



January 26, 2015

To: Kevin Huie
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Project Manager

From: Nathaniel Curtis
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Public Involvement Specialist

RE: **First Construction Public Information Meeting¹**
Meeting Notes of January 21, 2015

Overview & Executive Summary

On January 21, 2015 members of the Casey Arborway Project Team and MassDOT staff associated with the job held the first public information meeting for the construction phase of the project. The Casey Arborway project is the result of a three year planning process consisting of over forty meetings and input from two business and citizen advisory groups known respectively as the Working Advisory Group (WAG) and the Design Advisory Group (DAG). The project, which was awarded in October, 2014 by the MassDOT board to a general contracting team led by Barletta Heavy Division, will remove the existing Casey Overpass and replace it with a new network of at-grade streets to be known as the Casey Arborway. The project will also equip Forest Hills Station with a new, fully accessible entrance/exit head-house to the north of the Casey Arborway at the end of the Southwest Corridor linear park which will be upgraded with a new, graceful entrance plaza. The plaza immediately to the north of Forest Hills Station will be improved and expanded with the shifting of the Route 39 bus to the upper bus-way. The project also will create just over three miles of new bicycle and pedestrian infrastructure, upgrade and modernize all signals within the project limits of work, and plant 560 new trees. Franklin Park will receive a new pedestrian friendly gateway in the form of the conversion of the Shea Circle rotary into a traditional four-way intersection to be known as Shea Square. At the meeting discussed in these minutes, a preview of the completed project was presented one more time for members of the community who may not have been involved with the planning process. As the job is now in construction, the focus going forward will be on work activities and the

¹ Meeting attendance is listed in Appendix 1. This meeting was advertised twice in the *Boston Herald* and *Boston Globe*. It was advertised once in the following publications: *Jamaica Plain Gazette*, in English and Spanish, *West Roxbury/Roslindale Transcript*, *Dorchester Reporter*, in English and Haitian Creole, *The Milton Times*, and *Brookline Tab*. Meeting notifications were also placed in the Jamaica Plain and Roslindale Square Branch Libraries and in the Curtis Hall Community Center.

overview will not be repeated in general interest meetings. It has been available on the project website at: <http://www.massdot.state.ma.us/casey Arborway/Meetings.aspx>.

The purpose of the meeting summarized herein was to introduce the community to the construction phase of the Casey Arborway with a particular focus on the job's first 90 days of work. This initial 90 day period is chiefly concerned with taking the steps necessary to allow the Casey Overpass to be closed and demolished. Chief among these is the construction of temporary surface roadways to which traffic from the bridge can be shifted once the structure is permanently closed and demolition undertaken. Many audience members focused their questions and comments on reprising concerns raised during the planning period. As was noted by MassDOT project team members many times throughout the project meeting, the Casey Arborway is now in construction and will be built as designed. Planning period questions and concerns have been answered at length and are documented in the archived section of the project's website:

<http://www.massdot.state.ma.us/casey Arborway/Meetings/DesignandPlanningMeetings.aspx>. For those audience members who selected to concentrate their questions on the construction period, concerns primarily focused on how the contractor will accomplish the job while containing the nuisances frequently associated with construction such as traffic, noise, dust, mitigation of any hazardous materials found on the bridge or in its materials, and rodent control. The meeting was attended by Senator Sonia Chang-Diaz, Representatives Russell Holmes and Liz Malia, Jullianne Doherty of the Mayor's Office of Neighborhood Services, Jim Gilooly, Deputy Commissioner of BTS, and staff members from the offices of City Councilors, O'Malley, Sanchez, Yancey, and Wu.

Meeting Minutes

C: John Romano (JR): Hello everybody and welcome to the MassDOT Highway Division construction meeting for the Casey Arborway Project. This is the first public construction meeting as part of the construction phase for the project. Tonight we will be presenting the upcoming construction process to you. With us tonight is Joe Coleman, resident engineer for MassDOT. Joe will be running the day-to-day operations. We also have the project manager on the Massachusetts Bay Transit Authority (MBTA), Tom Rovero. From the Department of Conservation and Recreation (DCR) we have Ruth Helfeld and from the Boston Transportation Department (BTD) we have Commissioner Jim Gilooly. I want to thank all of you for being here.

The project team is shown here behind me. Barletta Heavy Division is the general contractor and with us tonight is Tom Russo, the project's superintendent. We also have a number of subcontractors including Dagle Electrical Construction, dePaoli Masonry Company, EDM Construction, Howard Stein Hudson, and J.A.J Company, Inc. The construction phase design services for MassDOT will be completed by two separate consultants. AECOM will be providing design services for transit and HNTB will be providing design services for roadway and bridge work. I want to make a quick note as many of you probably know him from the design phase of

the project; Nate Curtis from Howard Stein Hudson is here and will be a sub-consultant through Barletta serving as the public involvement specialist.

In terms of project status MassDOT allotted this project in October and issued a Notice to Proceed (NTP) in mid-December. We have just started preliminary work including tree inspection, tree protection, construction signage, and setting up some construction equipment in the project area. The immediate next steps include setting up the field office at 500 Arborway where the current MBTA office is, setting up the temporary abutting roadways and achieving milestone three which is bring the overpass down as well as starting staging one. We will cover the next 90 days of work in detail in just a few minutes. I would like to remind everyone to please hold their questions and comments until the end of the presentation. Nate will have a portable microphone. We'll ask that you raise your hand in order to make a comment or question and Nate will walk around and in a logical order. We will try to get everyone's questions answered in the amount of time we have. If we have to go past 8 pm to answer questions we will.

I want to mention that we have project staff here from the previous design phase of the project including Steve McLaughlin and Jonathan Kapust. If you have questions or comments regarding the design of the project now is not the time. That time has passed and we will not be addressing those comments at this meeting. Once the meeting is over, we are happy to answer your questions or comments outside of this forum. Tonight we have brought the construction team here to answer your questions regarding construction and focus on the upcoming work in the next 90 days. We greatly appreciate your willingness to comply with tonight's rules and we will do our best in answers all your questions. With that said, I would like to turn it over to Jonathan Kapust from HNTB.

Jonathan Kapust (JK): Good evening everyone. As John said, tonight's meeting is about construction. We are here to tell you about the upcoming construction phase, process, and what you can expect in the next 90 days. We are excited to share all the great things that will be coming with the Casey Arborway Project. The Casey Arborway project is about reconnecting. It's about reconnecting the roadways and consolidating transit, reconnecting the neighborhoods, making it easier to bicycle and walk around the neighborhoods, reconnecting the parks, the emerald necklace, and of course, the Arborway itself.. If you take a look at the map on the screen you can see that Boston is just north of the project area and Roslindale is just south. The Arboretum is located just left of the project site and Shea Circle is off to the right. The Serpentine shape inside the yellow line is the Casey Overpass and in the center is the Forest Hills Station. To the east you can see the Courthouse, and the Arborway Yard.

Let's now talk about the roadway network. If you look at the graphic, the current roadway network doesn't make a lot of sense because it was built around the bridge. Drivers have to take four turns just to get around the bridge supports and continue in a straight line which is very convoluted. One of the things we have done with the design is to make the roadway configuration much simpler. The new configuration has two lanes in each direction, with three lanes in each

direction between Washington Street and South Street. The intersections throughout the project area have been optimized for the most amount of green signal timing and to limit conflicting movements. There will also be additional improvements at Shea Circle, along Washington Street and at the upper bus-way. The first item I want to talk about is the newly accessible north head-house for Forest Hills Station. In this graphic you can see the new head-house which will replace the old head-house. Most of you probably know but the existing head-house is exit only. The new head-house will allow for both entering and exiting movements to directly connect to the Orange Line platform. This allows for the first time direct access from Washington St, South St, Arborway Hillside, and the Southwest Corridor park Paths to the Orange Line without having to cross the Arborway. This next image shows a rendering of the new head-house structure which will be a glass supported by a metal frame. One of the reasons the head-house was designed with glass walls was for security purposes. It also allows more light down to the platform below. The head-house will have both an elevator and stairs leading down to the platforms.

The Route 39 bus will shift its stop into a consolidated upper bus-way. The 39 bus will have its own bay which will allow the MBTA to improve its operations and make transferring easier between the 39, other buses and also to the Orange Line. As it stands now, the current taxi stand is located on Washington Street and often clogs up the corridor. The reconfiguration of the upper bus-way allows us to move the taxi stand location and provide some relief to the congestion on Washington Street west of Forest Hills Station. By removing the taxi stand from Washington Street we are also able to gain extra space for the pick-up and drop-off area, bicycle accommodations, sidewalks, and street trees.

The next item to discuss is Shea Circle. We will be reconfiguring the circle to be a traditional, signalized intersection. The intersection will greatly increase safety for pedestrians, cyclist, and vehicles. By consolidating the space that Shea Circle currently uses we are able to open up more space for a safer, accessible bus stop to serve Franklin Park and the Arborway gardens. At this point we've covered the existing roadway network, the issue of connectivity, and the transit network.

I want to now transition the conversation to focus on the neighborhoods. Many of you may be wondering how you will move through this area as a cyclist or pedestrian. As part of the Casey Arborway Project we are implementing 3 miles of new bicycle lanes and pedestrian pathways. There will be a bicycle lane on both sides of the Arborway extending from the Arnold Arboretum all the way to the existing paths on Morton Street. This will also include new connections to the Southwest Corridor and an extension of bicycle paths down Washington Street that will connect to the existing bicycle path that begins on Ukraine Way. This will complete a bicycle network connection from Roslindale all the way to the Back Bay. There will also be over 3 miles of new sidewalks and additional plaza space. We know that many of the existing sidewalks reach a dead end or don't have crosswalks. With these new changes that will no longer be the case. As part of this project, every signalized intersection will have a crosswalk at every corner.

