







E33	P-17	Pedestrian	Medford Street @ Pearl Street, Somerville	Install new traffic signal with signalized crossing of Medford St.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Conditions have changed since the EA report was written. There is no longer a station entrance on Medford St across from Pearl St. In addition, the City is currently redesigning Gilman Square including a new layout for the Pearl St. and Medford St Intersection. The consultant hired for this project will provide a written traffic report that is expected to include a finding that a traffic signal in this location is not warranted any more.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E34	P-18	Pedestrian	Medford Street @ Walnut Street, Somerville	Increase pedestrian walk/flashing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. The City of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections and they have a tentative date for preliminary design of April 30, 2021.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E35	P-19	Pedestrian	Medford Street @ Highland Avenue, Somerville	Signalize side street crossings. increase pedestrian walk/flashing don't walk time. Restripe crosswalk on Hamlet Street.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. The City of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections and they have a tentative date for preliminary design of April 30, 2021.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E36	P-20	Pedestrian	Highland Avenue @ Lowell Street, Somerville	Increase pedestrian walk/flashing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. The City of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections and they have a tentative date for preliminary design of April 30, 2021.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E37	P-21	Pedestrian	Highland Avenue @ Central Street, Somerville	Increase pedestrian walk/flashing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. The City of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections and they have a tentative date for preliminary design of April 30, 2021.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E38	P-22	Pedestrian	Washington Street @ Tufts Street, Somerville	Install new traffic signal with signalized crossing of Washington St.	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. North of Washington St sidewalk is being constructed as part of GLXC's scope. Conditions at the intersection of Washington and Tufts have changed: No pick-up/drop off for the station on Washington St; and Part of the intersection and east of the intersection is being redesigned to accommodate a floating bus island and a rapid flashing beacon - this is by collaboration between MBTA and City of Somerville. The City is in the process of hiring a consultant to conduct a traffic warrant analysis. If a traffic signal is still warranted the consultant will design it.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E39	P-23	Pedestrian	Washington Street @ Inner Belt Road, Somerville	Increase pedestrian walk/flashing don't walk time	Open	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. The City is in the process of hiring a consultant to provide a traffic report and traffic signal plan. The City of Somerville has reached out to Toole Engineering to do the engineering analysis on the intersections and they have a tentative date for preliminary design of April 30, 2021.	Roger Alcott	Monitor work by City; include in status report for Third Party Agreements	Within 12 months before revenue service	8/10/2021	
E40	P-24	Pedestrian	Medford Street at Somerville Avenue/McGrath Hwy, Somerville	Incorporate pedestrian crossings into traffic signal phasing and install appropriate equipment	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2015.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020
E41	P-25	Pedestrian	Washington Street @ Somerville Avenue/ Prospect Street, Somerville	Increase pedestrian walk/flashing don't walk time	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2017.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020
E42	P-26	Pedestrian	Washington Street @ Somerville Avenue/ Webster Street, Somerville	Increase pedestrian walk/flashing don't walk time	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2017.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020
E43	P-27	Pedestrian	Washington Street @ Kirkland Street, Somerville	Increase pedestrian walk/flashing don't walk time	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2019.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020
E44	P-28	Pedestrian	Prospect Street @ Webster Avenue, Somerville	Install a crosswalk across Prospect North. Increase pedestrian walk/flashing don't walk time, incorporate unsignalized crossings into traffic signal and install appropriate equipment.	Complete	City of Somerville PER EXHIBIT A OF AGREEMENT	The commitment is being carried out by the City of Somerville, as per the July 21, 2017 Memorandum of Agreement (MOA), Exhibit A. Per the City, this work was completed in 2017.	Roger Alcott	No further action	Within 12 months before revenue service	Complete	7/31/2020

E45	P-29	Pedestrian	O'Brien Highway @ Third Street	Provided updated pedestrian crossing timing and phasing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. Currently Divco is completing this intersection upgrade in their Phase 1 Effort which is set to complete by end of 2020.	Roger Alcott	Monitor work by developer	Within 12 months before revenue service	8/10/2021	
E46	P-30	Pedestrian	O'Brien Highway @ Water Street	Install a new crosswalk across O'Brien Highway and provide a new signalized pedestrian crossing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. Currently Divco is completing this intersection upgrade in their Phase 1 Effort which is set to complete by end of 2020.	Roger Alcott	Monitor work by developer	Within 12 months before revenue service	8/10/2021	
E47	P-31	Pedestrian	O'Brien Highway @ North First Street	Providing new pedestrian crossing timing and phasing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. After completing their Phase 1 work of upgrades to Cambridge crossing, Divco will move into Phase 2B work which will include this intersection to be completed by end of 2021.	Roger Alcott	Monitor work by developer	Within 12 months before revenue service	8/10/2021	
E48	P-32	Pedestrian	Cambridge Street @ First Street	Providing new pedestrian crossing timing and phasing	Open	DivcoWest	The commitment is being carried out by the abutting developer (DivcoWest), as per the various agreements that the MBTA has entered into with them. DivcoWest is obligated under the 2/11/11 Amended and Restated Development and Land Exchange Agreement with the MBTA, as amended (see Section 5.1) to obtain all approvals related to the North Point Development. After completing their Phase 1 work of upgrades to Cambridge crossing, Divco will move into Phase 2B work which will include this intersection to be completed by end of 2021.	Roger Alcott	Monitor work by developer	Within 12 months before revenue service	8/10/2021	
E49	N-1	Noise	Project wide	Provide noise mitigation in the form of noise barriers or sound insulation to mitigate severe noise impacts. Provide noise mitigation for moderate noise impact where existing noise levels are above 65 Ldn. Provide noise mitigation for impacts with no significant outdoor land use if interior day-night sound levels (Ldn) are above 45 dBA from Project sources or single-event maximum noise levels (Lmax) above 65 dBA.	Open	MBTA/DB Entity	Using the FTA Noise and Vibration Guidance, the MBTA's environmental documents identified noise impacted properties at the PE/NEPA phase. The DB will confirm final design compliance with mitigation criteria with completion of a Design Noise and Vibration Mitigation Report. The specific properties, the type of mitigation applied (e.g., noise walls or sound insulation) are fully described in the mitigation tracking items further in this chart.	John Weston	Document this requirement in DB contract and completion of the Design Noise and Vibration Mitigation Report for close out purposes. Specific mitigation items are included elsewhere in this tracking document.	Early phases of construction, where appropriate	8/10/2021	
E50	N-2	Noise (Barriers and Sound Insulation)	N-1: Glass Factory Condominiums	Noise Barrier and Sound Insulation	Open	Design-Build Entity	Barriers are in the DB Entity's Design Package 33B ("Lechmere Viaduct - Superstructure (LEV)"); the design was completed 5/3/19 and Design Package 34B ("Viaduct MBV 16 to 23; UEV Superstructure (ERC)"); the design was completed 11/6/18). Hampton Inn Hotel units on the 6th and 7th floors also require sound insulation improvements. The sound insulation will be performed by the Hampton Inn after the MBTA and the Hampton Inn enter into an agreement under which the owner performs the work. The MBTA will enter into a direct noise agreement with the Hampton Inn. The MBTA has prepared a model draft agreement that will be presented to homeowners. Outreach to homeowners began in February 2020 and will continue through 2020. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Monitor work by DB; follow up with property owners re: sound insulation.	Early phases of construction, where appropriate	8/10/2021	
E51	N-3	Noise (Barriers)	N-2: northeast façade Brickbottom Artists Building	Noise Barrier	Open	Design-Build Entity	Barriers in the DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMV"); the design was completed 12/18/19; in the DB Entity's Design Package 36 ("Medford Viaduct 32 to 35 MBV"); the design was completed 2/28/19, and the DB Entity's Design Package 17 ("Retaining and Noise Walls DP17"); the design was completed 7/1/19). Construction is expected to start Summer 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E52	N-4	Noise (Barriers)	N-3: south façade Brickbottom Artists Building (Union Branch)	Noise Barrier	Open	Design-Build Entity	The topmost 4 feet of noise barriers for the south façade of Brickbottom shall consist of 4-foot high acrylic panels. Barrier in the DB Entity's Design Package 17 ("Retaining and Noise Walls DP17"); the design was completed 7/1/19). Construction of Noise Barrier 3A has begun; completion is anticipated by 3Q 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	

