



To:	Eric Feeley MassDOT Resident Engineer	Date:	June 8, 2018
From:	Jeff Dietrich Howard Stein Hudson	HSH Project No.:	2017249
Subject:	MassDOT Tobin Bridge Rehabilitation Project No. 605957 Public Information Meeting Meeting Notes of March 27, 2018		

Overview

On March 27, 2018, the Massachusetts Department of Transportation Tobin Bridge Rehabilitation Project team, including representatives from MassDOT, J.F. White Contracting, the Massachusetts Bay Transportation Authority (MBTA), and Howard Stein Hudson, held a public information meeting at the Chelsea Senior Center, to update the public on the progress of the project and gather their input in anticipation of the beginning of construction later this spring. Attendees included members of the public as well as representatives of the City of Chelsea, including City Manager Tom Ambrosino and members of the City Council.

The project is aimed at repairing and rehabilitating the Tobin Bridge to make it safer for commuters and the Chelsea and Charlestown communities.

MassDOT Manager of Community Relations and Construction Pablo Calderon welcomed attendees to the meeting and gave an overview of the evening's proceedings and then Donny Dailey, MassDOT Legislative Liaison, introduced the project team and the elected officials present. Howard Stein Hudson Public Involvement Specialist Hannah Brockhaus outlined the project area before J.F. White Contracting project manager Rich McCafferty spoke about the project and the schedule of work in-depth. Amy Getchell, Manager of Construction Traffic Management for MassDOT Highway Division, outlined the work being done to minimize traffic impacts and put detours into effect. The floor was then opened up to the public.

Questions and comments from the public were focused mainly on the effect the project would have on the Chelsea community as well as the much-needed clarification between the three upcoming projects in the area: the Tobin Bridge Rehabilitation Project, The North Washington Street Bridge Replacement Project, and the Chelsea Viaduct Rehabilitation Project. One attendee indicated that the reason why the meeting was not better attended was due to confusion surrounding the three projects. Ms. Brockhaus assured the audience that their concerns were being heard and that though the project team has been working to clear up that confusion, more would be done to further distinguish the projects from one another in the future.

A large concern for Chelsea residents was the deleading of the Tobin Bridge, specifically for the City's youth and for a park that had recently been opened under the bridge. Residents also expressed their frustration that lead abatement had not been a priority for previous MassDOT projects in the Chelsea area. Mr. McCafferty explained the containment process that the project team would be employing to prevent any lead from escaping into Chelsea as well as the process of removing the lead paint from the structure. J.F. White Contracting will be required to follow MassDOT's strict lead abatement policies throughout the project timeline. Residents were also vocal about the need for noise mitigation. Mr. Dailey committed to providing the City with a bi-lingual hotline that will be staffed during construction hours to report any noise or other issues with the project.

Traffic impacts on the City of Chelsea were also heavily discussed, focusing on the lane closures on the mainline, ramp closures and ramp detours. Lt. Robert Griffin of the Chelsea Police Department suggested an alternative detour to what is proposed for the Beacon Street ramp closure, based on previous experience with the detour currently in the project plans. In 2008, when the Beacon Street ramp was closed for work, the City changed the direction of traffic on Chestnut Street for the one block directly off of the ramp. A "Local Traffic Only" sign was posted on Chestnut Street to offer people the option of using Chestnut Street if the area became backed up. Not only did this help with the traffic impacts, Lt. Griffin said that it also prevented the car accidents that the city experienced a year before when the ramp was closed, and the detour shown in the current plans was employed.

Concerns for the public transportation impacts in Chelsea, specifically the Route 111 bus were voiced by Councillor Calvin Brown as well as members of the public. During the temporary closure of the Beacon Street Ramp, the Route 111 bus will use the Fourth Street ramp to exit off the Tobin Bridge. This detoured route will only miss one stop that is currently serviced by Bus Route 111. The MBTA will be releasing a plan to address transportation impacts on April 15.

The team has recorded the comments and questions reflected in this document and are continuing to refine plans. The community will receive construction and traffic updates via MBTA alerts, monthly

look aheads, the project website and social media. The project team have also installed Variable Message Signs (VMS) around the project area to inform commuters and residents of ramp and lane closures, as well as detours. The next meeting is anticipated for spring of 2019.

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Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Pablo Calderon: My name is Pablo Calderon and I am the Manager of Community Relations and Construction for the MBTA. I would like to welcome all of you and thank you for taking the time to attend this meeting for the Tobin Bridge Rehabilitation Project. Tonight, representatives from our team will present the latest on the project. After the presentation we will open up the floor for questions and comments. We will also be here after the meeting if you have any additional questions. Jose is available for interpretation services for anyone who needs it. Please let us know. Thank you again for coming. I would now like to hand it over to Donny Dailey, legislative liaison for MassDOT, to introduce the project team.

Presentation

C: Donny Dailey: I'm Donny Dailey from the Public Affairs office at MassDOT Highway Division. As most of you are aware, we've had a big presence in Chelsea since November 2017, with the Tobin Bridge Rehabilitation Project, the Chelsea Viaduct Rehabilitation Project, and the North Washington Bridge Replacement Project. We've done our best to differentiate between the projects. The Tobin Bridge Rehabilitation Project is entering into construction in just a couple of weeks. You will hear more about that tonight and you will be able to ask your questions.

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

Tonight, we have several representatives from our project team: Mauricia Yeb and Eric Feeley from MassDOT Highway District 6; Rich McCafferty, lead engineer from J.F. White Contracting. We also have Rob Guptill, MBTA Manager of Service Planning. What we have been doing over the past few weeks, with the help of Chelsea's City Council President, Damali Vidot, and the rest of the council, is bring together the efforts of MassDOT Highway Division and the MBTA. The two entities have been attending meetings together and we understand that there will be some impacts on transit as a result of this project.

Hannah Brockhaus is from Howard Stein Hudson and she is providing the Public Involvement services for the project, as well as Jeff Dietrich. Amy Getchell is the Manager of Construction Traffic Management for MassDOT Highway Division. Amy works behind the scenes managing the extensive coordination efforts for these three projects and others such as the Rutherford Avenue/ Sullivan Square Design Project and the Alford Street Bridge Project. She has assembled a heatmap to show the different pressure points where work is ongoing.

