

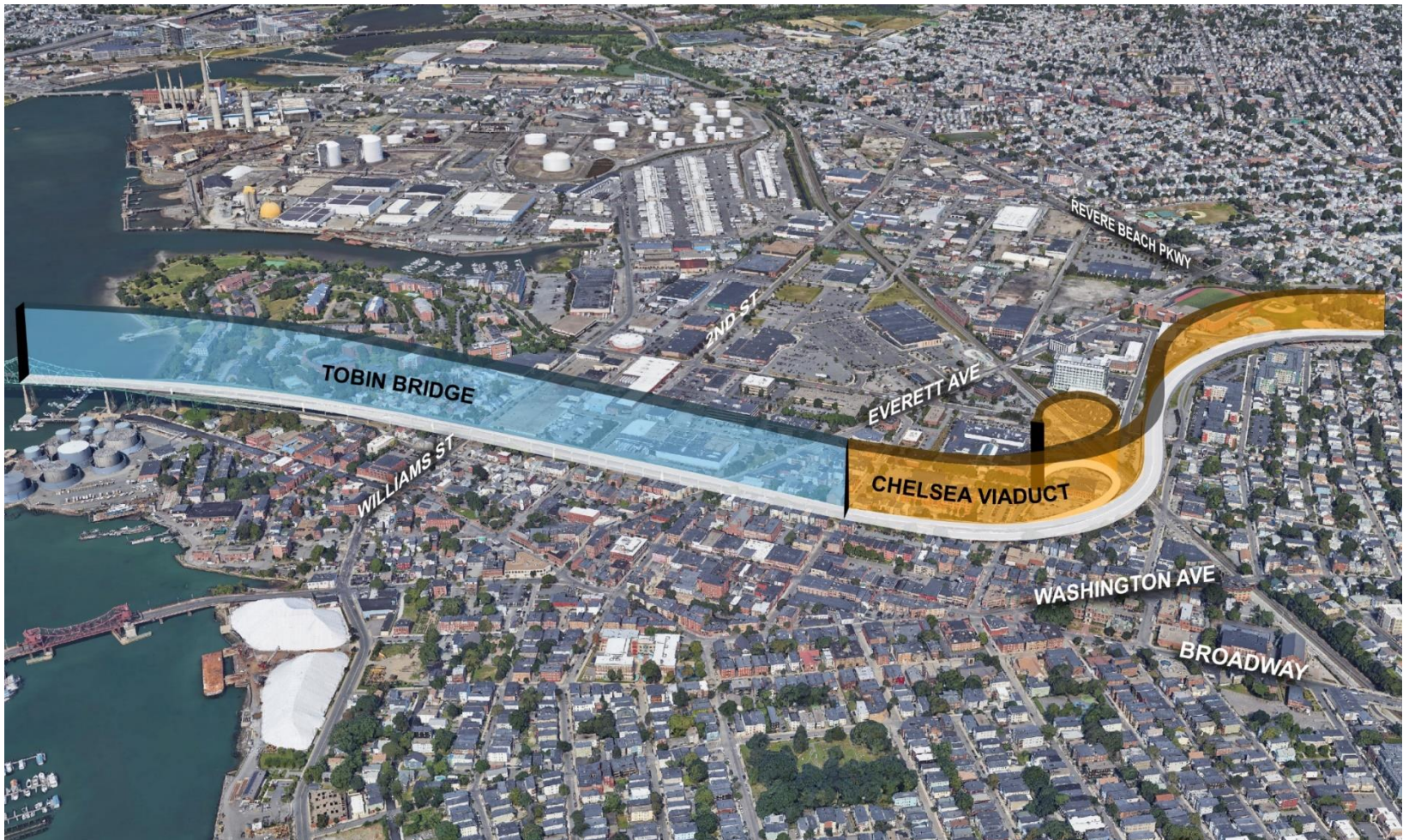
Tobin Bridge / Chelsea Curves Rehabilitation Project