This next slide shows the project area from a different perspective. The sidewalks and bicycle paths at each intersection will be physically separated through the project. There are 12 foot wide bicycle paths nearly everywhere within the project area and the sidewalks are a minimum width of 8 feet nearly everywhere within the project site. So that gets you from point A to point B within the project area. Let's take a look at how you would cross the street. There are separate crosswalks for bicycles and pedestrian similar to the separation between sidewalks and bicycle paths. The curb ramps at the corners are also separated and will be the full width of the crosswalks. At the corners of each intersection bicycles will have embedded marked guides within the pavement that will help direct the cyclist to the bicycle path. This provides a level of expectation for where bicycles will be if you are a pedestrian, and where you need to go if you are a bicyclist. The intersections where bicycles and pedestrian cross like the entrance to the Southwest Corridor will have designated space for pedestrians allowing for a safe crossing. On the same graphic you can see a bicycle roundabout for the entrance of the Southwest Corridor. This was designed specifically to allow for equal movement of cyclists on the new Arborway as well as cyclists on the Southwest Corridor Park. The roundabout also creates a nice turnaround for people who are using the paths for recreational purposes.

We have talked about getting around as cyclists and pedestrians but now I want to talk about the reconnection of the parks, specifically the Emerald Necklace to the Arborway. The Emerald Necklace is a wonderful attribute to the City of Boston. It begins downtown, goes down Commonwealth Avenue, runs into the Fenway, becomes the Riverway, transitions to the Jamaica Way and becomes the Arborway. Once you get to the Arnold Arboretum it stops. The gap is created at the Arboretum by the Casey Overpass and as part of this project that gap will be closed. As part of this project there will be 1.3 acres of new green space, 560 new trees which is over a two-to-one increase of what is out there today. There will be four new and refurbished parks. This includes Toole Square with refurbishments made to Lt. Toole's memorial, and a redesign of the pathways to give the park a passive, calm feel.. The Southwest Corridor Park and the Forest Hills MBTA park plazas will be designed to give a sense of place within the larger Arborway area. The creation of new and open space allows for community gatherings including farmers markets, concerts, festivals, and art showings. The new parks also provide for more grand entrances to the Southwest Corridor and the Forest Hills Station.

The last thing I want to touch on is the configuration of Shea Circle. As it stands, the space in the center of the circle is underutilized. With the redesign that space will be brought to the street corners to allow better access. This allowed for the creation of a new, neighborhood park for Franklin Park Villa and Arborway Gardens, as well as a larger, greener entrance to Franklin Park, itself. That covers the design overview. I want to now turn it over to Tom Russo, superintendent who will walk you through the construction plans and upcoming plans.

C: Tom Russo (TR): Good evening everyone, my name is Tom Russo. I am the superintendent on this project and I work for Barletta Heavy Division. We received NTP and we are working towards

milestone number three.² The initial demolition of the bridge begins in the first 90 days. The closure of the westbound overpass will be sometime in late February. Once we are able to shift all traffic off of the overpass we will demolition the structure. We are anticipating that this will happen sometime towards the end of March. Some of the major steps that are occurring now and will continue occurring within the next 90 days are erosion sedimentation control, tree protection, site clearing, tree removal, the construction of the east and westbound temporary surface roads, as well as the construction of the temporary Route 39 bus berth and construction signage.

The anticipated construction schedule is outline behind me but I will walk you through the slide because I know it is hard to read. Between January 11 and January 17 there will be surveying taking place. We will be setting up an office at 500 Arborway along with the employee parking lot. We are mobilizing equipment and materials, putting erosion controls in place, and setting up the designated work zones. We have begun tree protection along the Arborway. We have acquired CCTV cameras going in the MWRA and the Stony Brook culvert. We have a preconstruction survey which includes documentation of existing walls, the courthouse, and adjacent properties. National Grid has to relocate gas lines and Verizon has to install a duct bank as well as relocate some of their electrical cabinets on South Street. The Variable Message Signs (VMS) and temporary traffic notification signage will be placed as far as 10 miles outside of the project area. We will be beginning tree removal right away in order to construct the temporary roadways. Starting on January 25 we will be constructing the temporary roadways and sidewalks both east and westbound along the Arborway. We will also be setting the temporary street lighting along the temporary roadways. In the first weeks of February there will be a traffic pattern change on the Casey Overpass crossover and we will make sure to modify traffic signals as required for each stage. In the next three weeks we will begin demolition of the Casey Overpass westbound abutment. Our plan is to have the Casey Overpass completely closed by the last week in March.

The contract states that within the first 90 days standard weekday work will run between the hours of 7:00 am to 7:30 pm. On Saturdays, the standard work time will run between the hours of 7:00 am to 3:30 pm. No night work is scheduled at present but that could change. When night work is needed MassDOT will send out a 2 week advance notice. In terms of the east and west roadway traffic changes there are two modifications that take place. The one lane road along the lower section of the Arborway will become a four lane road. This will give enough roadway capacity to close the existing overpass and reroute the traffic in two directions. We will put the traffic on the lower level, demolish the existing structure and then build a new at-grade boulevard. There will be erosion control, temporary drainage, temporary sidewalks, temporary lighting, and jersey barriers to secure our work zone. The existing travel lane that is there now will remain. We are going to construct the upper bus-way to support the service of the Route 39 bus. Striping and signage will be an ongoing effort throughout construction as changes are made.

² The milestones for the Casey Arborway contract count backwards, like a space ship launch. Milestone three is the closure of the overpass. Milestone 1 is completion of the job.

The second phase of construction will be a continuation of the first phase with an additional lane. We are completing two lanes in order to get four lanes. Once this is complete it will allow us to begin moving forward with demolition. Once demolition occurs and the traffic shifts onto the westbound side we will be able to put three lanes of traffic back onto the Arborway. There have been some modifications to the upper bus-way however the Route 39 bus will stay in the same position. There will be additional drainage, signage, and temporary sidewalks. As you can see in the slide, the orange color represents the work zone and the blue represents the temporary roadway.

C: Alex Kasprak (AK): Good evening everyone, my name is Alex Kasprak and tonight I want to talk about construction noise mitigation. I have worked for MassDOT for a number of years and before that I worked on the central artery tunnel project for the Massachusetts Turnpike Authority (MTA). What I would like to do is explain how MassDOT handles construction impacts, specifically noise and dust control. My goal for the next 15 minutes is to talk about all of the things that the contractor does to minimize the impacts of noise and dust. From a MassDOT perspective we have developed a noise control specification which was part of the contract. These same specifications were used extensively on the Big Dig and will be used on the Casey Arborway project as well. As part of the specifications, prior to putting a contract out for bid we pre-monitored the noise levels in the area to create a base analysis. We established what is called a baseline noise level that existing within the project area and surrounding neighborhoods. The noise levels that we monitored were in the Hampstead Road area, Asticou Road area, and Dunning Way area between the houses of 7:00 am to 6:00 pm. We also monitored evening hours from 6:00 pm to 10:00 pm and nighttime hours between 10:00 pm to 7:00 am. We established the baseline noise limit for those time periods and made sure that the limits we established went along with the specifications that were put out into the bid document. The noise levels that we recorded during the daytime were higher because there was more activity and traffic. During the evening time period things started to quiet down as folks got home from work. Night time was of course the quietest time.

When the contract was awarded the specifications required the contractor to develop what we call a noise control plan which requires the contractor to hire a specialized acoustical noise engineer to help develop the plan. In the first 90 days the types of activities that will occur and the equipment used will be monitored by the acoustical engineer and checked in coordination with the noise control plan. If the noise levels were higher than the baseline levels the contractor must development plans to mitigate the noise. Those mitigation measures will reduce noise levels to a level that does not exceed the initial baseline noise level. Some of the types of things that the contractor has to do in terms of mitigation measures are placing shields or shrouds around pieces of equipment, placing temporary noise barrier structures, installing noise reducing mufflers, and configuring the timing of work as well as the types of operations to best reduce the noise impacts to the abutting neighborhood. The acoustical engineer can also schedule the noisiest activities during the day time period compared to the evening or nighttime. These are some of the mitigation measures that can be implemented to reduce noise impacts. The noise control plan

from the contractor is submitted and reviewed by MassDOT. I want to note that the noise control plan has to be updated every 4 months. The reason for this is because if the contractor changes an activity or decides to bring in new equipment it must be reviewed by MassDOT to ensure that the noise impacts do not increase. Within the noise control plan the contractor must identify a response plan for complaints submitted by neighborhood residents. There will be a hotline number for any noise complaints that the contractor will have and will respond to in a timely manner.

The next item I would like to talk about are the mitigation measures for dust and air impacts. Similar to the noise impacts the contractor is required to follow similar specifications and submit a dust control plan. We used the specification plan extensively on the Big Dig and it has since been used on all MassDOT jobs. The only difference between the contractor developing a noise control plan and a dust control plan is that a dust control plan is a one-time plan. Once the dust plan is approved by MassDOT it is set for the entire project time period. This is because noise impacts are often short and can change locations often whereas air quality is based on the presence of nuisance levels of particulate matter. The specification requires the contractor to control dust at all times on this project which means 24 hours a day, 7 days a week. This includes nonworking hours, weekends, and holidays. Some examples for minimizing dust emissions include placing screens around the work zone, applying water and calcium chloride around the work zone, ensuring all piles of debris are covered, and making sure trucks are not tracking dirt or other materials out of the project site. If trucks bring material outside of the project site and it ends up on the street it is the contractor's responsibility to clean it up.

