There's going to be jackhammering,
18 saw cutting, you know, through concrete and steel.
19 This is unavoidable noise impacts. And we understand
20 that.

21 What we're going to do to address this
22 is the contractor will be required to work with an
23 acoustic engineer to develop a Noise Mitigation Plan.
24 What MassDOT is in the process of doing right now is

1 out measuring the existing ambient level noise volumes
2 of the areas around the viaduct. Once we have those
3 and we understand those, the contractor will then be
4 given a limit to which they can exceed the existing
5 volume, depending on what the location of the closest
6 noise receptor is be it that receptor a school, a
7 residence, a business, another community facility,
8 what have you.

9 Once they have that noise plan in
10 place, if the contractor anticipates, in consultation
11 with their acoustic engineer, that they'll be
12 exceeding those levels, they will have to come up with
13 temporary noise abatement measures.

14 Traditionally what that looks like is a
15 noise barrier. What that noise barrier will do,
16 they'll put up a block between whatever is creating
17 that noise and then the closest receptor.

18 What else is going to be done is there
19 will be a limitation on what activities can be
20 performed when. We mentioned earlier that during that
21 55-hour weekend closure that the contractor will be
22 permitted to operate 24 hours a day. However, they
23 will not be able to -- they will not be able to
24 operate the most noise producing equipment during

1 nighttime hours. So, there's going to be no saw
2 cutting or jackhammering at specific locations, you
3 know, during those restricted hours.

4 There will be a temporary loss of
5 parking underneath the viaduct during all phases of
6 the project. This is going to be needed for staging
7 of the contractor's equipment. They'll be going
8 underneath it. I can't tell you exactly how that's
9 going to be staged and where that parking will be
10 temporarily relocated. We're not sure what that's
11 going to look like quite yet, but these are temporary
12 impacts that we do anticipate to occur.

13 One of the mitigation plans for this is
14 to design and construct a new parking lot on Carter
15 Street adjacent to the high school. And residents and
16 users of the parking lots, wherever there's that
17 temporary loss, will be directed to utilize that
18 parking lot.

19 After the project, we're still in
20 conversations with the City concerning what will
21 happen with that parking lot.

22 One thing that we have heard regarding
23 parking is that there's concerns about contractors
24 utilizing and taking up public spots on the road. We

1 can assure you that they will be directed not to do
2 so. It will be specifically stated in the project
3 contract that there will be no utilization of public
4 spots outside of the designated areas within MassDOT
5 right of way where they can park their equipment.

6 I didn't realize I was blocking the
7 screen until I just looked at it.

8 If you do see that, if that does
9 happen, please call. We direct that -- MassDOT takes
10 that very serious. We understand that there's limited
11 parking available in communities. And if it is
12 occurring, it cannot occur. So, again, please utilize
13 the 24-hour hotline to express those concerns.

14 Dust and lead, obviously a major
15 concern. We understand it. We've met with
16 GreenRoots. We've met with the Collaborative. And we
17 understand that this is, you know, a major issue for
18 local residents.

19 We can assure you that there will be
20 the most state-of-the-art, up-to-date contract
21 specifications put in place to control the spread of -
22 - or ensure that there is no spread of lead into local
23 water, local soils.

24 During demolition activities -- I'm

1 sorry -- during paint removing activities, the
2 contractor will be required to use a negative pressure
3 containment system around where they are removing that
4 paint. What that looks like is they take a plastic
5 sheeting, wrap it around where they'll be removing the
6 paint, and then they basically create a vacuum. You
7 might have seen it. They had a similar operation set
8 up in the Carter Street parking lot over the summer.
9 And what this does, this ensures -- that negative
10 pressure ensures that all the paint chips and all the
11 dust created through those paint removal operations,
12 it stays there within that system. That's all been
13 wrapped up and shipped offsite.

14 The contractor will also be required to
15 apply water during all demolition activities to ensure
16 that there isn't an overabundance of dust within the
17 area. We've also identified specific areas of concern
18 around residences, the Vietnam Veteran's Memorial
19 Pool, schools, playgrounds, where they are going to be
20 required to, you know, like make sure that this is
21 adhered to. There is zero flexibility in the
22 application or in the control of dust and lead.

23 The contractor will also be required to
24 have an independent environmental monitor onsite to

1 ensure that all the contract specifications and the
2 directives that MassDOT is putting on them in regards
3 to these matters are adhered to.

4 MassDOT has been in communication with
5 the City, the City of Chelsea, to develop a mitigation
6 plan. This is not saying that these mitigation
7 measures are set in stone. Again, we're here. We
8 want to hear from you. If there's additional ideas,
9 please bring them forward.

10 For the sake of having these on the
11 record, I'm actually going to go through these bullets
12 and I'm going to read them one-by-one, not because I
13 don't think that you can't do it yourself, but because
14 I want to read them out loud.

15 So, mitigation right now is as follows:

16 an allowance given to the City to
17 provide for additional crossing guards during
18 construction at schools and other public facilities;
19 geometric improvements to the Everett
20 Street on-ramp;
21 funding and design for Carter Street
22 ramp intersection improvements.

23 Those last two bullets, the Everett
24 Street on-ramp improvements and the design of the

1 Carter Street on-ramps, those would be mitigation if
2 Ramp A were to be closed. So, if Ramp A stays, then
3 these improvements wouldn't necessarily be part of the
4 mitigation package.

5 Architectural improvements to the
6 support columns, which Ali was talking about earlier,
7 and an opportunity for these to -- for there to be a
8 rotation of local artists' installations.

9 Funding for a Route 1 corridor
10 enhancement project to be implemented by the City of
11 Chelsea. MassDOT and the City are still in
12 negotiations of exactly what this Route 1 enhancement
13 program would look like. But it is being discussed.

14 Weekend construction to reduce duration
15 and impacts to abutters. This is what Ali was talking
16 about earlier with the nighttime or the weekend
17 closures, those 55-hour blocks on the weekends. And
18 so to reiterate what that is going to do is what would
19 essentially take nine months of nighttime work and
20 impacting the abutters of those residences, of those
21 operations at night, we're going to do so over the
22 course of about 12 55-hour weekends.

23 We're going to improve the lighting
24 underneath the structure to improve safety conditions.

1 The installation of a new fire
2 suppression system on the viaduct.

3 The parking lots underneath will all be
4 repaved, all be restriped. We're actually working to
5 restripe them in such a way where we hope to add more
6 parking beyond what's existing.

7 And, strict incentives and
8 disincentives will be placed upon the contractor to
9 ensure timely product delivery. What this means is if
10 they go beyond the construction schedule for certain
11 activities that they get penalized. They end up
12 paying quite heavily if they go beyond what they
13 agreed to in the project contract.

14 And, again, to reiterate, we are
15 listening. We do still want to hear. The
16 conversation is not over. This is the 25 percent
17 Design Public Hearing. There is opportunity for your
18 voice to be heard, so please come forward.

19 The project is funded with federal aid
20 administered by the Federal Highway Administration.
21 As such, that federal aid is considered a federal
22 action. And the project is required to comply with
23 the National Environmental Policy Act, or NEPA.
24 MassDOT is required to provide documentation looking

1 at a whole suite of environmental impacts, take a
2 thorough look as to how the project is going to impact
3 both the natural and built environments here in
4 Chelsea as well as the community.

5 This public outreach that we're doing
6 tonight is what we've done in the past, what we'll be
7 doing in the future. The open dialogue, which we are
8 attempting to facilitate, is all going to be
9 documented, all going to be written down and
10 documented in our NEPA document, which will eventually
11 be submitted to the Federal Highway Administration.
12 And, ultimately, it is the Federal Highway
13 Administration who will review that document and make
14 the decision whether or not we have complied with the
15 requirements of the National Environmental Policy Act.

16 Other regulations that we can get into,
17 or that I just want to touch upon. The project is
18 also subject to review under Section 106 of the
19 National Historic Preservation Act, whereas, the
20 project, a determination will be made that there won't
21 be a negative impact on any historic resources in the
22 area, as well as a review under Section 4(f) of the
23 Department of Transportation Act, whereas, we are
24 evaluating any potential impacts to public and

1 recreational facilities adjacent to the project area.

2 Public participation. I hope you're
3 starting to understand that we are trying. There is a
4 robust public involvement plan in place that we have
5 been following. We're meeting with the groups. We're
6 sending out notifications. Perhaps you've seen us in
7 the community. We've gone door-to-door recently.
8 We've had pop-up meetings at the library, at Market
9 Basket, at city hall here. And so we are out in the
10 community. We will continue to be in the community
11 beyond tonight, beyond tomorrow, beyond advertising of
12 the project, well into construction, and all the way
13 until completion of the project. So, please
14 understand that involvement is a priority of ours.

15 Next steps after tonight. The project
16 is approaching or will be in the final design phase in
17 February.

18 We hope to have the final bid
19 documents, project specs, cost estimate, all that
20 pulled together in March, probably mid-March.

21 Late March to early April, we hope to
22 advertise the project. What that means is that's when
23 the project is put out in the street. It is
24 advertised to contractors that this is a project and

1 they will then bid on that project.

2 And then Notice to Proceed will then be
3 given to the contractor who is awarded the job in fall
4 of 2018, construction beginning that following winter.

5 So, with that, I will hand it back over
6 to Joe, and we will soon be getting to the fun part of
7 it, the question and answer part of the hearing.

8 MODERATOR PAVAO: Thanks, Mark.

9 So, before we open it up to questions
10 and answers, I want to open it up to any elected
11 officials that are here that would like to speak
12 before we open it up to the general public.

13 COUNCILOR ROY AVELLANEDA: For the
14 record, my name is Roy Avellaneda, Councilor at Large
15 here in the City of Chelsea. I want to break up my
16 comments -- I don't have questions, but comments --
17 into two parts: one, mitigation; and, two, on the
18 potential closing of the permanent closing of the 5th
19 Street on-ramp.

20 As far as mitigation goes, they're not
21 going to speak here tonight, but they're in the
22 audience. And, sitting in the front row is Mr. and
23 Mrs. Jaime Portillo. And they are the owners of 65 4th
24 Street.

1 Now, just a little while ago, I
2 assisted them in a claim process because of the recent
3 snowing, because of the recent snowstorms. MassDOT,
4 as it does, plows the top deck. And, during that
5 plowing, the snow that they plowed went over the
6 fencing onto their building and broke their windows.

7 Now, the claim process is long, but
8 this is just an example of how close the residential
9 buildings are in Chelsea to the Tobin Bridge that, in
10 fact, snow, plowed over, like you normally would see
11 in the street, just goes directly onto properties in
12 Chelsea.