E53	N-5	Noise (Sound Insulation)	N-4: Alston Street/Cross Street	Sound Insulation	Open	MBTA	As described in the Request for Re-Evaluation of the FONSI as well as in the Notice of Project Change, the mitigation approach has been changed from noise barrier to sound insulation. Sound insulation improvements for 4 homes (1 single family (SFR), 2 two-family and 1 three family) are proposed. All sound insulation will be performed by the homeowners after the MBTA and the homeowners enter into an agreement under which the homeowner performs the work. The MBTA has prepared a model draft agreement that is being presented to homeowners. Outreach to homeowners began in February 2020 but activities are on hold due to the COVID-19 pandemic since next step requires entry into units for testing. Activities resumed once Somerville entered the Massachusetts Phase 3 reopening on September 9, 2020. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/10/2021	
E54	N-6	Noise (Sound Insulation)	N5 - Between Cross Street and McGrath Hwy (Avon Place/Auburn Street) (Medford Branch)	Sound Insulation	Open	MBTA	As described in the Request for Re-Evaluation of the FONSI as well as in the Notice of Project Change, the mitigation approach has been changed from noise barrier and retaining wall ME-1 to sound insulation. All sound insulation will be performed by the homeowners after the MBTA and the homeowners enter into an agreement under which the homeowner performs the work. The MBTA has prepared a model draft agreement that will be presented to homeowners. Outreach to homeowners began in Feb 2020 but activities were put on hold due to the COVID-19 pandemic, since next step requires entry into units for testing. Activities resumed once Somerville entered the Massachusetts Phase 3 reopening on September 9, 2020. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/10/2021	
E55	N-7	Noise (Barriers)	N6 - Between McGrath Hwy and Walnut Street (Gilman Street)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 15 ("Retaining Walls ERC"), which was completed on 8/15/18 and was Released for Construction. Construction of Noise Barrier N-6 has begun, and is expected to be complete by the end of 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E56	N-8	Noise (Barriers)	N7 - Between School Street and Sycamore Street (Richdale Avenue) (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 18 ("Retaining and Noise Walls DP18") and 18B ("Retaining and Noise Walls DP18B"), which were completed on 8/2/19 and 8/26/19 and was Released for Construction. Construction of Noise Barrier N-7 has begun and is expected to be complete by the end of 2020..	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E57	N-9	Noise (Sound Insulation)	N8 - Sycamore Street (near Richdale Avenue) (Medford Branch)	Sound Insulation	Open	MBTA	As presented in the Section 106 Agreement Amendment, the noise barrier (N-8) near Susan Russell House, 58 Sycamore Street, will not be constructed and sound insulation improvements will be made instead. The Owner Letter is on file. Noise barrier eliminated from the design package GMP#5 due to historical context and homeowner concerns. The Section 106 Agreement (Amendment #1) lays out the requirements for review of the soundproofing work by the Somerville Historic Preservation Commission (SHPC). The sound insulation will be performed by the homeowner after the MBTA and the homeowner enter into an agreement under which the homeowner performs the work. The MBTA is preparing an agreement that is specific to this homeowner due to the specific historic characteristics of the property. The MBTA will assist the homeowner in the preparation of any filings or documents to be submitted to the SHPC. The MBTA has had preliminary coordination with this homeowner. Activities began in February 2020 and will continue through 2020.. All work will proceed consistent with the Section 106 MOA requirements. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Coordinate with Project Conservator; Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/10/2021	
E58	N-10	Noise (Barriers)	N9 - Vernon Street (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 18 ("Retaining and Noise Walls DP18"), which was completed on 8/2/19 and was Released for Construction. Construction of Noise Barriers N-9A and N-9B has begun and is expected to be complete before the end of 2020..	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E59	N-11	Noise (Barriers)	N10 - Nashua Street/Henderson Street/Hinckley Street (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 19 ("Retaining and Noise Wall DP19"), which was completed on 3/30/19 and was Released for Construction. Construction of Noise Barrier N-10 has begun and is expected to be complete before the end of 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E60	N-12	Noise (Barriers)	N11- Trum Playground (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Packages 16 ("Retaining and Noise Barriers DP16"), which was completed on 10/23/19 and was Released for Construction. Construction of Noise Barrier N-11 has begun and is expected to be complete before the end of 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E61	N-13	Noise (Barriers)	N12 - Cedar Street and Wilson Avenue (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 15 ("Retaining Walls ERC"), which was completed on 8/15/18 and was Released for Construction. Construction of Noise Barrier N-12 has begun, and is expected to be complete before the end of 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	

E62	N-14	Noise (Sound Insulation)	N13 - Between Cedar Street and Broadway (Boston Avenue) (Medford Branch)	Sound Insulation	Open	MBTA	As described in the Request for Re-Evaluation of the FONSI as well as in the Notice of Project Change, the mitigation approach has been changed from noise barrier and retaining wall MW14 to sound insulation. All sound insulation will be performed by the homeowners after the MBTA and the homeowners enter into an agreement under which the homeowner performs the work. The MBTA has prepared a model draft agreement that will be presented to homeowners. Outreach to homeowners began in February 2020 but were put on hold due to the COVID-19 pandemic since next step requires entry into units for testing. Activities resumed once Somerville entered the Massachusetts Phase 3 reopening on September 9th. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/10/2021	
E63	N-15	Noise (Barriers)	N14 - Newbern Avenue/Morton Avenue/ Granville Avenue (Medford Branch)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 19 ("Retaining and Noise Wall DP19"), which was completed on 3/20/19 and was Released for Construction. Construction of Noise Barrier N-14 has begun and is expected to be complete before the end of 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E64	N-16	Noise (Barriers)	N17 - Walnut Street Center (Charlestown Street/Community Alternative/Target)	Noise Barrier	Open	Design-Build Entity	Noise Barrier is included in the DB Entity's Design Package 17 ("Retaining and Noise Walls DP17"); the design was completed 7/1/19 and was Released for Construction. Construction of Noise Barriers N-2A and N-2B have begun and are expected to be complete before the end of 2020.	John Weston	Monitor work by DB	Early phases of construction, where appropriate	8/10/2021	
E65	N-17	Noise (Insulation)	Pearl Street Apartments Building	Provide sound insulation improvements	Open	MBTA	The sound insulation will be performed by the property owner after the MBTA and the property owner enter into an agreement under which the property owner performs the work. The MBTA has prepared a model draft agreement that will be presented to property owners. Outreach to homeowners began in February 2020 but activities were put on hold due to the COVID-19 pandemic, since next step requires entry into units for testing. Activities resumed once Somerville entered the Massachusetts Phase 3 reopening on September 9, 2020. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/10/2021	
E66	N-18	Noise (Sound Insulation)	Powderhouse Condominiums	Provide sound insulation improvements	Open	MBTA	Sound insulation improvements were recommended in Final EA due to introduction of new special trackwork. Since the EA, and as presented in the Request for Re-Evaluation of the FONSI and the NPC, special trackwork was removed from this location and no noise impact resulted. No noise mitigation is required for this property. See HMMH (consultant to MBA) response to comment letter to Mr. Tal Reichert dated 6/19/2012 for further details. GLXC Noise Consultant (Wilson Ihrig) has developed a report for the current design. This analysis has been confirmed with project final design documents in the report titled "Noise Impact Report for Non-Design Package Areas" dated 6/1/20. Results of analysis are included on page 23 of that document, with no mitigation needed.	John Weston	No further action	Complete	Complete	10/14/2020
E67	<b>NOT USED</b>											N/A
E68	<b>NOT USED</b>											N/A
E69	N-19	Noise (Sound Insulation)	Outside the Lines Studio	Provide sound insulation improvements for main classroom	Open	MBTA	The sound insulation will be performed by the property owner after the MBTA and the property owner enter into an agreement under which the property owner performs the work. The MBTA has prepared a model draft agreement that will be presented to property owners. Outreach to homeowners began in February 2020 but activities were put on hold due to the COVID-19 pandemic since next step requires entry into units for testing. Activities resumed once Somerville entered the Massachusetts Phase 3 reopening on September 9, 2020. Outreach will continue over the course of the year so that work can be completed before the start of Revenue Service.	John Weston	Coord with owners to implement MBTA noise insulation program; monitor work	Early phases of construction, where appropriate	8/10/2021	
E70	N-20	Noise (Sound Insulation)	Tufts University Science and Technology Center	Provide sound insulation improvements for 3 labs, 3 classrooms on first floor, and five labs on second floor.	Open	MBTA	MBTA believes that Tufts University completed the window installation. Please note vibration mats are also required. MBTA is coordinating with Tufts to obtain documentation of completion, including photos inside and out.	John Weston	Coordination documentation of completion, and close out	Within 12 months of start of revenue service	8/10/2021	
E71	N-21	Noise	All	Monitor Noise after service starts (with the proposed mitigation in place) to evaluate whether the actual noise levels correspond with the modeled values and take appropriate corrective actions if the actual values are found to be higher than the projections.	Open	MBTA	MBTA will conduct the noise monitoring program during the period ending 12 months after revenue service.	John Weston	Coordinate with MBTA HQ to implement operation noise monitoring plan after service initiation.	Within 12 months of start of revenue service	8/10/2022	