Air quality requirements are also outlined in the contract document to minimize emissions from diesel trucks. The contractor is required to install diesel emission control devices which consist of diesel particulate filters or diesel oxidation catalysts on all pieces of equipment that are over 50 horsepower. Newer pieces of equipment that are brought on site come directly through the manufacturer and have emission control devices set on it. To ensure that the contractor is complying with the requirements regarding emission control devices MassDOT will inspect individual trucks and machinery. You will be able to see the MassDOT green sticker on the machines that have been approved. The last thing I want to talk about is the Commonwealth's law that requires the contractor to adhere to a 5 minute idling limit. This has been put into the contract and for any piece of equipment that is not actively being used it will not be able to idle for more than 5 minutes. That covers the overview for noise control and dust control. I will be around to answer any questions after the presentation is done. At this point I'm going to turn it back over to Tom.

- C: TR: This next slide covers use of materials and employee parking. None of the materials that will be leaving the site have any reason to be trucked on residential streets. Trucks will be required to comply with trucking laws just like any other truck on the road. This includes covered beds, emission controls and proper license requirements. Employee parking will be located at 500 Arborway. We are going to try to get everybody who doesn't have a vehicle that is needed for

construction to park in the employee parking lot. The only vehicles you should see in the work zone are the ones that are being actively used. Any snow removal that you have seen in the past is going to be handled the exact same way unless we build something temporary which will then be taken care of by us.

In terms of operations at the Forest Hill Station there are 8 possible weekend diversions and 56 possible early shutdowns. The MBTA will put out its own notifications in addition to ours. There is a two-week minimum notification for any changes made to MBTA service. Some of the station work includes the installation of jet fans, extended platforms, new elevators for the new head-house, and a new egress. The good thing is that the majority of the work happens behind existing walls. Once that work gets completed the wall is removed and you will be able to access the new space behind it. This is really not as intrusive as you may think.

In terms of school bus operations we have met with Boston Public Schools (BPS) and they are going to shift their school buses to Hyde Park Avenue, adjacent to the lower bus-way. We will put out informational signage in addition to electronic notifications. We have also been in touch with METCO and as of January 23 they are going to move their bus location in front of the courthouse. We don't see any reason to change that again unless it is necessary after the first 90 days. Transit police have been notified and will continue to be notified of any future changes. That wraps up my portion of the presentation and I am now going to pass it off to Nate Curtis.

C: Nathaniel Cabral-Curtis (NCC): Good evening everyone. As John Romano mentioned I am Nathaniel Cabral-Curtis. Tonight I would like to talk to you about cut-through traffic. One of the areas of concern during the planning period was the idea that during construction there would be cut through traffic. In response to that, last year we took some baseline traffic counts while school was in session both at BPS and local colleges and universities. We've developed an initial baseline of traffic counts in the area including the Forest Hill, Walk Hill, Bourne, Stony Brook, Arborway Hillside, Asticou, and South Street neighborhoods. If we receive a call from someone telling us that people are cutting through their neighborhood due to construction, the initial cut-through analysis provides a baseline which we can compare to. We have options available to us if it turns out that there is a problem.

The next item I would like to cover is public outreach during construction. We have staff with MassDOT and the contractor who will hold regular sessions similar to tonight's to provide updates to the community regarding ongoing construction and future plans. We are expecting to hold the next public information meeting on March 9, 2015 and every other month thereafter. We will have continued maintenance and updates on the project website. Most of you are probably familiar with the website. Over the next few weeks we will be transitioning the website to best reflect the construction phase and ongoing activities. For all of you who signed in tonight you will be added to the projects stakeholder database. If you haven't signed in and wish to be added, please do so before you leave tonight. We will be sending out 3 week look-ahead email blast so I encourage you all to sign-in to receive those notifications. The 3 week look-ahead emails will

have alerts for major traffic changes and notices of any public information meetings. Thank you and I am now going to hand the microphone off to John Romano.

C: JR: Thank you Nate. The project hotline number is on the front page of your agenda in green font. Tom and his team will have that phone and if you have any concerns or complaints you can call that number. You also have my number available as well as Jim Kirsten's number. The project has its own email address which is caseyarborway.construction@dot.state.ma.us and the project website is listed on the front of the agenda as well. Those are all of the ways you can get in touch with us and the project team. As Nate mentioned earlier, we will be holding a public information meeting on March 9 and every other month thereafter. As a friendly reminder, you do not have to wait until the next public information meeting to ask a question; you can send us an email at any time with any concern. The 30 day look-ahead will be sent out by email so please make sure your hand writing is legible. The emails we will send out will come from the MassDOT Gov delivery system. If you signed up for emails for the Casey Overpass that will come directly from my email which is tied with the project manager and general contractors email addresses. I know some of the slides may have been difficult to see so this presentation will be posted on the project website under meetings in the next day or two. All traffic alerts will be under the traffic section on the project website. At this point we are going to take questions from the audience. We're going to start in the front on the right side and work our way across. Nate will be coming around with a microphone. I'm not going to tell you that you can't ask a question about design; however we are focusing on construction tonight. We have Steve McLaughlin, Maureen Chlebek, and Jonathan Kapust here tonight to address design and traffic related questions at the end of the meeting. We will answer all of your questions to the best of our ability and if we have to run over our time frame we will do that. Please state your name and where you live before speaking. Thank you.

Question & Answer

Q: Daniel Moss (DM): Good evening, I'm Daniel Moss from Hampstead Road. I didn't hear anything about official detours and it sounds as though you are trying to accommodate all traffic on the existing roads. Is that true?

A: TR: Like we talked about, in this first phase, the first 90 days, all of the work happens in a work zone behind jersey barriers or behind temporary fencing so the existing traffic lane that is there now is maintained and it won't be until later phases after the next meeting that we need to talk about any major traffic detours.

Q: Kyle Smith (KS): I live at 27 Clyde Street. I have a couple of quick questions. The noise control, dust control, and air quality, those baselines; how are they monitored and how are they set? Who enforces them? My second question is that as I understand it, there are financial incentives for the contractor to achieve certain goals in advance of the proposed deadline. So how are those financial incentives balanced against the interests of the community?

A: AK: I'll answer your question on the dust and the noise. Again the performance stand for noise control is the baseline limit that was established. If a complaint comes in, somebody calls in to complain, part of the noise response plan that I mentioned before is that the contractor has to go out and do some monitoring at that location where the complaint came in to see if those baseline numbers are exceeded. If they are exceeded then that activity has to either stop or the contractor has to mitigate the noise levels down to the baseline.

Q: KS: So how far above the baseline is he permitted to go?

A: AK: He can't go above it. The performance standard is when the complaint comes in to measure the noise levels. If the baseline is at 70 decibels and the measurement is above that level then the activity has to stop or mitigation measures put in to get it below that limit. In addition to that, DOT will also spot checking to make sure the contractor is abiding by the projects he gave to us. So in addition to responding to complaints we will do spot checks to ensure that under normal working conditions, regardless if a complaint came in, we will also monitor proactively to make sure those levels are being observed. That's the answer to your question on noise. With regard to dust, what we did in the specification, instead of doing monitoring we are aiming to keep the levels below what we define as nuisance dust levels. What that is if one sees a dust cloud occurring, that's the condition of the nuisance and the mitigation measure has to implemented and if it doesn't work additional mitigation measures implemented to reduce the nuisance dust. That's the performance stand for dust control. For dust control, we'll have the field staff, the resident engineer will be out there looking for adverse dust conditions. DOT also monitors that.

Q: Name not given (NNG): What about anti-idling?

A: AK: It's the same thing. We'll have our field staff out there to police and enforce that requirement also.

C: JR: Steve McLaughlin is going to answer the last part of your question.

A: Steve McLaughlin (SM): We have an incentive/disincentive clause on this project. We have a structurally deficient bridge and we are concerned that it needs to be closed to traffic very soon. What we want to do is have the contractor build those temporary roadways just as soon as we can so we can close the bridge. If we close the bridge before those roadways are constructed, you all know what happens. You've seen that in the past during emergency repairs: traffic in Jamaica Plain gets into rough shape. We are trying to protect both people in Jamaica Plain and those who drive through by building those temporary roadways so we can close this bridge. We've incentivized the contractor to build those temporary roads. We've also financially penalized him if he doesn't get them built on time.

Q: Bernard Doherty (BD): Hi, I live at 36 Asticou Road, Jamaica Plain. A few things I would like to ask as to how you are structuring these meetings. For one thing, I would like to think you could start them at seven o'clock and run them to nine o'clock. These meetings should be conducted for the convenience of the community, not MassDOT or the contractor. Secondly, I would like to think if you're going to have this kind of turnout, and I think you're going to have even bigger turnout once you start making noise, having a meeting of this type with the community once every two months is inadequate. I think you need to be doing it once every month. I think you need to hear from the people what their concerns are and where they are going. Third, I'd like to point out that the fact that you have a web site set up that deals with documents, you could have put this presentation on that website so that people could have been better prepared for what is being presented here tonight. These people here like myself, they are property owners, taxpayers, voters and they have a right to be assured what they have put into this community is protected. We shouldn't be asked to subsidize this project any more than is absolutely necessary. The last thing I'd like to say is I agree with people because I can't see who you are from where I am sitting.³ If you're going to put a presentation which is that important to this community you should try to do everything you can to make sure you have dotted the I's and crossed the T's. If you can't handle this, how the hell will you handle construction? And lastly, I want to say to our elected officials who are not here,⁴ that this is a very important project and I want all of you to remember who is not here tonight, and I give Representative Holmes big credit, he's always attended these meetings, but we don't see our City Councilor. If they are here, they are welcome to stand up and say I'm wrong, but they need to be here because this is what we elected them to do. Thank you.