Joining us tonight are Chelsea City Council President Damali Vidot, Councillor Calvin T. Brown, Councillor Leo Robinson, Councillor Joe Perlatonda, Councillor Giovanni Recupero, Councillor Luis Tejada and City Manager Tom Ambrosino. I would like to thank them for attending tonight's meeting. I am now going to hand it over to Hannah Brockhaus. I would respectfully ask that everyone please hold their questions until the end of the presentation.

C: Hannah Brockhaus: Good evening, everyone, and thanks for coming. Before we take questions and comments we are going to walk you through everything that has been happening as this project has gotten under way. We're going to tell you what to expect throughout the first year of construction as well as what you can expect to see in future years of construction. We will go through the contingency measures in place, and review traffic impacts.

Donny already introduced the project team; we are all here to make sure that all of your questions are answered appropriately. MassDOT has designed the project and is responsible for contract oversight; J.F. White Contracting is the General Contractor for this project; TranSystems is assisting with the design; and Howard Stein Hudson is providing public involvement services to ensure timely response to comments during the construction process.

There is a lot of work going on in Chelsea right now and we would like to be clear on the limits for this project. The work will just be taking place on the Chelsea approach spans to Fourth Street. Work on the lower deck, Route 1 Northbound, will be focused mostly on deck rehabilitation. There will also be deck rehabilitation work at the Beacon Street ramp. Repaving work will take place in the area that approaches the Chelsea Viaduct project. On the upper deck,

Route 1 Southbound, we will be repaving, as well as resurfacing the Everett Street ramp. Finally, because of this work, we are able to provide a new parking area under the structure.

So, what does this mean in terms of the next three years of construction? This year we are going to start repairing the upper and lower decks, but mostly we're concentrating on the repairs and resurfacing of the Everett Avenue and Beacon Street ramps. Additionally, we anticipate a one-month ramp closure at the Fourth Street off-ramp to make sure we have an adequate workzone to repair the deck. We would like to emphasize that at no time will more than one ramp be closed.

As we get into 2019, the whole process becomes much simpler. We will only be working on the mainline. Repairs will continue on the upper and lower decks and utilities will be installed for the parking lot. The third year of construction will wrap up by finishing repairs to the lower deck and paving for the new parking lot.

I am going to turn it over to Rich McCafferty, the lead engineer for the project from J.F. White Contracting, to go through the details.

C: Rich McCafferty: Good evening. We'll be out here performing the work for the Tobin Bridge Rehabilitation Phase VII² from Fourth Street, Everett Avenue to the Mystic River. People have probably seen the lower deck and Boatswains Way closures. We're already installing our temporary platform, taking measurements, and doing survey work. We're looking to start work on the lower deck, Route 1 Northbound, on April 8³. We'll start by removing the barrier to take the right lane for a workzone. With almost 3,000' of barrier to install, it will take us a few weeks to complete that work. We will be installing fencing on the barrier to separate the work zone from the roadway. Next, we will begin to remove the existing surface. We will mill 1.5" of asphalt to reveal the grid deck. The grid deck has 2.5" of concrete which we will chip out, form, place concrete, cure, waterproof and then pave. That is the sequence that we will repeat as we progress.

Construction on the Beacon Street ramp will take place over two months in summer 2018. It will undergo the same process as the mainline: milling and concrete replacement. For that work, the ramp must be closed. We also have some joint-repair work to complete in that area. The right-

² Various projects have been undertaken in recent years to maintain the Tobin Bridge, and extend its life through the 21st century. The work outlined in this document represents Phase VII for maintenance of the Tobin Bridge.

³ In the 24 hours following this meeting, the start date for the Northbound (lower deck) lane closure was postponed to April 22. As of May 2, MassDOT had directed the contractor to assemble and advance a work plan that avoids any lane closures until the 2019 construction season. The original date has been left in the document as a transparent reflection of the meeting as presented.

lane mainline closure will continue until the stretch between Beacon Street and Fourth Street is complete. We'll get to the Fourth Street ramp towards the end of the season. We are looking to have it repaved up to the mainline, with any other work that may come about taking place during a one-month closure.

For the upper deck—Route 1 Southbound heading into Boston— three lanes will always be open for the morning commute, from 5 a.m. to about noontime. Because we will be milling the existing surface, the road will not be quite as smooth, but it will be open for traffic. That shouldn't be too much of a problem in the morning because peak traffic doesn't move too fast. But during non-peak hours, you might want to be careful traveling on that milled surface. The machine that we use to mill is a bit smaller than the big ones that you see out on the highway. It has a 4' drum and allows us to take out 1" of asphalt at a time, maximum. We will have to run it over the 3000' of asphalt twice to get down to the grid deck.

As we finish up the upper deck, we'll close the Everett Avenue on-ramp. It is scheduled to be closed for one month. We are hoping to start May 1 and open the ramp back up on June 1. We do show time ranges for the work we are doing, but it's pretty weather-dependent. If we have a good stretch of weather, we'll be able to nail down dates. But if we have bad weather, scheduling will be affected. Once we finish on the upper deck, there are some steel repairs to complete and we'll continue with off-peak lane closures.

As I said, we've been doing a lot of planning in anticipation of construction, including survey work for factors such as noise. We went out to four locations to gather baseline conditions for noise and pollution. Also, we will be testing the containment system for the paint to make sure that it is working properly. There will be signed detours for all ramp closures. We already have some of those signs up, but they are covered to not cause confusion. Right now, we're installing the signs for the Everett Avenue ramp detour.

We have a contingency plan in case something happens while we're out there and we need to open the road to make sure we don't affect the morning commute—like laying out plating for a drivable surface. For the Incident Response plan, we have a contract for light and heavy-duty tow trucks with 10-minute and 20-minute response times, respectively. We'll have a rodent control specialist available. If you're near the Beacon Street area, you'll see the SafeSpan system being installed. Or if you drive over the Tobin Bridge, it's already up in Charlestown. That will be installed all the way down toward Everett Avenue. Engineers will meet with our design engineer and MassDOT to examine the structure and assess repairs.

