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| To: | Joe Pavao Project Manager | Date: | May 7, 2018 |
| From: | Kate Andrews Howard Stein Hudson | HSH Project No.: | 2013061.36 |
| Subject: | MassDOT Chelsea/Route 1 Viaduct Rehabilitation Project, #605287 Public Update Meeting Meeting Notes of April 5, 2018 | | |

Overview

On April 5, 2018, the Massachusetts Department of Transportation (MassDOT) Highway Division, along with the Project Consultant Team, representatives of the Massachusetts Bay Transportation Authority (MBTA), and MassDOT Liaison for the Office of Government and Public Affairs, Donny Dailey, presented an update on the Chelsea/Route 1 Viaduct Rehabilitation Project to the public. Also in attendance was Tom Ambrosino, Chelsea City Manager.

MassDOT Project Manager Joe Pavao began the meeting by informing attendees that the design team had gone back to the drawing board following the January 25% Design Public Hearing and had returned with a mitigation plan to address the concerns of the residents of Chelsea specifically relating to the closure of Ramp A, noise and pollution issues, and Bus Route 111. Mark Kolonoski of HNTB outlined that mitigation plan as well as the updates to the project. He also presented the options for the supporting columns. Those options have been posted in the Chelsea Public Library and the City Hall since March for the public to cast their vote for a preferred alternative.

Jessica Casey, Deputy Chief Operations Officer for Service Planning and Strategy at the MBTA, stated her continued commitment to working with MassDOT and the City to address the concerns of Bus Route 111 not only during the construction of three upcoming projects (the Chelsea Viaduct Rehabilitation Project, the Tobin Bridge Rehabilitation Project and the North Washington Street Bridge Replacement Project) but to also create a long-term solution to the overcrowding on this route. That plan was scheduled to be released on April 15. The floor was then opened up to the public for questions and comments.

The tone of the discussion was primarily positive, and residents were pleased with the additions to the mitigation package such as noise mitigation during construction and after with the installation of the solid snow barrier with sound-dampening properties, and the rehabilitation of Ramp A. Another point of discussion was Bus Route 111, including where the bus will stop once it is detoured to the 4th Street Ramp. One resident suggested that there be more Route 111 buses that travel past Cary Square to accommodate the population that live in the Prattville neighborhood of Chelsea.

The function of the police details for the project were also discussed. One attendee was concerned that the details would be mainly focused on the construction work instead of moving traffic through the area, using the Wynn Casino construction as an example of where traffic is not being prioritized. Mr. Kolonoski explained that unlike the Wynn Casino project, the police details will be located in areas where traffic will be their primary concern.

This session was arranged following a meeting with the Chelsea City Council that was held on March 1. Following the final design submission, the project is anticipated to be advertised in June of 2018.

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Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Joe Pavao: Welcome everyone and thank you for coming. My name is Joe Pavao and I am the MassDOT project manager for the Chelsea Viaduct Rehabilitation Project. Only two other people are going to present tonight. Mark Kolonoski from HNTB will go over the progress we have made with the project and its design. Jessica Casey from the MBTA will talk about our coordination efforts to date and how we are going forward throughout this process.

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

The purpose of this meeting is to update the public on the changes we've made to the design and the commitments to mitigation. A month ago, we met with the City Council and City Manager Tom Ambrosino to update them ahead of this meeting on our mitigation commitments. We also gave them an update on the design and the schedule of the project.

I would like to remind everyone that if you did not sign in yet, please do so on your way out tonight. Following the presentation, we will open up the floor to comments and questions. Everyone will have an opportunity to speak.

C: Mark Kolonoski: Is there anyone here that would like translation services? Those services are available. No, all right, then in that case we will begin with a general project overview. I recognize a few faces in the audience this evening so I apologize if this is repetitious. Just to catch you up on the work that is proposed, we will go over the existing conditions and then we'll get into what Joe alluded to, the meat of the discussion, the changes to the design and the mitigation package since the last time we were here for the 25% Design Public Hearing.

This is the agenda for this evening. We are going to go over the need for the project, the goals, schedule, where we are today and the direction the project will take moving forward. The project team consists of MassDOT and the Federal Highway Administration (FHWA). The consultant team is led by HNTB along with Howard Stein Hudson, CME, VHB and Green International. Project partners include the MBTA and the City of Chelsea.

The project limits of work include the entire Chelsea Viaduct on Route 1. The northern limit of our work is just north of Chelsea High School and will continue southbound down to where the viaduct transitions over to the Tobin Bridge near the Fourth Street off ramp (Ramp A1). This is a bird's eye view of the project area including the ramps, such as the Arlington Street on ramp, the Carter Street on ramp and the 6th Street on ramp.

The Chelsea Viaduct, as most of you know, carries Route 1 through the City of Chelsea. It carries about 63,000 vehicles a day. It was constructed in the late 1950s. It is a major regional component to the transportation system north of Boston leading in and out of the city. It also carries a variety of transit routes such as Bus Route 111 which is the primary service from Chelsea into Boston, and vice versa, for transit riders.

As for our existing conditions, those of you who have been underneath the viaduct understand the deterioration that is occurring. The structure itself is structurally deficient. Both the deck and the substructure are in poor to severe condition. I would like to reiterate that this does not

mean that it is not safe to drive on the viaduct. It is indeed safe. It is not going to fall down. But it is in pretty rough shape and it is in need of some serious repairs.