A: JR: Representative Holmes is here, Senator Chang-Diaz is here, we have someone here from Councilor Sanchez's office, someone from Councilor Yancey's office, Councilors O'Malley and Wu, and Liana Poston from Representative Malia's office...(here John Romano was interrupted)

Q: Jeffrey Ferris (JF): Has anyone heard from the governor's office?

A: JR: We have Jim Gillooly here and Jullianne from the Mayor's Office. Bernie's three big points: 7-9PM for meetings, meetings every month, and put the presentation on the website in advance of meetings. My apologies regarding the lights; I am told the custodian has turned on all the lights he can. I apologize. Nate, next question please.

Q: Felicia Kazer (FK): Hello, my name is Felicia Kazer and I live in the Stony Brook neighborhood. Thank you for being here tonight and trying to explain this to us. I'm just trying to understand

³ Looking back at meetings held in this space during the planning period, it is worth noting that typically the meeting space was criticized for being too bright. The lighting in the auditorium during the meeting was malfunctioning do to an ongoing disagreement between members of the Boston English High School staff. Efforts are being made at the time of this writing to address the issue, but it is outside the control of the project team.

⁴ For a list of attending elected officials, please see page 2.

the cut-through traffic issue a little better. Could you go into more detail about how traffic will work in my neighborhood for the first 90 days and then after the bridge comes down. Thank you so much.

A: Maureen Chlebek (MC): I am Maureen Chlebek with McMahon Associates, the traffic engineers for the project. During the first 90 days, the traffic patterns are not going to change. We have traffic counts that we took based on input we received through the public information meetings regarding potential cut-through routes, we studied the street network, we went back out and took additional counts last year to establish a baseline. This will allow us to know during construction if travel patterns have changed, but in the initial 90 days, we're not changing traffic patterns.

Q: Jeremy Keene (JKe): My name is Jeremy Keene and I own a small business at 3710 Washington Street and I'm wondering what the impact is going to be on small businesses.

A: JR: At this time, as Maureen just said, no traffic patterns are going to change. All roadways and walkways will be maintained opened at all times. I can't say that there will absolutely no impact to the traveling public, but access whether it is by walking, cycling, or transit is going to be maintained as will access to businesses. Access to businesses will be maintained at all times and if we see any changes to that, it will be something we will address at one of these meetings before it happens and we can come and talk with the businesses individually should we be in that situation.

Q: Elizabeth Ingram (EI): I live in the Woodbourne area of Jamaica Plain and I have a couple of questions. I understand the analysis you went through with regard to baseline air quality and pollution and I'm curious about the idling aspect that you mentioned. Given that this new project, once completed, will have I don't know how many new stop lights and I'm not sure how many more cars will be stopping, that currently use the bridge every day, I wonder what kind of analysis you did on air quality following the construction of this site.

A: JR: Ma'am, that's a great question, it's related to design. It was covered in the design meetings and sometime, either after tonight's meeting...(here, John Romano was interrupted.)

Q: EI: Can you answer it after tonight's meeting? Would you mind telling me if you did that analysis and I can get any kind of answer to this question at all?

C: JF: You never did any kind of air quality analysis during the design period!

A: JR: Yes. The answer is yes. Steve McLaughlin right here, he's the project manager, he will be glad to explain it to you.⁵

⁵ A thorough air quality and environmental justice analysis were done by the Central Transportation Planning Staff (CTPS) of the Boston Metropolitan Planning Organization (MPO). These documents are available on the

Q: El: O.K. and my other question has to do with the fact that I don't understand why we're only given information about the first 90 days when a lot of our questions about cut-through traffic, businesses being impacted, etc. Do you not have plans in place for after 90 days?

A: JR: So, this is a 2.5 year project and we're trying to work on the segment of the project at hand, one piece at a time, and present information about what's current. This is construction and things will change as the project moves along. We want to keep you current and give you current information. Some of you would happily sit here all night with us and that's great, but the idea is to deal with the work that's at hand and we picked the first 90 days because it's our first milestone. We thought that was an important piece of information to share with you. We'll come back to you in about 45 days and we will give you the next segment at that point.

Q: El: Will you have the information I want then?

A: JR: We'll have the next segment of the job for you then. That's why we're going to have these meetings right along throughout the project.

Q: El: Will you have that specific information about detouring of traffic and cut-through traffic.

A: JR: Yes, I'm talking with the construction team and we can have more information about detours at the next meeting.

Q: Sarah Freeman (SF): I live on the Arborway. My question has to do with how the different agencies will be working together. I know you said traffic won't be changing right away, but I'm glad BTM is here today. Hypothetically, what would BTM do, what would DCR do, what are the functions of the agencies?

A: Chris Evasius (CE): I'm Chris Evasius, I'm an assistant district construction engineer with MassDOT District 6. To answer your question, the MBTA and MassDOT Highway Division are working together in the same office. We are working almost daily with BTM. We have funds in the contract to allow us to hire additional BTM enforcement and they will be on site to work with us in the neighborhoods to enforce all BTM regulations. Does that answer your question?

A: SF: Yes, thank you.

Q: Katherine Deputat (KD): I live in the Woodbourne neighborhood. What is the total cost of the project? And my other question is what would be the cost of a new bridge?

project website at:

<http://www.massdot.state.ma.us/caseyarborway/Documents/DesignandPlanningDocuments.aspx>.

A: JR: It's approximately \$60 million for the total project. The cost of a new bridge is related to design and Steve can answer that for you after the meeting.

C: JF: That doesn't include everything!

Q: NNG: What's the cost of the bridge?

Q: JF: Why are you avoiding the truth?

Q: KD: I think it's a valid question; what's wrong with that question?

A: SM: When asking for the cost of a bridge or a project, often times there are different answers. The low bid that came in from Barletta is \$60 million. There are a few costs that come in above that such as traffic police and some of the utilities. When we talk about the construction costs, generally we refer to and what we've referred to fairly consistently is the expected low bid for all the construction items. That way we're talking about the same level throughout. When we went through the planning study, we were estimating the costs of the bridge versus not a bridge and a bridge would have cost substantially more, around \$20 million more to build a bridge.

Q: JF: What about the other \$10 million in upgrades you're hiding?

A: JR: O.K. Nate, move on to the next question.

Q: JF: Steve, why are you hiding the extra \$10 million upgrade? You've been deceiving the public for three years, Steve, why do you keep doing it? Tell us about that extra \$10 million!

A: JR: Nate, next question please.

C: NNG: Stop disrupting the meeting!

Q: Randy Meyers (RM): I live on Orchard Hill Road. I have some suggestions like Mr. Doherty did and then a question. I think that since we're so impacted, on my street there's only one way in and one way out, all of the construction should be posted well in advance, like you must have a whole plan, I assume you can put the whole timeline on the website.

A: JR: We can look at posting a whole schedule.

C: RM: It's very important that we have the schedule before we come to the meetings. In terms of cut-through roads, the westbound lane for the bridge is being closed in February, correct?

A: CE: If you have a specific question of a technical nature, I'd encourage you to submit it through the website and we can get back to you with it. Regarding schedule, the contractor has submitted a schedule to the DOT and we are reviewing it. We made a concerted effort for this meeting to

really focus on these first 90 days, but it appears that fell short for some of you. We can have more of the long term picture as well as all the phasing the next time we meet. The plans are done. We have a set of contract plans, we know where this job will go over the next couple of years, so if it's a concern and it appears to be, we can have those more long term plans available. If you have a question about what's going to happen on your street, in front of your house, I encourage you to submit it through the website. As far as long term, we can have that for you at the next meeting.

C: RM: Well, I can sense some frustration from you guys and it's a hard position to be in.

A: CE: I'm not frustrated. It's O.K.

Q: RM: That's good. I just want to reiterate that we can handle seeing the whole picture in advance. So the westbound lane of the bridge will close in February, is that correct? Wait, eastbound, eastbound, I'm sorry.

A: CE: The contractor is getting geared up, he's starting work. Exactly how the next 90 days will go we're not sure because of weather conditions. He's also required to get certain permits. All the local agencies are working with us. The first thing that happens is that westbound lane gets shut down on the bridge.

C: RM: So when that happens, that's going to impact traffic. You said traffic will not be impacted, but that's an awful lot of traffic and it will have to go down below on a skinny little road.

A: CE: I think I can answer your question. We are building a temporary road, north of the Arborway, and that happens, lane for lane, before we close the upper lane on the bridge, we have a new lane downstairs. As John mentioned very early in the presentation, or maybe it was Steve, we don't just close to bridge and go to work making more room. We make the room before we close the bridge. I think that addresses your question.

Q: RM: Well, probably not, but I think you should tell us in advance exactly what street is closed and how the cross streets will be impact so that when we're leaving our homes at rush hour when we're leaving at 7AM. O.K.?

A: CE: For the first 90 days, you mentioned cross streets and streets closing, that will happen within the first 90 days, but there will be additional temporary roadway built for the closed lanes. Those are north of the Arborway and take the place of any lanes that get closed.

Q: Ted Schantz (TS): I live on Rosemary Street off of South Street and the one thing that hasn't been mentioned is rodent control. Unfortunately we are not a rat free community yet and I'd love to know where my rats will live for the next few months.