Some of the material that we will be using has a long lead time to produce. For the Beacon Street ramp, it is hard for us to nail down a specific date because we have to measure the steel, then have it detailed, approved, fabricated, and delivered. All of that takes time and we won't close the Beacon Street ramp until all materials are on-hand to avoid any problems. Even though the Beacon Street ramp will be closed for two months, a lot of work has to be done and we don't have a lot of extra time.

We've given a baseline schedule to MassDOT and we've been updating it every month. If anything happens, we'll adjust it as needed. That's where we may start working overtime and on Saturdays. If no bad weather occurs, we expect only Monday through Friday work.

For the Year 1 mainline upper deck work, there will be steel repairs, so we will have to install isolated platforms underneath the upper deck. The lower deck has more extensive steel repairs. A big part of that work will be the deck joint replacements on Beacon Street ramp and the lower deck. Once again, we're looking to close the right lane of the lower deck on April 8.³ Then we will restripe the lower deck, install the barriers and signs, and then get to work.

At the Everett Avenue ramp, we have to take out 1.5" of concrete, waterproof it, repave and restripe. We're hoping to start that process May 1 to June 1. That depends on our milling progress on the upper deck. On the Beacon Street ramp, we're doing a full rehabilitation of the deck. That will occur over two months, because the concrete requires a couple of weeks of curing.

Towards the end of this season, we'll get to the Fourth Street ramp work.

The standard workday for this project will not be like a nine-to-five job. Almost everywhere we work has a different standard workday. Once we create the lower deck workzone, we are allowed work behind the barrier from 7 a.m. to 7 p.m. Most of the time we will not be out there until 7 p.m. unless we start to have scheduling issues with the weather. Most days we will be working from 7 a.m. to 4 p.m. We have to leave the three lanes open on the upper deck for rush hour. Once rush hour is over around noon, we can close one lane, leaving two lanes open to traffic. For night work we will close a second lane and one lane will be open to traffic. Again, both lanes will be reopened at 5 a.m. so that all three lanes will be available for the morning commute.

We'll be doing most of the milling and paving work at night, and that requires big equipment and trucks. The one-lane set-up will be used for work on sidewalks and gutter repair. That will take place from noon through the early evening for light work.

We'll be working on the Everett Avenue ramp from May 1 to June 1. The Beacon Street ramp work will take place for two months in summer 2018. We'll give two to three weeks' notice of the Beacon Street ramp closure. We will be doing the work on the Fourth Street ramp towards the end of the season. As we've emphasized, only one ramp will be closed at a time.

This is a view of our workzone. The gray area is where we'll actually be working. The green lanes are for traffic. There will be a barrier and two lanes of traffic. This will be our set-up starting April 8³ through November. If we are getting the work done quickly, we may be able to get off the road earlier than anticipated, and possibly advance to another stage in the work ahead of schedule.

Here's a shot of the Everett Avenue ramp closure. The red is the ramp, the green is the detour. The detour will take you back up to Carter Street. People can also use the Arlington Street ramp that's there, if you know about it. The Beacon Street ramp is in red as well and its detour is in green. For that closure, folks will use the Fourth Street off-ramp, which will be signed to go back up Broadway. When the Fourth Street ramp is closed, we hope to have everyone use the Beacon Street ramp and go down Chestnut Street to get to Fourth Street.

Years 2 and 3 are similar in set up for the lower deck work. We will take another lane and work, then take another lane and work. One thing to note is that there will be no full-time closures on the lower deck but there will still be work going on. Then we're going to start the parking lots below. We have a few parking lots in this area including the Arlington Street lot, the Williams Street lot, and the lot heading towards 2nd Street over near Everett Avenue.

On the upper deck we will have repairs to do that, if we don't finish them this year, will be finished next year. We'll continue the upper deck repairs as needed, off-peak. There will always be three lanes open for the morning commute. On the lower deck, we'll be continuing with our repairs and deck replacement work by just moving over a lane. As we progress into the third year and the third lane, the process will once again be very similar. We do have other work that is happening on the structure. We will need to do some drainage work towards the river. We'll also be installing lighting and security cameras in the parking lot, and we'll be adding a fire standpipe on Williams Street up towards Everett Avenue.

Once again, the standard workday is different everywhere we go. We will be allowed to work 7 a.m. to 7 p.m. behind the barrier. On the upper deck we will be working noon through 11 p.m. Two lanes will be open to traffic and we will close a second lane for overnight work. Here's is the layout of the workzone in the left lane, with two lanes of traffic on the right. Whenever we do these lane closures we like to prohibit trucks from the left lane. This is what it will look like

when we do the center lane. There will be barrier on both sides and we'll have one lane of traffic on each side of the workzone.

We do recognize the environmental concerns for the project. We have collected data on noise in four different areas: Boatswains Way, the Everett Avenue ramp, the Beacon Street ramp and Chestnut Street at Second Avenue. At each one of those locations we installed a data collector and we collected the data from those devices for one week to create our baseline noise study. Throughout construction, we'll be accompanied by an acoustical engineer who will tell us if we are exceeding noise levels and then we'll decide whether mitigation is required. MassDOT has used this system before for other jobs that have encountered noise concerns. This picture shows the box that we put up on Boatswains Way.

We will also be removing paint from the Tobin Bridge. For this work we prepared by doing baseline tests on air quality and the soil. As the containment is put up and the work starts, we will be doing more testing to confirm that the containment is working. We'll also be doing constant visual checks of the containment while the paint is being removed.

We do have contingency measures in place; the contingency plan prepares the contractor for emergency situations. While the barrier is in place, we have contracted with a local tow company to come out if an incident occurs anytime, day or night. That completes this part of the presentation. If there are any questions, we'll be here at the end. I am now going to hand it over to Amy Getchell, Manager of Construction Traffic Management for MassDOT Highway Division.