13 This Tobin Bridge, since it was built
14 in Chelsea, has been nothing but a destructive force
15 to our community. And here is an opportunity for you
16 guys to mitigate this issue. Now, yes, maybe it's
17 about fencing. But that doesn't deal with another
18 problem that they have to deal with, which is right in
19 front of their house, is the joist -- the joint of the
20 bridge. And every time a car or a truck goes by, that
21 pounding and the rubber, it's vibrations and noise.
22 And from Beacon Street all the way down is heavy
23 traffic noise. And the fact that this community and
24 those homes along those corridors deserve sound

1 mitigation, whether you want to build a sound wall or
2 you want to provide soundproofing windows, that should
3 be part of this project. I say this because the rest
4 of us look around the state, and as a former MassDOT
5 employee I know some projects that were done that
6 soundproofing was done. When MassDOT did the Fast 14
7 project on 93, you, MassDOT, went beyond the normal
8 decking process that you are doing right now and you
9 strengthened the span along Medford so that you could
10 add the weight of the soundproof walls along this
11 square so that right now between Stoneham and Medford,
12 you have soundproofing walls that you see along the
13 corridors. That was an extra cost. You didn't just
14 replace the deck. You went out and reinforced the
15 bridge itself so it could handle the weight of those
16 soundproof walls. That should be considered here, not
17 just the decking but reinforcement so that possible
18 walls can be considered here to protect the homes and
19 give some peace and quiet that is long deserved to the
20 residents here.

21 We look at the Tobin Bridge. We look
22 at this viaduct that goes through our corridor.
23 You'll see brand new buildings. But you're giving us
24 a vanilla project. Anyone who wants to go and see a

1 great project, go to Route 9 in Shrewsbury, the new
2 Burns Bridge. It's a wonderful new bridge, lit up at
3 night. Senator Harriette Chandler fought that bridge
4 to be a showcase. And, right now, Fourth of July they
5 have fireworks all over it. Yet, we're going to get
6 vanilla over here. We deserve the same.

7 When I worked for MassDOT, I had to
8 drive all the way up to Andover to meet with the City,
9 and state senator, and Philips, the corporation that
10 was located right there next to the highway, because
11 they didn't want a vanilla salt shed depot in their
12 community. They thought the idea of a depot holding
13 salt next to their building or in Andover was going to
14 degrade Andover. Not the fact that we have three
15 mountains of salt over here. No. They were
16 complaining about a little salt shed. And, Senator
17 Feingold at the time said, "If you're going to do
18 this, I want the Taj Mahal of salt sheds." They got
19 their Taj Mahal. I want Chelsea to get the same.

20 (Applause.)

21 COUNCILOR ROY AVELLANEDA: I heard that
22 because this is not a federal highway that the
23 soundproofing doesn't qualify. That's not true. When
24 you guys worked on 128 in Beverly and in Danvers,

1 which is beyond the 95 corridor, they had to put
2 soundproofing walls along there because the residents
3 didn't want to deal with the sound. Asking for that
4 again.

5 We're talking about a little bit of
6 lighting over here under the corridor. Go over to
7 South Boston, go over to the South End, and see what
8 kind of under -- what the under bridge looks over
9 there. That's what we deserve, the same. We're not
10 asking for anything more, but the same that the rest
11 of the state gets. And for far too long, state
12 agencies have always given us the worst.

13 (Applause.)

14 COUNCILOR ROY AVELLANEDA: And that
15 brings me to the next point. Again, state agencies
16 doing what they want but what's not in the best
17 interest of the City of Chelsea. And I'm talking
18 about now the idea of this closure of the 5th Street
19 off-ramp.

20 For those of us that have watched this
21 for a while, such as myself, this is not a decision
22 that was made saying there's not much use here. No.
23 This project and this study was worked backwards. The
24 decision was made that DCAMM wanted that land for

1 surface parking, and that this study did nothing but
2 just work backwards to satisfy that. That's how this
3 works.

4 (Applause.)

5 COUNCILOR ROY AVELLANEDA: You're going
6 to tell me -- and I know this because, again, history.
7 Five years ago, working at MassDOT, I worked with the
8 City Manager. We worked on a plan to surplus all the
9 land underneath the bridge to give that use back to
10 the community. Let's fix this scar that is the Tobin
11 Bridge and see if we can't get parking for our
12 community, see if we can't get open space for our
13 kids. And we had a plan, and it was designed, and we
14 were working forever on a lease project that today
15 they're still working on on trying to get the lease.
16 And, at the last meeting, open meeting with MassDOT,
17 Secretary Highway Tinlin was here with some of his
18 officials. We walked the sites, some city officials,
19 myself, for history, and Tinlin. And out of nowhere
20 at that walk of those sites, when we were talking
21 about what we were going to do, DCAMM shows up and
22 said, "Oh, no, we want the area next to 5th Street."
23 That was supposed to be a skate park.

24 Charlestown and Cambridge can get a \$6

1 million skate park for their kids, but we have to
2 sacrifice a potential open space for our kids so that
3 state workers bringing in more cars can have, what, I
4 don't know, a few, 50 parking spots over there.
5 Meanwhile, they gyp us. They gyp us this way. They
6 are acting as if their office is in the middle of the
7 suburbs, sprawling out every which way. And instead
8 of building, what the state should do is commit and
9 building a garage on the back of that building on
10 Spruce Street. They want to keep on going this way,
11 which it shouldn't be. That's what should happen.

12 And we need -- look, we have all city
13 officials. Every elected official here is against
14 this. We want to make sure that our state officials
15 are behind us. And I need to have the City Manager on
16 board with this to make this something comparable.
17 City Manager, you were Mayor of Revere. Imagine if I
18 told you they wanted to close the Sargent Street off-
19 ramp. You would be screwed. Your whole west Revere
20 would go up in an uproar because they would now know
21 that the only way they can get onto Route 1 would be
22 to Route 60 or to Route 16. Close down Sargent Street
23 and tell me what would happen to west Revere. That's
24 what this is about.

1 And to the remark that says, "Oh,
2 federal highway guidelines tell us that we should only
3 have an on-ramp every x amount," how many off-ramps do
4 you have in the Central Artery? Is that not within
5 breaking those rules? Of course it is. Why? Because
6 it's an urban setting. This is not middle of Iowa.
7 Don't give us those dimensions. We know that in an
8 urban area you have more exits because there's more
9 traffic.

10 And the traffic, yeah, your traffic
11 study says it will be all right at the merge point,
12 yeah, at the top of the ramp. But what's going to
13 happen at the bottom of the ramp? It's already backed
14 up to Everett Ave. all the way to Kayem, beyond that.
15 And, on the other side, Broadway, yeah, that's where
16 it's going on.

17 And the little diagrams you showed
18 about they're going to go around Arlington Street, and
19 they're going to go down 4th, and around, you know, the
20 old fire station, no. That's a horror show. There's
21 enough traffic just at Dunkin' Donuts. Forget about
22 even putting that over there.

23 (Applause.)

24 COUNCILOR ROY AVELLANEDA: You are

1 going to be asking this community, if this was to go
2 forward, to have to redesign, reroute all of its
3 streets to satisfy the parking needs of a building
4 that does not trump our access needs. And I know that
5 the fire department hasn't made a -- stated anything.
6 But, I think an extra access point to a response, to
7 anything that goes on on the bridge, or to Boston, or
8 to Somerville -- four firefighters died in Back Bay.
9 What would happen if a fire truck got stuck because
10 it's not -- they didn't respond quick enough? Think
11 about this. Or the fact that they have to drive all
12 the way now to Carter Street to get access to
13 something on the bridge instead of 5th Street, which is
14 right there one block away. More access is
15 beneficial. No one would ever take an access point
16 away. As a matter of fact, you have communities
17 clamoring over an access point to their city.

18 So, those are my points. We need the
19 same mitigation points, the same type of mitigation
20 you offer other communities. We deserve it just as
21 much as they did. And, please don't close the 5th
22 Street off-ramp.

23 (Applause.)

24 COUNCILOR LEO ROBINSON: Leo Robinson.

1 I'd like to read something into the record.

2 "Here we go. 1950 all over again.

3 That means Chelsea is being put in a situation we
4 don't want to be in, cars and trucks running through
5 our City, disrupting our way of life once again. What
6 does that mean? Building the bridge dealt a major
7 blow to our way of life by destroying the center of
8 our City and moving housing. This cost the City real
9 estate taxes that would have covered more than your
10 payment in lieu of taxes.

11 Your efforts to close the 5th Street
12 ramp is unacceptable as we will be having traffic
13 traveling through our school area, creating greater
14 risk for our children as well as our residents. My
15 request would be not to close the 5th Street ramp; work
16 with Chelsea's elected officials to come up with a
17 better solution. And money is not the answer, but the
18 City should be in line for an increase for what we
19 receive from you for all our pain and suffering."

20 (Applause.)

21 COUNCILOR DAMALI VIDOT: Damali Vidot.

22 I was very clear last week about how I
23 felt about you guys, and I'm going to try to keep it
24 clean this time because we're live.

1 (Laughter.)

2 COUNCILOR DAMALI VIDOT: First and
3 foremost, when you say you do extensive outreach,
4 you've got to do a little better about the flyers that
5 are sticking on random poles. It's really dark. You
6 can't really read what the meeting's about. I mean
7 for the sake of transparency, I think we just need to
8 be better about that, and that's number one.

9 The fact that DOT committed to a
10 parking lot for the MITC building before you even
11 thought about gauging the reaction from my community
12 is very telling of the lack of disregard, the lack of
13 regard that you have for our community. I'm really
14 just tired of being the red-headed stepchildren of
15 Massachusetts. People want to come here and they want
16 to rebuild this and develop. You see there's money
17 here. You want to come. But you just want to shit on
18 us because we're a low-income community. And I'm
19 tired. I'm just tired.

20 We have -- I said I was going to keep
21 it clean.

22 (Laughter.)

23 COUNCILOR DAMALI VIDOT: Sorry. I'm
24 glad that the Department has chosen to back off from

1 the closure of the off-street ramp. But, if you are
2 backing up and saying that the final plans will be
3 done next month, how will that affect the timeline?
4 Does that mean that the final plans won't be happening
5 in February? Because I'll tell you that there's 100
6 percent opposition to it. I've spoken -- I know that
7 the fire department, as my colleague said, has not
8 issued a public statement. I've spoken with a number
9 of firemen who are worried about the threat that this
10 is going to pose for them to get around to respond to
11 emergencies. And that's a huge issue.

12 You know, in theory, looking at the
13 space in between the ramps and determining how we
14 reconstruct our City is -- and proposed traffic
15 detours -- makes it very clear that it's a very naïve
16 and bird's eye view of like a little picture. It's
17 clear that whoever did this has no idea of what the
18 unique traffic patterns of Chelsea.

19 I mean, again, I told you, with all due
20 respect to your cute suits and your degrees and
21 whatnot, you really have to listen to the experts of
22 this community, which are our residents. We know. We
23 know because we live here. We know because we're in
24 the traffic.

1 I'm a mom. I have to bring my daughter
2 to school every morning. The proposed two-way on
3 Fifth Ave., that's a shit show. We all know it's a
4 shit show. I mean it just doesn't make -- it doesn't
5 make any sense. And with all due -- I know, I know,
6 I'm not keeping it clean, but I can't help it. With
7 all due respect to our City Manager, I was very
8 concerned when I saw the project team and at the
9 bottom it said City of Chelsea as the coordinator,
10 because I'm not coordinating a damn thing. I don't
11 know who's included in that. But how do you include
12 the City of Chelsea as part of your project team
13 without considering the elected officials that
14 represent the constituency, and the constituents are
15 saying no. It doesn't make much sense to me.