**Public Information Meeting
Chelsea City Hall
March 27, 2019**

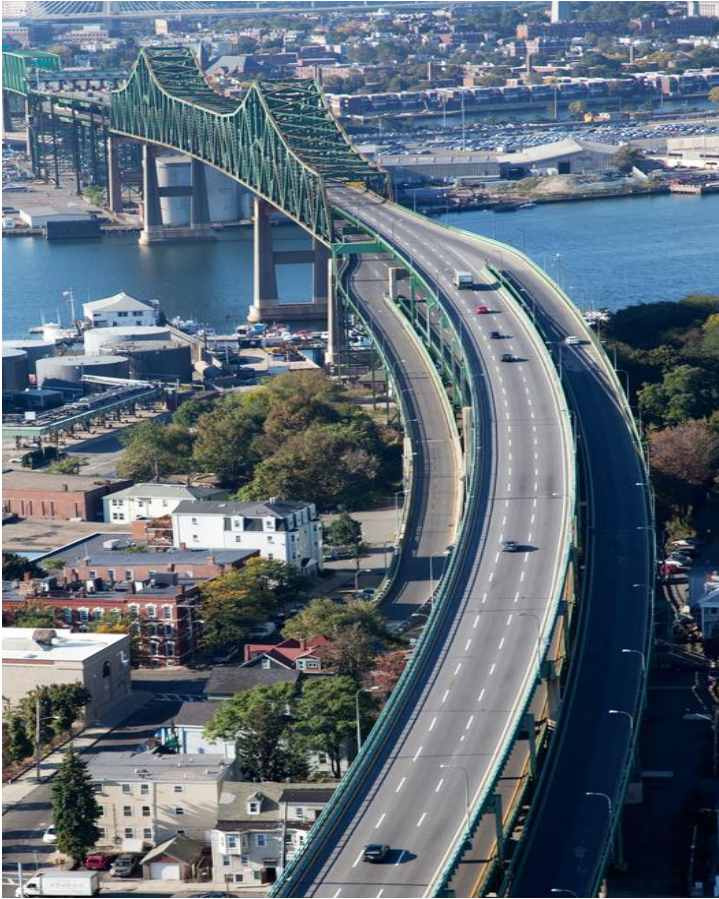
Project Need

- Both the Tobin Bridge and the Chelsea Viaduct currently have Structurally Deficient bridge decks
- Since the conclusion of the Accelerated Bridge Program, MassDOT has worked aggressively to maintain and improve the Commonwealth's Structurally Deficient Bridge inventory
- FHWA now requires that DOTs measure SD bridge by deck square footage and requires that no more than 10% of the entire state inventory of bridge deck is SD.
- This project will remove 15% of the Commonwealth's SD bridge deck inventory which will bring the Commonwealth's inventory within 1% of target.

Project Area



Project Scope: Tobin Bridge



- \$42M rehabilitation of the Tobin Bridge deck, superstructure, and adjoining ramps
- Replace the 257,423 SF Structurally Deficient (SD) bridge deck
- Project Duration: 2018 - 2020
- Contractor: J.F. White

Project Scope: Chelsea Curves



- \$169M rehabilitation of the Chelsea Viaduct elevated ramps, substructure, and superstructure
- Project Duration: 2019 – 2020
- Replace the 267,400 SF Structurally Deficient (SD) bridge deck
- Utilizes Accelerated Bridge Construction
- Contractor: Skanska-McCourt



Pre-Work Completed

- Everett Street on-ramp and Beacon Street off-ramp reconstructed and repaired
- Steel repair and structural repairs of bridge deck
- Preparatory work for lower deck replacement



Staging and Accelerated Bridge Construction

- **One coordinated work zone on Chelsea Curves and Tobin Bridge for efficient traffic management**
 - Coordinates consistent northbound work zone
 - Always allows for 2 lanes in each direction during commuting hours
- **Utilizes accelerated bridge construction techniques to expedite construction activities**
 - Uses prefabricated bridge units along the Chelsea Curves
 - Same technologies used for the Commonwealth Avenue Bridge reconstruction but larger scale with no full closures

