



To:	Joe Pavao Project Manager	Date:	December 20, 2017
From:	Hannah Brockhaus Howard Stein Hudson	HSH Project No.:	2013061.36
Subject:	Massachusetts Department of Transportation Route 1 Viaduct Rehabilitation Project #605287 Public Information Meeting Meeting Notes of November 8, 2017		

Overview

On November 8, 2017, the team for the MassDOT Chelsea Viaduct Rehabilitation Project held a public information meeting. The meeting was held at Chelsea City Hall in the City Council Chamber and was attended by the public and representatives from MassDOT, HNTB, Howard Stein Hudson and the City of Chelsea, including City Manager, Tom Ambrosino.

The project is aimed at repairing and rehabilitating the Chelsea Viaduct to make it safer for commuters and the Chelsea community. The purpose of the meeting was to introduce the project to the public and get their input as part of outreach associated with the project.

MassDOT Project Manager, Joe Pavao, opened the meeting with a brief overview of the project and then HNTB's Ali Tali explained the detailed work, staging and timeline of the project. Mark Kolonoski of HNTB spoke to the impacts on the community and commuters as well as the extensive public outreach effort being done to inform abutters, local businesses and commuters. The floor was then opened up to the public.¹

Questions and comments from the public were focused mainly on the funding of the project, the impact of traffic shifting to other roads, such as I-93 or Route 16, as well as Accelerated Bridge Construction (ABC) techniques. There was also concern over the environmental impacts including

¹ A copy of this presentation is available at <http://www.massdot.state.ma.us/highway/HighlightedProjects/ChelseaRoute1ViaductRehabilitationProject/Documents> in both English and Spanish.

lead abatement, noise mitigation and carbon emissions. The possibility of improving the appearance of the Viaduct was suggested, as well as a request to reach out to business owners that do not live locally. As a result of this suggestion, a mailer was sent to all non-occupant owners within 200 feet of the viaduct.

The team has recorded the comments and questions reflected in this document and are continuing to refine plans. A 25% Design Public Hearing will be held on January 24, 2018 at Chelsea City Hall in the City Council Chamber at 6:30 p.m. A snow date, in case of inclement weather, has been set for January 31st. Design is continues to move forward, towards the goal of advertising the project in March of 2018.

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Detailed Meeting Minutes²

Welcome & Opening Remarks

Pablo Calderon, Manager of Community Relations and Construction Affairs at the MBTA, opened the meeting with a greeting in English and Spanish, which noted the availability of Spanish interpretation upon request. This was followed by a brief statement by the interpreter, who again requested that attendees refer anyone speaking Spanish to interpretation available in the back of the room. No interpretation was requested.

C: Pablo Calderon: We would like to thank everyone for coming. Now I would like to introduce our City Manager, Tom Ambrosino.

C: Tom Ambrosino (TA): Thank you. I will be brief. I would just like to say thanks for coming out tonight. This is our second meeting in a row: we had a meeting last week on the Tobin Bridge Rehabilitation Project. This is a second but separate project that is going to be happening at the same time, six months to a year after the start of Tobin Bridge rehabilitation. This is the rehabilitation of the Route 1 Viaduct. Like the Tobin Bridge Project, this project will have significant impacts on the city, probably more than the Tobin Bridge project. It is important that we listen to what is going to happen and ask questions. That is the purpose of tonight's meeting.

² Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1.

We will listen to the presentation from MassDOT and then we will have an opportunity to ask questions. Thank you for coming and with that I will turn it over to MassDOT.

- C: PC: Before Joe begins, we do have a Spanish and English translation of the presentation. If you need it, please come and get it and we will start the meeting.

Presentation

- C: Joe Pavao (JP): Thank you very much, Tom. My name is Joe Pavao. I am the Project Manager for the Chelsea Viaduct Rehabilitation Project. I would just like to point out some of the people who will be speaking tonight: Ali Tali and Mark Kolonoski from HNTB will be giving the presentation. I would also like to introduce Michael Trepanier of MassDOT's Environmental section. He is going to be responsible for the permitting and compliance of the federal requirements for this project. We also have with us Donny Dailey of Public Affairs. Any one of us that you see up here tonight can be contacted at any time.

As the City Manager mentioned we have two major projects in Chelsea. Mike O'Dowd, who is here tonight, is the Project Manager handling the Tobin Bridge Project which was introduced last week. This is a completely separate project. We have two project managers and two separate schedules. There will most likely be two different contractors. It is an important distinction that these are two separate projects. However, MassDOT recognizes that the impacts are going to be one and the same for commuters and residents because the projects are happening concurrently. One of the reasons we are trying to expedite this project is to piggy back off the Tobin Bridge Project. At the tail end of the Tobin Bridge Project we're going to be doing the majority of the work on the Viaduct. We are going to try and minimize the impacts on the commuters and the residents.

Tonight is an opportunity for us to listen to your comments and concerns so that we can continue to advance the design. We are planning to advertise this project in March 2018 and we are going to incorporate your comments and concerns. I am going to turn it over to Ali Tali and Mark Kolonoski of HNTB to go through the PowerPoint presentation. Please hold your questions until the end and we will stay as long as is needed to answer those.