16 I want to echo everything my colleagues
17 said before me. No to the Fifth Street off-ramp.
18 It's time that we put the lives and the safety of our
19 residents first.

20 Thank you.

21 STENOGRAPHER: Miss, miss, could I have
22 your name? Could you spell it?

23 COUNCILOR DAMALI VIDOT: Sure. D-a-m
24 like Michael-a-l-i. The last name is V like Victor-i-

1 d like doctor-o-t like Tom.

2 COUNCILOR LUIS TEJADA: Thank you.

3 Luis Tejada, District 2, Soldiers Home.

4 So, I'm not going to reiterate
5 everything that has been said. I think that my
6 colleagues have done a fantastic job at making points.

7 You know, there's one thing about
8 Chelsea that's interesting. We have very specific
9 needs and concerns. And the fact that the rodent
10 control isn't part of something being mentioned here
11 just goes to show that you're not thoroughly
12 listening.

13 With regards to the fact that you have
14 three ramps and you have 4,000 in one, six in another,
15 and 1,600 in the Arlington Street ramp, that should
16 tell you that 1,600 is like a pressure cooker. Right?
17 You need to relieve some valve. And that's what that
18 Arlington Street ramp is for.

19 We don't want that closed. There's no
20 real reason to have that closed. I mean the proposed
21 green space and everything underneath a major highway
22 is a little bit of an interesting concept, you know.

23 So, it just -- you know, what Roy
24 mentioned earlier as far as windows and soundproofing,

1 oh, my gosh, you know what, I just sold a three-family
2 right there in the corner where the viaduct starts on
3 Williams Street. And you could throw a rock to a car.
4 That's how close the properties are to that bridge.
5 So, the soundproofing and that is definitely needed.

6 Rodent control is something that needs
7 to be in your program.

8 No to the Arlington Street closing.
9 It's really important.

10 You know, and something was said about
11 safety concern as far as going into the bridge. We
12 are New Englanders, people. And one thing we know,
13 right, we're really the only area that has what?
14 Rotaries. Not too many people around the country know
15 how to manipulate a rotary.

16 AUDIENCE: That's for sure.

17 COUNCILOR LUIS TEJADA: It's very true.
18 And you know what? So that means that you know how to
19 drive. So, if you can manipulate a rotary, you can
20 merge. Right?

21 AUDIENCE: Right.

22 COUNCILOR LUIS TEJADA: Merging is not
23 such a big deal. So, getting rid of that Arlington
24 Street ramp, it's not in the cards. You need to look

1 and meet with some of us in a more closer fashion and
2 kind of come up with a better plan.

3 And, you know what? Here's the thing
4 about the project, guys. Pretend you live here.
5 Okay? Pretend you live here and you'll be able to
6 come up with a better product.

7 Thank you.

8 (Applause.)

9 COUNCILOR CALVIN T. BROWN: Thank you.
10 I'll be very brief. My name is Calvin T. Brown, the
11 City Councilor in District 7 --

12 AUDIENCE: Eight.

13 COUNCILOR CALVIN T. BROWN: I mean
14 District 8.

15 (Laughter.)

16 COUNCILOR CALVIN T. BROWN: District 8.
17 And I represent a vast majority of the discussion that
18 we're talking about here.

19 Again, I will not continue with what my
20 Council brothers and sisters said, but I've heard in
21 your comments that you've met with community groups
22 and you've been out doing outreach. I was elected on
23 November 7th. That's why I had seven in my mind. I
24 wanted to make sure I said that. I was elected on

1 November 7th. And, to this day, I am not aware of any
2 request of you, DOT, to meet with the City Council
3 members and the elected officials here.

4 I looked at your display here today. I
5 looked at all what you showed here. I was surprised
6 that you didn't have more out there where I can
7 actually pick it out and respond back to it. But I
8 also heard a lot that you said.

9 I ask that you hold off on that
10 February 18th date, which is your start date, of this
11 program till you have met with the City Council
12 members here, heard our demands, and also addressed
13 our concerns. Our concerns are the residents'
14 concerns. And I ask before you go forward in February
15 18, 2018, that you request a meeting with the Chelsea
16 City Council.

17 Thank you.

18 (Applause.)

19 COUNCILOR GIOVANNI RECUPERO: Good
20 evening. My name is Giovanni Recupero, and I am also
21 a City Councilor.

22 I only have a few questions. One
23 question is this project is going to go through no
24 matter what because that's what it does.

1 The next question I have is how does
2 this project impact the life of the people that live
3 here through traffic? Did you do a study? Do you
4 have one that can tell us how it does impact the
5 people because those are the ones that are going to
6 suffer? The cars are going to come down, and there's
7 nowhere to move. So that's the main thing.

8 That's all I would like to say is how
9 it impacts the life of the people.

10 Thank you.

11 MODERATOR PAVAO: Are there any other
12 elected officials that want to speak before we open it
13 up to the public?

14 (No response.)

15 MODERATOR PAVAO: So, if you're going
16 to speak, I'm going to ask Nathaniel Cabral who works
17 for Howard Stein Hudson, he's going to help with the
18 logistics out there. Please state your name for the
19 record, and please spell your name for the record.

20 Before we open it up, I just wanted to
21 address a couple of points that some of the City
22 Councilors brought up.

23 Regarding the owners that had the snow
24 thrown on their home, we are going to be installing a

1 snow fence where we can to address that issue,
2 specifically your location will be part of the
3 project. So, we have been made aware of that
4 particular situation and we're going to address that
5 as part of this project.

6 Rodent control: We are going to have
7 baiting specifications for rodent control in the
8 contract. It may not have been mentioned here in the
9 PowerPoint presentation, but those are standard
10 specifications that we include in these projects. I
11 believe our District Office has been working with the
12 City Manager's Office on occasions where they need
13 some rodent control. So that's been ongoing.

14 AUDIENCE: Joe, can you stand up,
15 please? Can you stand up, please?

16 MODERATOR PAVAO: Sure. Absolutely.

17 As far as the request to meet with City
18 Councilors, absolutely we will do that. Following
19 this meeting, we will be meeting with the City
20 Councilors, or at least request a meeting with the
21 City Councilors.

22 Finally, just one comment. The DCAMM
23 parking was not the reason that we looked at the ramp
24 closure. That was strictly based on traffic volumes.

1 The commitment for the parking was made well before I
2 was ever assigned to this project. So, I wanted to
3 state that for the record.

4 So, if anybody would like to speak,
5 please step up. We are going to limit, with the
6 number of people here, to two minutes per person. You
7 can come back and speak a second time, but I want to
8 give everybody an opportunity to speak tonight.

9 NATHANIEL CABRAL-CURTIS: And, Joe,
10 before we crank that open for everybody, I have had a
11 request -- I have had a request from the translator
12 that is working in the back providing simultaneous
13 translation to, when you get up there, just kind of
14 keep your pacing steady just so that he is able to
15 provide that to folks who are listening on the
16 headset.

17 The only other thing I would say is it
18 looks like some of the standing room only crowd is
19 draining off. But as folks get up to speak, please be
20 respectful of folks who have been standing since this
21 meeting started.

22 With that, go to it.

23 JASON BONETTI: Hi. Thank you. My
24 name is Jason J-a-s-o-n. My last name is Bonetti, B-

1 o-n-e-t-t-i.

2 A quick statement. I live six houses
3 deep on Beacon Street. I can put my hand on the wall
4 and tell you when an 18-wheeler goes over that bridge
5 every time.

6 The second thing, are you telling me
7 this entire bridge was painted with lead paint?

8 AUDIENCE: Yes.

9 JASON BONETTI: So, you're telling me
10 every time I walk my dog -- I don't see a speck of
11 paint on that bridge anymore. Where is all the lead?

12 AUDIENCE: It's in the ground.

13 JASON BONETTI: In my dog? Like what -
14 - I walk under that bridge every single day, and there
15 are chunks of steel on the ground covered in that
16 green paint. If this entire bridge is covered in lead
17 paint -- I do construction. A negative pressure
18 system is great when you're chipping off the paint.
19 But the paint is gone. Is there anything that we're
20 going to do retroactive to get that --

21 MODERATOR PAVAO: We're going to be
22 replacing the entire superstructure. All the steel
23 gets replaced, and all the columns get fully encased.
24 There will be no lead paint when we're done with this

1 project.

2 JASON BONETTI: Any more. The lead
3 paint is gone. I don't see any paint in that picture
4 right there. Okay.

5 MODERATOR PAVAO: Your comment is
6 noted. Thank you.

7 JASON BONETTI: Great.

8 DIANE GHALBOUNI: Hi. Diane Ghalbouni.
9 Diane with one N because I'm on a diet, Ghalbouni, G-
10 h-a-l-b as in boy-o-u-n-i.

11 I live on Addison Street. The back of
12 my house is on Blossom Street across from 1 north.
13 You close that ramp, that traffic is going to come all
14 the way down from around -- I don't have the direction
15 gene, but I know it's going to be terrible there, and
16 with all the kids and everything like that.

17 I go into the meetings on One North of
18 Boston. Shake your hand. Everybody's smiling. Fresh
19 coffee, donuts. Oh, yeah, yeah, there will be plenty
20 of parking. There's no parking for my tenants on
21 Blossom Street. You miscalculated. Geez, thanks a
22 lot.

23 You're supposed to use pet-friendly ice
24 salt on the streets. Oh, that's expensive. So, now

1 everyone across the street is complaining their dogs,
2 their paws are burning up.

3 So, everything they say, once they get
4 it, it's like it goes back on it. They never put the
5 water down. I had dust in my house. You could write
6 your name on the TV screen after you wiped it off.

7 I'm about what, four houses down on
8 Blossom Street, the back of my house. I've never seen
9 anybody. Nobody's talked to me about this. Blossom
10 Street is going to be a mess with traffic, so isn't
11 Addison Street. And they've got two crosswalks on
12 Carter Street.

13 And where's this parking lot going to
14 be? Where they were supposed to put the dog park to
15 make everybody happy because they allow pets on One
16 North of Boston, up to two? Now you've got all these
17 dogs -- I have three dogs. I walk them every day all
18 around Chelsea. The dog mess around there is
19 terrible, terrible. And nobody has anywhere to go.
20 You can't go to that ball field. You're not supposed
21 to take your dogs there. The tracks, there was
22 supposed to be some kind of park. So, I think that's
23 where they're going to be parking now.

24 I think they've got to do a lot of more

1 work and talk to a lot more people. And, you know,
2 they were supposed to put up dust things at One North.

3 You know, I have breathing problems.
4 I'm an old lady now, you know. I get those aches and
5 pains. The booms sprayed oil on my shed and on the
6 house next door. That was a big mess.