Benefits of Schedule Shift

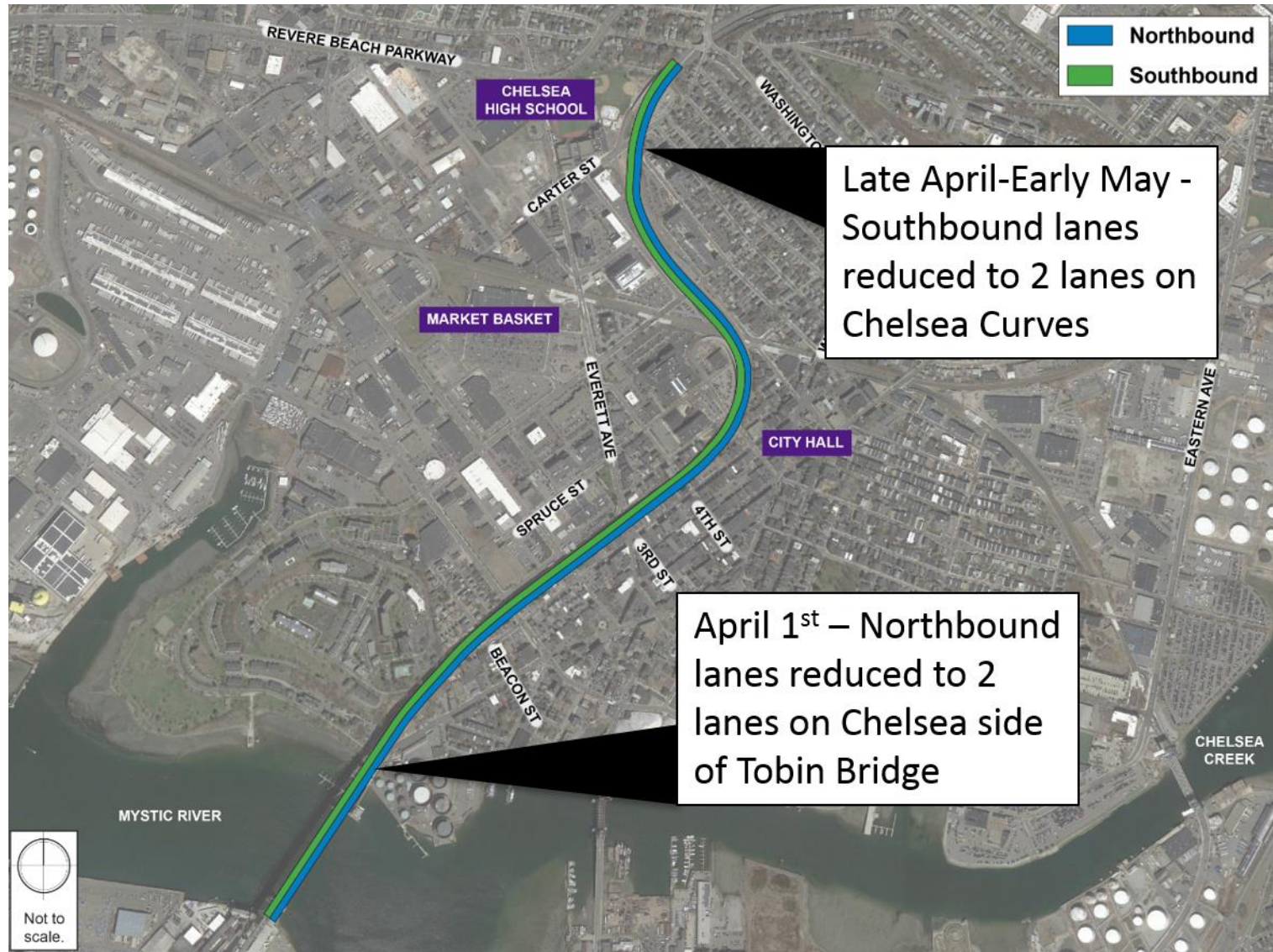
- **Resident Benefits:**

- Significantly reduces nighttime operations
 - Majority of loudest/impactful operations moved to day hours
- Reduces number of material deliveries
- Speeds up viaduct construction

- **Constructability Benefits:**

- Reduces risk of delay between demolition and Prefabricated Bridge Unit (PBU) installation
- Reduces need to use deteriorated structure to support traffic and construction equipment
- Eliminates need for zipper barriers