- C: Ali Tali (AT): Thank you, Joe. For the agenda tonight, we've already gone through introductions. We will give a project overview; we're going to talk about what we're doing, why we're doing it, how we're doing it and when we're doing it. We're also going to talk about anticipated project impacts and what we're going to do through public outreach to address those comments at that time. We're also going to talk about the environmental review. Then we'll open the floor up for questions and gather your input.

The project proponent is MassDOT Highway Division. Joe Pavao is the Project Manager. The Federal Highway Administration (FHWA) is responsible for the oversight and National Environmental Policy Act (NEPA) compliance. HNTB is the lead design firm but we have a large team that is assisting us. Howard Stein Hudson is assisting with traffic reviews and public outreach. CME, VHB and Green International Affiliates are also assisting. The City of Chelsea and the MBTA are partners and we're coordinating with them regarding the work that is done and the impacts to both the City of Chelsea and the MBTA.

These are the limits of the work. The Chelsea Viaduct consists of two elevated structures, shown in the graphic in dark blue. They start from Ramp A1, around 4th Street in the south, and they extend to just past Chelsea High School. The area in light blue indicates the at grade section of the Viaduct. The orange sections indicate ramps that take traffic to and from the Viaduct. Ramp A is at Arlington Street. Ramp D is the northern extremity of the project. Ramps B and C are at grade ramps.

The Chelsea Viaduct is an important component of the State's transportation system. It is an evacuation route. It carries over 60,000 vehicles a day. The southern section of the Viaduct is about 2,000' long. The northern section is about 1,000' long and it carries MBTA bus route 111 from Chelsea to Haymarket via Ramp A. It also carries two other bus routes, the 426 and the 428 from the North Shore.

Anybody who has walked underneath the Viaduct or driven over it knows that this structure is in poor shape. The existing steel is rusted. The concrete is failing. There are exposed rebars, leaky joints and the beam ends are in poor shape. In addition to all of that it doesn't meet the requirements for legal loads. The goals of the project are number one, to address all of these deficiencies, fix the deteriorating steel and the failing concrete and put in new elements or repair existing deficient elements. We are trying to advertise this project in early 2018. What we have tried to do is, per direction of MassDOT, use construction techniques that would reduce impacts to abutters and the traveling public. These are called Accelerated Bridge Construction techniques. I will get into that a little bit later. Doing this project helps the state to be in compliance with the federal goal of reducing the structurally deficient deck area to less than 10%.

Q: No Name Given (NNG): Are these slides available on the website?

A: JP: Yes.

C: AT: As Joe mentioned, the direction we've been given is to accelerate the design so that this project can be put out into construction to coincide and be aligned with the Tobin Bridge work , all so that we will not have staggered impacts to the traveling public and the abutters. This will be sort of an extension of the Tobin Bridge Rehabilitation Project. The current status of the project is that we are in the preliminary design phase. We have performed the preliminary structures report. Subsurface explorations have been completed. There is an ongoing survey. We have also done a Value Engineering study of the overall project to look at where we can cut costs or improve the final quality. Right now, at the preliminary phase, we are estimating \$110 million in construction costs.

The design schedule, as I mentioned, is very aggressive and accelerated to get the project into construction by fall of 2018. Right now (in October and November of 2017) we're in the preliminary design phase. We are going to be starting the Design Public Hearing process in November of 2017.³ We're hoping to have more meetings and public hearings. The Final Design will be in December and we're hoping to get the final Plans Specifications and Estimates (PS&E)

³ The 25% Design Public Hearing will be held on January 24, 2018 with a snow date of January 31, 2018.

completed in January and February of 2018 so we can advertise the project in March of 2018. By advertising what I mean is it will be put out on the street for contractors to bid on.

Now we will look at the scope of work. What we are doing in detail is this: we are rehabbing and retrofitting the existing substructure. The steel columns and the cross beams are all rusted and in poor shape. We are going to fix these by repairing or replacing them to a point where they will be able to carry legal loads. We will use Accelerated Bridge Construction methods for the replacement or repair of the superstructure. For the majority of the project there are isolated locations where we are going to have to use more conventional methods and I will explain that in a bit. We will provide new bridge barriers and new snow fence where we can. We're going to put in new roadway lighting and new bridge drainage. We're going to fix the leaky joints and we'll rebuild the existing parking lots and add a new parking lot at Carter Street, across from the high school. We'll also put in new lighting under the bridge in these parking lots.

The new substructure supports will be repaired and retrofitted. We're going to encase the existing support configurations in concrete and put in new crossbeams that will support the new superstructure that we are installing. The new superstructure will be made up of prefabricated elements that will help us to speed up construction. These are steel beams with precast concrete, elements fabricated off site that are transported to the site. They are picked up by heavy cranes and dropped into place after removal of the existing beams. This was done successfully on the I-93 Fast 14 Rapid Bridge Replacement Project that you might have heard about. This allows us to replace a significant chunk of the structure in a short period of time.

