

**Green Line Extension Project  
Design/Construction Working Group Meeting**

LOCATION OF MEETING: Center for the Arts at Armory, Somerville, MA

DATE/TIME OF MEETING: March 11, 2014, 4:00 – 6:00 PM

**WORKING GROUP ATTENDEES:**

Doug Carr, College Avenue Station  
Megan Callaghan, Gilman Square Station  
William Deignan, City of Cambridge  
Neil Gupta, Ball Square Station  
Jason Hnatko, Lowell Street Station  
Margaret Lackner, MBTA Co-Chair  
Hayes Morrison, City of Somerville  
Alan Moore, Lowell Street Station  
Ellin Reisner, Community Co-Chair  
Barbara Rubel, Tufts University  
Tatiane Santos, Union Square Station  
Jim Silva, Ball Square Station  
Sean Sullivan, Washington Street Station  
Jennifer Wehunt, College Avenue Station  
Jenni Won, Gilman Square Station

**MBTA:**

Mary Ainsley  
Allison Sweeney

**PROJECT TEAM ATTENDEES:**

Karen Arpino-Shaffer, HDR/Gilbane  
Regan Checchio, RVA  
Caroline Downing, AECOM/HNTB  
Nancy Farrell, RVA  
Randy Henke, AECOM/HNTB  
Bill McGuinness, WSK  
Lydia Rivera, WSK  
Joe Sgroi, HDR/Gilbane

**PUBLIC:**

J. R. Elliott  
Mimi Graney  
Guillermo Samuel Hamlin  
Charlotte Kaplan  
Mark Meachen  
Alderman Mark Niedergang, Somerville Board of Alderman  
Courtney O'Keefe  
Tom Palmer  
Elisa Tikalsky  
Miek Tinsley  
Bill Turville  
Heather Van Aelst

Al Weisz

**HANDOUTS:**

- Agenda

**PURPOSE/SUBJECT:** Design Working Group Meeting

**SUMMARY:**

**Welcome/Introductions**

Karen Arpino-Shaffer, HDR/Gilbane, welcome everyone to the meeting and invited the Working Group members to introduce themselves (see Attendance).

**Project Overview and Updates**

Ms. Arpino-Shaffer provided a project update, outline recent project milestones achieved:

- Phase 1 Work Notice to Proceed – January 2013
- Passage of The Way Forward Plan – Summer 2013
- Construction Management/General Contractor (CM/GC) Contract Award – July 2013
- MassDOT Awards \$393 million for GLX Construction of Phases 2/2A – September 2013
- Final Design (60% level) – September 2013
- New Starts Update Submitted – September/October 2013
- Final Design Estimate (60%) – January 2014
- GLX Project in President's Budget Report – February 2014

Looking toward the future, Ms. Arpino-Shaffer noted that there are several upcoming milestones:

- Full Funding Grant Agreement (FFGA) Application Submittal – April 2014
- Early Work Construction for Phases 2/2A – Summer 2014
  - Guaranteed Maximum Price Contract (GMP) 1
  - GMP 2
  - GMP3
- Full Funding Grant Agreement – Spring 2015
- GMP 4 – Phase 2/2A Construction – Spring 2015

Ms. Arpino-Shaffer noted that MassDOT/MBTA will be advancing the design of the early stations (Lechmere, Washington Street & Union Square) in order to keep up with the construction schedule. Design updates to the remaining stations and maintenance facility will likely be advanced during the summer and presented at the fall Working Group meeting.

**Design Updates on First Stations to Complete Design**

Randy Henke, AECOM/HNTB, then proceeded to provide an update for the first stations to complete design:

Lechmere

During his overview of the new 3-D renderings of the proposed station, Mr. Henke noted that as a result of the Value Engineering (VE) process, several changes had been made from the June 2013 designs. The roof had been lowered and there were some changes to the north headhouse.

#### Union Square

In his walk-through of the renderings of the Union Square station, Mr. Henke explained that the team assumes a rebuilt Prospect Street so has lowered the floor of the proposed station to make it more ADA accessible. The canopy has also been reduced by about 10-15 feet.

He also noted that the concourse, stairs, and steps are in the same locations as the June 2013 designs, but the windows and panels have been regularized.