C: Amy Getchell: My name is Amy Getchell. I apologize for my notes; this is the first time we've presented this to the public and I would like to make sure I hit all of the important points. About four months ago, Governor Charlie Baker, Secretary of Transportation Stephanie Pollack, Highway Administrator Jonathan Gulliver, and General Manager for the MBTA Luis Manuel Ramírez tasked the Highway Department and the MBTA to work together on the number of projects on the I-95/Route 129 belt coming into Boston. We sat down together and compiled information on projects from the Massachusetts Water Resources Authority (MWRA), the Massachusetts Port Authority (MassPort), MassDOT, and the MBTA, as well as city and town projects and private developments. Through that process we identified that there are over 1,000 projects going on in this area in this 2018 construction season. Then we drilled down further to determine which projects had flexibility with their schedules, such as maintenance contracts, and didn't have impacts on the traveling public. That brought the list down to 246 projects. The yellow on this map shows the high-density area projects in the Greater Boston area. By compiling all of this information, the results are helping us to determine the outreach that is

needed and the communities we need to contact, and to discuss how best to minimize impacts to the traveling public and encourage options for alternative modes of transportation.

Tonight, we are just focusing on the Mystic River, and not the other two hotspots that were identified on this map. From those 246, we identified 11 projects in the Mystic River area that will have impacts to the traveling public, whether it be vehicular, train, or bus impacts. Those 11 projects are composed of MBTA projects, private developments, and MassDOT projects. The good news is the Woods Memorial Bridge project in Medford, MA, is 15 months ahead of schedule. The contractor will be wrapping that project up soon.

Once we looked at those 11 projects, we laid them out on a weekly schedule. This is from March to the end of the year by week. Everything in purple shows a project that has a lane, track, or bus impact to the traveling public for 24 hours a day. Everything in blue shows work that will be done during off-peak hours. This could be MBTA work, work that is done overnight or on weekends. The Tobin Bridge is number seven on this list. This also shows that as work on the Tobin Bridge wraps up for the season, you'll see the Alford Street Bridge work is going to ramp up. We are minimizing our overlapping closures in and out of the city.

Finally, I have for you what I like to call my storyboard. This takes that schedule I just went over and turns it into a visual map. The colors are the same and the numbers are the projects from the previous slide. This shows you that on Route 1 Northbound over the Tobin Bridge, one lane will be closed to traffic. For Alford Street there will be one of two lanes northbound and southbound closed. On the North Washington Street Bridge there will be one of two northbound lanes closed.

We're encouraging the public to take alternative modes of transportation or different routes, so that we're not sending you from a detour to another detour. We want to make sure that we are transparent and open and that you understand that if you do decide to take North Washington Street, there could be some restrictions to those lanes. That applies to Alford Street. At Sullivan Station we are also eliminating 100 parking spaces so please plan accordingly. We'll be presenting this same information at meetings for the other area projects throughout the 2018 construction season. We will probably be back here in 2019 to do the same thing. We want everyone to know what's going on in the area as well as what's available for alternative modes of transportation and routes.

- C: Hannah Brockhaus:** Those maps show that we're trying as best as possible to coordinate all of these projects with the various agencies and through the District 6 construction office, because we understand the impacts that they will have on the community. To stay informed on this

project, we're in the process of sending the first of our construction lookaheads. Those will be released monthly. This month's lookahead is on the project website. We have sent it to elected officials and we will be distributing it more widely in the future. We will be sending out alerts about major operations via email. We are also coordinating with the City of Chelsea media to make sure we have as many avenues to distribute information as possible. We will also be posting updates on social media and the project website. The next time we plan to be out here is next spring in advance of the construction season to provide more information on what that is going to look like. For now, I want to get to your questions and comments.

Discussion

Q: Lyn Meza: My name is Lyn Meza and I live on Clyde Street. I've lived in this community for 43 years. The first thing I would like to say is as a retired machinist, I appreciate the hard work that's involved in repairing the bridge and the importance of this project. Most of the people in this community know what it means to work for a living.

I have a couple of questions. Looking at the project website, it appears that work has already begun. Did you meet with the City Council prior to beginning the work? My next question is my main concern, which is the deleading of the bridge. This has been an issue in our community for decades, and there were only one or two sentences addressing it throughout the presentation. The children in our community have been poisoned with lead. How will it be removed from the bridge? What will it be replaced with? How can we protect our children? This issue was also raised at the Chelsea Viaduct Public Information Meeting. I think that there is a lot of confusion between the two projects and the reason why more people are not here tonight is that confusion. What's the relationship between these two projects?

A: Rich McCafferty: This project involves isolated steel repairs on the lower part of the deck. When you go under the bridge and look up, that part will be completely removed and replaced with concrete. For the remainder of the bridge, we will be doing isolated repairs. All paint repair will be done under containment following MassDOT requirements. We will have the lead baseline and soil sampling, verifying that the containment is working, as I said. Then when work is over, we will test the soil again to make sure we haven't added anything to it. For this project, we're not removing paint everywhere, but wherever we do it, it will be contained and done in accordance with MassDOT requirements.

A: Hannah Brockhaus: To speak to your other points, we know there is some confusion between projects. We are trying to remedy that issue. We have representatives from each of the projects

here tonight to make sure we're all aware of what is going on. Also, I neglected to offer any elected officials present the chance to voice their questions or comments. Would any of the City Councillors like to make a comment or ask a question at this time?⁴

Q: Sharlene McLean: My name is Sharlene McLean and I have been a Chelsea resident for 17 years. I live on Broadway near Beacon Street, right next to the courthouse. I'm going to be dealing with this project for its entirety. I have several questions. You mentioned a rodent control initiative. Will that initiative take place in the neighborhoods, or just around the bridge? The work you do will send the rats out into our neighborhoods. What is going to be done to help us combat that?

A: Rich McCafferty: Hopefully we can take a holistic approach. I don't know if there is any abatement work already going on, but we'll coordinate with whomever we bring on board to make sure we don't create problems elsewhere.

Q: Sharlene McLean: The City of Chelsea has an abatement program. Secondly, we recently opened a park under the bridge. How will you minimize the negative impacts your work will have on that park? Is there a plan in place for repair work once you're done?