E72	V-1	Vibration	Project wide	Provide vibration mitigation in the form of ballast mats or resilient rail fasteners and relocated or specially engineered special track to mitigate vibration impacts.	Open	Design-Build Entity	DB developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package and DP01A Commuter Rail Track Package per Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. DP01A was approved 9/30/19 and was released for construction. DP01/05 is in review. The specific locations and type of mitigation applied (e.g., ballast mats, relocated switches) are fully described in the mitigation tracking items further in this chart.	John Weston	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E73	V-2	Vibration	V1: Glass Factory Condominiums	Green Line	Open	Design-Build Entity	Vibration in this segment of the corridor was projected to generate ground borne noise due to the location of the viaduct. The noise analysis associated with DB Entity's Design Package 33B ("Lechmere Viaduct - Superstructure (LEV) ") identified that ballast mats would mitigate the noise; the design was completed 5/3/19) and Design Package 34B ("Viaduct MBV 16 to 23; UEV Superstructure (ERC) "); the design was completed 11/6/18). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E74	V-3	Vibration	V2: Brickbottom (Northeast Façade)	Green Line	Open	Design-Build Entity	Vibration in this segment of the corridor was projected to generate ground borne noise due to the location of the viaduct. The noise analysis was submitted associated with DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMV "); the design was completed 12/18/19; and the DB Entity's Design Package 36 ("Medford Viaduct 32 to 35 MBV "). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review.	John Weston	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E75	V-4	Vibration	V3: Brickbottom Artists Building (South Façade)	Green Line	Open	Design-Build Entity	Ground-borne noise at this location was evaluated as part of Viaduct Section Noise Barrier Design Report, submitted in conjunction with DB Entity's Design Package 35 ("Viaduct MBV 24 to 31 and UMV "), which confirmed the need for ballast mats to mitigate noise impacts in a portion of this segment. (Vibration Mitigation V-3a) The DB Entity developed Ground-borne Vibration Technical Report for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of associated track package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-3b). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Monitor work by DB; review status of this item once DP is accepted	Within 12 months before revenue service	8/10/2021	
E76	V-5	Vibration	V4: Alston Street (South of Cross Street)	Green Line	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-4). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Monitor work by DB	Within 12 months before revenue service	8/10/2021	
E77	V-6	Vibration	V5: Tufts Street/Avon Place/Auburn Avenue South of Cross to McGrath Hwy	Commuter Rail	Complete	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Since mitigation was originally included to provide abatement for existing conditions, mitigation is no longer being planned, since vibration from project will be below impact threshold of 75 vdB.	John Weston	No further action	Within 12 months before revenue service	Complete	10/23/2020
E78	V-7	Vibration	V6: Gilman Street (McGrath Hwy to Walnut)	Commuter Rail	Complete	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Mitigation is no longer being planned, since vibration increases from project will be below impact threshold of 75 vdB.	John Weston	No further action	Within 12 months before revenue service	Complete	10/23/2020



E79	V-8	Vibration	V7: Medford Street (North of Walnut)	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-8). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E80	V-9	Vibration	V8: Pearl Street Apartments	Commuter Rail	Complete	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Mitigation is no longer being planned, since vibration increases from project will be below impact threshold of 75 vdB.	John Weston	No further action	Within 12 months before revenue service	Complete	10/23/2020
E81	V-10	Vibration	V9: Richdale Avenue (School Street to Sycamore Street)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	John Weston	Document work installed per design	Within 12 months before revenue service	8/10/2021	
E82	V-11	Vibration	V10: Lowell Street/Nashua Street/Hinckley Street/Berwick Street (Lowell to Charles E Ryan Road)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	John Weston	Document work installed per design	Within 12 months before revenue service	8/10/2021	
E83	V-12	Vibration	V11: Murdock Street (South of Cedar)	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-12). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E84	V-13	Vibration	V12: Cedar Street (North of Cedar)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	John Weston	Document work installed per design	Within 12 months before revenue service	8/10/2021	
E85	V-14	Vibration	V13: Newbern Ave/Morton Ave/Granville Ave/Winchester Pl/Wareham St (Broadway to Warren St)	Commuter Rail	Open	Design-Build Entity	The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis confirmed the need for vibration mitigation to reduce vibration impacts below the impact thresholds. Ballast mats have been included in the approved track design in this segment of the corridor.	John Weston	Document work installed per design	Complete	8/10/2021	

E86	V-15	Vibration	V14: Tufts Science and Technology Center	Commuter Rail Line	Completed	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed at this location under the initial phase of the GLX construction.	John Weston	No further action	Complete	Complete	10/23/2020
E87	V-16	Vibration	V15: Tufts Bacon Hall	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-16). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E88	V-17	Vibration	V16: Outside the Lines Studio	Commuter Rail Line	Completed	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed under the initial phase of the GLX construction	John Weston	No further action	Complete	Complete	10/23/2020
E89	V-18	Vibration	V17: Tufts Bray Laboratory	Green Line	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis incorporated aspects of the final design (e.g. continuously welded rail, flange bearing frogs) that decreased the vibration impact of Green Line train operations when compared to the design associated with the Project EA. With the reduced project vibration levels, mitigation to address ground-borne vibration is not currently being planned at this location (Vibration Mitigation V-18). The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E90	V-19	Vibration	V18: Tufts Curtis Hall	Green Line and Commuter Rail	Complete	Design-Build Entity	The DB Entity developed Ground-borne Vibration Technical Reports for submittal with DP01/05 Light Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed but approval of Light Rail Track Package is pending. The report's analysis identified that vibration mitigation is required in this segment of the corridor to address Green Line operations. Ballast mats have been included in the preliminary versions of the track design. The DB Entity developed a Ground-borne Vibration Technical Report for submittal with DP01A Commuter Rail Track Package consistent with Technical Provision Section 3.3.6 to evaluate compliance of final design and planned mitigation with operational vibration criteria. Report was reviewed and Design Package approved 9/30/19 and Released for Construction. The report analysis included multiple measurements of existing vibration conditions in this segment that documented lower vibration conditions than was estimated in the Project's EA. Since mitigation was originally included to provide abatement for existing conditions, mitigation is no longer being planned, since vibration from project will be below impact threshold of 75 vdB. The ballast mats are to be integrated into DP 01/05 Light Rail Track Package, which is under review, and the design is expected to be complete by the end of 2020.	John Weston	Ensure no changes to GL track alignment	Within 12 months before revenue service	8/10/2021	
E91	V-20	Vibration	V19: Horace Street	Commuter Rail	Completed	MBTA	Ballast mats under the tracks in order to isolate train vibrations were installed under the initial phase of the GLX construction	John Weston	No further action	Complete	Complete	10/23/2020
E92	V-21	Vibration Turn Outs Crossovers	A - Brickbottom Artists Building South Façade Green Line Turnout (Union Square Outbound Main Line to Union Square Outbound Yard Lead) (US EB Station 12)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	Design-Build Entity	Planned location of turnout was modified in preliminary design to eliminate vibration impact. The turnout has been moved as far east as possible. The design is complete and the construction is expected to begin by 3Q 2020.	Randy Henke	No further action	PE Design Phase	Complete	7/31/2020
E93	V-22	Vibration Turn Outs Crossovers	B - Brickbottom Artists Building South Façade (Union Square Inbound Main Line to Union Square Inbound Yard Lead)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	Design-Build Entity	Turnout was removed from preliminary design which mitigated the vibration impacts.	Randy Henke	No further action	Complete	Complete	7/31/2020