- A: AK: There is a contract specification and rodent control plan. The contractor has to develop a plan for how he will control rodents on the project. The plan was just submitted to us recently. We have to review and approve that plan. I've seen comments on the plan and the contractor has had it handed back to him already for revision once because it didn't cover everything we felt it needed to cover. When the main work starts, that plan will be in place. A rodent control specialist has to be included on the contractor's team and will be on board at that time.
- Q: Mitch Sachevsky (MS): I'm Mitch Sachevsky with Forest Hills Cemetery. We service about 400 funerals a year and what I'd like to know is what I tell my families and funeral directions that might be coming in from the west to the cemetery. What kinds of advice can I give them about scheduling? Also, we're basically in an area that has a lot of cemeteries. I'd like to hear more about the policing of cut-through traffic and equipment parking. We have wide boulevards that might be attractive to construction people needing to drop off equipment. What can we expect in terms of scheduling for funerals coming in from the west? What sort of policing will there be to prevent cut-through traffic and parking?
- A: SM: For funerals, the same thing that happens today will happen in the future. Funerals have the right of way and the same traffic rules will apply during construction. There really will be no change. At some point the bridge will shut down and people will be on the temporary roadways so I don't see an impact on funeral processions. As far as construction equipment, it's not going to be allowed to be parked anywhere within the project limits for no reason. Things will only be parked where they are in use.
- Q: Helen Raizen (HR): I live at 75 Arborway and today my house faces eight lanes of traffic. I'm very familiar with traffic congestion. I'm on the Arborway just a little bit north of where this project is going on. I don't know if you are even listening to me? Are you on your phone? I don't know if anyone is listening to me.⁶ Thank you. I'm very perplexed about the statements being made about traffic. I have occasion to drive from my house to the other side of Forest Hills Station where there's a school. The traffic is congested where you go down the Arborway in front of the Arboretum. It's congested now. That traffic is congested now because of the traffic on the surface roads. I've picked people up at Forest Hills Station and had to wait three light cycles because the gridlock that was blocking the box so the traffic going in my direction could not move at all. That's the situation now. You're talking about adding some temporary lanes going in that direction. What are you going to do about the existing problems with traffic and gridlock? I don't understand how you can say there's no change to traffic when you close the bridge in one direction it makes no sense to me.
- A: JR: Ma'am, so many of the questions you raised sound like, other than the last, one were about the final conditions...(Here John Romano was interrupted)

⁶ Here it was noted that one of the contractor team was answering a cellular phone. This cellular phone is the project hotline which was called by an audience member during the meeting.

Q: HR: No! I'm not asking about the final conditions! I'm asking what's going to happen when you close that bridge! Right now we have very bad traffic on the surface roads starting around 3:00PM and going until 6:00PM or 7:00PM. You're going to make it worse! I can't see how you won't make it worse! You haven't explained how you're going to mitigate that. There are 24,000 cars going over the bridge today that have no reason to be in Jamaica Plain are coming down at-grade!

A: MC: I think it might help if we broke this up into two questions. First of all, as Jonathan mentioned during his presentation, right now we have a convoluted roadway system on the surface. We currently have people who have to take turns to continue along what should be a straight east-west path. By the time we get to the final product that will be addressed. As we do each phase of construction, whenever a lane is taken away on the bridge, we're producing another lane on the surface. I agree with you that there is a lot of congestion today and we're doing whatever we can to recreate bridge capacity on the ground during construction. Ultimately, at the end, east-west travel is going to be improved because there will be a straight route and you won't have the left turns and right turns just to continue in the same direction.

Q: HR: But when you take a lane away on the bridge, and put it down on the surface, it's not the same as the bridge because the traffic has to get through all the signals where we already have gridlock at four o'clock in the afternoon and how are you going to address that during the construction? I'm not asking about the end product. I'm asking about this very first phase. They still haven't addressed this traffic question!

A: JK: Part of the contract requires temporary signal plans to be developed as well as temporary traffic plans. Those plans have been coordinated with the Boston Transportation Department. Once those plans have been approved, new signals will be set up. Once those signals are up, if it turns out that there are issues with signal timing and phasing and a back-up starts to occur, then the contractor team's traffic engineer will work with MassDOT and BTM to alleviate the issues.

C: HR: Signal timing and phasing is not going to address gridlock. The only way you can stop gridlock is by having a policeman out there to keep cars out of the intersection or giving tickets to people when they block the box.

Q: NNG: Can you show us your traffic engineering degree?

A: HR: I'm not a traffic engineer, but I know what's it's like with traffic today and if cars go into the intersection when they can't get across it, then traffic signals don't solve that problem!

A: SM: We will have law enforcement out there helping us move traffic through the project site depending on the jurisdiction. There will be transit police, state police, and Boston police throughout the project. There will also be BTM traffic enforcement officers out there to keep traffic moving and help get rid of double parking which we know does happen. Naturally, living in the city, everybody does it. Sometimes you double park while you're waiting for somebody. For the life of the project, there will be a city enforcement officer encouraging you to move along so

that you don't cause a back-up. So, double parking is something you won't be able to do for a few years.

C: Allan Ihrer (AI): Hello, my name is Allan Ihrer. I live at 116 William Street which is considered one of the cut through neighborhoods. I participated in the both the DAG and the WAG for approximately 9 months. In those 9 months I begged for specific meeting to focus on traffic. It took a very long time to get the Synchro traffic models and once we did we saw incredibly long lines of traffic backed up. We begged for meetings to ask the traffic engineers questions about these backups and we never got a meeting. We were seeing D, E and F Level of Service (LOS) rating for the primary intersections. These ratings are once the project is done. That means we are spending \$60 million to get something just as bad as what we have now. We can continue to ask MassDOT all of these questions but we never get any answers. Have you looked at transit? No. Have you looked at switching lanes from three to one? No. John, why should we trust what you say now when you've been feeding us bogus meetings? We've spent more time talking about trees than we have talked about traffic.

A: JR: I don't have an answer as to how you're ever going to trust me.

Q: John Parker (JP): Hi, my name is John Parker and I live on Moraine Street. I've lived here for approximately 6 months so I'm not as invested in the neighborhood as you all may be. The biggest question I have is regarding the shifting of baselines for noise mitigation. It's my understanding that there will be multiple noise baselines taken. I don't understand how we can anticipate this process moving forward without there being additional noise created. How is that possible?

A: AK: The baseline that we established that went into the bid document is set and will not change. If there is additional noise created by construction, the whole goal of the noise plan is to alert us of that and prevent the contractor from moving forward above the baseline limits. If the contractor exceeds that baseline limit, they are required to mitigate the impact.

Q: Joe Burren (JB): Hi, my name is Joe Burren and I live on Williams Street. My concern is based on air quality. I'm assuming that the bridge materials have been tested for lead and asbestos. If the material test positive what are plans for the contractor? I'm also curious to why there isn't a periodic air quality test throughout the project.

A: AK: I'll answer your second question first. The ambient air quality standard numbers are set by the EPA and the State DEP. If you keep dust levels below nuisance levels you'll never hit those limits. This is why we're not continuously monitoring for dust. Limits are based on 24 hour average numbers. It's tougher to monitor for dust because you have to do it in a 24 hour period. In regards to your first question there is no asbestos on this bridge. If there is lead detected, the contractor has to put together a lead abatement plan which must comply with MassDOT

standards. We have not seen that plan yet but it has to be developed and submitted for review before any work as far as lead abatement has taken place. We can make that plan available.

C: JR: We can make the dust, noise, and lead control plans available on the project website.

Q: Alice Alexander (AA): My name is Alice Alexander and I live on Custer Street. I want to follow up on the asbestos comment. Did you say the bridge was tested and that a core sample was taken? You may be surprised to hear that asbestos were often used in cement as a binder many years ago.

A: SM: We do not believe there are any asbestos in the bridge itself. We tested the paint on the bridge for lead. We will look into it and get a response back to you.

C: Kevin Moloney (KM): John, I think there are incorrect impressions you've given tonight. We were told during the WAG and DAG process that no testing has been undertaken but the engineers concluded that based on the date that the bridge was constructed there may need to be samples taken. At that time, no core had been taken as far as we were told. The bid for the project cost came in just below \$60 million. There's a budget that includes police, 15% contingency to the contractor, and millions of dollars allotted for changes during the project which adds about \$10-\$12 million. MassDOT has selected an at-grade plan and because of this changes need to be made at the Forest Hills Station. The amount of change being done in the bus-way has triggered handicapped obligations. In the contract document, MassDOT has committed to the Massachusetts Architectural Access Board (MAAB) to spend another \$10.1 million to create handicap access to Forest Hills. This is taking place at the same time that MassDOT and the MBTA have been telling handicap access people that they didn't have enough money to find a settlement that they entered into over 7 years ago. Another point I would like to make is on air quality. During the WAG and DAG a number of us asked for a local air quality analysis as an end result of those processes. We wanted to know how much more idling and air pollution will be created as part of this project and MassDOT said they were going to do it. MassDOT claims that this project is supported by the community but the majority of the people in the area are being affected by the overpass. How can you take your position if the State Representative wants the bridge? Other elected public officials are being neutral and to my knowledge there hasn't been a referendum or professional opinion poll.