7 Yeah, there's going to be problems. I
8 know that. There's going to be congestion and there's
9 going to be noise. But they make too many promises
10 and then they don't do them, and we're the ones that
11 suffer. I mean I do have to get out every day. And
12 with all that traffic on Blossom Street, then the
13 opposite way coming down Addison, all of us are going
14 to have a lot of problems, a lot of problems.

15 That's all. Thank you.

16 MODERATOR PAVAO: Thank you.

17 LYN MEZA: My name is Lyn Meza. I own
18 a house on Clyde Street with my husband. We've owned
19 the house now for 23 years. I've lived in this
20 community for 43 years. I'll probably die in this
21 City. And somebody said to me this morning that war
22 has been declared on the people of this City.

23 How dare you not consult our City
24 Councilors before you make decisions. How dare you.

1 And my concern is not for old people
2 like me. It's for our children. Our children have
3 already been poisoned with lead. Our children already
4 have asthma more than I think any other city in the
5 state, or at least one of the highest, because of
6 contamination. What are you going to do to protect
7 our children? What are you going to do to show your
8 respect for our City Council?

9 (Applause.)

10 RICK GOBEN: Good evening. My name is
11 Rick Goben, G-o-b-e-n. I'm a property owner.

12 My concern is with all of the
13 construction and demolition work that's going on, the
14 physical impact it might have on all of our homes and
15 our buildings in terms of all of the vibration that
16 might be going on during this work, what impact it
17 might have, whether it be stress fractures in our
18 buildings. So, specifically, what safeguards have you
19 thought of or formulated so that we have a baseline
20 that we know what the condition of all our properties
21 are before all of this demolition takes place, and
22 then what type of monitoring activity are you going to
23 do during the construction so that if something does
24 happen to any of our buildings that we have a right to

1 file a grievance? What type of things have you I
2 guess done so that our properties are safeguarded?

3 MODERATOR PAVAO: That's a good
4 question. We are looking at taking areas that are --
5 buildings and homes that are really close to the
6 bridge that may be impacted during construction, we
7 are going to put specifications for pre-monitoring and
8 post-monitoring of those structures. So, if your
9 property is one of the ones impacted, we will be
10 reaching out to monitor your home or building.

11 MAUREEN CAWLEY: Maureen Cawley, I'm a
12 resident of Chelsea.

13 And I'm just sick and tired of being
14 sick and tired of dealing with MassDOT, the electric
15 company, the MBTA. You invite us because you're
16 obligated to do so by law to voice our concerns, but
17 you don't listen. You are here to force your agenda
18 down our throats, to sell -- I'm looking for a clean
19 word -- a bunch of horse hockey down our throats.
20 And, guess what? I'm not buying what you're selling.
21 And I know that my neighbors aren't either. You have
22 just wrecked my life with this whole thing. I live
23 right next to the Tobin Bridge. So now, after last
24 summer where I didn't have any sleep because of the

1 planes flying over all night long, where you could see
2 their eyes -- their eyes. That's how close they are.
3 They fly below the roof of my building. I live on the
4 fifth floor in public housing, with windows that you
5 all chose the last time you did this craziness not to
6 give us the replacement windows.

7 So, I was walking around all last
8 summer, I wasn't safe to be loose on four and five
9 hours of sleep. Now, you're going to be lighting up
10 the world, working at night, sawing through concrete,
11 and the rest of it.

12 Let me just address one small -- and
13 the other thing is I take the 111 into Boston. So, I
14 go from Arlington Street. Now you're going to get rid
15 of that entirely and send us over to Everett.

16 I would encourage you to do two things
17 regarding Everett Avenue. Start at 3:30 on any
18 weekday afternoon, or try it on Friday. Try driving
19 from Broadway in Chelsea up to Route 16. It will take
20 you more than 45 minutes.

21 And, I would like you to wait with me -
22 - we'll make a date -- on Everett Avenue, right in
23 front of the Dunkin' Donuts, to ride the 112 bus going
24 toward Wellington. I waited more than an hour a month

1 ago. Then I waited an hour-and-a-half three weeks
2 ago. And, last week, I waited almost two hours, not
3 because the MBTA is a failure in that regard, but
4 because they can't move. It's a parking lot. Now
5 you're talking about closing down 5th Street,
6 Arlington, and moving it over to Everett Ave. That's
7 not --

8 NATHANIEL CABRAL-CURTIS: Ma'am, I will
9 just say some of your neighbors are waiting.

10 MAUREEN CAWLEY: Excuse me -- that's
11 not going to work.

12 NATHANIEL CABRAL-CURTIS: I'm not
13 asking for it to work. I'm just -- one, two, three,
14 four, five, six, seven, eight, nine --

15 MAUREEN CAWLEY: And the fire
16 department pointed out this afternoon on social media
17 that because that's such a parking lot, they use that
18 ramp on Everett Avenue in order to deliver life-saving
19 services.

20 So, your plan stinks. It absolutely
21 stinks.

22 (Applause.)

23 CHRISTIAN CALVO: Christian Calvo, 91
24 6th Street. That's between Arlington and Spruce. So,

1 I live right in front of that parking lot right there.
2 You know, I'm glad you're doing
3 something now. My kids have all learned how to ride
4 bicycles there. We rollerskated there, until recently
5 when security said we can no longer use that space,
6 for whatever reason, on the weekends because it's
7 completely empty. But we can't use that space. It's
8 even sad. We would play hide and seek there. The
9 kids would get into those little columns. So, we know
10 the space well.

11 NATHANIEL CABRAL-CURTIS: Sir, which
12 space are you talking about?

13 CHRISTIAN CALVO: Between Spruce and
14 Arlington.

15 NATHANIEL CABRAL-CURTIS: Under the
16 bridge?

17 CHRISTIAN CALVO: Underneath the
18 bridge, the one you have plenty of pictures of.

19 NATHANIEL CABRAL-CURTIS: Okay.

20 CHRISTIAN CALVO: There's a ton of
21 pictures of it. And I'm glad you're doing something
22 because the chips, the paint chips that you see there
23 all the time, you know, they're just there, and
24 nobody's cleaning that up or anything. So, I'm glad

1 you're doing something. Better late than never.

2 We do have a lot of problems there.

3 The major thing, and I addressed this years ago when

4 two people died in a matter of 12 months coming off

5 that part of the bridge where the curve is. And I

6 asked for the City Manager at the time to request a

7 fence, some kind of barrier so people stop flying off

8 and landing right on 6th Street. And that's a really

9 busy area. During the day, a lot of the high school

10 kids come in, you know, walking back and forth on that

11 street. So, that, it's a request. I'm hoping that's

12 part of your plans to have some kind of fence or some

13 kind of barrier there.

14 The other thing is there's been a lot

15 of construction in that area. And we've had -- this

16 is, you know, something for the City to address or

17 something for MassDOT to help the City with some kind

18 of training for the police officers that are there.

19 It's always getting blocked off. And, for the most

20 part, most of the officers on detail are great. But,

21 every once and a while, we have an officer that is

22 just rude or is having a bad day. The other day there

23 was a police officer parked in front of my driveway.

24 And, you know, I put my blinker on that I'm going in

1 there. And she drops an F bomb. She's just like -- I
2 don't need that. I mean why should I have to deal
3 with anxiety that I have to deal with the police to
4 get into that street, that street right there.

5 So, you know, if there's some kind of
6 training, we'd really appreciate some kind of
7 conversation, some kind of contact when things that
8 you're saying -- the plan on paper always sounds
9 great, but what really happens on the ground is
10 something different. So, if we can contact somebody
11 to say, "This is not happening. That is not
12 happening," you know, so-and-so, calling so-and-so,
13 whatever the deal is, it would be great.

14 So, we're having all that activity
15 there, and we just feel like there's a lot going on.
16 We just don't have enough communication back and
17 forth. So, if we could make sure to have that, that
18 would be great.

19 And then sound. There's a lot of --
20 what are the hours you're thinking about doing it, on
21 the weekends, throughout the night? I mean people go
22 to work, and people try to fall asleep in the
23 evenings. And I mean when you did the Route 1 right
24 there, the repavement, it was a nightmare. I mean it

1 was all night, all night long. And that's just
2 incredible that nobody even pays attention to say, you
3 know, what's going on with the people that live here.
4 Do we care? You know what I mean? That's just --
5 it's incredible that nobody pays attention to that.
6 And even to the point where the Arlington Street, the
7 5th Street on-ramp, when there was work going on there,
8 we could hear it on 6th Street. So, that area right
9 there between Arlington and Spruce, those residents,
10 those owners, everybody that's lived there has gone
11 through the last three years a lot.

12 Even with the snow, snow is being piled
13 up there, 11:00, 12:00 at night with the front loader.
14 And it's just getting -- the blade is getting dropped
15 over and over and over again.

16 So, part of it is I'm sure the City,
17 part of it is MassDOT, but since, you know, you have a
18 moment here, thank you.

19 MODERATOR PAVAO: Thank you. Just one
20 thing I want to address. As far as the -- you
21 mentioned vehicles coming off the viaduct. We are
22 upgrading all the barriers on the viaduct as part of
23 this project. So, they will be taller. They'll meet
24 the newest standards. So, we are addressing that.

1 CHRISTIAN CALVO: Thank you.

2 MODERATOR PAVAO: And I just want to
3 remind everybody, try to keep it -- I know I said two
4 minutes earlier, which isn't going to work. But if we
5 could try to keep it to like five minutes that would
6 be great. And then you can come back around and we'll
7 let you speak again. But I just want to make sure
8 everybody has an opportunity.

9 MARK KOLONOSKI: I just wanted to
10 address the comment that you made, sir, that we're not
11 listening or we don't care. We absolutely do. And
12 that's why we're here, number one.

13 There was a lot of revisions made to
14 the technical way and engineering that this project is
15 being designed and that it's going to be delivered. I
16 said this the other night in front of an organization.
17 You know, this was -- if this was a traditional
18 construction project, the noise, the impacts, the
19 construction, the duration of construction crews being
20 out there would be years, not months. And so we are
21 attempting to minimize our presence here and the
22 impacts to the community to the maximum extent. So, I
23 just want to assure you that we are indeed listening
24 and are aware of the context in which we are located.

1 CHRISTIAN CALVO: One other request I
2 would have is if I could have your name and number --

3 MARK KOLONOSKI: Yes.

4 CHRISTIAN CALVO: -- to call you at
5 night when there's a lot of noise.

6 (Laughter and applause.)

7 MARK KOLONOSKI: And that is what the
8 hotline will be for.

9 JOHN VALINCH: My name is John Valinch.
10 I live at 13 Cheever Street here in Chelsea.

11 First, I just want to than like the
12 community for coming out. It's really awesome to see
13 everyone out here. Unfortunately, it happens to be in
14 such a time where, yet again, a state agency is kind
15 of disregarding community input.

16 I'd like to start by just making a
17 comment on the presentation. The second segment of it
18 was focusing on metrics to understand the average
19 delay that individuals experience between Route 16 and
20 the Charlestown bridge. I think many of you who take
21 the 111 every day were probably shocked to see that it
22 only takes us 10 to 15 minutes to get over that
23 bridge.

