

# MEMO

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Contract No. E22CN01  
Task No.: 11.2

**Date:** March 15, 2013  
**To:** Mary Ainsley –Senior Director of Design and Construction/MBTA  
**From:** Karen Arpino-Shaffer –Deputy Program Manager/Gilbane  
**Subject:** Meeting Minutes: Phase 1 Abutters Meeting in Medford on March 5, 2013  
**cc:**

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LOCATION/DATE OF MEETING: St. Clement School Cafeteria, 579 Boston Avenue, Medford, MA  
7:00 p.m. - 9:00 p.m.

## PROJECT TEAM ATTENDEES

Mary Ainsley, Senior Director, MBTA Design and Construction Department  
Jeff Sarin, MBTA, Green Line Extension Project Manager  
Bill McClellan, MBTA Director of Green Line Operations  
Karen Arpino-Shaffer, HDR/Gilbane Deputy Program Manager  
Lee McConnell, HDR/Gilbane, Project Manager  
Peter Matson, HDR/Gilbane, Resident Engineer  
Lauren Nylander, HDR/Gilbane, Office Engineer  
Mike Landry, HDR/Gilbane, Field Engineer  
Tim Sheehan, HDR/Gilbane, Field Engineer  
Joe Sgroi, HDR/Gilbane  
Scott Bosworth, Fort Hill  
Seta Kalajjian, Barletta Heavy Division, Project Manager  
David Shanks, Barletta Heavy Division, Project Superintendent

## AGENCY/ELECTED OFFICIALS

Michael J. McGlynn, Mayor of Medford  
Leo A. Sacco Jr., Medford Police Chief  
Fred Dello Russo Jr., Medford City Councilor  
Paul Mochi, City of Medford Building Commissioner  
Paul Gere, City of Medford Commissioner of Public Works  
Joe Hurley, City of Medford  
Cassandra Koutalidis, City of Medford  
Clodagh Stoker-Long, City of Medford  
Laura Glynn, City of Medford  
Brad Rawson, City of Somerville

OTHER ATTENDEES

Ruth Alfasso - Resident  
Robert Antonellis - Resident  
Ed Arcaro - Resident  
Juana Baires - Resident  
Anne Campbell - Resident  
Marie Cantalupa - Resident  
Carlos Carmon - Resident  
Donald Carriger - Resident  
Marc Chabat - Resident  
Lee Chauncey-Allen - Resident  
Krysta Chauncey-Allen - Resident  
Maggie Cheung - Resident  
Bob Chevrier – Principal, St. Clement School  
Brian Ciccariello - Resident  
Tracy Clements - Resident  
Patrica Darrigo - Resident  
Mona DeAngelo - Resident  
Lucy Doleyres - Resident  
Kerrie Douglas - Resident  
Stephen Douglas - Resident  
Kristina Evans - Resident  
Gertrude Evans - Resident  
Greg Farber - Resident  
Casey Fein - Resident  
Doug Fernald - Resident  
Irene Fleming - Resident  
Bill Flemming - Resident  
Andrea Ganino - Resident  
Carol Ghiloni - Resident  
Peter Ghiloni - Resident  
Anna Glibe - Resident  
Michael Greco - Resident  
Robert Hackley - Resident  
Tara Hennessy - Resident  
Lee Herringshaw - Resident  
Jerry Hershkowitz - Resident  
Traci Hutchinson - Resident  
David Hutchinson - Resident  
Jean Jean-Marie - Resident  
Mike Korcowski - Resident  
Ken Krause - MGNA

Anne Laver - Resident  
Cathy Mandarin - Resident  
Martha Marchant - Resident  
Frances Marshman - Resident  
Tracey Martensen - Resident  
Gareth McFeely - Resident  
Mario Moccia - Resident  
Paul Morrissey - Resident  
Paul Nelson - Resident  
Kristin Nelson - Resident  
Chris Olbrot - Resident  
Dinicio Ozillans - Resident  
Davis Parrella - Resident  
Mike Pfitzer - Resident  
David Rajczewski - Resident  
Tal Reichert - Resident  
Peter Ricker - Resident  
Earla Ricker - Resident  
Brenda Rosenberg - Resident  
Derrick Sandlin - Resident  
Jennifer Sandlin - Resident  
Gavin Schnitzler - Resident  
Anthony Selvecchio - Resident  
Mureen Sheeran - Resident  
John Sheeran - Resident  
Elizabeth Simmerman - Resident  
Xue Mei Situ - Resident  
Bruce Sorrentino - Resident  
Carolyn Stevens - Resident  
Mike Taylor - Resident  
Kevin Taylor - Resident  
R. Taylor - Resident  
Kostas Tomadakis - Resident  
Catherine Treedham - Resident  
Michaela Vine - Resident  
Carol Walsh - Resident  
Adam Whelan - Resident  
Kristina Woessner - Resident  
Joan Woods - Resident  
Trudy Zimmerman – Resident