Project Limits



Work zone stages over 2 year duration



- Stage 1



- Stage 2

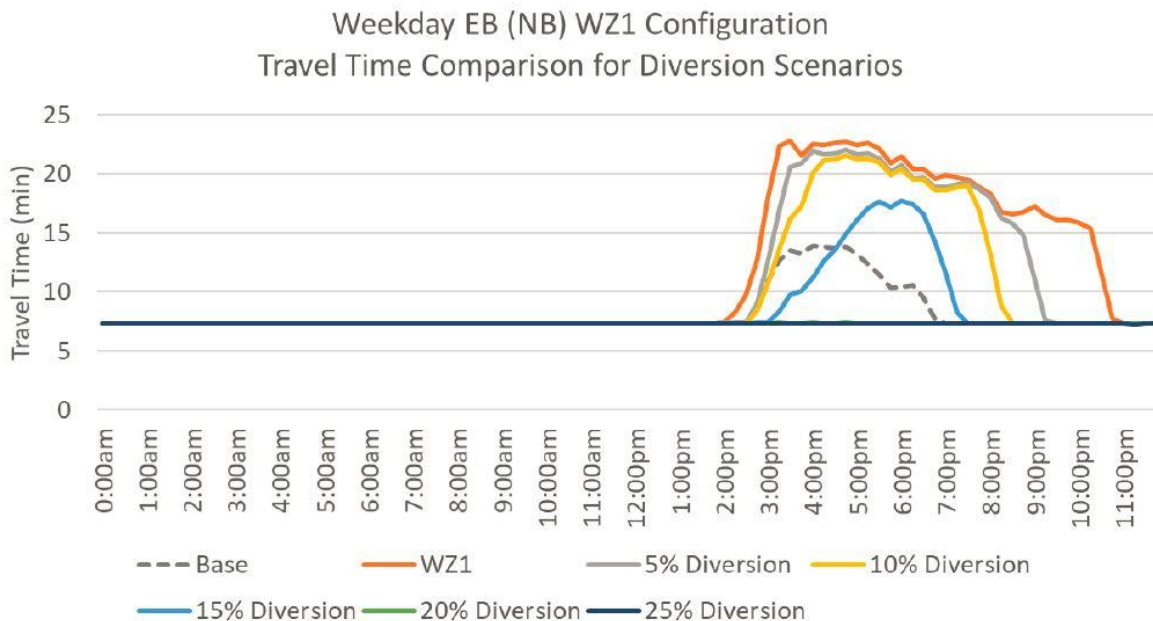


- Stage 3

Roadway Impacts

- **Starting April 1st Through Duration of Project:**
 - Northbound Impacts entering Tobin side of work zone from Boston
 - Lane reduction will result in 2 travel lanes available for commuters
- **Late April/Early May Through Duration of Project:**
 - Southbound Impacts start entering Chelsea side of work zone heading towards Boston
 - Lane reduction will result in 2 travel lanes available for commuters
- **Additional temporary lane takings may occur during off-peak and overnight hours**

Northbound Impacts



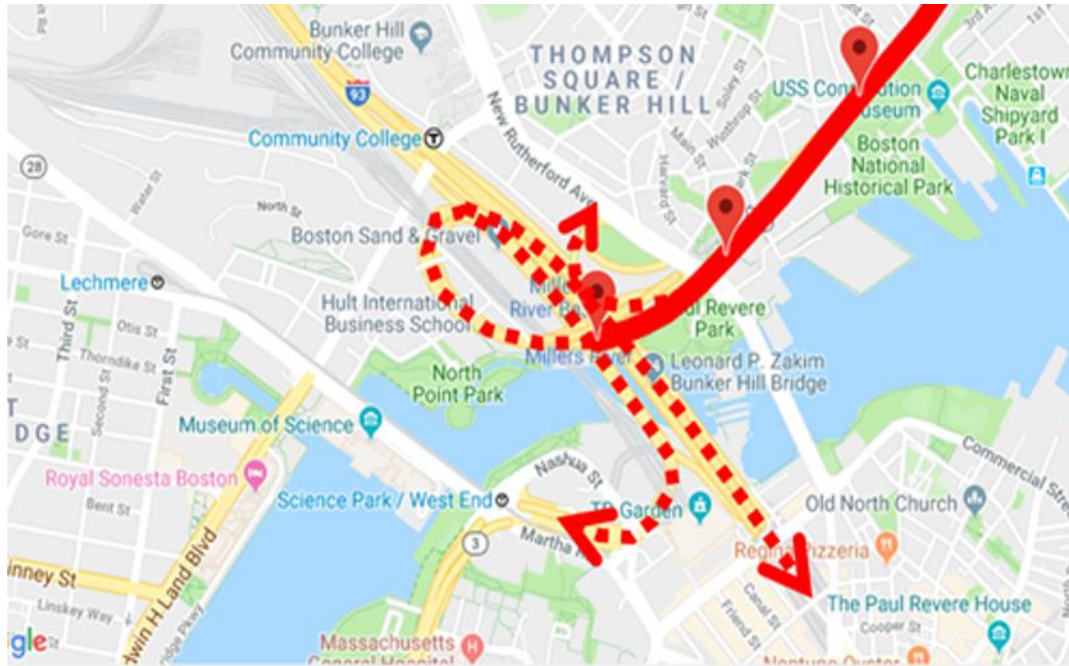
Projected delay through work zone without diversions
9 minutes