E94	V-23	Vibration Turn Outs Crossovers	C - Brickbottom Artists Building South Façade Two Commuter Turnouts (Fitchburg Mainline to BET Drill Track and to Spur Line)(US WB Station 6)(FML/Drill Trk x/o)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	Design-Build Entity	Planned location of turnout was modified in preliminary design to eliminate vibration impact. This turnout has been moved as far east as possible. The design and construction are complete.	Randy Henke	No further action	PE Design Phase	Complete	7/31/2020
E95	V-24	Vibration Turn Outs Crossovers	D - Granville Avenue/Winchester Place Commuter Interlocking (Two double crossovers) Bowdoin St/Princeton St (Tufts Interlocking)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts.	Completed	MBTA	Preliminary design included revised location of crossovers, which are now centered on Bowdoin St. Revised design moved trackwork from a residential area to an area with nonresidential land uses. Moveable point frogs and ballast mat added in design to reduce vibration impacts. Work was completed under the initial phase of the GLX construction in Fall 2017.	Randy Henke	No further action	Complete	Complete	7/31/2020
E96	V-25	Vibration Turn Outs Crossovers	E - College Avenue Green Line Number 8 Double Diamond Crossover(College Avenue interlocking, Station 362)	Relocate specially engineered trackwork to further minimize or mitigate potential vibration impacts. [Same as location 1 in FEIR]	Open	Design-Build Entity	Preliminary design eliminated double diamond crossover and included alternative special trackwork (Universal Flange bearing frog) to minimize vibration impacts. Design now complete and installation in new location is expected by dprng of 2021.	Randy Henke	Monitor DB progress	PE Design Phase	4/15/2021	
E97	V-26	Vibration	All	Monitor vibration after service starts (with the proposed mitigation in place) to evaluate whether the actual vibration levels correspond with the modeled values and take appropriate corrective actions if the actual values are found to be higher than the projections.	Open	MBTA	MBTA will conduct the vibration monitoring program within 12 months after revenue service.	John Weston	Coordinate with MBTA HQ to implement operational vibration monitoring plan after service initiation.	Within 12 months after start of revenue service.	8/10/2022	
E98	HM-1	Hazardous Material	All	Consult with MassDEP during design and construction to ensure planning and implementation of demolition and management of contaminated soils is consistent with MassDEP regulations and recommendations	Open	DB Entity/ MBTA	MBTA has been in consultation with the DEP and the EPA regarding PCB's in soil at the Vehicle Maintenance Facility and Union Square, and has developed an implementation plan that meets DEP and EPA's requirements. Further consultation with the agencies will occur as new soil contamination issues arise.	Tim Schiavone	Monitor work by DB	During design and construction	8/10/2021	
E99	LU-1	Land Use	All	Work with the community in the area of future Mystic Valley/Route 16 to consider land use and station design elements	Open	MBTA	This is a separate project from GLX and has independent utility from the GLX project. Coordination began in 2017, before beginning GLX construction. The MBTA and MassDOT are working with the Cities of Somerville and Medford to advance the environmental review of the extension of the Green Line to Mystic Valley Parkway. The MBTA and MassDOT prepared, filed and took public comment on an Environmental Notification Form (ENF) which is the first phase of a state environmental review. MassDOT will continue on with that environmental process. Part of this review will consider land use in the area around the station. The MBTA will continue to report on this project as the environmental review progresses.	Andrew Brennan	Work with MBTA HQ to monitor	Prior to beginning construction, per FONSI. Now N/A	2/3/2022	
E100	LU-2	Land Use	All	Complete Final Design for Somerville Community Path between Lowell Street and Inner Belt area.	Completed	DB Entity	Original design commitment completed. Design had been incorporated in Episode 1; scope was then included in DB contract. Final Design was performed by DB Entity. Final design was incorporated in DP 06 and DP 07 - both are RFC.	Roger Alcott	No further action	Complete	Complete	7/31/2020
E101	LU-3	Land Use	All	Work with the City of Somerville to identify opportunities for state and federal funding for construction of community path	Completed	MBTA	Funding for the Community Path has been secured and the Path is now a component of the project. Funding for community path is included in DB contract.	Roger Alcott	No further action	Complete	Complete	7/31/2020
E102	SE-1	Socioeconomics	All	In accordance with Uniform Act procedures, work with property owners to provide fair market value of acquisition and job relocation	Open	MBTA	Relocation Plans have been completed per Uniform Act requirements. Four remaining - won't impact construction. (1) Rogers Foam - 1 fee taking, 1 permanent easement; (2) City of Cambridge - East Street Viaduct Vertical permanent easement; (3) Union Square taking or permanent easement - working with US2 to finalize. These actions are not expected to result in job relocations.	Roger Alcott	Monitor any open real estate transactions	Prior to beginning construction at affected locations	8/10/2021	
E103	WQ-1	Water Quality/ Stormwater	All	Update the Operation and Maintenance Plan in the Stormwater Pollution Prevention Plan (SWPPP) to include a detailed outline of inspection and cleaning schedules for stormwater management practices, including detention area and deep sump catch basins	Open	DB Entity - construction, MBTA - Operations	A Stormwater Pollution Prevention Plan Program (SWPPP) for construction has been completed by the D-B entity. EPA accepted and authorized the project SWPPP under the EPA's Construction General Permit (NOI permit ID MAR10017Z) on April 5, 2018. Updates to the SWPPP are being provided throughout construction. The most recent update to the SWPPP (SR-5933) is currently under review by GLX/MBTA. Compliance with the SWPPP will be maintained over the life of the project. The SWPPP for MBTA operations of the Vehicle Maintenance Facility will be prepared based on the final configuration of the facility and will be in place prior to facility operations, consistent with the NPDES requirements.	Derek Anderson	No further action	Within 12 months before revenue service	Complete	7/31/2020