## PURPOSE/SUBJECT

Provide an overview of the upcoming Phase 1 “Early Bridge and Demolition Work” that is scheduled to begin in March 2013; introduce the construction contractor, Barletta Heavy Division; and respond to community comments and questions.

## BACKGROUND

The Green Line Extension Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). This project will extend existing MBTA Green Line service from Lechmere Station through the northwest Boston corridor communities of Cambridge, Somerville, and Medford, with an extension of the rail line to Medford and a spur line to Union Square in Somerville. The goals of the project are to increase mobility; encourage public transit usage; improve regional air quality; ensure a more equitable distribution of transit services; and support opportunities for sustainable development.

## MEETING SUMMARY

### Welcome

- The Medford Mayor Michael McGlynn welcomed everyone and introduced the various City of Medford employees in attendance.
- The Mayor then gave a brief overview of the Harvard Street Bridge and drainage construction and explained how he wanted to make sure everyone who may be affected by the Phase 1 construction in Medford was aware of the project impacts and had an opportunity to voice any concerns.

### General Overview

- Karen Arpino-Shaffer then introduced the Project and Contractor Team and reviewed the agenda for the meeting.
- Ms. Arpino-Shaffer noted that there would be another Phase 1 Public Meeting on March 14, 2013 in Somerville, but that the information would be essentially the same as the information given at this meeting.

### Overview of Phase I Work

- Karen Arpino-Shaffer provided an overview of Phase 1 work which would include the 21 Water Street Demolition, Medford Street Rail Bridge work and Harvard Street Rail Bridge work. The Phase 1 Schedule is as follows:
  - Construction Notice To Proceed: January 31, 2013
  - Construction Duration: 26 Months to March 2015 (26 Months)
  - 21 Water Street Demolition: March 2013 to August 2013
  - Medford Street Rail Bridge: March 2013 to March 2014
  - Harvard Street Rail Bridge: February 2013 to November 2014
- Karen Arpino-Shaffer gave an overview of the 21 Water Street Demolition in Cambridge, MA. The building is an MBTA facility and it is being demolished to make way for the new Lechmere Station.
- Karen Arpino-Shaffer also gave an overview of the Medford Street Railroad Bridge construction in Somerville, MA. The bridge needs to be widened to accommodate the eventual addition of two green line tracks alongside the existing commuter rail tracks.

- Karen Arpino-Shaffer then noted that the construction associated with Harvard Street Railroad Bridge in Medford, MA would be the most complex of the Phase 1 work as the construction work would consist of:
  - Reconstruction and widening of the Harvard Street Railroad Bridge to accommodate the addition of two green line tracks alongside the commuter rail tracks.
  - The construction of retaining and noise walls adjacent to the Harvard Street Bridge.
  - Relocation of MBTA Commuter Rail tracks.