#### Washington Street

Mr. Henke said there were not many changes to the Washington Street design other than the windows and panels becoming more regularized and uniform. The bridge abutment was changed and a retaining wall has been added.

Caroline Downing, AECOM/HNTB, then gave a brief update about the project's approach to sustainability. She explained that the team has been working closely with the MBTA's Director of Environmental Affairs, Andrew Brennan. She noted that the framework is centered around the existing MassDOT GreenDOT program. That program's primary three goals are to reduce greenhouse gas emissions, promote the health transportation options of walking, bicycling and taking public transit, and to support smart growth development.

For GLX, the team has developed and maintained a sustainability matrix to track design elements. They have also developed and implemented a Sustainability Specification Section around elements like waste management, construction vehicles, landscaping, pest management, and responsible sourcing of products and materials.

Ms. Downing added that the MBTA is exploring EnVision, a parallel to LEED, that is more applicable to horizontal, infrastructure projects. She said the MBTA also plans to have an interpretive panel at each station to describe the sustainable elements.

#### **Working Group Discussion**

Alan Moore, Working Group, asked when the designs of the other stations will be updated. Ms. Arpino-Shaffer said the stations to be constructed as part of Phase 4 will begin to ramp back up on design this summer and taken back to the public in the late fall.

Neil Gupta, Working Group, asked about the lighting around the stations, expressing his concern regarding issues of environmental safety. Mr. Henke said lighting is treated differently at each station. For Lechmere, the MBTA is working closely with the NorthPoint developers regarding the lighting outside the station. At Washington Street Station, there is the intention to light the underside of the bridge. For Union Square, they are still determining the best way to light the two entrances effectively.

Bill Deignan, City of Cambridge, said he was very interested in the sustainability slide shown in the presentation. He said the City of Cambridge is interested in more detail,

especially as it pertains to the Lechmere Station. Ms. Arpino-Shaffer said that she would invite Mr. Brennan and the design team to the next Working Group meeting. Ms. Reisner asked about the pump station at Washington Street. Mr. Henke explained that it is present to deal with some existing drainage issues from the Miller's River. He said the pump station would ensure that the Green Line and Fitchburg Line were not flooded.

Doug Carr, Working Group, suggested that the team distribute the sustainability matrix. He asked if they had gone through the LEED checklist. Ms. Downing suggested that EnVision seems more applicable to this project than LEED, but also noted that the construction process does not show up very clearly in the evaluation. Ms. Arpino-Shaffer gave the reuse of the granite from the walls that are coming down as an example.

Sean Sullivan, Working Group, asked about the rationale for the two sets of stairs at Union Square Station. Mr. Henke said it is a code issue. Mr. Sullivan asked if the placement of the pillars block the possible extension of the line on the right-of-way. Mary Ainsley, MBTA, said the design does not preclude the extension of the Green Line to Porter Square.

### **Construction Overview and Next Steps**

Bill McGuinness, WSK, outlined the upcoming construction packages, also known as the GMPs:

GMP 1- Procurement of Long Lead Items is estimated to start this summer. Work under this contract will include purchase of the Red Bridge Traction power substation equipment, track and signal material for Tufts interlocking, track and systems switchers and signal bungalows for the Fitchburg Main Line, and steel materials for the Washington Street Bridge.

GMP 2 – Early Utility Work Phase 2/2A & 4 is estimated to start this spring/summer. Work under this contract will include verification of various utilities in North Point / Avalon Bay area, temporary utility bridges (Broadway Bridge & School Street Bridge), and permanent utility bridge at Medford Street Bridge.

GMP 3 – Miller's River and Fitchburg Line work which is estimated to start this summer. Work under this contract will include preliminary earthwork and grading, track relocations with drainage and utilities in track area, installation of viaduct foundations, replacing drainage pipe and addition of new manholes, installation of pump stations at Washington Street and Red Bridge, construction of detention pond at Red Bridge, and construction of retaining walls.

Ms. Arpino-Shaffer added that three utility bridges in GMP2 are part of the Phase 4 area.

Ms. Ainsley noted that MassDOT/MBTA still needs permission from the Federal Transit Administration (FTA) to proceed with GMP 3. She said this issue will be the main topic of discussion during a meeting with FTA later in the week.