In some isolated locations that we talked about before, we won't be able to use these elements. These areas are the first few spans right after the Tobin Bridge and the span over the railroad. This is because we have limitations on clearances so we won't be able to use this concept to reduce clearances below the Viaduct. In those locations we are going to remove the existing deck, clean, repair and paint the existing steel and put in a new deck which will consist of prefabricated concrete filled steel grid decks.

As for the construction schedule, we plan to advertise the project in March of 2018 and give the contractor the notice to proceed in fall of 2018 so that they can get started in winter of 2019. From winter of 2019 to winter of 2020 we'll be working on the substructure, those encasements of the columns and the crossbeams. Then in spring of 2020 through fall of 2020 we will do the superstructure replacement with the Accelerated Bridge Construction methods I talked about. This will allow us to coincide with the Tobin Bridge deck rehabilitation. At that time they will be in phase 3 of the project so we can align the Tobin Bridge work with this project and therefore limit the impact to the traveling public and abutters. In spring of 2021 we will have our final paving and the punch list, and later that spring the project will be completed.

I am going to turn it over to Mark Kolonoski who will talk about some of the impacts that we can anticipate.

- C: Mark Kolonoski (MK): Thanks, Ali. My name is Mark Kolonoski. I am an Environmental Planner at HNTB and I will be talking about the impacts of this project. We will start with traffic as that is the major concern for many of you who are here with us tonight. During the first stage of the project, which will be when we are working on the substructure, we expect very minimal impacts to Route 1 up top. All the work will be done from below. You will see some traffic impacts on the local roads. Those will be minor while we're installing highway lighting,

and there will be no impacts during peak commuting hours. The second phase of the project, when we get to the superstructure replacement and the deck replacement in winter and spring of 2020 is where we are going to see the bulk of the impacts in the regional travel patterns. Again, as Ali said, it is important to align this work with what is being done on the Tobin Bridge. The intent is to mimic the traffic pattern that is going to be implemented on the Tobin Bridge on the Viaduct. Southbound and Northbound Route 1 will be reduced from three lanes to two lanes and then down to one lane in each direction during the overnight hours. This is where we are going to see the Accelerated Bridge Construction methods that we use to try to accelerate construction. However it is important to note that during the peak hours there will be two lanes going south and two lanes going north. There will be interim ramp closures around the project area and impacts on parking which we will discuss in a moment.

The permanent closure of Ramp A (the Arlington Street ramp) is under consideration. We are looking at whether or not that is feasible. Extensive public outreach will be done throughout the design and construction to notify the commuting public and the abutters of potential impacts. If everyone is well informed, we can plan accordingly.

A regional traffic analysis is underway and we hope to have that in the next couple of weeks. The intent of this is to look at not only the regional effects of our project, but also what the cumulative impacts will be from all regional MassDOT projects under construction at the time. That will be presented to everyone. It will be a public facing document to notify everyone of what is going to happen. Another important component of that study is to identify any mitigation that will be required as a result of regional projects.

We are abundantly aware of the proximity of the Viaduct to abutters, and are in the process of evaluating what the impacts will be. We have an idea, but it is going to be very important that we engage with commuters and the community, including the people who aren't here tonight to understand, on the local level, what those impacts will be. MassDOT will be minimizing and mitigating components such as dust and lead paint abatement, as is standard practice. Temporary drainage will be provided for runoff.

Parking will also be impacted. As you are probably aware, there are numerous parking lots underneath the Viaduct. Many of them will be closed during construction to set up staging and implement some of the construction activities. This will be during the first and second stage of the project. Parking will be impacted to allow for the work underneath on the substructure, and there may be some impact as we replace the deck. A new parking lot is being designed now at Carter Street, adjacent to the high school. This will help to mitigate some of the temporary losses.

Next we'll go over the environmental review. The project is utilizing federal aid and, as such, is required to go through the NEPA process. This is where we, as a team, evaluate fully the range of environmental impacts over the natural and built environment. An important component of the process for the NEPA is that we document the public involvement effort. We have a public involvement plan that we are adhering to. Again it is a requirement but we understand the importance of it. Tonight is the first of many efforts including meetings that we will be undertaking to hear feedback from the public and to notify the public of any decisions that will be made in the future.

The Federal Highway Administration (FHWA) will be the one to ultimately approve our NEPA document. They will be reviewing the document and the public involvement process to verify its adequacy. It is all about the good faith effort to engage with all of you.

Q: Patricia Simboli (PS): Can you speak to what those specific measures are?

A: MK: Yes, I have a slide right here. These are all elements of the public involvement plan.

Q: PS: I am not so much concerned about the plan as I am about how people are notified. Are there just public notices in newspapers?

C: MK: That information is all on the next slide.⁴ If you have any other suggestions, please let us know.

Other environmental approvals that are involved in the legal process are Section 106 of the National Historic Preservation Act. There is a building on the National Registry here: there happens to be a Synagogue right at the southern project limit. We are working with MassDOT's Cultural Resources Unit on that. Lastly the Section 4F DOT Act involves public space and recreation areas. We are aware that Kayem Park is near the southern limit of the project and we will be reviewing and analyzing the extent of the impacts on those facilities.