### Harvard Street Bridge

- Karen Arpino-Shaffer explained that due to aging and undersized drainage infrastructure and flooding under Harvard Street Bridge the project includes improvements to the Harvard Street to Granville Ave storm drain system. The improvements included in Phase 1:
  - Upgrade and replacement of existing storm drain system.
  - Improved drainage by increasing the pipe from 24” to 30”.
  - Raising road profile under bridge by 18 inches.
- Karen Arpino-Shaffer then went over the Phase 1 schedule and introduced Seta Kalajjian, Barletta Heavy Division Project Manager, who would provide details on traffic mitigation during construction:
  - Harvard Street will be reduced to a single lane under the bridge during times of major work such as bridge abutment construction. Lane restrictions are only permitted between 9 a.m. and 3 p.m., Monday through Friday.
  - Harvard Street is expected to be closed entirely on approximately 6 or 7 weekends during the 26 months of the project, and not on consecutive weekends. This would only occur for the demolition or installation of a major section of the bridge, or for the raising of the road surface. The first weekend closure is anticipated in September 2013, with another in June 2014 and the remainder after November 2014.
  - On the weekends of full Harvard Street closure, a detour route has been devised that would include Broadway, Medford Street, Main Street and College Avenue.
- Ms. Kalajjian also discussed the rodent control program which will be initiated two weeks before construction begins and continue throughout the project. Bait traps are expected to be installed every 60 to 100 feet along the commuter rail tracks and checked weekly. Rodent activity is most common during excavation work.
- The meeting was then turned back over to Karen Arpino-Shaffer to review how to stay informed and follow the progress of Phase 1 Construction:
  - MassDOT GLX website, [www.greenlineextension.com](http://www.greenlineextension.com), which will post: 2 Week “Look Ahead” Schedules, progress photos, traffic updates and timely public meetings.
  - Public Meetings - Next Meeting: March 14 at Holiday Inn Somerville, 6PM-8PM
  - GLX Contact Information
    - E-mail and questions and comments to: [info@glxinfo.com](mailto:info@glxinfo.com)
    - Emergency Construction Hotline will have 24/7 Coverage: 1-855-GLX-INFO

## COMMUNITY QUESTIONS/COMMENTS

Q: Why is noise barrier stopping at Winchester Place?

A: That is all that is required for Phase 1 of construction; additional noise barriers will be constructed along the corridor during future phases of the project.

Q: Will construction equipment be left out in the streets overnight?

A: No, all equipment will be kept at the project staging area in a lot on the southeast side of the Harvard Bridge and within the MBTA right-of-way adjacent to the tracks.

Q: What is the goal for the first green line trains to go through the corridor?

A: For service to Union Square and Washington St. as part of Phase 2/2a is anticipated to begin service by June 2017 and service to College Ave. as part of Phase 4 should be by July 2019.

Q: Harvard Avenue is a major walkway; will there always be pedestrian access under the bridge?

A: There could be up to 7 full closures on weekends during the 26 months of construction for access under the bridge due to unsafe conditions for pedestrians. The first is not anticipated until September 2013 and there will be plenty of advance notice.

Q: Robert Chevrier, principal at St. Clement School raised questions about the impact of the construction noise on classroom sessions; limited pedestrian access to the school and St. Clement Church; and the accommodation of after-school pick-up and funeral processions to St. Clement Church.

A: The project team and Mayor McGlynn scheduled a meeting with Mr. Chevrier on March 8, 2013 to discuss these matters.

Q: One resident suggested MBTA's The Ride program for providing shuttle service for elderly pedestrians who would not be able to cross under the Harvard Street Bridge during a weekend full closure.

A: It was noted that this has been done during MBTA construction projects in the past.

Q: Custodian of St. Clement asked whether flooding into the school building could be addressed.

A: In addition to the 30-inch sewer drain pipe being installed, the City of Medford requested that the MBTA install a pipe under the track and out to Boston Ave. This pipe will be installed as part of Phase 4 and will be installed for the cities use if needed to relieve flooding on Boston Ave., once connected by the city.

Q: Will there be sound walls for the Powderhouse Square Condominiums on Boston Avenue?

A: Sound walls were deemed not necessary by the FTA under current conditions but the project will continue to monitor the situation should conditions change.

Q: How many people will be working on a daily basis and where will they be parking?

A: All employees and subconsultants are informed in advance that there is no onsite parking.

Q: Mayor McGlynn mentioned the city and contractor are looking for an available site to store materials; are they looking at the Yale St. parking lot?

A: No.

Q: Where can one find studies of existing baseline noise levels and projected increase?

A: Those studies are available on the project website, [www.greenlineextension.org](http://www.greenlineextension.org).

Q: Will the new pipe be connected to old pipe?

A: The old pipe is to remain in place until the new pipe is ready for connections and then it will be filled.

Q: When are you going to start to dig up Winchester St?

A: The middle of April.

Mayor McGlynn wrapped up the meeting by assuring everyone that the concerns they have are legitimate, but that almost everything can be worked out through communication with the Project Team or the Mayor's Office.