E104	WQ-2	Water Quality	All	Implement all aspects of the SWPPP including recommendations in annual updates based on new or improved procedures or changes to operations.	Open	DB Entity - construction	Compliance with the SWPPP will be maintained over the life of the project.	Derek Anderson	RE's to record copies of DB's inspection and maintenance records and document via notes and monitoring of erosion and sedimentation controls identified in the SWPPP.	Within 12 months after revenue service	8/10/2022	
E105	VE-1	Visual Environment	All	Loam and seed in private property where areas are disturbed by wall construction. Compensate for damaged shrubbery.	Open	Design-Build Entity	As the project is nearing completion, the MBTA will review construction area to determine where any loam and seed is needed. If appropriate, the MBTA will compensate landowners for damaged shrubbery.	Roger Alcott	Monitor work by DB	During design and construction	8/10/2021	
E106	VE-2	Visual Environment	All	Walls will meet criteria agreed to with the community.	Open	Design-Build Entity	Noise wall designs include use of galvanized steel panels with base of concrete. Acrylic panels will be included in locations agreed to in preliminary design. MBTA presented panel design to Community Working Group on 5/7/19. MBTA will review all design changes to ensure the agreed upon criteria remain.	John Weston	Monitor work by DB	During design and construction	8/10/2021	
E107	CR-1	Cultural Resources and Section 4(f) Resources	Lechmere Station/Viaduct, Somerville Automobile Company Building	Perform archival photographic documentation of historic resources to be removed or altered	Completed	MBTA	Archival documentation has been completed for all resources identified in the Section 106 Agreement. Archival documentation has been sent to the repositories as required in the Agreement.	Ginny Adams	No further action	Complete	Complete	7/20/2020
E108	CR-2	Cultural Resources and Section 4(f) Resources	Lechmere Station/Viaduct, Ball Square Station and Gilman Station	In conformance with MBTA design protocol review, develop interpretive displays. Consultation with MBTA/FTA/MHC	Open	MBTA to design and procure panels/DB Entity to install per Technical Provisions Section 3.3.4.2	Draft panels were prepared in coordination between MBTA and PAL. The station locations for the panels have been incorporated in the station design plans. Packages were sent to Section 196 Consulting Parties on June 11, 2020 for 60 days of review and comment; comments were received August 18-26, 2020. Forecast completion by winter 2020. See Technical Provisions Section 3.3.4.2.	Ginny Adams	Monitor work by Section 106 parties, the MBTA and DB Entity	Prior to beginning of applicable construction	8/10/2021	
109	CR-3	Cultural Resources and Section 4(f) Resources	Gilman Square Station	Review design plans and construction specifications with MHC and local historic commissions at 30% (Preliminary), 60% (Intermediate) and 90% (Release for Construction (RFC)) design.	Open	DB Entity/ MBTA	The DB Entity's Design Package DP 40 ("Gilman Station") revised 90% plans reviewed by Consulting Parties. Massachusetts Historical Commission and Somerville Historic Preservation Commission had no comments. Design Review Complete. However, the Pearl St. TPSS was broken out into a separate package (DP 53) - that package is under review due to open MOU between COS and MBTA which is still under development (for arts package)	Ginny Adams	Monitor work by MBTA and DB Entity, coordinate with City of Somerville.	Prior to beginning of applicable construction	8/10/2021	
E110A	CR-4	Cultural Resources and Section 4(f) Resources	Lechmere Viaduct	Review design plans and construction specifications with MHC, local historic commissions at 30% (Preliminary) 60% (Intermediate) and 90% (Release for Construction (RFC)) design.	Closed	DB Entity/ MBTA	The DB Entity's Design Package DP 32B/33A ("Lechmere Viaduct - Substructure and Superstructure") Released for Construction (RFC) plan set and Specifications 02224 were sent to Section 106 Consulting Parties for their files on 9/17/19. Massachusetts Historical Commission and Cambridge Historical Commission had no comments and did not issue formal comments on the final design package for the Lechmere Viaduct design phase. Design Review Complete.	Ginny Adams	No further action	Complete	Complete	7/20/2020
E110B	CR-5	Cultural Resources and Section 4(f) Resources	Lechmere Viaduct	Salvage removal, repair and preparation, and reinstallation as an interpretive object of a section of the existing historic steel Lechmere Viaduct	Open	DB Entity	Per Volume 2, Exhibit 2A.1, Section 02224, this work is overseen by Arch. Conservator. Submittals include specialist qualifications, construction schedule, preconstruction documentation, construction approach, structural procedures report, cleaning methods and materials, and protection. Coordination with GLXC is ongoing to ensure proper documentation of pre-construction submittals, including 02224, 1.2.D, 1.1.A.2, and 1.2.E.6. Architectural Conservator approved Metals Specialist qualifications 10/25/19 and reviewed and commented on the DB Entity's Design Package DP 32B ("Lechmere Viaduct") Pre-RFC and RFC submittals when they were released. Demolition of viaduct is complete, and bents 570 and 571 have been removed. Bents are being taken off site for restoration. GLXC Historical Conservator (BCA) is on site and has taken paint color samples. Awaiting receipt of two outstanding preconstruction documentation items from DB Entity.	Ginny Adams	Monitor work by DB Entity, work with MBTA/GLX to ensure documentation of pre-construction submittals.	Submittals Prior to beginning of construction; installation by Revenue Service	8/10/2021	
E111	CR-6	Cultural Resources and Section 4(f) Resources	Sycamore Street, East (adjacent to Susan Russell House)	Construct noise barrier adjacent to historic Susan Russell House with context-sensitive material and color	Complete	MBTA	Noise Wall no longer proposed. Noise insulation will be implemented instead, which also requires historic review. See discussion in Mitigation Item #57 above.	John Weston	No further action	Complete	Complete	7/31/2020
E112	CR-7	Cultural Resources and Section 4(f) Resources	All	An Architectural Conservator shall be appointed for the duration of the project. Consultation with MBTA/SHPO/CHC/SHPC.	Completed	MBTA	An Architectural Conservator (AC) (Virginia Adams of The Public Archeology Laboratory, Inc. (PAL)) has been appointed. The AC will oversee the project during the duration of construction to ensure compliance with the Section 106 Agreement.	Ginny Adams	No further action	Complete	Complete	7/20/2020

E113	CR-8	Cultural Resources and Section 4(f) Resources	Powder House/Winter Hill Industrial Historic District	A cultural resources survey shall be conducted by a qualified historic preservation consultant. Technical memo shall be prepared summarizing results of survey and submitted to FTA, SHPO and SHPC.	Completed	MBTA	PAL, the MBTA Architectural Conservator, completed a cultural resource survey and determined that the Powder House/Winter Hill Industrial Area no longer retains the characteristics that defined it as a National register district due to significant demolition and loss of integrity. SHPO has approved.	Ginny Adams	No further action	Complete	Complete	7/20/2020
E114	CR-9	Cultural Resources and Section 4(f) Resources	All	MBTA shall notify MassDOT, FTA, SHPO and appropriate concurring parties if archaeological resources or human remains are discovered during construction activities.	Open	MBTA/DB Entity	In the event of discovery of archeological resources or human remains during the project, the MBTA will consult with the parties as laid out in the Section 106 Agreement. Cultural resources awareness training provided to DB Contractor and MBTA staff on December 4, 2018. This item will be monitored as ongoing throughout construction. In May 2019, DB Contractor reported finding an architectural metal plate, and notified Architectural Conservator (PAL). This type of find is not covered under the GLX archaeological protocol, so PAL referred them to Medford Historical Commission. In August 2020, DB Contractor reported finding bone, glass, and ceramic to the Architectural Conservator (PAL). PAL determined the bones to likely be cow and the glass and ceramics to date from the 19th century, and that none of the finds were potentially significant archaeological resources.	Ginny Adams	Monitor work by DB	During construction	12/5/2021	
E115	CR-10	Cultural Resources and Section 4(f) Resources	All	Review new land takings for historical and archaeological resources	Completed	MBTA	Review for historical resources has been completed. Review for archaeological resources was started on 2/11/2014. Archaeological report submitted to MHC in June 2014 for approval. Report indicates no impact. PAL reviewed ROW and properties acquisition list for redesign and concluded that further archaeological review is not required. See March 30, 2017 PAL memo.	Ginny Adams	No further action	Complete	Complete	7/20/2020
E116	PI-1	Public Involvement	All	Mass DOT and MBTA to continue civic engagement opportunities during the design process. Provide transparent public information and outreach process through construction.	Open	MBTA	This is ongoing and will continue through the duration of the project. The MBTA has prepared an extensive and robust public involvement process which includes a project website, email updates to 7450 interested parties, monthly meetings of the Community Working Group and meetings to inform the public at key project milestones. As of October 2020, 34 consecutive, well-attended, monthly meetings of the GLX Community Working Group have been held. Post COVID-19 pandemic, the project is hosting Public Meetings and monthly Community Working Group virtually via GoToWebinar.	Marty Nee	Monitor public involvement process	Duration of Project	8/10/2021	
E117	PI-2	Public Involvement	All	Engage interested parties through the Design Working Group	Open	MBTA	This is ongoing and will continue through the duration of the project. The MBTA has established a Construction Group with which it meets regularly and consults on construction issues as they progress. This interaction will continue for the life of the project. NOTE per agreement with the City, the Community Working Group also functions as the Construction Group	Marty Nee	Monitor working group process	Duration of Project	8/10/2021	
E118	PI-3	Public Involvement	All	MassDOT to conduct land use workshops with affected communities to further identify community needs and issues near the proposed station sites.	Complete	MBTA	This land use planning activity was complete per the FONSI in May/June 2010. In addition, the MBTA has continued an ongoing Community Working Group which includes stakeholders from the station areas. As required, the Community Working Group will continue to meet during the construction process.	Marty Nee	No further action	Complete	Complete	7/24/2020
E119	D-1	Design	All	As design advances, MBTA/Contract team to facilitate future transit/transportation projects such as light rail expansion or connections to existing infrastructure to the extent possible. (Extension beyond College Avenue.)	Open	MBTA	The project has been designed so as to not preclude any future expansion of the Green Line to Mystic Valley Parkway. The MBTA will monitor the design and construction to ensure that no changes to the project preclude the extension.	Rich Monahan	Rersearch and close out	Prior to beginning of construction	READY FOR CLOSEOUT	
E120	D-2	Design	All	As design advances, MBTA/Contract team to facilitate future transit/transportation projects such as light rail expansion or connections to existing infrastructure to the extent possible. (Extension beyond Union Square to Porter Square.)	Open	MBTA	The project has been designed so as to not preclude any future expansion of the Green Line to Porter Square. The MBTA will monitor the design and construction to ensure that no changes to the project preclude the extension.	Rich Monahan	Research and close out	Complete	READY FOR CLOSEOUT	
E121	D-3	Design	All	As design advances, MBTA/Contract team to facilitate future transit/transportation projects such as light rail expansion or connections to existing infrastructure to the extent possible. (Urban Ring)	Open	MBTA	A feasibility study was completed during the prior initial phase of the project. The current D-B Design does not preclude the potential connection as contemplated by the Urban Ring project. GLX team is researching MBTA documentation.	Rich Monahan	Research and close out	Complete	READY FOR CLOSEOUT	