As for the public participation outreach plan, the bottom line is that it is not just something we are doing because we need to. We need to attempt to reach a much wider audience than is here tonight. We are engaging with a full range of stakeholders, individuals, groups, nonprofits and municipalities in order to attempt to ensure all stakeholders are notified. We are committed to engagement in a number of public outreach efforts, including what is listed in our presentation. I am going to read this list because I think it's important.

We have a project website which will have updates on the project. There will be notices for public hearings, public meetings and outreach events. There will be MassDOT email communications to the commuters on the North Shore as well as notification to E-ZPass holders so that they can plan accordingly. There will be information materials distributed at libraries, city halls, schools and Market Baskets, anywhere we can reach people. There will be a traditional MassDOT 25% Design Public Hearing - that will be the next formal event after this to discuss the progress made to date. There will be door to door flyering on immediate side streets. This is so important. We are going to make every effort, including knocking on doors, so that we are visible in the community. You'll see us around. There will be pop up groups at community gatherings. We met with Chelsea Green Roots yesterday. We are out there. We are making these efforts now and we will be continuing to make these efforts, not just through design. Briefings are available upon request. We are committed to meeting with individual groups and providing project briefings outside the context of a public setting. Lastly, coordination with MassPort is underway. We will also have all materials translated into various languages.

⁴ This public information meeting was advertised in the following newspapers, and given to City of Chelsea for any further advertising: Boston Globe, Chelsea Record, East Boston Times, El Mundo, and El Planeta.

- C: PS: None of those measures address the business community and many of the business owners aren't local. They're not going to see you.
- C: MK: I completely agree. We will certainly incorporate that into our plans.
- C: PS: There aren't that many of us. They are all critical members of this community and they deserve notice. They were not given advance notice for the Silver Line Gateway Project⁵ but they should be given notice for this.
- C: Michael Trepanier (MT): As Mark said we plan on walking door to door.
- C: PS: But that is not going to get to everyone.
- Q: MT: So we are asking you: what is the best way to reach out to them?
- A: PS: Get a list of business ownership and their legal addresses. It could be in New Hampshire.
- C: MT: That is an excellent suggestion.
- C: MK: As for our next steps, we have a 25% Design Public Hearing in November. And again, look for us in your neighborhoods. We will be out there. If there are any other ideas on how we can reach the community, we would appreciate you sharing them with us.
- C: MT: I'm Michael Trepanier, I'm an Environmental Planner at MassDOT. One of the things that Mark didn't mention is we are recognizing this community and trying to understand the full impacts this will have on a community like Chelsea. This is the community under the bridge and we don't want that to be lost in our process here. We're not just doing a typical information meeting and hearing. We really want to reach as many people as we can. We want meaningful input from abutters, from any affected stakeholder whether they are driving on top or living below this structure. We recognize that there are regulatory issues and we must follow policy compliance on the federal level. But there's a true human impact associated with the construction. I've lived through the impact of construction myself. I live right across the river in East Boston and I've experienced it so I understand the frustration.

My neighborhood is not quite like Chelsea, but it's a similar place. We're struggling with some of the same issues that Chelsea is struggling with. There is rapid gentrification. I think of myself as a neighbor to this community and I want to understand the full scope of what this means for you so we can understand the needs and concerns. We are trying to be as proactive as possible in understanding what those are. From a regulatory compliance perspective we have the federal dollars and need to complete NEPA and other necessary processes. But I think that there is a larger human issue that we want to make sure we address and we don't want to get lost. We care. We are going to do everything within our power to listen and be open. We may not be able to do everything; there is only so much scope in a bridge structure project. But what is within our power is that we are going to listen to you, we're going to prioritize and we are going to do everything we can to make this process as human centric and compassionate as possible. Not

⁵ The Silver Line Gateway Project included a significant public outreach process. More information about the project can be found at <https://www.massdot.state.ma.us/silverlinegateway/Home.aspx>.

just for you, but also for the people driving overhead, coming from the North Shore. There are a limited number of mobility options for those regional commuters. We all have to understand that there is an overarching goal, but we don't want anyone's needs to be forgotten. We recognize there is a need to engage.

C: John Lozada (JL): My name is John Lozada and I work with MassDOT in diversity and civil rights. In my role, we look at the Title VI Civil Rights Act of 1964. I work directly with the project team to make sure things like translations and community conversations are done respectfully and consciously. I just wanted to share that.

C: MK: Thank you. With that, I will open it up for discussion. Are there any questions?

Discussion

Q: NNG: Between last week and this week, we're looking at \$200 million worth of projects, allowing a buffer for overage. My question is where are those dollars coming from percentage wise – federal, state, or local?

A: JP: The Federal Highway Administration is participating in the funding of this project – they will be contributing about 80%.

C: NNG (cont'd): Throw out your vocabulary – we're not working for the government. You threw out some references.

A: JP: The MassDOT portion is essentially toll money for the Tobin project.