Our number one goal for the project is to correct those substandard conditions. We want to advertise the project in 2018 to align the construction of this project with the construction of the Tobin Bridge Rehabilitation Project. Another large goal of the project is to reduce impacts to abutters to the maximum extent possible. We understand that this will be a burden on the community and we want to reduce those impacts as much as we can.

The project status is where we are today in this process. The important thing to note is that 75% of the design has been completed. In the coming months we are going to be advancing towards final design. That by no means is saying that the project is not receptive to community concerns, and that there isn't an opportunity for those concerns to be incorporated into the design moving forward.

This is the design schedule. We are at 75% design completion. The final design is scheduled to be done in May and the goal is to advertise the project in June 2018. Here is a list of the public outreach we have done to date. As you can see there has been a substantial effort made to engage with the community and the public to hear your concerns and incorporate those concerns into the design. Our intent tonight is to go through our plan and look at how everything has been incorporated into the design and the mitigation for this project.

Our scope of work, first and foremost, includes the repair and rehabilitation of the existing superstructure and substructure, utilizing Pre-Fabricated Bridge Units or PBUs. PBUs are an Accelerated Bridge Construction (ABC) methodology. We'll get into more detail on that later. We will also be installing crash barriers and a solid snow fence where it doesn't impede the sight distance of the viaduct. We're going to replace roadway lighting and bridge drainage and also rehabilitate the existing parking lots beneath the structure.

This is a view of the existing conditions underneath. As you can see, there is quite an amount of deterioration and rust. It's not very aesthetically pleasing or structurally sound. As part of the project, the design team has produced a series of options for the columns to enhance beneath the structure to give it more of a community feel to the maximum extent possible. We are engaging with the public on selecting a preferred alternative. If you look at the picture I showed before, you would say that it's not nice to look at. One of these options would replace that. We have a standard column with concrete encasement, but we are exploring other opportunities for these columns that could include rotating artist displays. The City could engage with the high school and community groups to produce this art display beneath the viaduct. This one that would be

painted and repainted in an artist rotation is the current leader. For the two other options, one offers an interchangeable art display. These alternatives are on display here at City Hall and at the library where we are seeking community input to determine which is the most favorable of the designs.

The superstructure will be entirely replaced. We intend to use PBUs here as well. They are an Accelerated Bridge Construction (ABC) method. This is a photo from one of the bridges that was done during MassDOT's Fast 14 project² which employed this method. The project was acclaimed for its efficiency.

This is a rendering of how the PBUs would be installed. They are brought in from offsite and dropped into place. The work is done over a very short duration of time, a day or two, and then the project caterpillars along to the next span. We would repeat this process as we work down the viaduct. This is opposed to a standard Cast-in-Place (CIP) construction method where the operation is more confined to one location for a longer duration.

There are spans within the viaduct where those PBUs cannot be utilized. This is due to varying constraints. These two locations are at the southern limit of the project and where the viaduct crosses over the commuter rail. At these locations we will have to use a more conventional repair method which will be longer in duration. We'll get into how we are going to schedule that to reduce the impacts to abutters.

This is the construction schedule. As we've mentioned, our planned advertisement date is June 2018. The Notice to Proceed (NTP) will be given to the contractor in the fall of 2018. Work on the substructure will begin in 2019 and will continue throughout the year. The work on the superstructure will begin in spring of 2020 and continue throughout the year. The final restoration of the viaduct will be completed in 2021.

The project is broken down into two phases, superstructure work and substructure work. We've analyzed the impacts to traffic and based on those phases, the substructure work will have no impact to traffic on Route 1. There will be no lane closures during the substructure work

² The 93 Fast 14 Bridge Replacement project replaced 14 bridges in Medford, MA over the course of just 10 weekends between June and August of 2011. The project team utilized Pre-Fabricated Bridge units as well as rapid-setting concrete to replace at least one bridge per weekend. These construction methods eliminated years of work along the roadway.

happening in 2020. All of the impacts to regional traffic will result from the work on the superstructure.

When the substructure is being rehabilitated, southbound Route 1 will be reduced from three lanes to two lanes and northbound Route 1 will also be reduced from three lanes to two lanes. This will coincide with the Tobin Bridge Rehabilitation project. For the Tobin Bridge project, northbound Route 1 will be reduced from three lanes to two lanes and that work will align with what is being done on the viaduct creating a seamless transition between the two projects.

I am going to dive in a little deeper into those areas that I previously mentioned where we will not be able to utilize the Accelerated Bridge Construction techniques and we will have to apply traditional construction methods. In order to limit the impacts to the abutments at these locations, MassDOT is proposing a 12-weekend significant lane reduction on the Chelsea Viaduct. During these 12 weekends the viaduct will be limited to one lane in each direction and the contractor will be afforded 55-hour work windows from Friday until very early Monday morning. The intent is that the impact of that construction, where you would have substantial noise impacts and extensive hours of operation going throughout the evening, would be limited in its duration. If we didn't employ this accelerated schedule, the contractor would be spending approximately six months at each location. The idea here is for regional traffic to deal with those impacts, take the brunt of them all at once, along with the community, so it doesn't have to be drawn out for months.

For regional traffic mitigation the contractor will be working with a public outreach specialist. There will be a robust program put into place for regional and local commuters to be made aware of the construction schedule and lane closures. A police detail program will be put in place. We've identified key locations where we feel that details will be required to mitigate whatever local impacts there are. There will be advance warning signs letting commuters know when to expect impacts both regionally and locally.