E122	D-4	Design	All	As design advances, MBTA/Contract team to implement "green" design elements (recycled or recyclable materials or incorporate vegetation) in design of proposed retaining walls, stations and maintenance and storage facility.	Open	Design-Build Entity	Sustainability measures included in the project. See Volume 2, Section 3.3.3 - Sustainability Requirements and Specification 01800. The GLXC sustainability deliverables are defined in TP2 Ch3 (see pages 26+27 for the deliverables and Section 3.3.3 for the details) and have been formalized in the sustainability management plans developed by GLXC (and accepted by Arup/MBTA). They are as follows: ISI Envision Rating System – Narrative Checklist, Credit Documentation; Construction and Demolition Waste Management Plan and Final Report (per the CDWM plan and targets in 01800) Construction Indoor Air Quality Management Final Report (per the construction IAQ management plan and targets in 01800). Integrated Pest Management Plan, Pre-Purchased Equipment and Materials Productive Use Plan, and Sustainable Materials Tracking Plan. Sustainable Materials Final Report (per the Sustainable Materials Tracking plan and targets in 01800) Landscape Tracking Final Report (per the Landscape Tracking plan and targets in 01800)	Rebecca Hatchadorian	Management Plans have been submitted and accepted; open action is to continue to Monitor work by DB to ensure conformance with those plans and final deliverables due at completion.	Submittals prior to beginning of construction; then implementation throughout construction	8/10/2021	
E123	D-5	Design	All	Refine project designs to further minimize temporary and permanent impacts on local neighborhoods and property owners.	Complete	Design-Build Entity	Through the community engagement process and the work with the municipalities, the MBTA has worked to ensure that the design and the construction of the project (particularly the station areas) minimizes impacts to the neighborhoods and abutters, including resolution at the ongoing Community Working Group.	Marty Nee	No further action	Complete	Complete	7/24/2020
E124	D-6	Design	All	Design all stations in compliance with ADA standards, Massachusetts AAB standards; MBTA's settlement agreement with the Boston Center for Independent Living (BCIL) and applicable National Fire Protection Association standards.	Open	Design-Build Entity	This is ongoing and will continue through the duration of the project. All of the stations and facilities have been designed to fully comply with the American with Disabilities Act (ADA), the Massachusetts Architectural Access Board (MAAB) requirements as well as the Boston Center for Independent Living (BCIL) Agreement (whose provisions exceed the requirements of the ADA). The project has also been designed to meet applicable National Fire Protection Association (NFPA) or fire/life safety requirements. The MBTA will monitor the design and the construction of the project as it progresses to make sure that no changes occur which may result in non-compliance with these standards.	Matt Davy	Design complete; Monitor work by DB to ensure no changes occur during construction that impact accessibility	Prior to beginning of construction	8/10/2021	

**CONSTRUCTION MITIGATION TRACKING - CLOSEOUT PLAN**  
**9/30/2020 UPDATE**

A	B	C	D	E	F	G	H	I	J	K	L	M
ID NO.	CODE	Topic	Location		Status	Implementation Responsibility	Status / Comments As of 9/30/20	MBTA OVERSIGHT / CLOSEOUT RESPONSIBILITY	MONITORING AND CLOSEOUT ACTION	IMPLEMENTATION DATE REQUIRED PER ENV. DOCS	CURRENT FORECAST IMPLEMENTATION DATE	DATE OF CLOSEOUT FORM
C1	CG-1	General	General	Prior to construction prepare a detailed plan to address various construction period impacts to various environmental resources (vehicle, traffic, pedestrian and bicycle, on-street parking, public access, emergency access to local businesses and residences, dust, noise, odor, rodents, construction related nuisance conditions) through coordination with cities and appropriate emergency personnel.	Complete	DB Entity	DB Entity prepared a Comprehensive Environmental Protection Plan (CEPP) & Environmental Mitigation and Monitoring Plan (EMMP not EMMP) - accepted 4/17/19 (SR 114 / Rev 3) but as a "living document"; the - EMMP (SR-73) was accepted 6/29/18 as a "living document", but not part of this requirement	Neal Kelly	No further action	Complete	Complete	7/31/2020
C2	CT-1	Traffic	General	Establish temporary detours to minimize traffic disruptions due to construction.	Open	DB Entity	As needed, DB Entity provides Maintenance of Traffic (MOT) plans	Terry McCarthy	Continue to monitor work by DB to ensure MOT plans include proper detours; if required respond to complaints	During Construction	12/5/2021	
C3	CT-2	Traffic	General - at bridges	Stage bridge reconstruction to ensure adjacent bridges are not closed simultaneously.	Open	DB Entity	Ongoing - DB coordinating any exceptions, and gets any waivers, with Cities	Terry McCarthy	Monitor work by DB	During Construction	12/5/2021	
C4	CT-3	Traffic	General	Work with cities and applicable emergency personnel to ensure appropriate safety measures are incorporated throughout construction.	Open	DB Entity	Ongoing - effort includes coordination through the project's Safety and Security Certification Plan (SSCP), via the Fire/Life Safety and Security Committee (FLSSC)	Di Souza	Coordinate with cities; monitor work by DB, including ongoing FLSSC quarterly meetings	During Construction	12/5/2021	
C5	CAQ-1	Air Quality	General	Apply water to dry soil to prevent dust erosion.	Open	DB Entity	Ongoing - as needed	Tim Schiavone	Monitor work by DB to ensure following dust mitigation plan; monitor complaints	During Construction	12/5/2021	
C6	CAQ-2	Air Quality	General	Use water for compaction in the fill areas and as a dust retardant in both the soil cut areas and haul roads.	Open	DB Entity	Ongoing - as needed	Bill Ferrari	Monitor work by DB to ensure following dust mitigation plan; monitor complaints	During Construction	12/5/2021	
C7	CAQ-3	Air Quality	General	Follow existing MassDEP's Solid Waste and Air Quality Control regulations and MBTA retrofit procedures for construction equipment to reduce emissions.	Open	DB Entity	DB to fully comply with EPA Selective Catalytic Reduction systems in all Diesel Exhaust fluid systems in accordance with the EPA regulatory announcement of July 2014.	Bill Ferrari	DB to provide safety data sheets for diesel fluid on project and representative purchase receipts, exhaust reorts, repair slips, and equipment data sheets.	During Construction	12/5/2021	
C8	CAQ-4	Air Quality	General	Comply with MassDEP's idling restrictions. Post idling restriction signage on project construction sites.	Open	DB Entity	DB has fabricated and posted "No idling" signs throughout the job site at the start of construction, and has conducted training with operators.	Bill Ferrari	DB will provides periodic photo updates of signs onsite and representative training records at closeout.	During Construction	12/5/2021	
C9	CN-1	Noise	General	Prepare a Noise Control Plan in conjunction with the contractor's specific equipment and methods of construction.	Complete	DB Entity	DB Entity prepared a Construction Noise Control Plan, this was accepted by the MBTA on 12/19/18	John Weston	No further action	Complete	Complete	7/27/2020
C10	CN-2	Noise	General	Use specially quieted equipment with enclosed engines and/or high-performance mufflers.	Open	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use specially quiet equipment. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement as a strategy for minimizing noise on-site and complying with noise project and local noise limits.	Bill Ferrari	DB to provide equipment data sheets and inspection records demonstrating interior engines and high performance mufflers.	During Construction	12/5/2021	
C11	CN-3	Noise	General	Perform construction equipment noise certification testing.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to conduct equipment noise certification testing. In addition, DB provided noise limits for equipment in Noise Control Plan	Terry McCarthy	Ensure DB performs noise monitoring at 50 feet to ensure equipment meets Noise Control Plan	During Construction	12/5/2021	