Q: NNG (cont'd): You say there are 62,000 vehicles a day going over the Viaduct. If people get upset and decide to go down I-93 have you figured out what that impact might be? We see daily taxis coming through Chelsea from the airport to not have to pay their stipend through the bridge. I am wondering how much of an impact it will be on the DOT?

A: JP: I don't have the answer to that question but certainly I can get back to you on that. I assume that you are saying that the project construction will make people shift to I-93?

C: NNG (cont'd): You have all the commuters coming from the North Shore. Traffic is brutal to begin with.

C: JP: As Mark or Ali mentioned, we are looking at all North Shore projects. We're looking at everyone who is using the Tobin Bridge and how it will be impacted in the middle of 2018, 2019 and 2020. We are looking at all of the projects, not just this project. We are all aware of the casino coming in and there is mitigation as part of that. There is a lot of work happening on the North Shore now. Globally are looking at how to mitigate that traffic.

C: MT: Joe, if I may: MassDOT's need to address the Tobin Bridge and the Chelsea Viaduct supersede our need to collect revenue. The facility has to be in operation in order for us to collect revenue.

C: NNG (cont'd): You won't get paid for a few weeks.

A: MT: The Tobin Bridge is three lanes in each direction. Now we are collecting tolls both ways. You have about 1,500 vehicles an hour moving through those lanes during peak hours. That represents a certain amount of revenue. When we reduce that down to two lanes, we go from having a 4,500 vehicle capacity in the morning peak hours down to 3,000. There are traffic engineers that are looking at this way more closely than I am generalizing; I am working with simple numbers. Those 1,500 vehicles are not going to be passing through that same time period. They might shift. Instead of going in during the peak hours they may go in a little earlier or a little later. They may divert to non-revenue generating roads like Route 16, Route 99, Route 93 or Route 1A. We're looking at how those diversions might happen. But frankly, our concern is not so much revenue loss; it is more about the overarching regional congestion issue. We don't want to stretch the system so far that it's going to break. We're evaluating that. We think we can manage it. But as Mark noted there are certain places where we may need to do simple things like tweak traffic signals. These are simple fixes that provide some of that added capacity to deal with diverted traffic on those regional roads. But as you said, we don't have the analysis completed. We could have you tell us what you think will happen and frankly, it may be as sophisticated as a very complicated traffic model. But we have the methodologies that we have and we use those to try and paint a picture of what is going to happen when the time comes.

C: NNG: I brought a gift for you that you might use next time. It's a chunk of the Tobin Bridge. One of my concerns is once it is all done we will see you again in another 20 to 30 years.

A: JP: Thank you for your comment.

A: Anthony Christakis (AC): I am Anthony Christakis, with MassDOT. As always with federal money there is an expiration date. There's a time limit to all of this. Those dollars have to be used.

Q: PS: Just a question about the traffic impact: has there been any thought given to using commuter trains more frequently or upgrading stops or anything to get North Shore commuters to cut down on their car use? Has there been any thought to creating regional parking centers such as a shuttle bus to go to the airport instead of going through Chelsea or other areas to offset traffic on Route 1 but still allow people to get here? It may also lead to future transportation initiatives. It is a big concern from our perspective for all office users around here. The Silver Line came out of convenience and now we are severely impacted and this will be going on for years. Let's just get cars to stop.

A: MK: We are working on facilitating mode shifts to allow access to the community and beyond, and I think that is very important. The Silver Line project and all the projects are an opportunity for MassDOT to take a broader look at evaluating ways to get people out of their cars and facilitate long term change.

C: Nathaniel Cabral-Curtis (NCC): I'm Nathaniel Cabral-Curtis from Howard Stein Hudson. I am the manager of our public involvement group and I am here with a large portion of my team so you can get a sense of how seriously we take this. Two of the gentlemen in the room tonight, Joe Pavao and Mike O'Dowd, worked with me on the Fore River Bridge down in Quincy which is sort of a similar situation with the regional flow coming across an important body of water. Donny Dailey was involved in that as well. Over the past summer we actually took more capacity out of

that bridge on a permanent basis over several months, more than is being taken out here. One of things that was done during that construction phase was an effort to blanket commuter rail stations and ferry depots in the area with a view towards trying to get people on to those modes on the south side of the Fore bridge. That actually did help. That's the kind of tool we have in our kit.

Q: Judith Garcia (JG): I am Councilor Judith Garcia and I am streaming this on Facebook Live for those who could not be here today. Many residents are tuning in. My question is on behalf of a constituent. Will there be a special contact telephone number or email where we can report issues during the life of the project?

A: JP: Yes, absolutely. Donny, would you like to speak to this?

A: Donny Dailey (DD): There is a project email address as we have on all of our major projects. We also have a dedicated phone line. At Fore River Bridge it was very successful.

A: NCC: We have used it at Fore River Bridge and the Arborway. It is a very common feature and I fully anticipate its use.

Q: JG: So it is not available now but it will be available when the project begins?

A: JP: During the design phase we have contact information for Nate on this slide.