Q: Mitch Lions (ML): My name is Mitch Lions and my family has been in this area for 55 years. The street my mom lives on now is going to be severely impacted. There is a problem at Forest Hills but the problem can be solved with a bridge. We would pay more for the contractors to build a bridge. We're going to go through inconvenience forever until there's a revolution. Businesses will suffer, traffic will flood, and getting from point A to point B will be more difficult. All of the diverted traffic is going to find alternative routes which are not included in your design. They're going to be going through a 10-20 block radius of the neighborhoods. People are going to be driving very frustrated and out of their minds. When the project is done they will continue to use

the cut through routes that have been developed. I wanted to state my opposition but I do have a question. Since I don't feel like we've had a fair say, I think there's probably more people interested in building this bridge than not. How do you think we can go about changing the scope? What is the MassDOT version of a fair protest? What is the best way we can take care of this? Do you want to give us a hotline? I think I'll get shutdown because it will be flooded. You need to give us a chance to oppose this. What is a good way for us to show you what really matters to us?

A: JR: We've held over 45 public meetings. All of that information and material that has come out of those meetings have been posted on the project website. This has been voted on by the MassDOT board and Secretary and construction has been awarded.

Q: Jessica Mink (JM): My name is Jessica Mink and I have been living in the area for 26 years. I have been biking and using transit for that long as well. I live in the Bourne neighborhood which is known as the cut through neighborhood. My question is about monitoring bus traffic and schedules to see how much it will affect backups during the construction and post-construction.

A: SM: We know there is a concern regarding buses during construction. Representative Holmes is also very interested in bus service. We have traffic enforcement that will keep the buses moving. I believe there are 16 active bus routes right now and that won't change. The 39 bus will move its location. Our enforcement plan will be put into place to keep the buses moving.

A: JR: The MBTA is also planning on keeping an eye on their bus operations, bus timing, and schedules. They will be in contract and providing feedback to us as well as Tom Rovero.

Q: NNG: Why haven't you told us about the Simpson Gumpertz & Heger 2008 report commissioned on what to do about the Casey Overpass? This outside engineering firm revealed that the Casey Overpass is not by any means falling apart. The only change that it needs in order to become fully functional is to have the deck repaired. The foundations and supports are as strong as they were when the bridge was built. This is on the MassDOT website. This report examines the idea of putting traffic at-grade. Why haven't you told us about this report? The report made 3 suggestions. The first was that the bridge can be restored to full functionality of 4 lanes just by repairing the deck and most of the potholes. The second was a \$40 million option which included a whole new super structure. The third was a \$70 million option and explained that an even larger structure could be built that would last up to 70 years. I've examined your statement and your statements are bogus. The Casey Overpass handles regional traffic. All you are doing is putting local and regional traffic in one big grid lock. How come you're not taking this into consideration?

A: SM: As it was announced at the beginning of the presentation we wanted tonight to focus on construction but I'll answer this anyway. We respectfully and whole heartedly disagree that the bridge is in good condition. The deck and superstructure are giving out. The supporting piers

are failing. There is nothing to rehabilitate; the bridge must go. You can look at the bridge documents on the website if you do not agree.⁷

- Q: Henry Paquin (HP): I'm Henry Paquin. A lot of people are upset that you are not taking our concerns seriously. If I was deaf or blind I wouldn't understand your project. I live in Jamaica Plain and I am part of this community. What are you doing to reach out to deaf, blind and the general public for that matter? We all voted, we all have addresses listed, this is not fair. I suggest ASL and copies of the presentation for distribution. Are we telling the blind and deaf folks about the detours?
- A: JR: That is a good question. As required by MassDOT we put out notices in all the local papers, we advertised the meeting by email and posted it on the project website. We put ads in the *Boston Globe* and *Boston Herald*. Locally, advertisements were placed with the *Jamaica Plain Gazette*, *Dorchester Reporter*, *Milton Times* and *Brookline TAB*. We want this to be as accessible as possible.
- C: John Spears (JS): My name is John Spears. Beyond the asbestos and lead conversation I think a critical concern is crystalline silicate (CS). When the world trade center buildings went down this was the biggest issue. You have to test the dust for CS. There is a US hazard standard communication act that anything over .1% has to be tested. Concrete is probably around 10% CS. You need to develop a pre-baseline by testing the surfaces before and during the construction process. The idea that you wouldn't test for CS is terrible. CS is extremely toxic.
- C: AK: Your comment is certainly noted and when I get back to Boston tomorrow I will forward this along to our hazmat person. My participation here tonight was to primarily talk about dust and noise emissions but as far as your question, we will get a response back to you.
- Q: Diane Spears (DS): My name is Diane Spears and I live on Myrtle Street in Jamaica Plain. My question relates to the hotline. I'm sure people will be making calls and voicing their concerns. Who is going to maintain the hotline? What will the hours be for the hotline? Are you doing to respond to people on an individual basis? Are you going to keep a log of complaints in order to assess the tardiness of Bus 39? Are you going to keep a log of the dust, noise, air, and rodent issues that we all know will arise?
- A: TR: The hotline will be managed by the contractor. The number is a cell phone so that it can be out in the field when operations are ongoing during the day. We will be onsite at least 10 hours a day and during those hours I would expect someone to pick up. If you leave a message you will get a call back. We plan on keeping a log to organize the comments and complaints. The hotline will be located in our office at 500 Arborway and Jonathan will handle the comments to ensure

⁷ A copy of the 2010 bridge rating report which found the Casey Overpass to be in very bad condition can be found at: <http://www.massdot.state.ma.us/Portals/24/docs/BridgeRating/report.pdf>. As a result of this report, the bridge was narrowed to a single lane in each direction and emergency repairs undertaken.

everything is posted and recorded. We felt that a cell phone was more appropriate than a land line given the job site.

C: NNG: As you can tell not many people are happy with this project. There are many other impacted communities that have been left out including Mattapan, Dorchester, West Roxbury, and Brookline. Were these neighborhoods and residents notified? If not, why not? Please engage with them. I live on Forest Hills Street and it's a cut through for cars. Is there going to be a traffic light? I want to know what I can expect when I come home.

A: JR: We advertised tonight's meeting in newspapers in Dorchester, West Roxbury, Roslindale, Jamaica Plain, and Milton. It was also in both Boston papers.

C: NCC: It was also advertised in the *Brookline Tab*.

C: Michael Reiskind (MR): My name is Michael Reiskind and I live on South Huntington Avenue. I was part of the DAG and I have about 20 questions regarding construction. I want to first say that I think we need another meeting before March 9. A lot of my questions are detailed and I am hoping to get more detail from you. Some of my questions may be answered on the project website but I want to get them in context and I want the next meeting to be more detailed so we know what is exactly happening with the detours and construction specifications. I'm worried that the response plans aren't adequate for the community. To say that just one is in place is not adequate for the community to understand. I'd like to see more meeting scheduled and a better outreach effort. I know you are the public construction liaison but is there a specific liaison to the community for construction?

A: JR: Nate is part of the contracting team. We also have me and Jim Kersten with MassDOT.

Q: MR: Do you have a phone number or are you only reachable through the projects hotline? I want a liaisons number to be made available. I am anticipating some serious emergency requests. I was hoping that there would be a lot of police in attendance at this meeting and it looks like there are a lot. My point is that police should ask my questions as well rather than being on the other side. What is the end date for construction?

A: JR: September 26, 2016 was the anticipated dated based on our last meeting. Steve, is that still true?

A: SM: September 30, 2016 we are anticipating full and beneficial use.

C: MR: O.K. so it's slipped by four days. That's good. In regards to Saturday construction, I thought you had to request that to the City? If you do request it, will the community be notified by the City? The same goes for night construction. My understanding was that Saturday construction had to be approved by the City and then the City would notify us of that.

- A: CE: There no exemptions. All work is approved to locality or state highway. There's no blank check for the contractor, they have to go through the same processes as anyone else. The contractor includes Saturday work to be done quickly. Your law enforcement question wasn't answer. The answer is we have meetings with MassDOT and all the law enforcement personal involved including MBTA, State Police, City of Boston, and BTB. We have a back and forth relationship with Jim Gillooly and his staff. We have had and will continue to have constant communication together with the city under all conditions. When we order for a detail we receive feedback from the police captain.
- C: MR: My idea was that the community and the police should talk and work together with the construction staff so they all understand what is happening.
- A: JR: We don't run meetings with our construction staff and police that are open to the public.
- C: MR: We did it once before and it worked much better. What about the residents that are not nearby the Overpass but are residents of the Casey Overpass? I'll wait to ask the rest of my questions once the presentation is over.
- A: JR: If you have an entire list of construction questions we will find time to answer all of them and as I noted before, if you have a long list, please email it to me.
- C: Rebecca Kushner (RK): My name is Rebecca Kuser and I live on Jamaica Street. I suggest that you have question and answers on your website that are organized thematically so people can see their questions and the answers to them. There should be copies of that at this meeting as well as copies of the slides so people can read through them while you're talking. I also think these meetings need more time for questions. I oppose what you're doing and I want a bridge so through traffic can make its way through. For construction questions, how will you inform people about mitigation? The people who attended tonight say it but what about the people who could not attend? How will you inform them about night work and Saturday work?
- A: JR: For people who weren't here tonight, we'll make information available through the project website and through MassDOT email delivery system. The hotline number is on the project website. The Mayor's hotline is maintained 24/7 and that can also connect you to us if there is a problem.
- Q: RK: It would be more proactive to leaflet on a 20 block radius around the project area. That would show that you care about the community. I don't understand that thing about diversion roads. The way you explained it is not how we talk here. We don't say, east or west, we talk about towards the Arboretum or towards Franklin Park. Where are you putting these extra lanes while you're closing lanes?

I also have a question for Jonathan. You talked about the benefits for pedestrians, cyclist and transit users. Why didn't you talk about the benefits for cars? Is it because there are no benefits for cars? You need a laser pointer so you can point at things during your presentation. Is the carriage road going to get expanded by 2 lanes? Is the thick blue line a new larger road or does that represent something else?