Signals at intersections will be retimed and coordinated with one another. The intent of the traffic mitigation plan is it won't be one and done. This isn't going to just be put in place during the design phase. Throughout its implementation we'll be out in the community to see what's happening locally. If a detail needs to be repositioned at another location to help mitigate the local impacts, that's an option that we have available to us. To reiterate, the eye isn't being taken off the ball. We're going to have a continued presence here to take a firsthand account and react appropriately as that first wave of impacts are felt.

Here is the map that shows the key locations where we do expect police detail to be located. This plan can and, most likely, will be adjusted once we have a better understanding of how things are playing out. There will be local traffic detours at all phases of the project. There will be local nighttime road closures intermittently and this will allow the contractor the opportunity to utilize local roads to access the Chelsea Viaduct up above. There will be weekend closures at the Carter Street off ramp. The Arlington Street ramp will be closed throughout construction, but it will be reopened. We'll dive into that a little bit later in the presentation.

We anticipate impacts to the abutters. I've said this before in front of a few different groups. It's not possible to avoid all the impacts to abutters. We're talking about a heavy construction operation. It will be loud, there will be dust but there will be mitigation plans created prior to construction in an effort to abate impacts to the maximum extent.

In a few key locations the viaduct is located approximately 35 or 40 feet from residences. At a few selected locations, MassDOT has gone out and measured normal ambient noise levels during different period of the day and night. The contractor will be required to work with an acoustical engineer to take those measurements and develop a noise abatement plan. The contractor will be directed on the allowable noise levels and in the event that those noise levels are expected to be exceeded, there will have to be temporary mitigation measures put into place to ensure that residents do not experience the full brunt of those excessive noise levels. That mitigation could look like temporary noise barriers, noise-lessening technologies, or applications that can be put on construction equipment to keep those noise levels at or below the allowable amount.

There will be a loss of parking temporarily beneath the viaduct because that contractor needs to access the substructure underneath. However, we will be constructing a new parking lot adjacent to the high school on Carter Street which will be accessible to users of the lots that are affected.

There will be a strict lead and dust control plan in the contract. The contractor will be required to comply with federal, state and local regulations regarding lead control. There will be a dust control plan in place during construction and demolition operations. The contractor will be required to spray down all activities with water to limit dust and this will be supervised by an environmental monitor on site. In the event that those allowable conditions are exceeded, the monitor will be given the authority to halt the operation until the impacts are mitigated before the operation can continue.

This project is federally funded and does require review and approval under the National Environment Policy Act (NEPA), in coordination with the FHWA. They will continue to be involved and engaged throughout the environmental review.

The public participation plan has been in place for quite some time. Many of you have seen us before. You'll continue to see us. We've taken a very serious approach to engaging with the community. We've tried to connect with all residents and stakeholders so there are no surprises and we can hear your concerns and include them in the design where it is possible.

There is a fairly robust mitigation plan in place. On the screen are the mitigation commitments from MassDOT prior to the 25% Design Public Hearing. They are fairly straight forward. We spoke with the City Manager and the City Council and we were aware of several concerns prior to the Design Public Hearing. Before the Design Public Hearing, some of the mitigation measures that MassDOT had agreed to was to provide an allowance for additional crossing guards near schools within the project area, the architectural improvements to the supporting elements beneath the structure that I showed earlier in the presentation, the weekend construction operations I described in order to lessen those impacts and shorten the duration of the project, and improving the lighting underneath the structure. All of the parking lots underneath the viaduct will be rehabilitated, resurfaced and restriped. There will also be strict incentives and disincentives in the contract which will reward the contractor monetarily if they are able to finish a given portion of the project ahead of schedule. If they do not meet the schedule, they will have to pay a penalty. These were all elements of the mitigation package prior to the 25% Design Public Hearing.

We heard overwhelmingly at the Design Public Hearing, at our meeting with Chelsea GreenRoots, during our meetings with the City Council and the Chelsea Collaborative, during one on one interactions, and from the business community that there was strong opposition to the closure of Ramp A, also called, the Arlington Street on ramp. The project had originally included the demolition of this ramp due to a low number of vehicles using it and traffic operational concerns. But based on the feedback we received, the decision was made to keep Ramp A in the project. This will stay open, it will be rehabilitated. There will be no shift in geometry. The ramp will be closed during construction, but it will be reopened after construction is done. The ramp will stay in place.

At the Design Public Hearing we also heard stories of the impact of snow removal along the viaduct and the damage that snow falling off of the viaduct does to the abutting properties such as broken windows. We took that very seriously and we tried to determine the most appropriate measures to stop that from happening. The contract always included the installation of new snow barrier. MassDOT's standard snow fence is slotted to allow material to get through. However, due to the viaduct's proximity to these properties, any material that was getting through was having a direct impact on the residences. We found solid snow barriers that are

available. They are a solid fence that would prevent any material from getting through and falling off of the viaduct during snow removal operations.

The solid snow fence serves two purposes. It stops any debris or material from falling off of the viaduct as a result of plowing, but it also provides noise deadening properties. To take a step back, we also heard a third concern about the levels of noise from the traffic that direct abutters experience during the day and at night. This project does not qualify as a Type 1 project³, therefore it does not qualify for the installation of a sound barrier. However, the solid snow barrier, which we investigated after hearing what was happening to the abutting properties, coincidentally provides nearly the identical amount of sound reduction that you would experience with the insulation of a traditional noise fence along a highway. It has dual benefits and we think this is a positive.