Projected delay through work zone with 15% traffic reduction
400 vehicle/hour goal
4 minutes

Rush hour will begin earlier and last longer

Expect that delays will be more extensive until drivers acclimate

Potential Northbound Queues

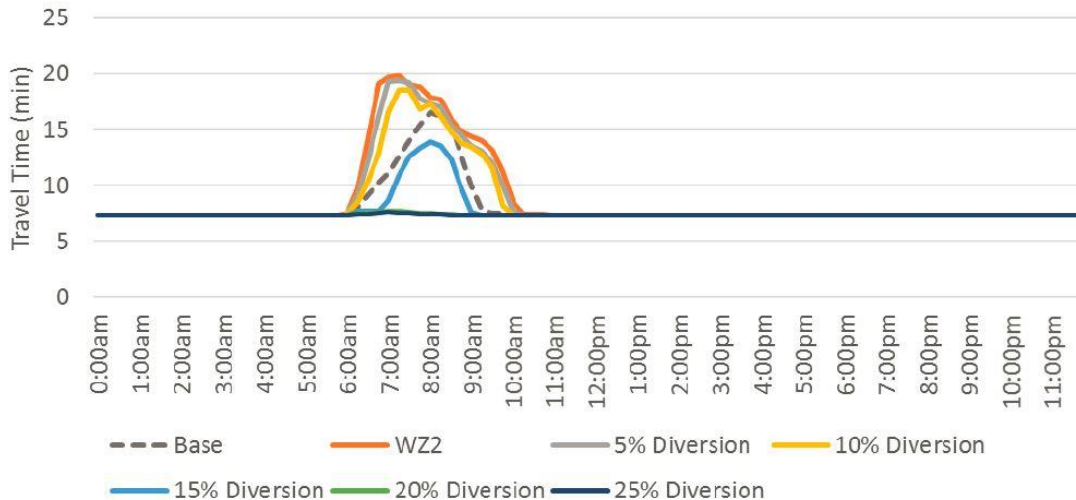


Areas of variable congestion - - - - -
Work zone congestion —————

Time Period	All WZ1 Scenarios
12am - 2pm	No Queue
2pm - 3pm	Partial Queue
3pm - 4pm	Queue onto I-93
4pm - 5pm	Queue onto I-93
5pm - 6pm	Queue onto I-93
6pm - 7pm	Queue onto I-93
7pm - 8pm	Partial Queue
8pm - 9pm	Partial Queue
9pm - 10pm	Partial Queue
10pm - 11pm	Partial Queue
11pm - 12am	Queue Clears

