

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

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Detailed Meeting Minutes¹

Welcome & Opening Remarks

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

Presentation

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

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

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

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

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

Q: Sharlene McLean: Next week?

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

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

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

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

A: Rob Guptill: I was not.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q: Tom Ambrosino: I would like to follow up on that. I was talking to Joe Pavao and on the Chelsea Viaduct project we were promised the most modern, up-to-date lead containment specifications in that contract. Do the same specifications apply to this project?

A: Joe Pavao: Yes. We will be using the same specifications on this project that we will use on the Chelsea Viaduct project. Everything Rich described will be present here. Rich, would you describe the containment system?

A: Rich McCafferty: It's a negative containment system. The air is pulled into the system and there are filters capturing all of the lead. Air comes in to the containment and it doesn't leave even when the workers leave the containment. It doesn't come out of that system.

Q: Donny Dailey: Is that the same containment system as what's in place for the paint and maintenance system?

A: Rich McCafferty: Yes, it is the same.

Q: No Name Given: Do we know how much lead is actually on the bridge, one end to the other?

A: Joe Pavao: I don't know how much lead is on it. But when we are doing demolition on the Chelsea Viaduct, chunks of concrete will be taken out of the deck. Any cut point in the steel will be delead, and it will all be taken offsite with the lead paint on it. We will not be sandblasting all the steel. It will be taken away with the paint still intact to be dealt with.

Q: No Name Given (cont'd): Even after that project, will there be lead paint left over?

A: John McInerney: We can get that information for you. As paint systems evolve, they've been replacing lead.

A: Joe Pavao: We're not just painting over it. We're removing paint as we go.

Q: Maureen Cawley: This time will you remove it as you scrape it?

A: Joe Pavao: We have specifications to remove any lead.

C: Maureen Cawley: Don't have the senior citizens or the low-income residents do it.

C: Tom Ambrosino: I assume it's your expectation that whatever level of lead contamination currently exists in the soil under the bridge, you will not add one iota of lead to that soil during the work on this project.

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

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

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

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

A: Mauricia Yeb Taveras: Underneath the bridge.

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

A: Mauricia Yeb Taveras: They come to MassDOT.

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

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

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

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

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

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

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

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

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

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

A: Rob Guptill: I would like to speak about the ramp closures in relation to the Arlington Street ramp, the Fifth Street ramp, and the Everett Street ramp. When the Everett Street ramp is closed, we are going to continue using the Arlington Street ramp until the Everett Street ramp is re-opened June 1. At that time, we are going to shift operations to use the Everett Street ramp to get into Boston more quickly.

C: No Name Given (cont'd): The advantage to that is that no one knows about the Arlington Street ramp. We would like people to know about it. But since you are closing the Everett Street ramp I think everyone is going to use that ramp to get into Boston. It's funny because the Chelsea Viaduct study claimed that that ramp wasn't used often, but I think this will change that.

C: Lt. Robert Griffin: I am Lt. Robert Griffin from the Chelsea Police Department. I had a little offline conversation with Rich earlier about the last time we had the ramps closed. The police department has worked with you in the past. In 2007, the Beacon Street ramp was closed for two months. During that time, they used the same detour plan that you have outlined for this project. We had five near-fatal car accidents at the Fourth Street off-ramp because of that specific travel plan. We had five accordion accidents at that ramp.

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

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

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

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

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

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

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

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

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

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

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

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

Next Steps

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

Appendix 1: Meeting Attendees

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

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