

MEMO

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Contract No. E22CN01
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Date: March 20, 2013
To: Mary Ainsley –Senior Director of Design and Construction/MBTA
From: Karen Arpino-Shaffer –Deputy Program Manager/Gilbane
Subject: Meeting Minutes: Phase 1 Public Meeting in Somerville on March 14, 2013
cc:

LOCATION/DATE OF MEETING: Holiday Inn, 30 Washington St., Somerville, MA 6:00 p.m. - 8:00 p.m.

PROJECT TEAM ATTENDEES

Mary Ainsley, Senior Director, MBTA Design and Construction Department
Michael McBride, HDR/Gilbane Program Manager
Karen Arpino-Shaffer, HDR/Gilbane Deputy Program Manager
Lee McConnell, HDR/Gilbane, Project Manager
Peter Matson, HDR/Gilbane, Resident Engineer
Steve Moore, HDR/Gilbane, Construction Manager
Lauren Nylander, HDR/Gilbane, Office Engineer
Mike Landry, HDR/Gilbane, Field Engineer
Tim Sheehan, HDR/Gilbane, Field Engineer
Joe Sgroi, HDR/Gilbane, Public Outreach
Seta Kalajjian, Barletta Heavy Division, Project Manager
David Shanks, Barletta Heavy Division, Project Superintendent
Nicole Richer, The Compliance Mentor Group

AGENCY/ELECTED OFFICIALS

Tim Toomey, State Representative/ Cambridge City Council Member
Bill Deignan, City of Cambridge
Hayes Morrison, City of Somerville
Raffi Freedman-Gurspan, Rep. Sciortino's Office
Mark Kennedy, Rep. Provost's Office
Tim Snyder, Sen. Jehlen's Office
Will Sutton, Rep. Toomey's Office

OTHER ATTENDEES

John Arcaro - Resident

Elizabeth Bayle - Resident
Bill Dearn - Resident
J.R. Elliot - Resident
Cynthia Finney - Resident
Dave Finney - Resident
Judy Heaton - Resident
Shannon Humphreys - Resident
Mark Jaquith - Resident
William Kipp - Resident
Anthony Klauzinski - Resident
Brian Klobucher - Resident
Ken Krause - MGNA
Joseph LaCorte - Resident
Robert LaTremoyille - Resident
C. Todd Lombardo - Resident
Mashael Majid - Resident
Rose Mallard - Resident
Robert Martel - Resident
Karen Molloy - Resident
Ellen Reisere - Resident
David Rickter - Resident
Lismary Rodriguez – GLX Owner Rep Team
Connie Segal - Resident
Jason Stockman - Resident
Laura Suján – Patrick Engineers
Heather Van Aalst - 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 and General Overview

Karen Arpino-Shaffer welcomed everyone and introduced the Project and Contractor Team and reviewed the agenda for the meeting. She then gave a brief overview of the entire GLX project. She noted that GLX is bringing on a Construction Manager/General Contractor team this August and the CM/GC team will be engaged with preconstruction services this Fall.

Overview of Phase I Work

- Karen Arpino-Shaffer next 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

21 Water Street

- 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.

Medford Street Bridge

- Karen Arpino-Shaffer then 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.
- Seta Kalajjian, Barletta Heavy Division Project Manager, provided details on traffic mitigation during construction:
 - Medford 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.
 - Medford Street is expected to be closed entirely on approximately 2 to 4 weekends most likely in August/September 2013, and not on consecutive weekends. The project is working with the City of Somerville on dates to avoid any festivals.
 - On the weekends of full street closure, a detour route has been devised.

Harvard Street Bridge

- 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.

- 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.
- Seta Kalaijian again provided 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. Kalaijian 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, which will post: 2 Week “Look Ahead” Schedules, progress photos, traffic updates and timely public meetings.
 - GLX Contact Information
 - E-mail and questions and comments to: info@glxinfo.com
 - Emergency Construction Hotline will have 24/7 Coverage: 1-855-GLX-INFO

COMMUNITY QUESTIONS/COMMENTS

Q: What will the impacts be on the Commuter Rail?

A: We are trying to make no impacts and are working closely with railroad operations. Weekdays will likely have a single track open through the areas of work and work will be done on weekends that won't affect schedule.

Q: What is the 21 Water Street demolition time and what type of remediation is being done?

A: The project will be properly removing the contaminants within the existing building. Some of the caulking has PCBs and the old tiles have asbestos. Lead paint is also present. We are taking measures for proper handling and disposal of these materials. The schedule is tentatively starting on June 1st with 2-3 months' worth of demolition. We are also working with 22 water to ensure coordination.