Additionally, MassDOT, through coordination with the City Manager, has agreed to provide an \$800,000 mitigation fund to the City of Chelsea. This fund can be utilized any way the City sees fit so long as the money is spent to mitigate impacts directly resulting from the viaduct. This could include an aesthetic improvement program for abutters, or an ornamental light installation beneath the viaduct. The City could hire an independent environmental monitor. There are a number of opportunities here, so long as the money is spent to mitigate the impacts of the viaduct.

We also heard a request during our previous outreach efforts that all property beneath the viaduct be returned to the City of Chelsea. Due to existing lease agreements between MassDOT and other agencies, as well as the need to access beneath the structure to improve and maintain it, handing all of that land over to the city isn't possible. However, adjacent to the high school, MassDOT will be constructing a parking lot to mitigate that loss of parking. At the end of this project, MassDOT has agreed to turn this parking lot over to the City of Chelsea to be used as the City sees fit. It could be used to provide additional parking, it could be used as parking for

³ According to the MassDOT Highway Noise Abatement Policy, a Type I project is a project that involves: (1) The construction of a highway on new location; (2) The physical alteration of an existing highway where there is either a substantial horizontal alteration or a substantial vertical alteration; (3) The addition of a through traffic lane(s); (4) The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; (5) The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; (6) Restriping existing pavement for the purpose of adding a through traffic lane or an auxiliary lane; or, (7) The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

the high school, it could be used as a farmer's market on the weekends, or an art installation, or a skate park. It will be handed over to the City upon the completion of the project.

We have also heard a series of concerns regarding the MBTA bus operations and the rider experience of getting to and from Boston. This project has committed to facilitating that conversation between the MBTA and Chelsea. It's important to point out that the project team and the MBTA have looked at the impacts of our project holistically and are confident that it will not result in any significant or moderate delays to bus operations. If anything, there might be minor delays on the local streets. But any delays on Route 1, the Tobin Bridge or the viaduct itself would not occur as a result of the Chelsea Viaduct Project. With that, I will hand it over to Jessica Casey with MBTA Operations.

C: Jessica Casey: Good evening, I'm Jessica Casey and I work with the MBTA Operations team. We work in service planning and scheduling. That means a couple of different things. One thing that the team looks at is all of the bus routes as well as the commuter rail and sometimes ferries. We try to understand what the buses are doing and how they are traveling. It's the same with the rail. We've been involved in putting out the schedules, understanding how the buses and the rail are actually meeting those schedules and how to deliver service in a meaningful way.

There are a few things that I would like to mention regarding Bus Route 111. The project team is correct in thinking about the Route 111 when it comes to the Chelsea Viaduct Rehabilitation Project, but we are also looking at it regarding the Tobin Bridge Rehabilitation Project and the North Washington Street Bridge Replacement Project. We know the Bus Route 111 will be impacted by all three projects. One of the things that we've heard often is that we need to stop talking about Bus Route 111 service as if those impacts from the three projects are separate. Part of what we have been doing is working with the community and GreenRoots to talk about Bus Route 111 in two ways. The first way that we've been talking about Route 111 is looking at the fundamental services delivered on Route 111 and what that looks like. We know that it's overcrowded and that there are dropped trips and there are ways that we can look at to improve that service. Part of that is an effort that is ongoing where we are looking at 175 bus routes to be able to understand how resources are allocated, what that looks like and how we can move those resources around to close the gap in the scheduled service as opposed to the current service that we deliver on Route 111.

The second way that we've been thinking about Bus Route 111 is the Chelsea Gateway. The Chelsea Gateway is the Silver Line 3 (SL3). It will begin service on April 21. There are four

brand new stations located in Chelsea: Chelsea Station which is at the Mystic Mall, Bellingham Square, Box District, and Eastern Avenue.

The Route 111 carries around 11,700 people daily, 97% of riders get on the bus in Chelsea, and in the outbound direction 93% get off in Chelsea. We've tried to look at how the SL3 can help alleviate that pressure. When that service kicks off, we estimate it will be possible for up to 2,000 people that currently take Route 111 to use the SL3 instead. That means that we'll have reduced crowding, which impacts dwell time, which helps the bus move faster through the system. The other thing we've been doing is trying to work with the City and other municipalities to figure out dedicated bus lanes, transit signal prioritization, and signal optimization which are all transportation terms for how do you get the bus to move faster along its route. The objective is how do we get the bus moving, how do we reduce dwell time and how do we get people going where they need to go.

It's not often that people get up in the morning and want to take the bus for the sake of taking the bus. Transportation is a means to get you where you need to go. You need to go to work. You need to go to school. You need to see your family. Part of what the team strives to do is figure out what people need and how we can offer diverse services so that people have options for where they need to go. But the other piece is knowing that Bus Route 111 needs to be fundamentally looked at. We need to understand how we can close the gap between what the schedule is and the service that we are providing. Those are two pieces I wanted to offer.