Q: David Charak (DC): My name is David Charak and I am passionate about this project. I worked in the mayor's office 40 year ago and I was liaison between the mayor's office and the MBTA and MassPort. This bridge crippled Chelsea. Construction began in the 1940s and 50s. We're putting perfume on a pig that should be swatted. This should go away. There should be no bridge. Charlestown had its problems with an elevated highway and train from City Square. All of that is gone and now Charlestown is an attractive community. There has obviously been some gentrification; it shows the need for affordable housing and other things. This process, as far as I'm concerned, is five to ten years too late. You should have been here earlier. What I am seeing here is not a public hearing; it's a MassDOT staff meeting. When did this process start? When was it decided that this was what the state was going to do? The bridge should be gone.

They are building a new bridge that connects Charlestown to the North End with the new bridge on North Washington Street. That bridge will have sidewalks, a bike path and a dedicated bus lane. A similar low profile bridge to connect Chelsea to Charlestown would suffice for Chelsea's needs. You're spending \$200 million, or close to it, in Chelsea. Public infrastructure is supposed to bring economic and environmental improvements to a community. This does none of that. You can't tell me there is any benefit to this. From a transportation standpoint it doesn't do anything for Chelsea. Having 40,000 or 50,000 cars a day from Peabody and Lynnfield and Saugus passing through Chelsea provides no economic and no environmental benefits for Chelsea. If you can tell me there are, please do. Infrastructure is supposed to be a good thing.

The best thing that can happen right now would be for the community to go out and protest. In the late 1940s, early '50s, when the bridge was first built people were protesting at the State House. The issue of eminent domain forced people into living in housing projects. That is not humane. This bridge continues to have a debilitating effect on the abutters of the bridge and the Viaduct, like on Chestnut Street in Chelsea. Owners are not going to spend any money keeping

their houses up to code. Section 8 funds are incentives so that people will live here. To them, you're putting money back into the landlord's pockets but not spending a lot to do it. And it goes from one block to the next to the next.

Q: Roseann Bongiovanni (RB): I am sorry to interrupt but I need to leave and I have a question. I am severely concerned about lead and making sure there is no impact on the community with any airborne lead during the renovations. I would like to ask for independent pre and post lead testing to make sure folks in this community are not exposed to lead. This should be a priority with several hundred children impacted by lead poisoning here today. This is related to traffic and quality of life impacts. Not being able to use this bridge and having all of those other cars detoured through city streets increases air emissions with trucks and cars idling on the bridge and traveling through city streets. There is a homeless population under the bridge. Many of them don't want to live elsewhere; they are happy under the bridge. If you replace it, how will they be taken care of? Obviously you want to think about who is using public transportation. Chelsea folks won't take the commuter rail because it's way more expensive. Once the project is done there will be all of this dead space under the Viaduct that was once owned by Chelsea folks. We want to work with you on currently underutilized open space parks. I have to run but thank you.

A: JP: Thank you.

Q: DC: The land taken by the Viaduct would be a valuable economic opportunity for development in Chelsea, as well as green space. Chelsea doesn't have a lot of parks or green space. You see what happened in Boston with the Big Dig. I have spoken with Fred Salvucci, former Secretary of Transportation. He now teaches at MIT which is a pretty reputable university. He told me that in 1978 he wanted to remove the bridge. It was a lot to handle to get the Big Dig done. He wanted to remove the bridge because of bad infrastructure. This hasn't been an open process. I'm disappointed. *The Boston Globe* is aware that there is a project. I have spoken to the transportation reporter and I thought he would be here tonight.

Chelsea has been neglected for 70 years with the bridge, another 60 with the Viaduct and all of it is bad. I am seeking an injunctive action to slow down this project to at least get money for a comprehensive multimodal approach to transportation on the North Shore. Chelsea bears the burden: the noise, the vibration, the air quality, higher insurance rates because all of these people have accidents in Chelsea. It's not fair. The Conservation Law Foundation handles environmental equity issues. I'll be speaking with those people because I have some understanding of the Federal Highway Administration and there's probably some violation of environmental laws happening with this project. You're spending federal dollars on this bridge when the Northeast Expressway Viaduct could never have been built today under FHWA laws because of environmental impacts. We have historic buildings 10' away from the Viaduct and you can't conduct a service at the Synagogue if you open the windows because of the noise, the vibration and the air quality. It is not a good environment. This whole thing has to go away, even if it takes an injunction. I don't think this does anything for Chelsea. Can anyone here on the MassDOT staff tell me any of the benefits that this project brings to Chelsea?

A: JP: I recommend that you request this in writing. We have comment forms.

C: DC: I recommend that MassDOT staff go to the archive of *The Boston Globe* and look at the articles regarding construction of the bridge expressway and protests in Chelsea. There are

different people who live in the community now. I don't live here now. I was born here, grew up here, worked in the mayor's office. I was doing my master's thesis at UMass on the socioeconomic and environmental impacts.

A: JP: We can talk afterwards and you can also put your comments into writing but we want to make sure other people have an opportunity to speak.