Q: What is the 5th track at Medford Street being used for?

GLX: The center track is going to be abandoned and will likely turn into walkway for track maintenance.

Q: What will you be doing for Pedestrian access?

A: Sidewalks will be closed with lane closers. So if the street is down to one lane, the side walk will be shifted to the open lane. The project is hoping for a minimum effect on pedestrians. The weekend full road closures will result in full sidewalk closures due to safety concerns.

Q: What is the approximate depth of 30" Winchester St. pipe? What if you find something unexpected?

A: We are working with city on locating pipes and doing camera work. Barletta will video the sewer line to find the branches with potential to get in the way. It is about 8-10 feet in depth – this should be below everything.

Q: Has the noise and vibration been re-evaluated since the track was raised?

A: HMMH did the original noise and vibration evaluation. GLX has kept them on the team throughout the design process. The project has been working with them so that everything we change on the ROW they are abreast. As things change they look at how it affects other things. The track will go up and down throughout the project. In some cases we need to go down with the track to keep bridge clearances.

Q: For the single lane traffic closures will there be a restriction on hours?

A: They can only be done between 9AM and 3 PM – after the morning and before the evening rush hours.

Q: What thought has gone into the ripple effect of having lane closures? Will there be any traffic mitigation beyond the police directing traffic right at the lane or street closure?

A: There will be detour signage throughout the project. VMS boards and detour signs will go out early and the signs will be bagged off hours. The project is working with individual cities on detours and traffic. We are staying fluid with our detours and the local community will be able to look at the two week look ahead for traffic disruptions on the greenlineextension.com website.

Q: What is the total timeframe for overall project?

A: Phase 1 is 26 months. Phase 2/2a providing service from Lechmere to Washington and the Union Square spur will open in the spring of 2017. Phase 3 involves the maintenance facility needed to accommodate the extra cars on the project and will open 6 months before the Phase 4 opening. Phase 4 is the project completion and has a risk calculated ending date of July 2019.

Q: What are the next actions for meetings on the overall project?

A: The project will have station meetings in May and June of this year. It is expected to have 2 stations per meeting with one meeting in Cambridge, two meetings in Somerville and one meeting in Medford. The project office is moving next month to a new location, 100 Summer Street in downtown Boston, in order to bring the various teams working on the project together in one office. The project may hold a meet and greet at the new location with an update of the project and schedule and funding. The design is progressing with final designer and they are going to be the folks we see in these upcoming meetings.

Q: The Phase 2A piece to Union Square, is this all above ground and will there be any street crossings?

A: Phase 2A will be entirely above ground and within the existing Commuter Rail corridor, so there are no street crossings. The tracks will pass over all streets using railroad bridges.

Q: On Phase 2: has there been thought that has gone into the pedestrian access to Lechmere which crosses 8 lanes of highway?

A: The project has looked into the traffic timing and timing of lights in the area of Lechmere. A portion of the work is being developed by NorthPoint because of a land swap that took place as part of the project. They meet with the city of Cambridge on a regular basis. We meet with north point on a monthly basis. HYM has to meet with city and us and we are looking into all of the roadway impacts and traffic. The date for this meeting is mid-May to mid-June. The team is starting to get ready for those meetings.

Q: How is the overall project affecting taxes? How will this affect us?

A: This is a state and federally funded project. It is not coming out of your residential tax dollars. The budget for the overall project is 1.428B. The Phase 2/2a budget is \$500-600M.

Q: What is the procurement process for the green line cars?

A: The project is procuring 24 new vehicles. We are currently reviewing bids and they are on hold. The project has had a couple bids and now we are evaluating which options to pursue. There is also an option to rehab existing vehicles. The project could rehab 8 vehicles, or we would deliver 8 for Phases 2/2A and the remaining 16 for rest of project. Construction of phase 3 will have to be after the relocations.

Q: Will stations be built sequentially or simultaneously?

A: The project hasn't worked out the schedule yet. When the CM/GC comes on board, the schedule will be discussed more in detail with the design process. The project will have multiple works going on during the time. The first order of business will be to move the Commuter Rail in order to open the space for green line track and stations. There definitely would not be enough time to build the stations sequentially. The CM/GC is not just one contractor, it is a team of many working together and this is because a lot of work needs to happen in a short amount of time.

Closing

Karen Arpino-Shaffer closed the meeting by thanking everyone for coming and reminding that there will be a notice inviting everyone to the New Project Office Open House soon. There will also be another Public Meeting in the Late Summer/ Early Fall to talk about the lane and road closures.