We met with GreenRoots on March 22. We got a ton of feedback and it was a great discussion. We probably had about 25 people at that meeting and there were a couple of continued themes when it came to Bus Route 111. One thing we heard was, can the T please consider reducing or mitigating fares completely on Bus Route 111? The second issue was Bus Route 111 suffers from dropped trips because it's a key bus route which means we have more vehicles and operators on that route. When operators call in sick or they are unable to run the route, what ends up happening is the garage might take an operator off of Route 111 to put it on another route that may only have one or two buses so that route actually has some level of service. We have 16 buses that operate on Route 111 during the a.m. and p.m. peak, so people were asking us to make sure that we have 16 operators driving 16 vehicles at all times along that route.

We also heard requests for better communication and for us to tell people what is going on. As of this week, on Saturday, our Operations Control Center is looking at operation time for Bus Route 111 specifically during the lifetime of all of this construction that is happening in Chelsea.

I report to Deputy Manager Jeff Gonneville and he said he wants a call every day at 7:45 a.m. and he wants to know what Bus Route 111 looks like. On a daily basis we're reporting what those numbers look like and we'll continue to do so. We've also heard different strategies such as looking at the commuter rail. There are several people that are within walking distance of the commuter rail station and that we should look at that to get people where they need to go.

We've heard many different recommendations and we've been to several meetings to collect those recommendations. I encourage you tonight to offer more recommendations regarding how Route 111 is impacted and what you might think of for different strategies. The MBTA has heard a lot of questions about, "What is the plan? When are you telling us the plan? Why haven't you told us the plan already?" And they are absolutely right. People are already frustrated with Bus Route 111 and now all of this is happening to the route and that is causing a lot of concern.

We've committed to delivering a final Chelsea plan that will cover the Chelsea Viaduct Rehabilitation Project, the North Washington Street Bridge Replacement Project and the Tobin Bridge Rehabilitation Project to the City Manager and the Council by April 15. We have a meeting to walk through the draft plan tomorrow. If you have recommendations, please let me know. I recognize a few of you from the meeting we had with GreenRoots on March 22. During that meeting we talked a lot about Route 111 specifically. We discussed general service on the line but also the impact of these three projects. If you want to look at the GreenRoots presentation, that is online and on their Facebook page. It is more specific to Bus Route 111.

One of the things that we wanted to leave you with is that we have several meetings, weekly and bi-weekly. We have team meetings. Rob Guptill is here tonight. He is our Manager of Planning. He is a key member of the team working with the service planners and teams to understand the impacts. We will be here. The MBTA will be here. We will be here not only for the Chelsea Viaduct Project, but also for the Tobin Bridge Project and the Washington Street Bridge Project.

I think one thing I've heard from the community is, "You guys show up and then we never see you again. Where'd you go?" I wanted to be here tonight to commit my time and Rob's time and the MBTA's time to addressing this issue. We're going to monitor Bus Route 111. It's going to be an active plan. We are going to offer a draft plan tomorrow, but we are going to be watching it every day. As construction changes and, as a result, the impacts change, we will be adjusting the plan so that it is responsive to the needs of the community over time. I don't want people to walk out of this room tonight thinking that we are just going to put the plan into place and just forget it. We're going to be working with you guys throughout this process to make it right.

The comment I got last time we were here was, “Sure you say that now but what happens when you leave, and the next person comes in? Then what are you going to do?” But I am committing to you that the MBTA will work with all of you as well as the City Manager and the City Council to make this plan work. I know that it will be challenging, I’m not denying that. Part of the challenge is that there are three projects, with three different sets of impacts happening at different times and that leaves you concerned because you’re not sure what it’s going to look like and how it will affect you. But we are committed to working with you and we are committed to helping.

We know it’s not just Bus Route 111, it’s also Bus Routes 116, 117, and 112. Those run through Chelsea as well. We’re thinking holistically about it and we’re meeting with all of our partners, MassDOT, the City of Chelsea and local community groups, to create a plan that will change over time to make sure that Bus Route 111 provides service to the greatest extent possible. Thank you.

C: Joe Pavao: Thank you, Jessica. We are now going to open it up to questions and comments. Are there any elected officials that would like to speak before we open the floor up? [No.] Please state your name for the record when you make your comments.

C: Nate Cabral-Curtis: Please come down to the microphone for the use of public access cable TV.

Discussion

Q: Monica Elias: My name is Monica Elias and I am a Chelsea resident. Who would be the key contact if anyone wanted to place a concern about the MBTA?

A: Joe Pavao: We have two people that you can contact. Nate Cabral-Curtis is the Public Involvement Specialist for the project. Any concerns that you have can be sent to Nate and he will send that along to Jessica if it is a MBTA related issue. My contact information is also available on this presentation. We would be the primary contacts.

C: Monica Elias: Thank you.

C: Roman Pucko: My name is Roman Pucko. I am a member of the Polish Americans Veterans Post of Chelsea and a Vietnam-era veteran. I’d like to thank you, Joe Pavao, for doing an excellent job and you as well, Nate Cabral-Curtis. I was embarrassed at the last meeting. I actually walked out. Tonight, I wanted to have something to say. I am shocked at how well this meeting is going.

A: Joe Pavao: Thank you for that.

Q: Roman Pucko: I know residents are concerned about noise and I see now that you are addressing that situation. That's great. You're addressing lead contamination, removal, decontamination and encapsulation. One thing that you're not addressing and was never mentioned is sometimes the lights shine onto properties that were built before the expressway was built. There are not that many. I read that the barriers are going to be higher, but are they going to be high enough to give relief to those structures at those locations?

A: Joe Pavao: That is a good comment. We'll look at that. I think you will find that the solid barrier that we are installing will block a lot of that light out that shines down onto the residences. But we will take a look at that.