A: Rich McCafferty: We do know that that park is open. We're trying our best to keep our work on paved areas and not tread on the grass. There will be some spots that we'll have to go back and take care of, but we won't be riding all over the place. Most of the work in that area is to install the SafeSpan system, which is being done now. Once that's up, we won't have to be in the park until we need to take it down. We will make sure that we leave the park how we found it.

Q: Sharlene McLean: How will we be notified of ramp closures?

A: Rich McCafferty: We will be putting out Variable Message Signs (VMS) and alerts about ramp closures will appear a few weeks ahead of time. Howard Stein Hudson and MassDOT will also be working on outreach.

Q: Sharlene McLean: Some of the confusion about the meeting is due to the signs around the posts. They don't indicate which project the public meetings are about. I can show you a picture if you would like. I knew about this meeting only because I heard about it from other people.

A: Hannah Brockhaus: Thank you for letting us know. We knew that both projects were happening, and we tried our best to separate the two. Tracy Nowicki, director of the Chelsea

⁴ None respond, and questions continue.

Senior Center, tried to help us clarify. But we hear your concern and we're working to make sure it doesn't happen again. We also want people at that meeting next week, so it's good to know that they are reading the signs.

Q: Sharlene McLean: Will there be advance notice of night work?

A: Rich McCafferty: Yes. Howard Stein Hudson and MassDOT will put out notice. But per the schedule, we expect to be working nights on both decks to put the barrier in. That will be starting right around April 8⁵.

Q: Sharlene McLean: Next week?

A: Rich McCafferty: Two weeks, but yes, it's coming up soon.

Q: Sharlene McLean: Who's here from the MBTA?

A: Rich McCafferty: Rob Guptill is here representing the MBTA.

Q: Sharlene McLean: Rob, were you at the meeting last week with GreenRoots?

A: Rob Guptill: I was not.

Q: Sharlene McLean: I would suggest that you talk with your colleagues who were there, Jessica Casey and Dave Carney. There's a lot of talk about finding alternative ways of getting in and out of the city. We are a very bus-dependent city, so telling us to use a route other than Bus Route 111 doesn't leave us a lot of options. Bus Routes 117, 116, and 114 from Chelsea into Maverick Station are already a nightmare. My commute time in the mornings over the past year and a half has more than doubled. That is due to increased traffic because of the mess that was created by the work at Central Square Park. Whoever thought of putting two traffic lights in half a block of space is insane.

We do have a Commuter Rail station here, but that isn't viable for most people. I can't use my CharlieCard at any of the Commuter Rail trains. I should be able to, I'm in Zone 1A, but I can't take the train from North Station to Swampscott. My main question is could you give handheld machines to the conductors to read CharlieCards? That would relieve a lot of the pressure from the buses and the road.

⁵ In the 24 hours following this meeting, the start date for the Northbound (lower deck) lane closure was postponed to April 22. As of May 2, MassDOT had directed the contractor to assemble and advance a work plan that avoids any lane closures until the 2019 construction season. The original date has been left in the document as a transparent reflection of the meeting as presented.

- A: Rob Guptill:** We are investigating all of those options right now, such as the Commuter Rail and the rerouting of Bus Route 111, as well as other transportation resources in the area. Our plan will be released on April 15 and we will come talk to the public about it.
- C: Sharlene McLean:** I would urge you to speak with Jessica Casey. This will be very impactful on this community. It will impact my personal economic vitality, as well as the city's.
- A: Hannah Brockhaus:** To address your question about the night work and ramp closure notification, any scheduled operations will be sent in advance via email, and with media coordination. Please make sure you signed in and encourage your neighbors to sign up as well. We are assembling an email list and from that list we will be sending out notifications about major operations.
- Q: Fran Roznowski:** My name is Fran Roznowski and I live on Cottage Street. I used to work at Kangaroo's Pouch during one of the deleading projects and we had air monitors inside and outside of the child care center. Can you tell us more about how you are going to assess the air quality?
- A: Rich McCafferty:** All of the survey work was done adjacent to the workzone to establish our baseline measurements. After the containment is put up, they will continue testing the air quality. Five tests will be done in 10 days to confirm that the containment is working. Workers inside the containment will have personal protective equipment (PPE) on, as well as safety devices and respirators. They will receive monthly blood tests to make sure they aren't absorbing any lead into their systems. We'll also do exterior testing to ensure nothing is leaving the containment. Then we will test the soil at the end of the project.
- Q: Fran Roznowski:** Suffolk County did a lot of work about the lead in the soil. Are you suggesting that people in the neighborhood not have gardens this year?
- A: Rich McCafferty:** Our bridge work doesn't have anything to do with the soil.
- A: Hannah Brockhaus:** A lead specialist is being brought on board. Were we to make such a recommendation, that would be a much larger conversation. From the project team side, we are not speaking to that right now.
- Q: Fran Roznowski:** Who would I turn to if I wanted to have a garden this year?

A: Hannah Brockhaus: I would encourage you to send that comment in. We can certainly see who we should be talking to about this.

C: Tom Ambrosino: I don't know anything about the baseline of the soil underneath the bridge right now.

Q: Fran Roznowski: We did testing as part of Chelsea Against Lead. Maybe that is something we can discuss further.

I do have a few other questions. How are you going to let people know that commutes are going to be much longer so that they can account for that?

A: Rob Guptill: I don't know the details of the outreach plan that we will be releasing on April 15, but we'll be coordinating with the project teams for all three projects to get the information out there through the means we have available to us.

C: Lyn Meza: Jessica Casey made a commitment last week at the GreenRoots meeting to meet regularly with the community. We're hoping for at least four times a year.

C: Donny Dailey: Jessica Casey is the Deputy Office of Operations for the MBTA and I believe that I spoke to the fact that not unlike any large project, we will always have a presence. We're not going to disappear for the next four years.

Q: Fran Roznowski: What languages are the alerts going to be in for local and city-wide media?

A: Hannah Brockhaus: We will be providing English and Spanish alerts by default, but anything else we are happy to accommodate by request.

Q: Fran Roznowski: If people have a concern as construction is going on who do they call or email?