A: TR: In a later phase after the initial 90 days that will get expanded, the bus-way will get improved and the sidewalks will be improved.

C: RK: I don't care about that part. You are expanding that part?

A: TR: Yes.

Q: Rick Doherty (RD): Rick Doherty from O'Leary Way. With all the new bicycle paths are there going to be signs that the cyclist have to obey the traffic lights like everybody else? The bicycle people seem to feel that because they are in a bicycle lane they don't have to obey the signals.

A: MC: In the final traffic signal arrangement there are bicycle signals for the cyclists. They will be controlled by their own traffic lights.

C: Colleen Kelly (CK): Hi, thank you. My name is Colleen Kelly and I've been a resident of Jamaica Plan for 17 years and I've been in Forest Hills on Orchard Hill Road for 9 years. I would appreciate it if you could take more control of the meeting because there are people like myself who actually want to hear more about the project. I was for the bridge but now I understand that this project is going through so I want to understand how the project is moving forward and how it will impact our lives. There is a West Roxbury Facebook page that has construction update and you can log onto it to get updates. If you don't have the internet you are not living in 2015, I don't want to hear excuses. My concern is the traffic. There is no synchronicity with the lights. How can you put the synchronicity with the lights that would make the traffic better even when you are doing construction? Of course I would like to see that once construction is completed as well. I really hope to see police officers when construction is going on especially during the morning and evening rush hours.

A: JK: I would like to address the synchronicity signaling. BTM does their best job to control the signals that are out there today but there are certain signals that we do not have the ability to control; specifically the mid-block crossings. One of the benefits of this project is creating a signal network that can be synchronized and connected to the BTM control room at City Hall.

Q: Louise Outler (LO): I'm Louise Zelter, I live on Woodlawn Street and I have a logistical question for Barletta. The West Roxbury courthouse is immediately adjacent to the area that you are going to first be demolishing, is that true?

A: TR: No, the first area that gets demolished is the west end. The court house is closer to Shea Circle than the first area.

Q: LO: Could you tell me when that work is scheduled?

A: TR: In front of the courthouse, that particular piece of work will happen once the bridge is closed which is after 90 days.

Q: LO: My second questions is why are you doing work directly in front of the courthouse and how are you maintaining access?

A: TR: There will be temporary sidewalks and the new courthouse parking will be in the front corner of the bus-way parking facility that is there now. We will have a dedicated walk way and temporary sidewalks will be built to cross.

Q: LO: Access from the MBTA station is not being impacted?

A: TR: No.

C: LO: Thank you.

C: Liz Malia (LM): My name is Liz Malia and I'm the State Representative for the 11th Suffolk District and I live on Child Street. One of the points raised earlier was that we need to hold more regular meetings. This would allow a better way to control the flow of information and questions. A long time ago when we were told about this project the majority of questions that were brought up were regarding the Orange Line. I suggest since we have a new Governor and a new Secretary of transportation that the folks at MassDOT begin a new planning process that addresses public safety and health. I heard repeatedly from the Governor that he's here to fix the problems that the prior administration wasn't willing to listen to. There is a lot being said here and it's getting late. The point is that there needs to be more meetings. I'd like to hear from the new Secretary and from Baker's office as to how we are going to address the critical problems. The decision to take down the bridge and move forward was made in 2010 and now it's 2015. There are other major issues here including financing and public safety. These issues need answers. Thank you to the project team and thank you John Romano for being patient. I mean it.

A: JR: Thank you. I will make sure your message is relayed back.

C: Kaye Scherer (KS): My name is Kaye Scherer and I live on Orchard Hill Road. I have a specific question. I would love to have some reassurance that a police of traffic enforcement officer will be out next Monday directing traffic. It would help the people feel more respected. Can you confirm that for us?

- A: CE: We will order details when we start construction at 500 Arborway. It would be a waste of money to do it next week because we won't be on the corridor's roadways. We will have police details at locations where and when work is going on. If there are problems with some that we do for example, reconfiguration an intersection or sidewalk, we will have the support of police presence. The impacts next week will be very minor.
- Q: KS: I know that it's not your responsibility but it would feel good to have police directing traffic. Will there be any drilling associated with the demolition during the night or evening hours? Will you be doing anything overnight?
- A: TR: Yes but we will try to minimize all nighttime work as much as possible. Demolition will be done during the day.
- Q: KS: Can you explain what the baseline noise level means? Could you give a specific example?
- A: AK: The baseline is what is occurring out there today. If you stand on Hamster Road or along the Arborway, the noise that you hear is considered the baseline.
- Q: KS: What kind of noise will be allowed?
- A: AK: For example, if Barletta goes out with an excavator, the noise that's generated from that equipment cannot exceed the baseline levels.
- C: KS: I don't understand what you just said.
- A: AK: During the day time we have specific noise limits that were established as a baseline. That baseline is what you hear out there now during the day. During the evening there is another set.
- C: KS: I understand that.
- C: AK: If the contractor is working, the noise that is generated from that activity or equipment cannot exceed the initial baseline noise level.
- C: TR: I'm not a noise guy but I think I can help explain this. I can't make any more noise than what you've been accustom to. There have been noise levels taken before the start of construction and the whole idea is that I cannot exceed those limits during construction.
- Q: KS: That sounds great, does that mean that there will not be any drilling?
- A: TR: There will be drilling. The majority of the drilling will take place during the day. The drilling will occur around the upper bus-way.

- Q: Wendy Williams (WW): I'm Wendy Williams with Arborway Gardens and I live on O'Leary Way. My question is relating to noise. My understanding is that there are 2 or even potentially 3 or 4 construction projects in the neighborhood. Are those projects happening during this construction project and if they are, how are you coordinating with them to keep the noise levels at a reasonable level?
- A: Jim Gillooly (JG): Hi, I'm Jim Gillooly, Deputy Commissioner with BTM. The situation is as follows. During the Central Artery Project, we had a lot of different activities going on at the same time. The good thing with this project is that you have a number of people who are permitting traffic and other development projects in the area. For instance, we won't be taking lanes of traffic for the development projects or other projects that would conflict with this project. We will have coordinated permitting between each project.
- C: WW: I want to make another comment about noise. I live on the opposite end of the construction zone from the Forest Hills Station. There was an emergency jack hammering situation one night and I woke up out of a sound sleep.
- A: CE: I can address that. The noise you heard was done on the structure to ensure that it could function the following day. That was an emergency issue; we all know what emergencies are. What we have here is a construction contract with multiple constraints. We have permits, noise control plans, and many for staff members to help make this project run as smoothly as possible.
- C: NNG: I moved to Jamaica Plain 22 years ago this February. I live directly behind the Casey Overpass behind the courthouse on Orchard Hill Road. I liked the area because it was peaceful and quiet. That's all going to change. My biggest concern is the demolition. When the bridge comes down, if there is one slip of a boulder it could be just as bad as a .04 earthquake. There are also other issues like rodents and traffic. People use the Casey Overpass from the south shore to get to the hospital area. This is going to impact my neighborhood. Is MassDOT going to do video graphs of peoples foundations? We're talking about a condo that was built in the early 1990s. Have you thought about stuff like this?
- A: TR: In the contract we do a video of adjacent properties to the project which is underway. As far as demolition goes, we're going to have fencing, barricades, jersey barriers, and if something does fall, it won't fall on anything significant or cause an earthquake. We've done this before and it will be noisy. We have to tear down a large structure but we will do it in a strategic way. I'm not sure if that answers your question.
- C: NNG: Yes it does. I'm just concerned because this is my home.
- A: TR: I understand that. We've done a lot of projects in the City that are very close to buildings where people live. It's not going to be easy but we have to get the bridge down as soon as

possible because it is in tough shape. We're going to try to do demolition the structure in the quickest, safest, and most quiet way possible.

- C: JR: I'd like to add a little bit to what Tom said. There are all types of controls in the contract. This isn't going to be done with a muffler, there is going to be noise. There are going to be traffic disruptions. I don't want to give people the wrong impression and say that everything is going to work perfect. I don't want people to leave here tonight thinking that this is all going to happen behind a piece of wood and no one is going to see or hear anything. That's not the case, this is a construction project.
- C: Jeff Ferrannini (JFe): I'm Jeff Ferrannini. I would like to hear somebody say something to the gentlemen with the beret who said that there are surveys that have been done in 2008 that said that this is a bad idea. People that MassDOT paid to look into this have been told that this is a bad idea and we're still going ahead with this and spending \$60 million. By the time this project is finished is going to be \$100 million. As someone said before, we're not going to have a better solution than what we have presently. Have you in anyway reviewed the information on your website that came from the 2008 studies? Why did you come to this decision?
- A: JR: We put the study up on our website, we shared it with the community and we reviewed it. We didn't try to hide it from anybody, that's why we posted it on the website. We put that document on the website because we wanted to share everything we knew about the area prior to the project. We are not addressing design related issues. We spent 2 years discussing it. I apologize if you were not here for that. Steve can talk to you about design related comments. He will be here to answer your questions after the meeting. Hardly anyone disagreed with us that the overpass had to come down. The issue has been what takes its place. The evaluation was done by a different agency. The bridge was owned by a different agency. If it was as simple as spending \$50 million to replace the deck we would probably be done by now.
- C: David Holesman (DH): Hi, my name is David Holesman. I live on South Street in Roslindale. I want to start by saying I support the at-grade solution. I'm mostly concerned about traffic during construction. I have a couple of suggestion. The first is directed towards the MBTA. I think you should make the commuter rail station in Roslindale Square part of Area 1 which would reduce the fare from \$5 to \$2.50. That way fewer people will be bringing their cars through the area. The second suggestion is regarding detours. Since people will probably be avoiding this area during the construction period I would suggest that a 3-way stop be placed at the corner of South Street and Bussey Street. It's already too dangerous for pedestrians and a 3-way stop would make it much safer.
- C: JR: Steve has noted your comments. Changing the fares of the MBTA is not a realistic change. We'll take a look at the stop sign issue.