Q: Dick McDonough (DM): Hi. My name is Dick McDonough. I appreciate David's concern about the neighborhood and the impact that this project will have on people. We're looking at three years of major renovations on the Tobin Bridge and the Chelsea Viaduct. Everyone has a figure in mind: \$160 million, that's not with cost overruns, \$200 million is really the ballpark. That's after all the work has been done and all the traffic delays by taking the lanes down from three to two to one at night, and those diesel and gas fumes that are going to be coming into this community. Those people are impacted by the lead on the bridge. They're going to be impacted by the noise. All of what's being done will fall on them. You people are going to go back to the suburbs, across the bridge to wherever you come from and you're not going to feel the impacts during the course of those three years. After it is all done, all the lead and the noise and the pollution and all the delays that are going to be added, it is going to fall on the people of this community.

When you pack up all of the equipment, when you leave what is that bridge going to look like? Will it look like what is on the NFL TV shows featuring the Zakim Bridge? Are they going to film the Tobin Bridge and the Chelsea Viaduct like they do when they open up the NFL TV shows? It's a beautiful plank on the TV show. You can show everybody the pride that Chelsea can feel after Chelsea endures the monumental task of what has to be done. Why don't you give the community something that is beautiful like the Brooklyn Bridge in New York? Why can't we spend a little money to light it up and showcase it? This is the gateway of the community. They should see a beautiful structure rather than a black plank. I would appreciate it if you would consider this.

Q: Luis Tejada (LT): I appreciate what you said. It makes sense. This is a project that needs to be done. Anyone who has walked under the bridge heading to Williams Street has seen it. It's falling apart. I appreciate that we're having these discussions to make sure everything is done in the proper way and that people are notified properly. Something needs to be done. I do appreciate your comment. There should be a give and take in regards to making it look pretty. Chelsea has come a long way. It would be nice to make some visual improvements. My question relates to slide six or so. You are showing what it will look like now versus what it will look like later. The beams are not being removed, right?

A: JP: The existing columns will be encased in concrete.

Q: LT: Is there any danger of the inside crumbling?

A: JP: No. The concrete encasement is going to take the entire structural load.

A: AT: We want to keep the existing column there because removing it would not serve any purpose. Once we encase it, the encasement will be able to take the entire load. It's just there because we don't need to take it out. This will save costs and won't affect the performance of the structure. These crossbeams are being left in but we are not going to use them. We are putting

new beams across. This graphic is as of preliminary design. For the final design we will be applying architectural finishes to make it look nice.

Q: LT: Awesome. I'm thinking of the new buildings being built. Sometimes once the load starts settling in, you start seeing cracks in the walls. We won't have that?

A: JP: No. We are also working with the City Manager to look at ways to improve everything underneath, whether that means cleaning it up, restriping the lots, maximizing the parking or adding security and lighting. We'll continue meeting regularly with the city to go over suggestions that the City Manager has.

Q: Burt Taverna (BT): There are three things that I would like to say. First of all, I would like to address the gentleman. His comment was heartfelt and I think everyone at MassDOT is listening and hearing and thinking that maybe the Viaduct rehabilitation is going to move forward but maybe it's not a bad idea someday to start planning the removal of the bridge. My thought process right now is that probably is not today. However, the Planning and Development team for the city are thinking about those kinds of things as well as being more multimodal. I have a 50 year plan of what I want to do with the city. But I think there are plenty of good minds here thinking about these kinds of things so that maybe in a perfect world one day we can remove the bridge. I'm not convinced that that day is today, but the sentiment shouldn't be thrown out. I think it was a terrible idea to have an elevated highway through the center of downtown Boston. It isn't there anymore because a group of people got together and thought that in the future maybe it could go away someday. They had a lot of brainpower and planning and a lot of money and it happened. And maybe someday that will happen here. But today is not that day. It takes a lot of guts to say that.

My second comment is in relation to how any of these projects get done. This is a small community even though it is immediately adjacent to Boston. You guys are a big organization and I know the firms you have with you. They are rock stars with some serious engineering horsepower. Instead of coming to us and having us suggest "What about this?" you need to bring the best ideas before we have to ask about them. People I've interacted with have great ideas so they will challenge you. Make it like that so it looks like you're advancing these great ideas to help minimize this as much as possible, rather than having the city pushing as hard as they have to.

The third thing I wanted to ask about is an engineering related question. This has to go with the idea of transferring loads when you're swapping from one support to another. A part of that is stabilizing things now. Is there a process for transferring that where the piece in the middle carries no load or is it integrated?

A: AT: The existing support is going to be carrying the load until we do the encasement. We carry it all the way into the foundation, we place the crossbeam in and the load goes through the old structure. Once we remove the existing superstructure between these beams and deck, we'll replace them with these units and replace these individual girders with the deck. We're going to cut out sections of the superstructure and drop in new pre-fabricated bridge units (PBUs). Once those are put onto the crossbeams, that's when the encasement takes the load.

Q: BT: Is there a systematic removal of load off columns where we would be able to relieve the load bearing of interior pieces of what's existing?

A: AT: Correct.