24 And I just want to make a point, and

1 it's a technical point. But the metric used there was
2 an average as opposed to a median. Now, for anyone, I
3 mean someone who is writing this report and who
4 reviewed that report, I would suspect that you would
5 probably think to use a median, which would actually
6 more accurately reflect the time that it takes for
7 people to get across that bridge, not trying to absorb
8 the high and low end travel times. And that's
9 effectively what you did, and then segmented, you
10 know, the other piece of the trip time up at the top
11 like it was arbitrary. So, that's just a start.

12 In terms of environmental issues, I
13 think a lot of people have really kind of touched on a
14 number of the important ones. But I'd like to
15 reiterate that the agency should either hire an
16 independent licensed site professional that's going to
17 monitor the issues related to taking care of the lead
18 in that bridge. And if the agency isn't willing to
19 hire an independent licensed contractor, they should
20 pay money equal to the City to hire one of our own so
21 that we can be sure that what's going on isn't further
22 added to the, you know, negative consequences of this
23 trip -- of this project, rather.

24 More importantly, I think for

1 individuals who already spoke who live under the
2 viaduct, it's not just a question of what's going to
3 happen, it's what's already happened. It's a question
4 about public health. It's a question about asthma.
5 It's a question about cancer.

6 I think that the agency should also pay
7 the City or conduct the work itself and undertake the
8 project to clean up under that bridge, clean that
9 soil, replace that soil, take care of this. This is,
10 you know, at the end of the day, your project. And
11 all of this is a result of the work of the agency.

12 In terms of community impact, I think
13 that the agency needs to demonstrate better due
14 diligence by hiring a community organizer to engage
15 with the residents immediately impacted around the
16 viaduct and bridge. This includes homeless people.
17 This has been a topic, a segment of the population
18 that has been unaddressed so far in any of the comment
19 periods here. And I find that -- I find that a grave
20 injustice to those individuals. The agency should
21 reach out, identify the needs of, and relocate and
22 accommodate those individuals while you undertake this
23 work.

24 In addition, I think to actually hold

1 you to the project guidelines that you seem to be so
2 confident of, you should pay a fee to the City for
3 each day that these contractors hired to do this work
4 extend their work. And that money should be at the
5 City's discretion.

6 In addition to noise, Lyn Meza, Maureen
7 Cawley already talked about and highlighted kind of
8 comments around trauma. At the meeting last week at
9 GreenRoots, people were talking about feeling as
10 though they were in a war zone. And I don't think
11 this can be understated. I think the level of noise,
12 the impact of noise that influences this community is
13 real. And you really need to take that into account.
14 We actually have people coming from war torn regions.
15 And, you know, you're doing a type of work that is
16 exceeding anywhere near normal decibel levels at
17 night. You know, you have children that can't go to
18 sleep. They're underperforming at school. You have
19 parents who can't get enough sleep in between their
20 second and third jobs. This is a real impact in the
21 community.

22 So, I'd like to reiterate that noise
23 walls were discussed at GreenRoots. And I thought it
24 was actually rather interesting because someone told

1 me that the reason why we wouldn't have noise walls,
2 either temporarily or permanently, is because the
3 agency doesn't want to set a precedent that that's
4 what you're supposed to do. Well, you know, here's
5 the thing. You should do that. You should
6 demonstrate your due diligence. You should implement
7 those noise walls not only for the duration of the
8 project, but for the life of the viaduct. I think
9 it's -- I mean we've had residents who live there, and
10 they know that better, and they've spoken to that.
11 And I think you just need to take that to heart and
12 get to work on that.

13 Finally, I'd just like to say another
14 issue that's really been underplayed in this
15 presentation and at the presentation at GreenRoots is
16 the actual impact to transit riders. Those are folks
17 on the 111, the 116, the 117. And so I'd like to
18 reiterate a demand that's been made previously, but
19 may be new to folks here in the audience, that the
20 agency, for the duration of this trip (sic), should
21 provide Chelsea residents free bus, subway, and Zone
22 1A passes to determine how to get into the City in the
23 most efficient manner for those individuals.

24 I want to add just one more thing to

1 that. And this is specific to the 111 as it goes over
2 the Tobin Bridge every day. Highlighting that
3 discrepancy in the average vs. median time that it
4 takes you to get from Route 16 to the Charlestown
5 Bridge -- I guess our friend from the MBTA isn't here
6 -- but at GreenRoots last week, we were quoted that
7 this would add an average of 40 minutes to the trip.
8 You know, just think about that. Right? And if
9 that's the quote that's being thrown around, okay,
10 just think about the actual reality. Right? I mean I
11 was trying to catch a bus on the 111 during -- it was
12 just after the rush hour, and there was a 40-minute
13 headway. Okay?

14 The individual from the MBTA was also
15 talking about worker shortages. I mean MassDOT has
16 done little, nothing, to assure us that both in terms
17 of mitigation money and assuring the individuals who
18 depend on public transit to get to their second,
19 third, fourth jobs, etc., are adequately going to be
20 covered by this.

21 And I want to just finally underscore
22 all of this by saying we're an environmental justice
23 community with a majority community of people of color
24 and low-income people of color. These individuals

1 that live in this City, that work in this City, that
2 put into the City every day, that are raising their
3 families here, cannot afford an extra 40 minutes on
4 the bus. They can't afford to be 40 minutes late to
5 work. They can't afford it. Okay? Do better.

6 Thank you.

7 (Applause.)

8 MODERATOR PAVAO: Thank you, John. I
9 think I want to address a couple of comments that you
10 made.

11 Site professional, we are including
12 that in our contract. We will have an independent
13 site professional. We talked about that at the
14 meeting, and that is something that we can provide the
15 results as they come in and make that public.

16 We do also have specifications for
17 contaminated soil. So, anything within the project
18 limits that we encounter, it will be disposed of and
19 taken off-site outside of Chelsea.

20 As far as highway community organizer,
21 we are going to have staff on-site during
22 construction. If a community wants to have a point
23 person to coordinate with MassDOT, whether it's a City
24 employee or somebody from one of the community

1 organizations, we'll be happy to accommodate that.
2 But we don't hire community organizers and pay for
3 that as part of our projects. We will have staff
4 available. We're going to have 24-hour hotlines in
5 both English and Spanish, and we're going to be very
6 responsive during construction.

7 JOHN VALINCH: Is your staff trained in
8 facilitation and community organizing? I mean they're
9 actually going to be adequately prepared to do that
10 work?

11 MODERATOR PAVAO: Yeah.

12 NATHANIEL CABRAL-CURTIS: Do you want
13 me to speak to that?

14 MODERATOR PAVAO: Sure.

15 NATHANIEL CABRAL-CURTIS: So, good
16 afternoon -- good evening, sir. My name is Nathaniel
17 Curtis. I run the public involvement group at Howard
18 Stein Hudson. I have a planning degree. And I have
19 been doing facilitation work at meetings like this
20 with MassDOT for I believe decades on this. So, we do
21 meetings. We do pop-up meetings. We've done outreach
22 for this project. I've done outreach with MassDOT
23 with Joe across the state. So, while I can't
24 guarantee that I will be here during construction,

1 there are specialist firms that deal with outreach
2 processes and work directly with MassDOT to deal with
3 this stuff. A good example of one you can actually
4 look at in construction is what's been done with the
5 Arborway in Forest Hills. So, you can look at that
6 and you can see what gets done. But, yes, there will
7 be somebody who does that during construction and will
8 work directly with MassDOT and the general contractor
9 who will reach out to you.

10 JOHN LOZADA: I also wanted to reference
11 the MBTA question that was raised. It's an important
12 one.

13 NATHANIEL CABRAL-CURTIS: John,
14 identify yourself, please.

15 JOHN LOZADA: I'm sorry?

16 NATHANIEL CABRAL-CURTIS: Identify
17 yourself.

18 JOHN LOZADA: Sure. My name is John
19 Lozada. I work in Office of Diversity and Civil
20 rights with the MBTA. And my responsibility has to do
21 with all kinds of public-facing non-discrimination in
22 any of the programs that we work on because of state
23 money and federal money.

24 There's an MBTA person here tonight

1 from the Service Planning Office. At the
2 Collaborative meeting, there was a Deputy II, the
3 Chief Operating Officer, who was present, as well as
4 the person who is in charge of the Blue Line, not
5 because of the Blue Line focus but she's also Latina
6 and sensitive to the issues with respect to the 111
7 bus because she runs stuff out of Maverick.

8 They're trying to figure out -- they've
9 got a list of everything that people are concerned
10 about that was referenced at GreenRoots and other
11 meetings. And they're working with those, and they'll
12 come up with concepts to sort of support and make sure
13 that we can mitigate the issues on transit.

14 MODERATOR PAVAO: I just want to add to
15 that. So, we've heard a lot of concerns about busing
16 issues in Chelsea, and even beyond Chelsea. This
17 project -- this project is going to have an
18 insignificant impact on the bus 111 route. The
19 overall -- all the projects that MassDOT has as a
20 whole, we understand that we need to talk about those
21 and coordinate those. We've been working with the T
22 to meet with the organizations and to address those
23 issues. This particular project, which is why we're
24 here tonight, will not have a significant impact on

1 bus 111.

2 AUDIENCE: Then you come and ride it
3 when this happens. Then you come and ride it every
4 single day and go to your job.

5 JOHN VALINCH: Wait. Can we just go
6 another step further? So you identified yourself as a
7 planner. I think as a planner you should know that
8 there's a difference between policy and
9 implementation. Right? So, it's one thing to isolate
10 this policy that you're talking about and implementing
11 this individual program. It will be the third
12 concurrent project. So, you can't talk about it in a
13 vacuum. It's just -- that's misleading.

14 MODERATOR PAVAO: I understand that.
15 And I'm not suggesting we talk about it in a vacuum.
16 I just want to clarify the distinction between the
17 two. That's all I'm saying.

18 JOHN VALINCH: Great.

19 MODERATOR PAVAO: Go ahead.

20 MARIA BELEN POWER: Maria Belen Power,
21 13 Admirals Way. Maria Belen Power, 13 Admirals Way.

22 I'm the associate director of
23 GreenRoots in Chelsea. And we had a great meeting
24 last week. And we're happy to see a lot of people

1 here.

2 We submitted a letter with comments.
3 I'm not going to go through the whole thing. But one
4 important point is that there are a bunch of projects
5 happening in Chelsea. This is not the only one, and
6 this is not the only DOT one. We have the North
7 Washington Street Bridge. That's affecting traffic
8 especially on the 111. We have the Tobin rehab. We
9 have the Tobin viaduct project, which is this one. We
10 have the Eversource electrical transmission lines, the
11 proposal. We have the Chelsea Clock development. We
12 have -- and I know this is not your project, but it
13 affects residents. It affects traffic. And it
14 affects public transit. We have the hotel
15 developments. We have the Beacham Street redesign and
16 redevelopment project. And, on top of that, we have
17 two bridges that go up at random times of the day,
18 every time.