Q: Joe Perez (JP): I'm Joe Perez. I'm a resident of Child Street. My concern is that the contractor seems to be responsible for the bulk of self-policing in regards to dust and noise mitigation. I was wondering why that is? Why isn't MassDOT the primary agency for oversight? If there is a dust cloud and we call it in, when someone from MassDOT goes out to check it's going to be gone. How are you going to address that?

A: CE: If you got the impression that MassDOT is going to be making spot checks you got the incorrect impression. Alex is the expert in terms of dust and noise. We are going to have a full-time staff that will be in the field office. They will be out there just about every time any work is being done and their job is to monitor the work being done. Dust clouds also don't just appear. We will have 3 field engineers monitoring the contractor's operations. The point is that the contractor polices their own operations to comply with the state regulations. We will be monitoring them at all times. Does that answer your question?

C: JP: It sounds like you're saying that MassDOT will be monitoring the contractor to ensure they are complying. I didn't realize you're actually going to have people there monitoring the contractor.

A: AK: I want to follow up on that. It is more like overseeing than monitoring. That way we can ensure that the contractor is complying with the contract. I'm going to give a detailed check list for the staff who will be in the field to make sure the contractor is adhering to the noise and dust control plans.

Q: JP: As far as noise levels are concerned, is that regarding decibels?

A: AK: No. The baseline or background limits that are in the noise control plan are what we will be comparing to. The noise control plan will be made available on the project website.

Q: Anne McKinnon (AK): For the record I'm opposed to the at-grade scheme. I think you need to stop assuming that people know what you're talking about. You wave at things up there, you put out a legal notice that calls this the first construction update meeting for the Casey Arborway Project. Nowhere in this legal notice on page 48 of the *Boston Globe* does it say the bridge is coming down. Nowhere does it describe this project at the base level so somebody who is not plugged in and hasn't been to 45 meetings can understand this. This is a real problem. I'm sorry if I'm boring you John. You really need to think about communicating information. The presentation of what this project is tonight looked like it was a MBTA head house project; not the demolition of a bridge. Not once did you say tonight that the bridge is coming down and will not be replaced. Please, let's be transparent about what we're doing. If you're not happy about what you're doing then we have a real problem as Representative Malia has said. I don't know who writes this stuff but it's terrible. I got a flyer on yellow paper that said Casey Overpass will be shutdown permanently; I understand what that is talking about. To say that this is an update meeting sounds like this is something that has already been going on and if you haven't been plugged in you shouldn't participate. There are a lot of people here tonight who are clearly

plugged into this. I am not concerned about these people. I'm concerned about the commuters who are going to be confronted with this construction problem. Can I ask, what are the variable message signs going to say?

- A: TR: There are a tremendous number of variable message signs; they don't all say the same thing. There are some all the way out on Route 138. They will be notifying people that there will be changes and to seek alternate routes. There are different messages for each sign, I don't have them all memorized. There are also VMS signs that will be on the project and in the limits of the project. There will also be arrow boards that will go out. There is a ton of signage.
- C: NNG: You were asked a question as to why you are not utilizing the previous 2008 report. You said that you posted the report on your website and that you studied the report. Nowhere on your website do you provide point-by-point examination and refutation of the reason. It strikes me. What you are doing is equivalent to adding 2 and 2 and coming up with 5. MassDOT is saying and has published that when you add the regional traffic to the local traffic in the same location that this will ease traffic congestion. This defies common sense. What must follow from this is an exponential increase in pollution. Pollution kills people and damages children in the womb. Pollution makes everything worse. What we who live in Jamaica Plain would like to say to you is we have enough pollution already. No thanks, we don't need anymore. I would like to ask you a \$1 question. What is the point of this whole project? What does this project aim to achieve and why is this project without any discernable goals? Who benefits from this? If you're going to say that the Casey Overpass is falling apart and that it can't be repaired easily and cheaply, this could be very easily refuted. Why aren't you going to restore to functionality? Why not let it function as it was designed? What is the purpose of this whole idiotic, criminality, insane operation?
- A: JR: We spent 2 years with the public going over that. We're not going to reiterate that now, sorry.
- C: NNG: you're not going to because you can't.
- A: JR: You are entitled to your opinion.
- Q: George Gordon (GG): Hi my name's George Gordon, I live in Roslindale. I was living in Dedham when they were doing the bridge on Route 109. The Dedham police did an excellent job over there helping people move. They were out there every day and they made a big difference. This area is already a mess as it is and there is no way during the constriction that it's going to get any better. I'm not hearing that there will be a dedicated police presence to help the traffic move. There is a domino effect that is going to happen. Why isn't there a dedicated police presence to help move this traffic?
- A: CE: There may not be a dedicated police plan that is put into place for 24 hours however there are dedicated funds to have details out there. There are dedicated funds to have BTM enforcement. We will work with Deputy Commissioner Gillooly and his staff.

- C: GG: Funds aren't going to move traffic. The fact of the matter is, this is a big project. Having a piecemeal approach to traffic isn't going to fix anything.
- C: JG: Rest assured that we will monitor the heck out of this operation. We've worked with the state on a number projects and we have meeting coming up with the police department. We permit the work that takes place by the contractor and we routinely assign where the police details will be. We do it in a cooperative fashion. It needs to work across multiple jurisdictions. The state has funding in place. We asked them about 2 years ago to please put in some funding so we can put BTD parking enforcement officers out there. Rest assured that we will be on your side. In terms of bringing the resources to the table, I'll make sure that it happens.
- C: GG: I'm not going rest assured that from city hall a camera can fix this problem. The fact of the matter is that there are multiple agencies responsible for the movement of traffic. People matter. People who are there on a regular basis will have a better ability to help traffic move. On Route 109 they shut down 1 lane and the police officers that were there every day knew how to get the traffic moving. It has to be a dedicated plan with dedicated people. This thing is going to be a mess and there is no getting around it.
- C: JG: We hear your comments. It is a coordinated plan.
- Q: Lorraine Fowlkes (LF): Hi my name's Lorraine Fowlkes. I'm with City Councilor Yancey's office. Is there going to be a groundwater impact? Has it been looked at?
- A: SM: We are not aware of any groundwater impact. There will certainly be a benefit to groundwater based on the runoff issue. We are putting in significant groundwater infiltration interceptors so the Stony Brook and the Charles River will be cleaner as a result of this project. With the amount of green space we are creating with this project, the overall runoff of storm water will be significantly reduced.
- Q: LF: Is there a study that says that?
- A: AK: Tom mentioned before that part of the construction of setting up is installing erosion sedimentation control measures. That is specifically for construction. All the existing catch basins will have silt sacks in them to catch any runoff material.
- Q: LF: Okay and that plan will be on the website as well with the erosion control, noise control, and dust control plans?
- A: AK: The erosion sedimentation control measures are shown on the design drawings.
- Q: LF: Okay but is there some verbiage that goes along with that?

- C: SM: Is there something specific that you are looking for in respects to groundwater?
- C: LF: I want to know what's going to happen. We seem to be on land which used to be marsh.
- A: SM: We know where the water table is. There is only 1 area where in the Arborway Yard where construction would occur below the water table level. All of it is above so we do not expect to run into any water except for that one area. We will have specific dewater evaluating measures put in place in that area.
- Q: LF: I have one more question. You're saying that there will be no dynamite used at all? That means you will not be detonating anything?
- A: TR: There will be no dynamite.
- C: JF: I would first like to thank you all for staying late. There is clearly a lot of unsettlement from the community. There is some support, but there is a lot of disagreement. If this was a more robust process you wouldn't have this much discontent from the community. Thank you to Representative Holmes for paying attention to this. Liz Malia, I hope you take this to Governor Baker and ask him to take a look at this to see if it really makes sense. Mr. Gillooly, if you are still here I hope you take this to Mayor Walsh. This is the first community meeting for this project since Mayor Walsh took office. Let him know there is a lot of discontent out here. A lot of people voted for him with the commitment from him to take a further look at this project. Let's see if we can take another look at this entire thing. I don't want Barletta to have to pay penalty for a delay, but there isn't enough support here.
- C: Ralph Walton (RW): Hi I'm Ralph Walton. It occurred to me while I was staring at this diagram for an extended period of time. I believe that it's depicting the loop that is going to be used for the 39 bus during the next 90 days. I want to point out that the way the loop is currently used; buses enter and exit the loop from the Arborway. Buses occasionally enter and exit the loop that is also closer to the yard. I don't quite see how the bus that arrives from the east gets into that loop or if it arrives from the Arborway.
- A: JK: The majority of the 39 buses are the 60 foot articulated buses. There are occasionally 39 buses that are not articulated. Those buses will have to take an alternative route to get into the loop.
- C: RW: I think this is an operations issue that needs to be looked into.
- C: JR: Thank you all very much for coming out tonight. We appreciate you spending your time with us. The next meeting is currently scheduled for March 9. Thank you again.

Next Steps

It is currently anticipated that the second public information meeting will be held on March 9, 2015. A snow date of March 12 is already being held in reserve. This meeting will provide information regarding the next 90 days of construction as well as a longer look ahead at the full schedule for the project. Readers should note that due to the nature of construction, while the 90 day look ahead will contain specifics, the full schedule will be more general.