C: Roman Pucko: Thank you. I am happy about the snow protection and the noise abatement. I've got to give you kudos for that, I am really pleased. I lived in Chelsea from 1940 to 1975, first at 1 Chestnut Street, the gateway to the Naval Hospital. We were the last family to move out to allow them to build the Beacon Street off ramp. Then we moved to the corner of 3rd and Chestnut Street, one block from 4th Street where the bridge ended. I know the area. I know the Northeast Expressway from the Tobin Bridge to where it leaves Chelsea.

I'd like to find out how I can get involved in studying this because I have some ideas such as closing off ramps that aren't necessary. This is from experience. I've been involved in the City of Chelsea so much that at one meeting a councilor said that they ought to give me an office at City Hall.

Finally, I'd like to ask the City, if they can, for a favor. When you're on Broadway looking at the Salvation Army thrift store that is empty, at Stebbins Fountain right in the front entrance where the two doors are, there is a photograph of a statue of my father. Shortly after the statue was formed, the glasses that my father was holding were ripped off. I would like to ask the City Manager, if he could, to appropriate some money so my father can have his glasses back. Again, I am thankful for what has been done. Thank you very much.

A: Joe Pavao: Thank you for your comments. Does anyone else have comments or questions?

C: Lyn Meza: Good evening, my name is Lyn Meza. My husband and I have lived in Chelsea for 43 years. I am also the secretary of a community group called Chelsea Uniting Against the War. At our last meeting I voiced my main concern about the health of our children regarding the

removal of the lead paint and that was addressed last week at the meeting on the Tobin Bridge Rehabilitation Project.

We use Bus Route 111 and I've got to say the last time I was on it I felt like I was in Honduras or the Philippines. It was so crowded and there was not enough room for people to get on. I appreciate that this is being looked at. One of the issues I wanted to raise is the Cary Square buses. We live in the Prattville area of Chelsea and there are a lot of people that live beyond Cary Square. Those of us that live beyond Cary Square will not take the buses that end in Cary Square because then you have to wait for another bus or walk, and that's quite a long walk. I think that would be one area to look at improving service. Years ago, the buses did the complete route so that might be an easy way of adding service, so people won't have to wait longer on that bus route.

The other thing that I wanted to share is that, to me, the best contribution that was made at the Tobin Bridge meeting was by a police officer. He had done a study on traffic which may not impact this project, but it will certainly impact the Tobin Project. It might be worth consulting with the committee that did the study. They had a very clear idea of one proposal that was being made that was not going to work. It was just a question about opening up Chestnut Street in the opposite direction. Again, I don't know if this impacts you, but the idea of diverting Bus Route 111 to Carter Street was also raised. If that happens between 7 and 8 in the morning it could be a real problem because that is when the high school starts their day and most of the high school students and teachers cross that street. I think it is important to take into account. Thank you.

A: Joe Pavao: Thank you. I was at that meeting and I recall the police officer's comment. I believe he was talking about the Beacon Street off ramp and how that detour was going to be handled. We did get his card and we're coordinating with him on the Tobin Bridge Rehabilitation Project. That project has a different project manager, but we are working on that.

Q: Marianne Winship: My name is Marianne Winship and I live at 62 Beacon Street. I have a few things to comment on. First of all, for some reason, I only found out about tonight's meeting because I called Hannah at a number that I found on a piece of paper from a previous meeting. I had signed up for the emails from MassDOT at other meetings for this project as well as other projects, but I was not informed about this meeting and would not have known had I not made the effort to call. It was in the City Manager's newsletter today, but that was a little bit late. In the future, you should look at more ways to publicize meetings and to tighten up the cracks in the notifications because I think that there would be more people here tonight if it had been listed on Chelsea's social media pages.

My second point is what Lyn is referring to was the block of Chestnut Street where they reversed the flow of traffic when they closed the Beacon Street ramp. That's because more people are now using the 4th Street off ramp going north. I have a related question that might not be suitable for this meeting but, where will the bus stop be when the Beacon Street ramp is closed? In the past it was on 2nd Street near Chelsea Square, where the fountain is located. I think that is an important thing to know ahead of time.

A: Rob Guptill: I can answer that question about where the bus stop will be when the Beacon Street ramp is closed, and we have to use the 4th Street ramp. The first stop will be on 2nd Street on the park. That is where we had the stop during previous work, and we are in the process of reaching out to the city to see if we can get that parking marked off for us so that we can use that stop again. That's our plan.

C: Marianne Winship: Thank you.

C: John Gunning: My name is John Gunning and I live at 62 Beacon Street. I noticed you said earlier that if some of the areas are congested that you have a police detail plan to assist. I want to use the Casino in Everett as an example. Not to offend any of our local cops, they do a great job. I was just over at the casino and construction brought two lanes to one and that caused a pile up. Cars couldn't go through the light. When the light changed we had to stop and wait for the road to the right which was vacant. If a cop had stepped up, he could have overruled the traffic light and let us go through, but that never happened. Instead the Everett Police just sat around and watched the construction going on. If you're going to have a police detail, I would like to see the police deal with not only the concerns for construction, but also the road and the vehicles going through. Whether that means you have to have two police officers instead of one, it would be nice. I only mention this because the Wynn Casino is not the only example. Every time I see construction, the police are always watching for safety, which is appropriate, but they are not taking care of the traffic that is backing up. All they have to do is step forward, wave them through, override, take control but they don't.