C12	CN-4	Noise	General	Nighttime construction in residential neighborhoods may only occur with full coordination with the communities and abutting neighborhoods.	Open	DB Entity	MBTA provides advance notice via email blasts, updates on website, notification to municipalities, targeted robocalls, and door knocks/fliers. In addition, MBTA and DB monitor complaints and responds as needed.	Marty Nee	Monitor upcoming work via weekly Schedule Meeting, and weekly Construction meeting. As needed, continue to coordinate with communities and monitor and respond to any complaints.	During Construction	12/5/2021	
C13	CN-5	Noise	General	Require ambient-adjusting or manually adjusted backup alarms set to 5 dBA over background levels.	Open	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use adjustable backup alarms. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to utilize ambient or manually adjusted backup alarms.	Bill Ferrari	All equipment utilizes low dbA back up alarms. DB will provide representative equipment data sheets to verify.	During Construction	12/5/2021	
C14	CN-6	Noise	General	Keep truck idling to a minimum.	Open	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to develop a program to minimize idling. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to keep truck idling to a minimum. Part of Noise Control Training directs workers to turn off idling equipment and minimize idling times for vehicles to five (5) minutes. In addition, DB provides training to all staff as part of on-boarding. Also, DB provides site signage and responds to any complaints	Bill Ferrari	MassDEP restrictions per item C-8 presents a more stringent standard which will be monitored and confirmed at close-out as noted above.	During Construction	12/5/2021	
C15	CN-7	Noise	General	Set acoustic shield requirement for jackhammers, chainsaws, and pavement breakers.	Closed	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use acoustic shields for exceptionally loud equipment. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to use acoustic shields. In addition, Technical Provisions established requirement to avoid this work at night.	John Weston	No further action	Complete	Complete	7/27/2020
C16	CN-8	Noise	General	Develop methods for projecting construction noise levels.	Closed	DB Entity	Predictive methods were identified and used in the development of the Noise Control Plan, which was accepted on 12/19/18.	John Weston	No further action	Complete	Complete	7/27/2020
C17	CN-9	Noise	General	Develop methods for responding to community complaints.	Closed	DB Entity	Method has been developed. Hot line has been established and tracking log has been established. MBTA reviews weekly with DB to ensure proper closeouts.	Marty Nee	No further action	Complete	Complete	7/24/2020
C18	CN-10	Noise	General	Establish a protocol for reporting noise monitoring results, noise reduction measures used, and responses to the community.	Closed	DB Entity	Protocol has been established. Hot line has been established and tracking log has been established. MBTA reviews weekly with DB to ensure proper closeouts. Outreach to continue monitoring and responding throughout construction period	Marty Nee	No further action	Complete	Complete	7/24/2020
C19	CN-11	Noise	General	Route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors when possible.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible. Process has been developed and reviews of MOT plans take place. Review includes MBTA, Municipalities, and (as appropriate) MassDOT Highway.	Terry McCarthy	Continue to ensure MOT plans include proper detours; if required respond to complaints	During Construction	12/5/2021	

1

1

1

1



C20	CN-12	Noise	General	Use shields, shrouds or intake and exhaust mufflers to control construction noise levels.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment for all equipment used for nighttime work to equip gas or oil operated equipment with silencers or mufflers on intake and exhaust lines and fit any air-powered equipment with pneumatic exhaust silencers	John Weston	RE's to monitor, document via photos and notes	During Construction	12/5/2021	
C21	CN-13	Noise	General	Apply noise deadening materials to chutes or storage bins.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment for dumping bins, hoppers, and trucks used for disposal of excavated materials with to be lined with wood or other sound-deadening material if deemed necessary by the MBTA. MBTA will direct lining if complaints identify a noise concern. Alternative mitigation has been to locate bins and hoppers in locations where noise will be shielded.	John Weston	Continue to monitor DB use of chutes and storage bins	During Construction	12/5/2021	
C22	CN-14	Noise	General	Install temporary noise barriers.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to install or construct temporary noise barriers such as walls or piles of excavated material between noisy activities and sensitive areas when reasonable and feasible to do so.	John Weston	Continue to monitor work by DB and to coordinate with community to ensure these are provided based on advance coordination and/or as response to complaints.	During Construction	12/5/2021	
C23	CN-15	Noise	General	Apply acoustic enclosures.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to apply acoustic enclosures when reasonable and feasible to do so.	John Weston	Continue to monitor work by DB to ensure these are provided based on advance coordination and/or as response to complaints. Continue to monitor both.	During Construction	12/5/2021	
C24	CN-16	Noise	General	Implement specialized back-up alarms.	Open	DB Entity	Technical Provision 3.3.7.1 (a) included a requirement to use adjustable backup alarms. DB Entity's Construction Noise Control Plan approved on 12/19/18 incorporated the requirement to utilize ambient or manually adjusted backup alarms.	Bill Ferrari	Backup alarms per item CN-5 noted represent a more stringent standard which will be monitored and confirmed at close-out as noted above.	During Construction	12/5/2021	
C25	CN-17	Noise	General	Limit the size of generators and the duration of their use.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment that wherever practicable, electricity shall be used for power to reduce noise. Additionally the plan included an agreement to limit the size of generators and the duration of their use for night time work.	Bill Ferrari	Generators are sized as economically as required by GLXC equipment managers for the greatest expected work load on site. Duration is limited to allowable working hours by the technical provisions and monitored to be consistent with noise requirements in evening or night work hours. MBTA to monitor work by DB Entity.	During Construction	12/5/2021	
C26	CN-18	Noise	General	Develop truck routes that minimize exposure to noise-sensitive sites.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible.	Terry McCarthy	Continue to monitor work by DB to ensure MOT plans include proper detours; if required respond to complaints	During Construction	12/5/2021	