A: Hannah Brockhaus: My email and phone number are right here. Feel free to contact me.

Q: Tom Ambrosino: On the Chelsea Viaduct Rehabilitation Project, we got a commitment from MassDOT that there will be a 24/7 bilingual hotline, that is always staffed. Can we have that commitment on this project as well?

A: Donny Dailey: Yes. We are in the process of getting the dedicated phone up and running.

Q: Tom Ambrosino: From what I understand, there will be a human being who will pick up the phone at 2 a.m., correct?

A: Donny Dailey: The hotline will be available during any working construction hours.

C: Tom Ambrosino: That isn't 24 hours a day.

C: Donny Dailey: I understand that, but if construction isn't happening, there should not be a reason to call. This mirrors what we have done on other projects.

Q: Tom Ambrosino: If they decide to take a break, will someone be manning the phone?

A: Donny Dailey: Someone will be on the phone during all working hours.

C: Maureen Cawley: My name is Maureen Cawley and I live at 150 Captains Row. I forgot when I came on the bus to bring a plastic-encased bunch of lead paint residue from the last time y'all were messing around with the Tobin, which I happen to live right next door to. I cannot tell you how much lead paint rained down on us, and nobody picked it up. The fabric covering was on Charlestown and the water, but not on the Chelsea side to the best of my recollection. It was either not there, which is what I believe to be the case, or it leaked. Regardless, there was tons and tons of it. Those of us who get a little crazy when it comes to the effects of lead, especially on children, picked it up. I'll bring a bit of it just to show you at the next meeting. It is horrifying. If you've ever sat with a child, which I did for many months, every week, while they received treatment for lead paint exposure, you would understand that it's a serious issue.

Last summer or fall, when they began working on Beacon Street, there was a police detail. One day I was under the Tobin Bridge and saw more lead paint. It was a small amount, I don't know how it got there, but I decided to run my errands and come back to pick it up later. When I got back, a police man came running up and told me not to touch it, and he took care of it. The problem is, when you collect it, how do you dispose of it in a way that isn't equally harmful to the environment? It's a big mess. One of the first meetings we had with MassDOT, there was this nice young man named John who I really liked. People told him we wrap it up and there is no problem, but y'all didn't do that the last time for Chelsea. I am asking you: this time do it, or there will be a lot of phone calls. I won't be able to sleep at night anyways. We talk a lot about the traveling public, but we're all the traveling public, and we're all concerned about the craziness you're going to inflict upon us. You're forgetting, and I would like you to please remember, that you are also talking about the living, breathing public. Since you'll be lighting it up all night anyways, we're going to be bugging you. I don't even understand why you subjected us to that two years ago and now we're going to go through it again.

- Q: Tom Ambrosino:** I would like to follow up on that. I was talking to Joe Pavao and on the Chelsea Viaduct project we were promised the most modern, up-to-date lead containment specifications in that contract. Do the same specifications apply to this project?
- A: Joe Pavao:** Yes. We will be using the same specifications on this project that we will use on the Chelsea Viaduct project. Everything Rich described will be present here. Rich, would you describe the containment system?
- A: Rich McCafferty:** It's a negative containment system. The air is pulled into the system and there are filters capturing all of the lead. Air comes in to the containment and it doesn't leave even when the workers leave the containment. It doesn't come out of that system.
- Q: Donny Dailey:** Is that the same containment system as what's in place for the paint and maintenance system?
- A: Rich McCafferty:** Yes, it is the same.
- Q: No Name Given:** Do we know how much lead is actually on the bridge, one end to the other?
- A: Joe Pavao:** I don't know how much lead is on it. But when we are doing demolition on the Chelsea Viaduct, chunks of concrete will be taken out of the deck. Any cut point in the steel will be deleaded, and it will all be taken offsite with the lead paint on it. We will not be sandblasting all the steel. It will be taken away with the paint still intact to be dealt with.
- Q: No Name Given (cont'd):** Even after that project, will there be lead paint left over?
- A: John McInerney:** We can get that information for you. As paint systems evolve, they've been replacing lead.
- A: Joe Pavao:** We're not just painting over it. We're removing paint as we go.
- Q: Maureen Cawley:** This time will you remove it as you scrape it?
- A: Joe Pavao:** We have specifications to remove any lead.
- C: Maureen Cawley:** Don't have the senior citizens or the low-income residents do it.
- C: Tom Ambrosino:** I assume it's your expectation that whatever level of lead contamination currently exists in the soil under the bridge, you will not add one iota of lead to that soil during the work on this project.

C: Mauricia Yeb Taveras: We test the soil before any work starts, then we test it again after the work is complete. We compare that data and if it is contaminated, the contractor would have to remove it.

Q: Tom Ambrosino: What areas are you testing specifically?

A: Mauricia Yeb Taveras: We test wherever we are going to be working.

Q: Tom Ambrosino: Will you be testing the soil on the bridge itself or underneath it?

A: Mauricia Yeb Taveras: Underneath the bridge.

Q: Lyn Meza: Can those reports be shared with the City?

A: Mauricia Yeb Taveras: They come to MassDOT.

C: Damali Vidot: Regardless, I'd like to see those results.

Q: Tom Ambrosino: Can you send the City the baseline of the soil when you first tested it?

A: Mauricia Yeb Taveras: Yes, I'll check on that.

Q: No Name Given: I'm trying to understand the timing since you're saying that this project will be starting April 8⁶. Will the Everett Avenue ramp be closed or reduced to one lane?

A: Rich McCafferty: The ramp will be closed completely on May 1.

Q: No Name Given (cont'd): What is going to happen on the northbound side?

A: Rich McCafferty: Northbound on the lower deck will have one lane closed permanently through the season. The southbound side will have overnight lane closures. The workzone on the lower deck will be there until the work is done.

Q: No Name Given (cont'd): But in the city, the detour will be right next to the Williams School, right?

⁶ In the 24 hours following this meeting, the start date for the Northbound (lower deck) lane closure was postponed to April 22. As of May 2, MassDOT had directed the contractor to assemble and advance a work plan that avoids any lane closures until the 2019 construction season. The original date has been left in the document as a transparent reflection of the meeting as presented.