I am just saying that if you are going to do something with the police detail, I hope you have enough not only to take care of the construction, but the drivers as well. We get backed up quick. Once example is Everett Avenue near Broadway. They park in front of the traffic light. They pull up and because they can't make it all the way across they stop and block the traffic going in both directions and that adds to the congestion. If a detail was stationed there that actually watches the vehicles, the vehicles would stop, and the intersections would be open, and people would be

able to get through. That's not happening in a lot of places where construction is going on overall, so I just hope you have enough.

A: Joe Pavao: To address your concerns, the Wynn Casino is a bit different because that is a static construction zone. What we are going to do here, and this is something that Mark referred to in the presentation, is have a police detail plan that is going to be in effect for as long as we need police details. The primary purpose of those details is going to be to pull traffic during rush hour. This is just the plan. We'll be out monitoring and looking at how the intersections are operating, and we will be able to add additional details if they are needed at certain locations. We'll also look at where we can pull a detail if they are not needed and relocate that detail to where it is needed. It's going to be a fluid plan up until two or three weeks in, until people get used to where they are going and where they have set routes. What happens on day one and two and three is not going to be the same as what will happen two weeks into this project. That is a well-received point, and we will adjust the plan as necessary to accommodate that.

A: Mark Kolonoski: The examples that you are giving, those details are situated near the construction site. For this project, the details are not located near construction. They will be throughout the community and will be focused on traffic.

C: John Gunning: The cops need to pay attention to the traffic though. I've actually pulled over and gone over to the officer and asked why they aren't directing traffic. They say that the light is taking care of the traffic. I've told them to take charge and send the cars through and they finally do it when they see me standing there with my phone. They need to be aware of that. I don't know if it is a manning problem or whether there aren't enough details. My main concern is the traffic in Chelsea. It's hard enough to get around as it is. Keep that in mind, not only for construction. There are residents that are trying to get through.

A: Joe Pavao: Thank you. Does anyone else have a comment?

C: Rich DeCareau: My name is Richard DeCareau and I live on Paula Street. I would like to consider myself one of the abutters to this project. I live very close to the bridge, but I have had had no contact and no one has visited my home. On one of the slides in the presentation it says that you are doing door to doors. I have not had anyone contact me and I'm not getting any emails. I'm finding out about this through word of mouth. I added my email to the email list. I've talked with some of you before and I'm concerned that I'm not going to be part of whatever you are doing to eliminate some of the noise and other issues.

A: Joe Pavao: We certainly want you to be a part of it. Before we leave tonight, make sure you talk to Nate. Make sure he has the correct contact information, and we will reach out to you personally, prior to the meetings, to make sure that you have received this information.

Q: Rich DeCareau: Can you explain how you are determining who is an abutter? What determines that? I mean, I'm in some of the pictures in your slide show.

A: Nate Cabral-Curtis: My name is Nathaniel Curtis and I am the head of Howard Stein Hudson's Public Involvement Group. I've worked extensively with Donny Dailey on projects around the state. To give a sense of some of the efforts that we have made, the notice for this meeting was placed in three English newspapers and in this case, we got it in two Spanish newspapers. In addition to that, we put flyers on buses. We placed flyers in businesses along Broadway and on the streets. We have not gone to folks' doors, but we have put up signs on the streets that are within 50 yards from the Viaduct in each direction. We have also held pop up meetings in preparation for the 25% Design Public Hearing and provided material to the Chelsea Collaborative who took flyers around for us. In regard to door to door notices, we don't want to have a wash of people who look like me in my necktie sticking stuff on people's doors. We wanted to be sensitive to immigrants in the area. The email database is now around 1,900 people. That goes out through Govdelivery that is operated by MassDOT. My team collects your email address. Please print, as it says, and see me at the end of the meeting and I will make sure that goes to Donny Dailey. We will make sure that you are in the database and we will check to see if we have your correct information. And please, check your spam filter.

C: Rich DeCareau: I got one email from you guys and I haven't received anything from you since. That was at the beginning of the project.

A: Nate Cabral-Curtis: Let's get this figured out then, please see me after the meeting.

Q: Joe Pavao: Thank you. Are there any more questions?

Q: Marianne Winship: I have a follow up question relating to Bus Route 111 and the GreenRoots meeting. You said that the efficiency of Bus Route 111 had to do with reevaluating how well the MBTA was doing in terms of dispatching the buses and managing the crowds. Is that going to be limited to Bus Route 111?

A: Jessica Casey: Dave Carney was at the GreenRoots meeting. I don't have a response for you now, but I will follow up with him and with GreenRoots and we can share information. The Better Bus project that we are doing that looks at all 175 bus routes is part of what we'll be

covered in that initiative. We have a set of service delivery standards that were passed in January 2017. We are in the process of looking at the current service delivery that we offer across the network and measuring the gap between what the standard is and what we're able to deliver at this point in time and then closing that gap. Part of your question relates to what is going on in that initiative. I know that Dave took those comments very seriously when he heard what was going on at Haymarket during the p.m. rush specifically. I don't have specifics on how he followed up on that, but I will loop back around. I should have mentioned that in Fiscal Year 19 in our operating budget we have requested an additional 55 operators to address dropped trips and help close the gap between what service we're offering today and what the schedule service is. That addition in operators is not for the SL3. It's not for early morning, it is a completely separate request of \$3.6 million. While those 55 operators won't all be dedicated to Bus Route 111, they will help to fill gaps in service across the network which will eventually trickle down to Route 111. Obviously if we are pulling operators off of Route 111 to cover trips being lost on other routes, the 55 operators will help to close that gap.