Southbound Impacts

Weekday WB (SB) WZ1 Configuration
Travel Time Comparison for Diversion Scenarios



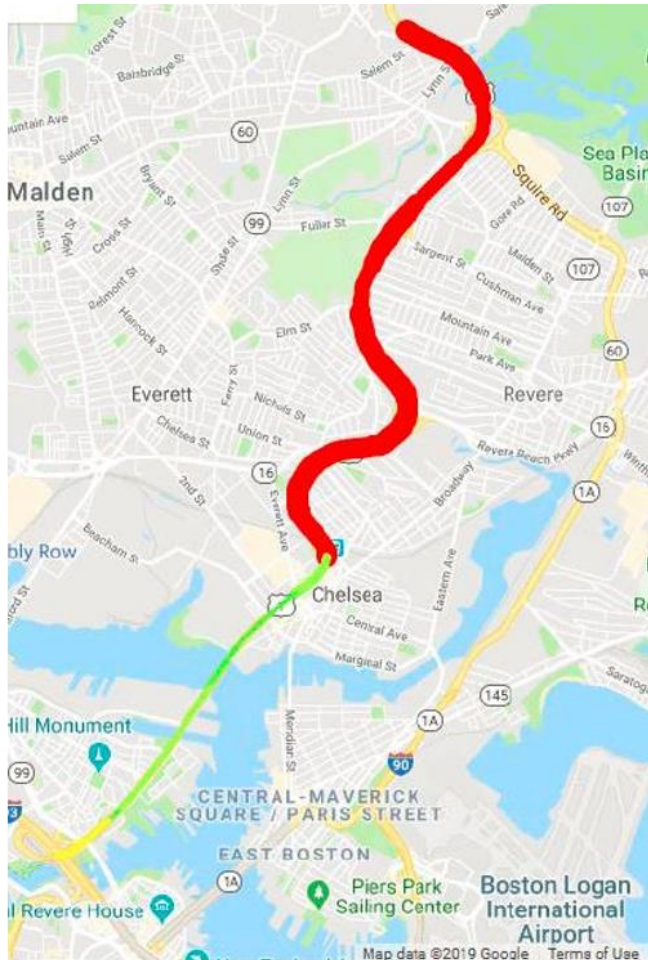
Projected delay through work zone without diversions
4 minutes

Projected delay through work zone with 15% traffic reduction
400 vehicle/hour goal
0 minutes

Rush hour will begin earlier and last longer

Expect that delays will be more extensive until drivers acclimate

Potential Southbound Queues



Time Period	WZ1
Midnight – 6am	No Queue
6am – 7am	Partial Queue
7am – 8am	Full Queue to Start of Facility
8am – 9am	Full Queue to Start of Facility
9am – 10am	Partial Queue
10am – 11am	Partial Queue
11am – Midnight	No Queue

Work zone congestion —————

Vehicle Diversions



- Use of I-93
- Use of Callahan Tunnel to Route 1A to Route 1
- Information Technology Solutions (ITS) to be implemented to direct drivers to most efficient route
- Transit alternatives

Commuters and employers should consider:

- Flexible work hours
- Build extra time into commutes
- Smart travel decisions

2019 Temporary Ramp and Street Closures

- Fourth Street Off-Ramp beginning in August for 1-2 months
- Local nighttime road closures intermittent throughout for column construction, utility work, concrete column construction, delivery and installation of PBUs
 - Spruce Street, Orange Street, and Carter Street



MBTA Bus Impacts

Once the work zone is fully established:

- Some bus routes will experience travel delays during peak travel times
- Without any vehicle reduction, the delay could be as high as 20 minutes

Route 111:

- Southbound: bus enters Tobin from Everett Avenue onramp beyond work zone; bridge is at full capacity: three travel lanes
- Northbound: bus exits the Tobin Bridge at the Beacon Street offramp
- Travel delays still expected

Routes 426 and 428:

- Both routes traverse entire work zone

Public Transit Options

- **Commuter Rail – Haverhill and Newburyport/Rockport Lines**
 - Customers can consider using the Haverhill or Newburyport/Rockport Lines
 - Haverhill Line historically has parking capacity at Haverhill and Bradford stations
 - Newburyport/Rockport Line historically has parking capacity at Newburyport, Salem, and Lynn stations
 - Customers can monitor @MBTA_Parking on Twitter for capacity updates
 - Commuters will be able to use a CharlieCard to travel between North Station and Chelsea on the Commuter Rail
- **Blue Line**
 - The MBTA will be adding additional trains to the Blue Line
- **Silver Line 3-Chelsea**
 - Free fares (inbound only) will be offered at the Chelsea, Bellingham Square, Box District, and Eastern Avenue SL3 stops for the duration of construction
- **Additional cost of Blue Line trains and Silver Line 3 fares will be paid for with MassDOT Highway Division project funds**