C27	CN-19	Noise	General	Fit any air-powered equipment with pneumatic exhaust silencers.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment for all equipment used for nighttime work to equip gas or oil operated equipment with silencers or mufflers on intake and exhaust lines and fit any air-powered equipment with pneumatic exhaust silencers	Bill Ferrari	Silencers provided on all pneumatic tools. Will provide representative equipment cut sheets to confirm at close-out.	Prior to construction	12/5/2021	
C28	CN-20	Noise	General	Locate stationary construction equipment as far as possible from noise-sensitive sites.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to locate stationary construction equipment as far as possible from noise sensitive sites;	Marty Nee	Equipment is placed based on advance coordination and/or as response to complaints. Continue to monitor both.	During Construction	12/5/2021	
C29	CN-21	Noise	General	Construct noise barriers, such as temporary walls or piles of excavated material, between noisy activities and noise sensitive areas.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to install or construct temporary noise barriers such as walls or piles of excavated material between noisy activities and sensitive areas when reasonable and feasible to do so.	Marty Nee	Continue to monitor work by DB and to coordinate with community to ensure these are provided based on advance coordination and/or as response to complaints.	Prior to construction	12/5/2021	
C30	CV-1	Vibration	General	Configure truck routes that minimize exposure to vibration sensitive receptors and maintain smooth roadway surfaces.	Open	DB Entity	DB Entity's Construction Noise Control Plan approved on 12/19/18 included commitment to route construction equipment and vehicles through areas that would cause the least disturbance to nearby receptors where possible.	Terry McCarthy	Ensure MOT plans include proper detours; if required respond to complaints	During Construction	12/5/2021	
C31	CV-2	Vibration	General	Nighttime construction in residential neighborhoods may only occur with full coordination with the communities and abutting neighborhoods.	Open	DB Entity	MBTA provides advance notice via email blasts, updates on website, notification to municipalities, targeted robocalls, and door knocks/fliers. In addition, MBTA monitors complaints and responds as needed.	Marty Nee	Continue to coordinate at weekly Schedule meeting and Construction Meeting about upcoming night work, and coordinate as needed with municipalities	During Construction	12/5/2021	
C32	CV-3	Vibration	General	Use alternative construction methods to minimize the use of impact and vibratory equipment (e.g.; pile drivers and compactors).	Open	DB Entity	Spec precludes certain activities at night Monitor work by DB, in addition MBTA provides advance notice via email blasts, updates on website, notification to municipalities, targeted robocalls, and door knocks/fliers. In addition, MBTA monitors complaints and responds as needed.	Marty Nee	Continue to monitor work by DB, and to monitor complaints and respond as needed.	During construction	12/5/2021	
C33	CV-3	Vibration	General	Monitor vibration after service starts (with the proposed mitigation in place) to evaluate whether the actual vibration levels correspond with the modeled values and take appropriate corrective actions if the actual values are found to be higher than the projections.	Open	MBTA	After service starts	John Weston	Monitor work by DB	Within 12 months after revenue service	8/10/2022	
C34	CWQ-1	Water Quality/Storm water	General	Develop and implement a SWPPP in accordance with NPDES and MassDEP standards.	Open	DB Entity	SWPPP was accepted 3/19/18 as a "living document"	Derek Anderson	Research and closeout	Prior to construction	8/10/2021	
C35	CWQ-2	Water Quality/Storm water	General	Stabilize any highly erosive soils with erosion control blankets and other stabilization methods, as necessary.	Open	DB Entity	Used to protect under-vegetated steep slopes outside of active construction zones in accordance with the SWPPP. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Used natural fabric barriers to protect under-vegetated steep slopes outside of active construction zones in accordance with the SWPPP. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect. Will provide periodic photos at various locations across job at close-out.	During construction	12/5/2021	
C36	CWQ-3	Water Quality/Storm water	General	Reinforce slopes using a hydroseed mix with a resin base, native vegetation, or other approved methods.	Open	DB Entity	Existing root systems and native ground vegetation left in place in all existing slopes where possible.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	12/5/2021	
C37	CWQ-4	Water Quality/Storm water	General	Use dewatering controls, if necessary.	Open	DB Entity	Dewatering is performed on site and is required to adhere to the SWPPP Plan. Dedicated GLXC personnel perform documented monthly SWPPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	12/5/2021	

C38	CWQ-5	Water Quality/Storm water	General	Install a gravel entrance at construction sites to prevent sediment from being tracked onto roadways and potentially discharged to surface waters.	Open	DB Entity	All main construction entrances have stabilized construction entrances/exits per the SWPPP plan. Dedicated GLXC personnel perform documented monthly SWPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	12/5/2021	
C39	CWQ-6	Water Quality/Storm water	General	Maintain construction equipment to prevent oil and fuel leaks and install catch basin protection as needed.	Open	DB Entity	All catch basins that could be affected by GLXC are required to have inlet protection per the SWPPP Plan. Dedicated GLXC personnel perform documented monthly SWPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	12/5/2021	
C40	CWQ-7	Water Quality/Storm water	General	Install detention and infiltration systems to infiltrate peak runoff and to prevent any increase in peak flows to municipal stormwater drainage systems and to remove total suspended solids (TSS) from stormwater runoff prior to discharge.	Open	DB Entity	All dewatering activities take place in accordance with the SWPP and NPDGES CGP utilizing filtration bags or weir tanks prior to discharge. Dedicated GLXC personnel perform documented monthly SWPP walks to inspect.	Bill Ferrari	Continue to monitor work by DB, provide periodic photos at various locations across job at close-out.	During construction	12/5/2021	
C41	CWQ-8	Water Quality/Storm water	General	Install hydrodynamic particle separators to treat pavement runoff.	Open	DB Entity	Ongoing - as needed	Derek Anderson	RE's to document via notes and photos of installation of all hydrodynamic separators and phosphorous treatment systems	During construction	12/5/2021	
C42	CWQ-9	Water Quality/Storm water	General	Use Low Impact Development practices, where feasible, to maintain natural hydrology (e.g., raingardens to treat disconnected roof drainage and/or parking runoff).	Open	DB Entity	Ongoing - as needed	Derek Anderson	RE's to document via notes and photos installation of all surface and subsurface infiltration practices.	During construction	12/5/2021	
C43	CHM-1	Hazardous Materials	General	Consult with MassDEP to ensure planning and implementation of demolition and management of contaminated soils is consistent with applicable MassDEP regulations and recommendations.	Open	DB Entity	Ongoing - as needed	Neal Kelly	Monitor DB Entity to ensure compliance with EMMP, through submittal reviews and weekly coordination meetings	During design and construction	12/5/2021	
C44	CHM-2	Hazardous Materials	General	Follow all protocols to adequately characterize, stockpile and dispose of materials encountered during construction.	Open	DB Entity	Ongoing - as needed	Neal Kelly	Monitor DB Entity to ensure compliance with EMMP, through submittal reviews and weekly coordination meetings	During design and construction	12/5/2021	
C45	CO-1	Outreach	General	Establish a project construction office.	Complete	MBTA	Work complete; project construction office set up by MBTA in advance of DB NTP.	Bill Ferrari	No further action	Complete	Complete	7/29/2020
C46	CO-2	Outreach	General	Establish a Green Line Extension project Ombudsman position to field all construction period comments and complaints, coordinate with the cities, and respond to public concerns	Complete	MBTA and DB Entity	Position has been created. DPM for Stakeholder Engagement (Terry McCarthy) was appointed on December 13, 2017.	Marty Nee	No further action	Complete	Complete	7/24/2020
C47	CO-3	Outreach	General	Establish a Construction Working Group to advise MassDOT and the MBTA.	Complete	MBTA	The GLX Community Working Group has been established and meets on an ongoing basis.	Marty Nee	No further action	Complete	Complete	7/24/2020
C48	CO-4	Outreach	General	Establish a project email address and 24-hour phone hotline for public concerns.	Complete	DB Entity	Per DB Contract this is complete. Project email is info@glxinfo.com; Project hotline is (855) 459-4636	Marty Nee	No further action	Complete	Complete	7/24/2020
C49	CO-5	Outreach	General	Provide frequent website updates of construction activities at www.mass.gov/greenlineextension	Open	MBTA	Ongoing - as needed	Marty Nee	Monitor work by DB	During construction	12/5/2021	
C50	CO-6	Outreach	General	Host neighborhood construction kick-off meetings.	Open	MBTA	Ongoing - as needed	Marty Nee	Monitor work by DB	Ongoing - as needed	12/5/2021	
C51	CO-7	Outreach	General	Produce quarterly construction updates.	Open	MBTA/DB Entity	Ongoing - as needed	Marty Nee	Monitor work by DB	Ongoing - as needed	12/5/2021	
C52	CO-8	Outreach	General	Develop a business outreach plan to assist local businesses during construction.	Open	MBTA	Ongoing - as needed	Marty Nee	Monitor work by DB	Ongoing - as needed	12/5/2021	