Q: Joe Pavao: Are there any other questions?

Q: Susana Carella: I would like to ask a follow up question on communications. What is the schedule you have set for keeping people up to date on the project? Will there be a weekly update on the plan? A bi-weekly update? If we are aware of how often you're supposed to be contacting us and we aren't getting those emails, people will know to reach out.

A: Nate Cabral-Curtis: Not having a spec in front of me for this particular job, I will speak to good general principles. What will happen is once this project goes to a general contractor, the website that is online now will be revised to reflect a construction period. If you want to see what that looks like you can Google "Casey Arborway," or "128 Add-A-Lane." It depends on the project how often we put out look aheads, but you will see on those websites and through Govdelivery, the automated system that we talked about, that those look aheads will be updated on a regular basis. Additionally, if there is going to be something like weekend operations, usually you'd have two weeks' notice of those weekend operations. Then probably a week in you'd get another reminder, and that would happen both through email and on the website. We can certainly look at other tactics. For this project we have relied more heavily on paper than other projects. We've posted signs at the commuter rail stations, local businesses and around the viaduct. Those are things that we can continue to look at once we get further into this process, but we will continue to update the website and email list.

- A: Joe Pavao:** Once the contractor submits a schedule to us, they will be required to create a public participation plan for the duration of construction. They will hire a public involvement specialist and they will be required to notify the public anytime there is a change in the project.
- C: Tom Ambrosino:** Joe, we've had a lot of MassDOT meetings in Chelsea and I want to make sure we're clear on what to expect next. I know that the MBTA is coming out with a Chelsea transportation plan to help with all of these projects. That is something the MBTA is hoping to roll out Mid-April and there will be some public outreach on that plan. In addition to that, unrelated to this, there is another meeting next Thursday night, same time, same place, on the Silver Line Project which will open on April 21.
- C: Jessica Casey:** I will see everyone at that meeting next week.
- Q: Tom Ambrosino:** The next time you'll be out here exclusively discussing this project will likely be in the fall after you have issued a Notice to Proceed to the contractor. Do you think you'll be back before that?
- A: Joe Pavao:** I think we'll be back before that. Due to the coordination involved with the MBTA, we're not going to separate these projects. In prior meetings I've committed to working with the MBTA. This is going to be a joint venture throughout the summer until this goes into construction.
- A: Donny Dailey:** We'll be back in the spring with the Tobin Bridge Project.
- A: Joe Pavao:** There are a lot of concerns about all of the projects that MassDOT has going on in this area. It's not just the Chelsea Viaduct Project. We also have the Tobin Bridge Project, The Wynn Casino, the Alford Street Bridge Project, the North Washington Street Bridge Project, the City of Boston is working on the Rutherford Avenue Project. We are putting all of these projects on a timeline over the next three years to see when they are going to impacting each other. You're going to see me at all of these meetings whether I'm on the project or not to answer your questions. Whether or not we need to come back for a specific discussion on this project, we can do that. We can certainly have other meetings and update the public as we make progress.
- Q: Tom Ambrosino:** I would like a commitment that once the Notice to Proceed is issued, before the contractor starts construction, you will be back in Chelsea, holding a public meeting with the contractor, so we can talk with them before work begins.
- A: Joe Pavao:** Absolutely, we can do that right after we issue the Notice to Proceed.

C: Tom Ambrosino: Thank you. `

C: Joe Pavao: Doe anyone else have a comment or a question? [no.] Thank you for coming tonight.
If you'd like to speak with use one on one, let us know, we will be here following this meeting.

Next Steps

This session was scheduled following a meeting with the Chelsea City Council that was held on March 1. Following the final design submission, the project will be advertised in June of 2018. Once the contract is awarded and the Notice to Proceed is issued, the project team and the winning contractor will return to Chelsea for a meeting, as requested by the City Manager.

Appendix 1: Meeting Attendees

| First Name | Last Name | Affiliation |
|------------|---------------|--|
| Tom | Ambrosino | City of Chelsea, City Manager |
| Kate | Andrews | Howard Stein Hudson |
| Mike | Beintum | HNTB |
| Nate | Cabral-Curtis | Howard Stein Hudson |
| Susana | Carella | Chelsea Community Connections, Human Rights Commission, The Neighborhood Development |
| Jessica | Casey | MBTA |
| Mui | Chhua | |
| Donny | Dailey | MassDOT Legislative Affairs |
| Richard | DeCareau | |
| Monica | Elias | |
| Tom | Grondine | |
| John | Gunning | Resident |
| Robert | Guptill | MBTA |
| Nelson | Hoffman | |
| Mark | Kolonoski | HNTB |
| Sandy | Maynard | |
| Lyn | Meza | Chelsea Uniting Against the War |
| Anna | Moll | Skanska |
| Joe | Pavao | MassDOT |
| Hung | Pham | MassDOT |
| Derrick | Pritsch | |
| Roman | Pucko | Polish American Vets Post 13 |
| Josi | Roberto | |
| Alex | Sui | HNTB |

| First Name | Last Name | Affiliation |
|------------|-----------|-------------|
| Ali | Tali | HNTB |
| Marianne | Winship | Resident |