19 So, we're concerned about the project,
20 but we also are concerned about the schools and the
21 parks right around the bridge: the Williams School,
22 Chelsea High, Carter Street Park, Chelsea Stadium
23 Anita's Place, Williams School, Kayem Park, O'Neil Tot
24 Lot, Mystic Overlook. All of our parks are going to

1 be affected by this construction project and by all
2 the construction projects that are happening.

3 We're concerned about noise, dust,
4 light, lead. There is a bunch of environmental
5 concerns that we're concerned about around the Route
6 1, but around all residents and the entire City of
7 Chelsea.

8 We are opposed to the closing of the 5th
9 Street ramp. The City needs more access to Route 1,
10 not less.

11 We would like to see residents of
12 Chelsea, like John mentioned, have free access to the
13 MBTA during the construction period.

14 We would like free access to the
15 tunnels, to the East Boston tunnels, for those who
16 drive.

17 And we would like all of the land under
18 the DOT bridge and under all of the DOT land in
19 Chelsea given back to the City.

20 (Applause.)

21 MARIA BELEN POWER: The community of
22 Chelsea has for too long carried the industrial and
23 environmental burden for the entire region.
24 Addressing all of these concerns and demands is the

1 least that the DOT can do for Chelsea.

2 (Applause.)

3 MODERATOR PAVAO: Thank you, Maria.

4 And one thing I wanted to just mention
5 that I meant to mention earlier, we did receive that
6 letter. We are going to be including that as part of
7 the transcript which will be posted on the website.
8 So, thank you for your comments.

9 Yes, sir?

10 DAVID CHARAK: My name is David Charak.
11 And I would like to bring some historical perspective
12 to this meeting, this project, and as well as to the
13 Tobin reconstruction project that's going on, what
14 we're doing here, what the regional agencies did to
15 Chelsea, the state did to Chelsea 70 years ago.

16 Seventy years ago there was a bridge
17 that crossed the Mystic that connected Chelsea Square
18 to City Square in Charlestown. A similar bridge
19 should be built today, and the Tobin Bridge should go
20 away. The viaduct should go away. Knit Chelsea back
21 together.

22 On North Washington Street in Boston,
23 between Charlestown and the North End, there's a new
24 bridge that's going to be built there. The new bridge

1 is going to have sidewalk. It's going to have a
2 dedicated bus lane. It's going to have a bike path.
3 It would be humane -- it would be humane if people
4 would be able to walk from Chelsea Square to City
5 Square to the North End as it was years ago.

6 If someone goes to the archives of the
7 *Boston Globe*, goes across the street to the public
8 library, there's a folder in the archives of the
9 public library that's a folder several inches thick
10 that talks about what happened in 1950 when people
11 were protesting out in the street in Chelsea. Homes
12 were taken. Homes were moved. People were displaced.
13 It was an inhumane process then. And this is an
14 inhumane process now. Chelsea would be in a much
15 better situation. And you can look. There are
16 instances where transportation is being removed
17 elsewhere in the country. Just go across to Boston
18 where the Central Artery came down and the road went
19 underground and it made a big improvement in the life
20 of downtown Boston.

21 I've spoken with former State Secretary
22 of Transportation Fred Salvucci, who became famous for
23 developing the Big Dig in Boston and getting the
24 highway put underground. He's still teaching at MIT.

1 And I spoke with him. He tells me he wanted to remove
2 the bridge as early as 1978.

3 I go back into the mid-'70s, I was
4 working in this building. I was working in the
5 Mayor's Office, the Office of Community Development
6 here. I was working on a master's thesis where it
7 talked about the social, environmental, economic
8 impacts of the Tobin Bridge on the City of Chelsea.
9 And none of it was good. And none of it is good
10 today.

11 I want to know where MassDOT was two
12 years ago, five years ago. You know, you dropped this
13 project on the City of Chelsea. You're required,
14 because of the federal funding on the viaduct to have
15 these public meetings. But you're accelerating the
16 project. This should all be slowed down.

17 (Applause.)

18 DAVID CHARAK: If it were up to me, and
19 I'm not in a position to do this, but it could be
20 Chelsea GreenRoots, it could be the Chelsea
21 Collaborative, it could be the City Council, City
22 Manager, to seek an injunction or a temporary
23 restraining order to slow this project down, just stop
24 the project. Chelsea needs, and the whole North

1 Shore, needs a comprehensive transportation plan
2 because what you're doing is spending tens of millions
3 of dollars in Chelsea, but doing nothing for Chelsea.

4 (Applause.)

5 DAVID CHARAK: Chelsea's been suffering
6 for 70 years now. You have people coming from Saugus,
7 Lynnfield, Peabody. They drive through Chelsea on
8 their way to Boston. They go by Chelsea on the way
9 through. They don't care -- they don't care about
10 Chelsea because they're just looking to get into
11 Boston. Chelsea is suffering the impacts. And it's
12 an environmental inequity situation.

13 AUDIENCE: That's right.

14 DAVID CHARAK: I've spoken with people
15 at the Conservation Law Foundation. This is the type
16 of thing that they deal with. I maintain that if the
17 City, or GreenRoots, or the Collaborative were to seek
18 the assistance of the Conservation Law Foundation and
19 file for a restraining order or injunctions, they
20 could get it and force the state into doing proper
21 planning. This is not proper planning. Here's the
22 project. This is what we're going to do. You're
23 putting perfume on a pig.

24 AUDIENCE: Yes.

1 DAVID CHARAK: You're putting perfume
2 on a pig. This is -- it's inhumane. You're wasting
3 lots of money. As Fred Salvucci stated, he wanted to
4 tear it down in 1978. But, you know, Chelsea didn't
5 have the political clout to do it at that point. It
6 still doesn't have the political clout to do it. I
7 maintain if Chelsea were a neighborhood of Boston, if
8 this was Charlestown, for example, you have the clout
9 of the mayor's office in Boston. Years ago, Mayor
10 Kevin White in Boston would throw things against the
11 wall in his office at city hall and point to Fred
12 Salvucci, who worked there as a transportation
13 planner, saying, "I want that damn highway gone." And
14 it took a lot of work to get it done. But,
15 ultimately, the highway went away.

16 You have acres and acres of land, some
17 of it for development, some of it would provide
18 opportunity for new affordable housing, some would
19 provide opportunity for green space. You would do
20 away with the vibration of all these cars that are
21 coming through.

22 Now, where are these people from
23 Saugus, Lynnfield, Peabody? What are they going to
24 do? I really don't give a damn. I mean it's a

1 problem on the whole North Shore. It's a regional
2 problem where commuter rail is inadequate. There
3 should be better ways for people to get from Saugus,
4 Lynnfield, Peabody into Boston and not be traveling
5 one person to a car to get into Boston.

6 We're putting a burden on the Chelsea
7 Fire Department, on the Chelsea Police Department to
8 respond to accidents and other activities that go on
9 on this viaduct and on the bridge.

10 I just -- I say slow the project down.
11 And, Chelsea has the power to do that, whether it be
12 the City, or GreenRoots, or the Collaborative.

13 I don't live in Chelsea now. But I go
14 back to -- in the 1950s, my grandmother lived in a
15 house on 5th Street. And the house was taken by
16 eminent domain to provide for that 5th Street ramp. I
17 mean that's just one example.

18 I talked to a number of people that
19 lived on Walnut Street that lost their homes because
20 of the bridge and the viaduct.

21 MODERATOR PAVAO: David, I'm going to
22 have to cut you short. We've got other people that
23 want to speak. You're at twice as long a speaker.

24 DAVID CHARAK: Okay.

1 MODERATOR PAVAO: I'll let you come
2 back and speak.

3 DAVID CHARAK: Let me just say one
4 closing thought here. I was a little late getting
5 here tonight --

6 MODERATOR PAVAO: Sure.

7 DAVID CHARAK: -- because parking is
8 very difficult to come to Chelsea City Hall.

9 (Applause.)

10 DAVID CHARAK: The auditorium here is
11 too small. There's no parking. Parking is very
12 difficult here. And maybe it should be -- the next
13 meeting should be an evening meeting maybe at the
14 auditorium at the high school. You have parking
15 there. You would probably have two times as many
16 people, five times as many people. And you'd be
17 really hearing from the community.

18 NATHANIEL CABRAL-CURTIS: Thank you,
19 David.

20 DAVID CHARAK: I'll have a lot more to
21 say at some point.

22 (Laughter.)

23 DAVID CHARAK: Thank you for this
24 opportunity.

1 COURTNEY HICKSON: Courtney Hickson, 19
2 Medford Street.

3 Long time no see, guys. And so I just
4 wanted to kind of reiterate a few things. The closing
5 of the 5th Street ramp is a little bit of a concern,
6 especially with our fire and our first responders. I
7 didn't realize that you guys hadn't really consulted
8 with them on how it might impact those first
9 responders. So, I would definitely encourage you to
10 do that.

11 We sort of touched on this briefly
12 about the 111, but I want to reiterate the fact that
13 they said last week that it takes about 30 minutes to
14 go end-to-end. They're anticipating it taking an hour
15 and 10 minutes to go end-to-end. When you guys are
16 doing the construction early in the morning, which is
17 something that I've brought up a couple of times, you
18 need to be thoughtful about how Chelsea's commuting
19 hours are not the same as everyone else's.

20 I'm standing at the Everett Street bus
21 stop at five in the morning, and that bus is so full
22 already that people are flying past. So, if we can't
23 get on that bus, and now you've having construction
24 delays because they are, you know, they're running

1 behind with closing it, that's going to make that take
2 even longer. So, I really do want to encourage you
3 guys to be a little bit more thoughtful with what your
4 construction hours are to make sure that you're
5 actually done by 5 a.m. because, as half this room
6 knows, I'm up before the sun, so I am there seeing and
7 experiencing this. And I can tell you that, you know,
8 that to take that long to get across the bridge at
9 five, six in the morning is ridiculous. So, if you're
10 going to have additional construction delays that is
11 something you need to consider.

12 And, I think you also need to consider
13 how all of this is going to impact not just the
14 immediate roads behind it, but how this goes into
15 Williams Street. This morning, the Williams Street
16 Bridge was up. And then a truck was making a right-
17 hand turn. And it turned into a huge traffic
18 disaster. And I was 45 minutes late to work this
19 morning because of one situation.

20 AUDIENCE: Meridian Street Bridge?

21 COURTNEY HICKSON: Meridian, the first
22 bridge.

23 AUDIENCE: Not Williams?

24 COURTNEY HICKSON: No, Meridian Street

1 Bridge.

2 NATHANIEL CABRAL-CURTIS: McArdle.

3 COURTNEY WILLIAMS: It's Meridian at --

4 NATHANIEL CABRAL-CURTIS: McArdle.

5 That's the name.

6 COURTNEY HICKSON: Yeah. And I do

7 understand that, you know, they're subject to maritime

8 laws. But there's something that you can kind of

9 incorporate with whether or not it's set at a set time

10 where during construction the bridge only opens at

11 7:30 in the morning.