- A: Rich McCafferty:** That is not where the detour will be. The detour will be signed to Carter Street. That Fifth Street ramp will be open.
- C: Lyn Meza:** The Fifth Street on-ramp near the Williams School is part of the Chelsea Viaduct project.
- Q: No Name Given (cont'd):** I am getting so confused with all of the projects. In the summer the Beacon Street ramp will be closed. Will the MBTA share their plan before that closure? That's where Bus Route 111 gets off, so where will I be getting off my bus?
- A: Rob Guphill:** When the Beacon Street ramp is closed, the bus will be exiting off of the Fourth Street ramp. Then when the Fourth Street ramp is closed, we'll go back to the Beacon Street ramp.
- A: Hannah Brockhaus:** That closure will be no more than two months. We just want to make sure we get the timing right.
- C: No Name Given (cont'd):** I'm asking all these questions now because you're not coming back until spring 2019. I would like to see how this is going to work throughout this year.
- C: Pablo Calderon:** In the meantime, we're always here by phone and email. There is the website as well.
- C: No Name Given (cont'd):** There is a difference between email and being face to face with a person.
- C: Pablo Calderon:** We'll also have a presence throughout the community. Our communications team will be meeting with agencies; we'll be in the churches and putting up signs. We would never leave the community before the project is completed.
- C: No Name Given (cont'd):** I know you have a plan, but I want to make sure that you're coming back to speak with us.
- Q: Pablo Calderon:** I wanted to follow up with an issue from the last meeting: one of the major issues were people living in this community, especially the Latino population, who have jobs that go from 11 p.m. to 5 a.m. How will those people be impacted since there will be closures on the lower deck of the Tobin Bridge?
- A: Rich McCafferty:** There are no full closures. We will always have a lane for traffic.

- A: Rob Guptill:** I would like to speak about the ramp closures in relation to the Arlington Street ramp, the Fifth Street ramp, and the Everett Street ramp. When the Everett Street ramp is closed, we are going to continue using the Arlington Street ramp until the Everett Street ramp is re-opened June 1. At that time, we are going to shift operations to use the Everett Street ramp to get into Boston more quickly.
- C: No Name Given (cont'd):** The advantage to that is that no one knows about the Arlington Street ramp. We would like people to know about it. But since you are closing the Everett Street ramp I think everyone is going to use that ramp to get into Boston. It's funny because the Chelsea Viaduct study claimed that that ramp wasn't used often, but I think this will change that.
- C: Lt. Robert Griffin:** I am Lt. Robert Griffin from the Chelsea Police Department. I had a little offline conversation with Rich earlier about the last time we had the ramps closed. The police department has worked with you in the past. In 2007, the Beacon Street ramp was closed for two months. During that time, they used the same detour plan that you have outlined for this project. We had five near-fatal car accidents at the Fourth Street off-ramp because of that specific travel plan. We had five accordion accidents at that ramp.

In 2008, when they proposed to close the Beacon Street ramp for four months, we said we can't let that happen again and that that Traffic Management Plan didn't work and it's not going to work. Our solution in 2008 was changing the direction of traffic on Chestnut Street for that one block when you're coming off of the ramp. The problem is that when you are coming off of that ramp, it's a bottleneck. People are trying to go straight with traffic coming in on both sides. You have three streets dumping onto Fourth Street. We did traffic counts and I am not sure if those were done before or after the re-opening of the Beacon Street ramp, but I counted 4,168 cars plus 1,751 cars for a total of almost 5,900 cars coming off of the Fourth Street off-ramp in a 24-hour period. Whereas all the traffic on Broadway is only 11,000 cars. You're going to increase the volume of traffic on Broadway by about half. When we changed that around, we didn't advertise that as a detour but posted a "Local Traffic Only" sign on Chestnut Street. We didn't want to encourage people to take Chestnut Street, but we wanted it to be an option, particularly if the traffic backed up on Fourth Street. We removed parking on Fourth Street temporarily, we put two lanes of traffic in there, and we gave them the option of using Chestnut Street if the area got backed up. Our traffic counts found that 1,800 cars per day would take the right onto Chestnut Street. That alleviated a lot of the problems on Broadway.

I hope that before you implement this plan that you'd come before the Traffic Commission to propose that same temporary detour. The only concern that was voiced at that time was from the Polish Church on Chestnut Street. They were concerned about their parishioners finding their way to church because of the detour. I think a little public outreach would help in that situation.

We did studies on the truck traffic and speeding in the area; we found that the average speed was 19 miles per hour, and that trucks made up less than 1% of the traffic. Please look at that as an option. This detour is to get people back to Beacon Street, but most people coming off of the Beacon Street ramp are coming down Williams Street or Everett Avenue.

C: Hannah Brockhaus: We would like to explore this more and have that conversation so please, send that data to me.

Q: No Name Given: Will there be a police presence during rush hours in the morning and evening?

A: Rich McCafferty: MassDOT will probably station traffic details if they are requested. We've also been working with Captain Thomas Dunn, of the Chelsea Police Department, who does a lot of the detail work.

A: Hannah Brockhaus: We're also working on setting up those coordination meetings before some of this more impactful work gets going.

Q: Lyn Meza: I am concerned about what you said about diverting traffic to Carter Street and I wonder whether that can be timed. We have 1,500 students going to the high school and most of them cross that street to get to school. If traffic is going to be diverted there, can it be diverted after 8 a.m.?

A: Hannah Brockhaus: We will take that under consideration.

Q: Councillor Calvin Brown: I have a question regarding the North Washington Street Bridge project. Can you tell me how long construction will be going on? It runs right into the tie-up from Haymarket to the Tobin Bridge. If we have the detour in place, how long will the North Washington Street Bridge Project be going on?

A: Hannah Brockhaus: I can't speak to that job's schedule. As Amy mentioned, we are working to coordinate on the three projects.

A: Amy Getchell: The North Washington Street Bridge is currently undergoing structural repairs with the City of Boston. The replacement project has been bid and that bid was awarded to J.F.