A: JP: To answer your other point, if we go back 15 to 20 years ago MassDOT, or MassHighway at time, didn't put this much effort into reaching out to the communities. We've learned a lot from major projects we've done in the past. Mike and I were involved in the Accelerated Bridge Projects where we got in and out as quickly as possible. We've seen the environmental impacts and the disruption to communities. We are taking all of that and bringing it to the table. Like on the North Washington Bridge and the Longfellow Bridge, on any major project we need to get to the public earlier to get as much input as possible. A lot of stuff we're hearing tonight are things we're already thinking about and trying to incorporate into the design.

C: BT: I think it's important to articulate that and put it into context on such a key project.

A: JP: We will be using the same technology as the Fast 14. We will be doing 75 spans of superstructure in one year as part of this project.

Q: BT: Framing it as, "if we do this" we're talking three months versus if we do it the way we used to do it, it will take us this much longer, clearly defines the benefits of having experience. Articulating that helps to allay some of people's fears. Clearly you don't want to be here that long. But that's how we're thinking about it. This is our version of the Central Artery.

A: JP: We just did Route 3 northbound and southbound and replaced both bridges entirely in two weekends. That was out of the same District 6 office. They're coming into it with the personnel and engineers who have the experience and know how to tackle a project of this size. Contractors in Massachusetts have this experience. We are confident that we can get out with the least amount of disruption.

C: LT: This project is, without question, going to have significant negative impacts on this city, much more so than the Tobin Bridge. For the residents that are here, the city recognizes that. We've submitted a significant mitigation request to MassDOT. I think it's reasonable. We didn't include lighting on the bridge but I think I kind of like that idea.

C: TA: Very specifically I would think reaching out to the Chamber of Commerce is a good idea. There are some large business owners that come to the city but there are a lot of small businesses and I would hope that you would reach out to the Chelsea Chamber of Commerce about arranging a briefing. I think that would be very helpful. The only other question I have is in the presentation you mentioned the required public hearing for the 25% design in November 2017. Do you have a date when that is happening?

A: JP: We will probably move the meeting for the 25% Design Public Hearing to December.

Q: TA: And would that be here?

A: JP: That would be here, yes. In between now and then we will be out in the communities at every level. We have already reached out to the Chamber of Commerce. We will be reaching out to local businesses, Market Basket and we'll be reaching out to Patricia Simboli. We will do outreach individually if we have to.

C: DC: Where is Stephanie Pollack tonight? She should be here. She'll be in Chelsea in the spring for the Silver Line Gateway Project. This damage to Chelsea happened 60 or 70 years ago. The Mystic River Bridge Authority hoisted this bridge in Chelsea and then MassHighway did the Viaduct. The State should be taking responsibility for reparations. As far as I see it, the only reparation is removal. Take it down. In 1973 there was a fatal truck accident on the Tobin Bridge where it had to be closed in both directions. The North Shore lived through that. And it's time to make them live through it again because it would be good for the economic and environmental benefits to Chelsea.

C: JP: Your point is very well taken.

C: DC: No it's not. I started this in 1973.

C: JP: You've been very clear. Thank you all for your comments. Thanks for coming everyone. This is not the last time you'll see us.

Next Steps

The Chelsea / Route 1 Viaduct Rehabilitation Project design team will hold a 25% Design Public Hearing in Chelsea on January 24, 2018 with a rain date scheduled for January 31, 2018. The meeting will be held at the Chelsea City Hall in the City Council Chamber at 6:30 p.m. At this meeting, the 25% design will be presented to the public for questions and comments. The team will then continue progressing design towards the goal of advertising the job in March.

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Karl	Allen	Chelsea City Hall
Tom	Ambrosino	Chelsea City Manager
T.	Barriga	Public
Mike	Beintum	HNTB
Erica	Blonde	HNTB
Roseann	Bongiovanni	Chelsea Green Roots
Hannah	Brockhaus	Howard Stein Hudson
Nathaniel	Cabral-Curtis	HSH
Pablo	Calderon	MBTA
Steven	Capasso	MassDOT
David	Charak	Public
Anthony	Christakis	MassDOT
Donny	Dailey	MassDOT Legislative Affairs
(Capt) Tom	Dunn	Chelsea Police Department
Judith	Garcia	Chelsea City Council
Mark	Koloniski	HNTB
John	Lozada	MassDOT Office of Diversity and Civil Rights
Joe	Mahoney	Public
Dick	McDonough	Public
Deborah	Miller	Public
Hugh	Millett	HNTB
Anna	Moll	Skanska
Michael	O'Dowd	MassDOT
Joseph	Pavao, Jr.	MassDOT
Elijah	Plymesser	Howard Stein Hudson
Ben	Rafati	MassDOT
Patricia	Simboli	ACS
Ali	Tali	HNTB

First Name	Last Name	Affiliation
Burt	Taverna	Chelsea City Engineer
Luis	Tejada	Chelsea City Council
Alex	Train	Chelsea City Hall
Michael	Trepanier	MassDOT Environmental
Zach	Veaner	MassDOT
Tony	Zambuto	MassDOT