Mr. Moore confirmed that each contract will be between WSK and the MBTA. WSK bids a dollar value for each contract. Ms. Ainsley explained the structure of the project team:

- The Owner's Rep is Hatchmott MacDonald, whose role is to oversee design and construction and submit an annual report
- HDR/Gilbane is the program manager and an extension of the MBTA staff

- AECOM/HNTB are responsible for the final design and construction phase services
- WSK is the contract
- ICE (Independent Cost Estimator) also provides bids for the GMPs. The bids must be within 10% of the ICE to move forward. The ICE is Stanton Constructability Services.

Ms. Reisner asked if the MassDOT Board still needs to allocate the \$393 million. Ms. Ainsley said that it does not, but a vote on the vehicle contract (24 new vehicles) is slated for the May Board meeting.

Ms. Ainsley added that the team had received some other questions via email from Mr. Moore prior to the meeting that could also be addressed.

She explained that Mr. Moore had requested the updated cost estimate, but that estimate was still being vetted internally. It will become public around the time the New Starts application is filed. That budget number will be the figure the project will need to stay within. Mr. Moore requested a breakdown of the October 2012 estimate in the meantime. Ms. Ainsley said that could be provided.

Ms. Ainsley also noted that funding for a design for the extension for Route 16 looks like it will be available in 2016. Mr. Moore asked why the projects are not linked. Ms. Arpino-Shaffer noted they were separated during the environmental process, but she will follow up with MassDOT planning to see if there is a plan for the project to catch back up. Mr. Deignan asked if FTA could modify the FFGA if the Route 16 element catches up.

Ms. Arpino-Shaffer noted that the bridges that are being reconstructed as part of the Phase 1 work are scheduled to be completed in October 2015.

### **Wall Meetings**

Nancy Farrell, Regina Villa Associates, gave an update on the series of wall meetings held over the winter. She noted that hundreds of people who live close to the corridor were able to attend the meeting and learn the locations for the various walls, and ask questions of the team. She explained that summary notes will be available soon on the project website.

Alderman Mark Niedergang, Ward 5 Somerville, thanked the project team for scheduling a follow up meeting with his constituents on March 24 at the Visiting Nurses Association. He invited the Lowell Street and Ball Square station representatives to attend the meeting.

Mr. Moore said he was reading about a light rail project in Minneapolis with no sound walls. Ms. Ainsley said she imagined the project must not impact many residences. Mr. Henke noted that the sound walls for this project are necessitated by moving the commuter rail closer to residents. He said that Minneapolis project also was in business areas.

### **Election of New Community Co-Chair**

Ms. Farrell then noted that Ms. Reisner had served as Community Co-Chair for the Working Group since the group's inception. Ms. Reisner has decided to step down as Co-Chair. Ms. Farrell and the rest of the Working Group thanked her for her service.

Ms. Farrell noted that Mr. Carr had volunteered to serve as Community Co-Chair for the group and invited him to make some remarks. Mr. Carr discussed the importance of the group and his involvement with the project over the last 10 years. The Working Group unanimously elected Mr. Carr as Co-Chair.

### **Upcoming Meetings**

Marggie Lackner, MBTA, gave a brief update on the Integrated Art Program. She noted that over 80 people had applied for the program, and the group had been narrowed to 10 finalists. There will be a public meeting on March 25 where the public could view the work.

Ms. Arpino-Shaffer outlined some of the other upcoming meetings. There is a Community Path meeting tentatively scheduled for May 1, location to be announced. In June, the team anticipates holding station meetings on the updated designs for Lechmere, Union Square and Washington Street stations. There will also likely be a corridor-wide meeting about construction.

Ms. Rubel suggested that if materials used in the design, such as tile, were going to be consistent across all the expanded stations, it might be worthwhile for people interested in Phase 4 stations to attend these early design meetings. Ms. Arpino-Shaffer agreed and said they would note this in the meeting announcement.

Ms. Reisner said it would be helpful to include a list of terminology for the station design meetings.

Mr. Sullivan suggested listing out the common elements for the station and to encourage people to attend the Lechmere, Union Square and Washington Street meetings.

Mr. Gupta said he has been thinking about how to reach the people he represents. He said he would be happy to write a letter and share it with the City and other representatives.

It was also suggested that the Working Group use the listserv to share information more easily online.

### **Open Comment**

There were no open comments.