12 You can also consider maybe

13 incorporating a ferry from Admirals Hill or that

14 general area --

15 AUDIENCE: Yes.

16 COURTNEY HICKSON: -- to downtown

17 Boston because I think that might be one way to

18 alleviate a lot of traffic concerns. I know I would

19 take a ferry, you know, something along those lines.

20 So, that's it.

21 MODERATOR PAVAO: Thank you for your

22 comment. I just want to address two quick points.

23 You know, being off the road by 5 a.m.,

24 that is extremely -- that's going to be very strict on

1 our end. Five a.m., they're not just shutting down
2 construction. They are completely off the road.
3 Traffic is already at three lanes at that point. So,
4 they will be penalized heavily for any minute that
5 goes over 5 a.m. So, I can assure you that we're as
6 concerned about that as you are.

7 As far as the bridges, we have no
8 control over the opening and closing of the bridges.
9 So, I just want to state that for the record. That's
10 U.S. Coast Guard.

11 COURTNEY HICKSON: I think it's less of
12 your control over the bridges and more being
13 thoughtful about the impact of the redone traffic
14 plans and how those trucks and mass of cars -- like
15 I'm not talking like, oh, a Ford F-150. I am talking
16 an 18-wheeler trucker that was making a right-hand
17 turn and they own -- they cross the line. So, it's
18 not just --

19 MODERATOR PAVAO: The bridge openings.

20 COURTNEY HICKSON: It's not the bridge
21 opening.

22 MODERATOR PAVAO: Okay.

23 COURTNEY HICKSON: It's all the trucks.

24 MODERATOR PAVAO: Okay. Thank you.

1 Understood.

2 ALEXANDRA CHRISTMAS: Hi. My name is
3 Alexandra Christmas. I live at 67 Cook Ave.

4 I'm really concerned about the street -
5 - the ramp closing. I know I stated this last week,
6 but I just wanted to just share again.

7 During your study, one of the things I
8 want you guys to consider is the school traffic around
9 there, school buses, not only for our own district,
10 but for others, other schools. There's not only our
11 Williams Schools and the high school, but also Excel.
12 And then there's also our neighboring schools that
13 goes to and from from East Boston. And they use that
14 Everett Ave. route.

15 So, one of the things I noticed in your
16 study is that you noticed that there's a high volume
17 at Everett Ave. ramp and less in the Arlington. I
18 would think that you would just reverse your thinking
19 and say maybe we could divert some of that traffic to
20 the Arlington Street ramp to lessen the traffic on the
21 Everett Ave. ramp. I think that will help the City
22 and also increase the usage of the Arlington Street
23 ramp.

24 I understand the viaduct is needed.

1 I've read through your proposal for the project. And
2 I really do appreciate you working with the community.
3 One of the things I was thinking as a solution or a
4 suggestion is to increase the buses. I know that you
5 deal with the MBTA as part of your project plan. The
6 school kids use it -- I know my kids do -- from
7 between 6 to 8 a.m. It would benefit if they had a
8 shuttle bus between Woodlawn and Cary to where most of
9 the school, like Clark Ave., and then they could even
10 walk to Williams.

11 NATHANIEL CABRAL-CURTIS: Are those
12 stops, ma'am, just for the record? Are those stops or
13 locations?

14 ALEXANDRA CHRISTMAS: Those are stops.
15 So, the Woodlawn is the end of the stop of Route 111
16 going towards Chelsea. And then Cary Square -- not
17 even Cary Square, to Bellingham Square I would
18 suggest, because that's where they could go to the
19 Clark or they could go to the Williams School, which
20 is two schools in one.

21 That just handles just the City of
22 Chelsea, so not even talking about getting out of
23 Chelsea. And then you have another bus that goes from
24 Bellingham Square to out of Chelsea to Boston. That

1 may help. Okay?

2 Closing that ramp is definitely going
3 to bottleneck us. I understand what your study is
4 stating, but I totally disagree, and I believe you're
5 hearing, that we all disagree on this.

6 One of the other things I did notice is
7 that you're going to offer police detail. It wasn't
8 defined whether it's going to be state or city. If it
9 is going to be city, my only thought is is money going
10 to be diverted to the City to help with our police
11 force or even our first responders because right now,
12 even now, I see the police helping and assisting with
13 the crossing guards during the school hours in the
14 morning and in the afternoon. But if this is going to
15 happen with the construction and closing of the ramp,
16 temporary or permanent, we are going to need that
17 increase with the police. We're going to need their
18 assistance.

19 And the last thought I saw was that the
20 construction hours between 7 p.m. to 6 a.m., but I
21 think you mentioned 5 a.m. Could we make it even
22 later to 8 or even 9 p.m.? I don't know. That's just
23 one of my other thoughts. That's it.

24 (Applause.)

1 MODERATOR PAVAO: Yes, sir.

2 RICH DECAREAU: Hi. Rich Decareau.

3 It's D-e-c-a-r-e-a-u.

4 If you wouldn't mind, would you mind
5 going back to the last slide please?

6 And, while we're waiting, I'd like to
7 obviously reiterate what a lot of people have said
8 here. The 111 bus, I'd like to know if -- I know a
9 lot of people work for MITC. And I'd like to know if
10 they realize that the closure of this ramp is
11 happening or potentially happening? And a lot of
12 those folks take the -- there's a stop on Arlington
13 and 5th Street. I'd like to know if they're aware of
14 what's going on? I know there's at least a thousand
15 people that work there, and those thousand people take
16 that bus. So, you know, it's a concern for them as
17 well.

18 Secondly, we have a rodent problem.
19 With all the construction going on, the rodent problem
20 is only going to get worse. I'd like that to be taken
21 into consideration. Maybe there's something that can
22 be done about that.

23 NATHANIEL CABRAL-CURTIS: So, maybe
24 just -- Joe already said it, I'll say it again just so

1 that you know -- a rodent control spec is part of this
2 contract.

3 RICH DECAREAU: Okay.

4 NATHANIEL CABRAL-CURTIS: And I've
5 actually lived for the past 15, 16, 17, 18 -- three
6 years now inside a MassDOT construction site which had
7 that rodent baiting program. And my cat has been very
8 bored. So, it does work.

9 RICH DECAREAU: Okay. I wanted you to
10 bring up the slide because that's my house right
11 there. And her concerns about eminent domain and the
12 state taking over, that's a big concern of mine. I'd
13 like to know when we're going to find out if that's
14 happening and when that will happen. It's also on
15 your pamphlet here.

16 NATHANIEL CABRAL-CURTIS: Correct.
17 Joe, do you want to talk to that?

18 MODERATOR PAVAO: We're not taking any
19 property on this project.

20 RICH DECAREAU: Okay. And how do I
21 know if you're going to need to use my land for --

22 MODERATOR PAVAO: We're not taking any
23 temporary easements either. All the work is going to
24 occur within MassDOT right of way.

1 RICH DECAREAU: Okay. All right.

2 MODERATOR PAVAO: If there's any change
3 as a result of what we change on this project between
4 now and then, we will come back and notify people.

5 RICH DECAREAU: Understood.

6 MODERATOR PAVAO: But I don't
7 anticipate any changes.

8 RICH DECAREAU: Okay. And the last
9 thing I'd like to reiterate, as a bunch of people
10 mentioned, structural damage. As you can see, I mean
11 I can literally reach out of my window and, you know,
12 touch the bridge here. I've had, you know, insurance
13 claims due to structural damage from the bridge
14 before. I assume that during this construction I'm
15 going to, you know, see some sort of structural
16 damage. Is there going to be a budget in place for
17 something like that? Will there be a foreman on site?
18 I know you guys have a 24-hour support line.

19 MODERATOR PAVAO: Yeah.

20 RICH DECAREAU: But if something
21 happens during the middle of the night, I don't want
22 to be calling someone. I want to be able to reach out
23 and say, "Hey, you know, a bolt went through my
24 window."

1 MODERATOR PAVAO: To answer that
2 question, first of all, we will have monitoring. We
3 are doing a survey of the homes that are that close to
4 the bridge that may be impacted. We will have
5 specifications for that. So, there will be pre-
6 inspections that will be done, and then post-
7 construction inspections.

8 As far as staffing, we will have
9 staffing whenever there's crews working. But, if you
10 call the hotline, that's going to be the quickest way
11 to get to a foreman.

12 RICH DECAREAU: You guys should have a
13 foreman on site.

14 MODERATOR PAVAO: Of course.
15 Absolutely.

16 RICH DECAREAU: All right. All right.
17 And, you know, I keep on thinking about stuff. All
18 right. This is a personal question of mine. So, I
19 worked for the bridge many years ago. I've been there
20 for 43 years. My grandfather worked with the bridge.
21 We have a fence that is going along the bend there.
22 Is that something that will be replaced, or what are
23 your thoughts on that?

24 MODERATOR PAVAO: Say that again?

1 RICH DECAREAU: There's a fence.
2 There's a fence that was put up. And it was put up to
3 protect people from throwing bottles and other stuff
4 at the house. We've had stuff go through our --
5 MODERATOR PAVAO: On the structure or
6 down below?
7 RICH DECAREAU: It's on the structure.
8 NATHANIEL CABRAL-CURTIS: On the
9 structure. On the structure.
10 RICH DECAREAU: It's on the bridge.
11 MODERATOR PAVAO: That will all be
12 replaced.
13 RICH DECAREAU: Okay. So the fence
14 will be --
15 MODERATOR PAVAO: Correct. It will be
16 replaced and we'll probably put up a new snow fence.
17 I assume that's a snow fence that you're referring to.
18 RICH DECAREAU: It wasn't a snow fence,
19 no. They put it up to protect the house from people
20 throwing debris from the bridge and it was hitting the
21 house, going through windows. It almost killed a
22 tenant of ours.
23 MODERATOR PAVAO: Seeing the close
24 proximity, we're going to look at snow fence there.

1 All right?

2 RICH DECAREAU: All right. All right.

3 Perfect. And I think that is it. Thank you.

4 NATHANIEL CABRAL-CURTIS: Thank you,

5 sir.

6 MODERATOR PAVAO: Thank you.

7 COUNCILOR DAMALI VIDOT: Damali Vidot.

8 You should still have me there.

9 So, just three quick things. The first

10 one is I just want to re-emphasize noise mitigation

11 for the homes along the bridge. Sleep is really

12 important. We have children that have to go to

13 school. We have parents, hard working residents that

14 live in the area. And it really isn't fair to have --

15 to have to be subjected to all that noise while people

16 are trying to sleep so they can earn a living and go

17 to school. That's number one.

18 Number two, there's a concern for -- I

19 don't know if in your study you were able to see how

20 packed the 111 gets in the mornings, but it's like

21 standing room only. And so to go up that Everett Ave.

22 Bridge with the weight of all the people that are

23 going to be on the bus poses a huge safety factor.

24 And I just wanted to make sure that that was on the

1 record.

2 And, lastly, I wanted to know if this
3 planning studies and traffic studies that you've done
4 to create this magical project can be made available
5 to the public. That's it.