Outreach to Date – Design Period

- **Design-Phase Public Meetings and Hearings**
 - Nov. 8, 2017, Dec. 5, 2017, Jan. 22, 2018 (in Spanish), Jan. 24, 2018, Apr. 5, 2018
- **Project Open House** at Chelsea Collaborative: Dec. 7, 2017
- **Door-to-door flyer drops** for abutting homes and businesses
 - Jan. 16, 2018 – Jan. 21, 2018
- **Notification Letters** to businesses, and non-occupant owners
 - Nov. 2017, Dec. 2017, and pre-DPH
- **Stakeholder Briefings**
 - GreenRoots Chelsea: Dec. 14, 2017 and Jan. 18, 2018
 - Chamber of Commerce: Feb. 14, 2018
 - Major viaduct adjacent businesses: Mar. 19, 2018
 - North Suffolk Mental Health Association Briefing: Apr. 26, 2018
 - New England Produce Center Site Visit: May 10, 2018
 - Kiwanis Club: May 17, 2018
- **Appeared before Chelsea City Council:** Mar. 1, 2018
- **Community Pop-ups** between Nov-Dec. 2017

Outreach to Date – Construction Period

- **Newsprint:**
 - *Boston Globe* – March 9th and 14th
 - *Chelsea Record* – March 14th
 - *East Boston Times* – March 20th
 - *El Planeta* – March 15th
 - *El Mundo* – March 21st
- **Radio:** Power 800 (Spanish) – March 18th-27th
- **Flyer distribution** – week of March 11th:
 - Chelsea City Hall
 - Chelsea Public Library
 - Chelsea Senior Center
 - 200 yard zone to either side of the project
 - 111 buses
 - Silver Line and Commuter Rail Stations
- **Pop-up meetings** (library and Market Basket):
 - Week of March 11th
 - Week of March 18th
 - Week of March 25th
- **Email bursts** to project database with public meeting calendar:
 - March 15th, 18th, 19th, 20th, and 22nd

Managing Impacts To Residents

- **Project Coordination**

- Ongoing efforts with MBTA to mitigate Bus Route 111 impacts
- Coordinate transit impacts of construction on Tobin Bridge, Chelsea Viaduct, and North Washington Street Bridge

- **Dust**

- Dust and pollutant containment system
- During demolition activities, water will be used to minimize dust emissions per MassDOT and OSHA regulations
- Dust monitoring will be conducted during ALL concrete demolition activities
- Contractors Health and Safety Plans will address dust control on-site

- **Lead Paint**

- Lead Paint Abatement Plan for Hazardous Materials Mitigation
- All Federal, State, Local and OSHA regulations will be followed
- Contractors to contain all areas where paint is removed
- Removed steel is recycled off-site

Managing Impacts To Residents

- **Noise**

- Measured baseline noise - what is happening today
- Contractors are required to have approved Noise Control Plans
- Certain activities and hours of operations will be limited
- Different noise limits for different times of day
- Noise mitigation required if allowable noise levels are exceeded through noise shielding and limiting machinery types and use

- **Parking and Safety**

- Introduction of new Carter Street lot for temporary relocation due to parking impacts during construction
- Tow trucks staged to clear breakdowns

Ongoing Outreach and Engagement

Extensive outreach to ensure motorists and residents understand and plan for traffic impacts

- **New project web site and project specific email address**
- **Extensive email database**
- **Multilingual project hotline**
- **Two-week construction look-ahead emails**
- **Media outlet outreach**
 - Boston Globe, Newburyport Daily News, Newburyport Current, Ipswich Chronicle, Salem News, Saugus Advocate, Wilmington Advocate, North Andover Citizen, 102.9FM Power/800AM
- **Social Media**
 - MassDOT Twitter and Facebook
- **Meeting Flyers**
 - Project abutters, city/town halls, public libraries, Route 111 buses, Silver Line stations

Ongoing Outreach and Engagement

- **Delivery of project information material to (including but not limited to):**
 - Major Boston and Chelsea employers
 - City of Boston school buses
 - Fenway Park and TD BankNorth Garden
 - TNCs and taxi companies
 - MASCO
 - Massport
 - Chambers of Commerce
 - Bunker Hill Community College
 - MGH Chelsea, MGH Revere
 - Massachusetts Trucking Association and AAA
 - Mystic Mall

Ongoing Outreach...Continued

- **North Shore Outreach**

- Targeted emails to all North shore E-Z Pass holders
- VMS boards
- Delivery of project fact sheets to north shore city/town halls, public libraries, media outlets, and North Station

- **Focus on:**

- Commuters (Transit and Vehicular)
- Residents close to the project

Thank You

Q&A

www.mass.gov/tobin-bridgechelsea-curves-rehabilitation-project

Project Hotline: (855)-201-2614

#TobinChelseaCurves

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