White Contracting. That is currently going through the procurement process and will likely be formerly awarded later this spring. Construction will start this summer and will go for approximately five years. What is going on there now is the emergency repair work being done by the City of Boston in order to keep the bridge operable.

A: John McInerney: It's a City of Boston bridge and they're doing structural repairs to keep it going. They're in a procurement process which could take two to four weeks.

Q: Councillor Calvin Brown: Last week I wanted to take Bus Route 111. I normally take the commuter rail or Bus Route 114 or 117. I took the 111 this past week in the morning and in the afternoon. Coming home in the afternoon, the North Washington Street Bridge is down to one lane. I noticed that the MBTA buses don't stop on the North Washington Street Bridge to pick up residents going to Chelsea. I know that it's a 20-minute ride from Haymarket to the Tobin Bridge. Once we get to the bridge, it's all set. I get off at the first stop and I walk down Beacon Street. If this is still going on as of April 8⁷, and you start impacting the off-ramps, how much more will that add to traffic and time?

A: Amy Getchell: There will be traffic impacts. Unfortunately, as John said, those lane restrictions for the work that is going on now are being put in place by the City of Boston, not MassDOT. We don't have oversight over them to say when we can and can't take lanes. District 6 is overseeing both projects, and once we take ownership of that bridge project for the construction period, the District 6 team will be coordinating the effort. If emergency repairs have to be done while the Tobin Bridge work is ongoing, we'll be coordinating and increasing outreach to the community. We'll make sure that we're reaching out to everyone when those impacts occur. But when the North Washington Bridge project does start, for the first 15 months it will be two lanes inbound and one lane outbound. Then for one month it will be one lane inbound and one lane outbound. Then it goes back to two lanes inbound and one lane outbound.⁸

Q: Councillor Calvin Brown: Rich, you said the Beacon Street ramp work will start on April 8⁷. Did you say that it will be closed for two months?

A: Rich McCafferty: No, that will be the mainline right-lane work. The Beacon Street ramp work will occur later in the summer. We'll do the Everett Avenue ramp first, then move off to the

⁷ In the 24 hours following this meeting, the start date for the Northbound (lower deck) lane closure was postponed to April 22. As of May 2, MassDOT had directed the contractor to assemble and advance a work plan that avoids any lane closures until the 2019 construction season. The original date has been left in the document as a transparent reflection of the meeting as presented.

⁸ As the structure of the bridge continues to deteriorate, and as the chosen contractor presents its plan for construction, the information presented here is subject to change. For the latest information, sign up for project updates at [GovDelivery](#) or the North Washington Street Bridge [project website](#) and contact the Project Team.

Beacon Street ramp. That will be in the midsummer range. April 8 is when we start taking one lane on northbound Route 1, coming in to Chelsea.

C: Hannah Brockhaus: I want to mention as well that this presentation will be published on the project website. It will be fully accessible for Title VI requirements.

Q: Tom Ambrosino: Would you send it to the City of Chelsea, so we can put it up on our website?

A: Hannah Brockhaus: Of course.

Q: No Name Given: Where will the bus stop be when the Beacon Street ramp is closed?

A: Rob Guphill: We will miss the stop that is immediately off of Beacon Street. So, we'll come down Fourth Street and the first stop will be Broadway at Fourth Street after we take the right onto Broadway. It is only the single stop coming off of the Beacon Street ramp that we won't be able to serve.

C: Hannah Brockhaus: I would like to remind every that the MBTA plan will be released April 15. There will be engagement around that effort as well.

Q: Tom Ambrosino: Today you sent me a nice monthly lookahead. How do people get on the list to get that?

A: Hannah Brockhaus: You can email me, that's the first way to sign up for it. Make sure that you signed in tonight. It will also be available on the project website.

Q: Tom Ambrosino: Would you send me a link so that I can share it?

A: Donny Dailey: Yes, we will get everything to you, Tom. I just sent an email blast today to 158 people. The list will grow as the project continues, and with help from all of you.

C: Hannah Brockhaus: We are encouraging everyone to share this information with your neighbors, friends and family. We want to make sure that everyone is informed.

C: Pablo Calderon: Thanks everyone for taking the time to attend this meeting. Keep checking the website. Any new information will be sent to you or posted around the community. Thank you again for coming and we will see you at the next meeting.

Next Steps

The project team will be posting updates to the project website, including monthly look aheads to keep the public informed of the progress and impacts of the Tobin Bridge Rehabilitation Project. The community will also receive updates via MBTA alerts and social media. The project team have installed Variable Message Signs (VMS) around the project area to inform commuters and residents of ramp and lane closures, as well as detours. The next meeting is anticipated for spring of 2019.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Karl	Allen	City of Chelsea
Tom	Ambrosino	Chelsea City Manager
Hannah Brockhaus	Brockhaus	Howard Stein Hudson
Calvin	Brown	Chelsea City Council
Pablo	Calderon	MBTA
Maureen	Cawley	GreenRoots
Alexandria	Christmas	
Theresa	Czerepici	
Donny	Dailey	MassDOT Government Affairs
Jeff	Dietrich	Howard Stein Hudson
Eric	Feeley	MassDOT
Amy	Getchell	MassDOT Highway Division
Robert	Griffin	Chelsea Police
John	Gunning	
Robert	Guptill	MBTA
Jose	Iraheta	The Neighborhood Developers (TND)
Iounnis	Kleaudis	Liberty Maintenance
Rich	McCafferty	J.F. White
John	McInerney	MassDOT
Sharlene	McLean	GreenRoots
Lyn	Meza	
Nate	Nelko	Liberty Maintenance
Mike	O'Dowd	MassDOT
Joe	Pavao	MassDOT
Joe	Perlatonda	Chelsea City Council
Roman	Plicko	
Giovanni	Recupero	Chelsea City Council
Leo	Robinson	Chelsea City Council

First Name	Last Name	Affiliation
Fran	Roznowski	
Luis	Tejada	Chelsea City Council
Damali	Vidot	Chelsea City Council
Marianne	Winship	
Mauricia	Yeb Taveras	MassDOT