6 NATHANIEL CABRAL-CURTIS: Yes.

7 MODERATOR PAVAO: Yes, we can do that.
8 Thank you.

9 COUNCILOR DAMALI VIDOT: When?

10 MODERATOR PAVAO: We need to finalize
11 it. But once it's finalized, we'll put it up.

12 COUNCILOR DAMALI VIDOT: Timeline? You
13 have a timeline for everything else.

14 MODERATOR PAVAO: What are we looking
15 at? Are we talking about the local traffic study?
16 The local traffic study?

17 COUNCILOR DAMALI VIDOT: We want
18 everything.

19 MODERATOR PAVAO: Or the regional?

20 COUNCILOR DAMALI VIDOT: Anything.
21 Any studies that you're basing this project on, I'm
22 asking if you can make that available to the
23 constituents.

24 MODERATOR PAVAO: We can. So, like the

1 justification report for Ramp A and all the other
2 studies?

3 COUNCILOR DAMALI VIDOT: Correct.

4 MODERATOR PAVAO: Yes, we can make that
5 available.

6 COUNCILOR DAMALI VIDOT: Yes, and when?

7 MODERATOR PAVAO: We can make that
8 available probably within the next couple of days.
9 We've already made it available to the City Manager,
10 and we can certainly make it available to all the
11 councilors.

12 COUNCILOR DAMALI VIDOT: Thank you.
13 And the public?

14 MODERATOR PAVAO: And the public.

15 COUNCILOR DAMALI VIDOT: Thank you.

16 DAVID CHARAK: David Charak. I'm back
17 again.

18 NATHANIEL CABRAL-CURTIS: David, before
19 you go -- you know, there could be some more --

20 DAVID CHARAK: No, this will be very
21 brief.

22 NATHANIEL CABRAL-CURTIS: Sure. Is
23 there anybody else in the audience who hasn't had a
24 first bite at the apple? Going once, going twice.

1 MONICA ELIAS: I just had a quick
2 thing.

3 NATHANIEL CABRAL-CURTIS: Go ahead,
4 ma'am. You, first.

5 MONICA ELIAS: My name is Monica Elias,
6 E-l-i-a-s.

7 I just wanted to emphasize on the bus
8 route, I was an ex-commuter on the bus. And I used to
9 live on Beacon Street and would wait on Everett Ave.
10 And sometimes the bus would skip us. And it was
11 really horrible. And, you know, you just keep
12 waiting. Back when I was going to college, sometimes
13 I would be late. So, with this project ongoing, I
14 encourage you guys to get a person from MBTA to speak
15 to the commuters. And a lot of these people did not
16 come tonight. And I think if it was better addressed
17 and at a bigger auditorium that's the better way to
18 deal with it.

19 And then I just had a suggestion.
20 Because I hear that Chelsea needs a lot of green space
21 for kids, and I've seen some projects where a lot of
22 parking lots are being transformed. Some parking
23 spots are designed with green space around it. So,
24 maybe underneath our bridges, you might consider that

1 as well.

2 Thank you.

3 MODERATOR PAVAO: Thank you.

4 NATHANIEL CABRAL-CURTIS: Just one

5 thing on that, ma'am. We did advertise on the 111

6 bus. There were flyers for this meeting on that

7 vehicle.

8 COURTNEY HICKSON: As someone that

9 rides the 111 bus, I didn't see any.

10 NATHANIEL CABRAL-CURTIS: We gave them

11 to the -- we've heard people who saw them. We sent

12 them to the garage from which they're dispatched.

13 They may have come down.

14 COURTNEY HICKSON: I mean I've also

15 seen the supervisors pull them off the bus.

16 MODERATOR PAVAO: Go ahead.

17 REINA VILLANUEVA (via translator): She

18 started by explaining that she understands that this

19 could be something better for the City of Chelsea.

20 And her husband --

21 STENOGRAPHER: Can I get her first

22 name, her whole name?

23 REINA VILLANUEVA: Reina, R-e-i-n-a,

24 Villanueva, V-i-l-l-a-n-u-e-v-a.

1 She understands that this could be a
2 betterment for the City of Chelsea in terms of the
3 bridge really does need its reconstruction. But they
4 are homeowners that are literally two meters from the
5 bridge. And they have suffered all sorts of negative
6 impacts: rats flooding their back yard, water
7 flooding their back yard and entering their property
8 and their home.

9 We've suffered broken windows. We've
10 had terrible impacts from the noise. We have tenants
11 on the second floor. They have a four-month old. The
12 sound, they cannot put up with this sort of sound.
13 You have to devise some sort of plan that's really
14 going to impede the sound from affecting the
15 residents.

16 Our windows are still broken. There
17 has been cold and snow coming in. I've spoken to my
18 City Councilor Roy Avellaneda who is here this evening
19 and spoke to you, to try to reach out to you. It's
20 been days now that I've reached out to try to get
21 these windows fixed. And, not just replaced, but they
22 have to be soundproofed. There has to be something
23 that's done to make this better. Right? I'm
24 literally right next to this project. I've brought

1 photos to show you exactly where the house is located
2 so you can see directly what the impact would be.

3 One of the columns that you're planning
4 on restructuring, the water that's coming off of it is
5 going directly into her back yard. So, these are
6 things you need to take into account as you plan this
7 restructuring. You need to understand the problems
8 now so you can fix them correctly before you do any
9 restructuring. And that's the ending.

10 MODERATOR PAVAO: So, just to -- just
11 to answer the question on the drainage, we are going
12 to be upgrading all the drainage.

13 COUNCILOR ROY AVELLANEDA: The cement
14 that you see on her brick --

15 MODERATOR PAVAO: Yeah.

16 COUNCILOR ROY AVELLANEDA: That's had
17 to be placed because of the runoff from the bridge
18 permeates the brick wall and they get water into their
19 structure from the rain and splashing from the Tobin
20 Bridge.

21 MODERATOR PAVAO: We'll make sure to
22 address that permanently as part of this project in
23 addition to putting snow fence up at this location.

24 COUNCILOR DAMALI VIDOT: But besides

1 the project, that's a problem.

2 MODERATOR PAVAO: Understood.

3 COUNCILOR DAMALI VIDOT: That shouldn't
4 be whether or not the project happens. That needs to
5 be dealt with.

6 MODERATOR PAVAO: Does anyone else want
7 to speak? Okay, you're on, David.

8 DAVID CHARAK: Okay. I'm not going to
9 take up too much time here.

10 MODERATOR PAVAO: Are you going to tell
11 me you want Ramp A?

12 DAVID CHARAK: I want the whole bridge
13 and viaduct gone. But considering that you're
14 probably going to go ahead with the Tobin Bridge part
15 of the project that's already gone out to bid, I want
16 to know if there's been any study done or
17 consideration of putting a bus lane or high-occupancy
18 vehicle lane on the Tobin for a connection into
19 Haymarket because this 111 bus -- I was in a meeting
20 at GreenRoots, it was probably about a month ago, and
21 much of the discussion at GreenRoots was about the 111
22 bus, overcrowding, and congestion on the bridge, and
23 the time it took to get into Boston. If MassDOT is
24 putting a bridge on North Washington Street with a bus

1 lane, take away a lane on the Tobin Bridge and make it
2 high-occupancy bus lane. It will only inconvenience
3 people that are coming from Saugus, Lynnfield,
4 Peabody. I really don't care about those people.
5 It's the people in Chelsea that need consideration.
6 It's people in Chelsea that have been trod upon for 70
7 years. It's enough. You know, positive things need
8 to happen in Chelsea, not the state doing things to
9 Chelsea. They should be doing things for Chelsea.
10 This project really doesn't do much other than put
11 perfume on a pig that's been there for 70 years.

12 And I go back to riding the 111 bus
13 before it was the 111. It was the 11 bus. So, I know
14 about congestion and crowding on the buses from many
15 years ago.

16 MODERATOR PAVAO: Thank you, David.

17 DAVID CHARAK: You're welcome.

18 MODERATOR PAVAO: Does anyone else want
19 to speak?

20 (No response.)

21 MODERATOR PAVAO: I just have a couple
22 of general comments. I want to state that the entire
23 team has been listening. We heard you loud and clear
24 tonight. I didn't hear one yea for Ramp A. So, we

1 did make a note of that. We'll be taking that back.

2 COUNCILOR DAMALI VIDOT: When do you
3 report back to us?

4 MODERATOR PAVAO: Before we make any
5 decisions, we are going to continue with a few more
6 meetings. We haven't reached out yet to the business
7 communities. We want to hear from them. We need to
8 reach out to them.

9 We are going to set up a meeting, or
10 request a meeting, with the City Council. We will be
11 meeting with the City Manager's office. We'll have
12 those discussions after we've talked. Then I'd like
13 to come back and do a Public Information Meeting to
14 talk about what it is we can and can't do on this
15 project.

16 Now, I would love to say -- we heard a
17 lot of concerns tonight, a lot of existing conditions,
18 a lot of impacts from our projects, from our project
19 and projects going on simultaneously with this one. I
20 would love to say that we can come in with this
21 project and solve all of these problems. But the
22 reality is we can't. We've got a limited budget.
23 First and foremost is replacing this structure because
24 it needs to be fixed.

1 Secondly, we are committed to
2 mitigating any impacts from the construction of this
3 project. It's not to say we're not listening to all
4 your other issues, but we are going to work with the
5 City Council. We'll work with the City Manager's
6 officer to see what we can do above and beyond
7 mitigating the impacts from this particular project.

8 In addition to that, we've heard about
9 issues with the MBTA. The MBTA is listening. They
10 are very concerned about the issues that were brought
11 up in past meetings recently.

12 COUNCILOR CALVIN T. BROWN: Are they
13 here today?

14 MODERATOR PAVAO: Yes, we do have
15 somebody here from the T.

16 COUNCILOR CALVIN T. BROWN: Okay.

17 MODERATOR PAVAO: But this is not an
18 MBTA project. This is about the Chelsea viaduct
19 tonight. The MBTA is committed to meeting and
20 continuing conversations and come up with an action
21 plan to make improvements to the bus lines, whether
22 it's reduced fares, adding buses, adding drivers. I
23 don't know the answers. But they are committed. They
24 are listening to your concerns.

1 So, I want to thank everybody for
2 coming tonight. I know it was a long meeting. There
3 were a lot of people. But we appreciate you coming
4 up. And this won't be the last time you're going to
5 be seeing us.

6 So, if nobody has any other comments,
7 I'm going to officially declare the hearing closed at
8 9:05.

9 (Applause.)

10 (Whereupon, the proceedings were
11 concluded at 9:05 p.m.)

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C E R T I F I C A T E

I, Judith A. Luciano, do hereby certify that the foregoing record is a true and accurate transcription of the proceedings in the above-captioned matter to the best of my skill and ability.

Judith A. Luciano

Judith A. Luciano

**** ALL NAMES NOT PROVIDED WERE SPELLED PHONETICALLY TO
THE BEST OF MY ABILITY**

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