

New Bedford I-195/Route 18 Interchange Rehabilitation Project

Project File No. 606527

25% Design Public Hearing

March 14, 2019 at 6:30pm

New Bedford Public Library



Agenda

- Welcome & Introductions
- 25% Design Public Hearing
- Project Overview
- Project Scope
- Construction Phasing and Impacts
- Timeline and Next Steps
- Public Comments

25% Design Public Hearing

- Formal presentation of project plans
- Provide detailed information about construction phasing and detour routes
- Inform residents of anticipated Right of Way impacts and process
 - No taking of private property anticipated for this project
- Additional opportunity for public input before the design progresses to 75%

Project Team

MassDOT Highway Division

Project Proponent

Federal Highway Administration (FHWA)

Responsible for oversight and NEPA compliance

CDR Maguire Inc

Project Designer and lead for consultant team including HNTB and Howard Stein Hudson

City of New Bedford

Project Goals



- **Address poor conditions on aged structure and improve safety** throughout the I-195/Route 18 interchange
- Design a construction plan that will **minimize and mitigate temporary construction impacts**
- Works towards the federal goal to **reduce structurally deficient deck area** in Massachusetts
- Estimated project budget: \$120 million

Project Area



New Bedford Route I-195 to Route 18
Interchange Rehabilitation Project



Project Area Considerations

- One of New Bedford's most densely populated neighborhoods
- Adjacent land uses:
 - Homes
 - Businesses
 - Places of Worship
 - Hayden-McFadden Elementary
 - Parking lots used by New Bedford Public Schools
 - Skate park
 - Agnes Braz/Hope Bean Memorial Building
- 1/4 mile from Acushnet River



I-195/Route 18 Interchange

- **I-195**, a designated state evacuation route, travels through New Bedford, linking Providence, RI and the Cape
- **Route 18** carries traffic beneath I-195, connecting downtown New Bedford and points north
- **The interchange** was constructed in 1965 and is in serious need of rehabilitation and reconstruction

Vehicles passing through the interchange per day	
I-195	Over 75,000
Route 18	Over 36,000
Interchange Ramps	Almost 50,000

Public Outreach to Date

- Public Information Meeting held at the library on 1/31 (31 attendees)
- Dedicated project website
- Flyer distribution (for both the public meeting and the

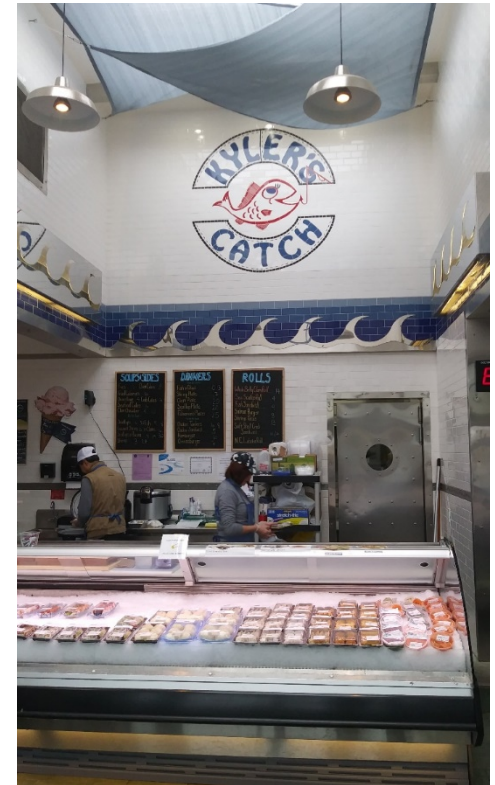
Design Public Hearing)

- Door-to-door (600 each time)
- Hayden-McFadden Elementary and Keith Middle schools during pick-up (268)
- Available at New Bedford Public Library
- Posted on SRTA Route 4 buses
- Letters mailed to 113 stakeholders with follow-up phone calls
- Meeting notices emailed to 180+ stakeholders



Public Outreach to Date (cont.)

- Pop-up tables in the community (694 people engaged)
 - New Bedford Public Library (3 times)
 - Kyler's Catch Seafood Market (3 times)
 - Market Basket (6 times)
- Community and business briefings
 - New Bedford City Hall
 - New Bedford Age Friendly Coalition
 - New Bedford Public Schools
 - New Bedford Port Authority
 - Sid Wainer & Sons
 - SeaStreak
- Newspaper/print media & radio
 - The New Bedford Standard Times (in English)
 - The Portuguese Times (in Portuguese)
 - O Jornal (in Portuguese)
 - WKKB Latina 100.3FM (in Spanish)



Existing Structural Conditions

- **Deteriorated steel, spalling concrete, and exposed reinforcing** can be seen throughout the interchange
- Ramp F and sections of the bridge have been classified as **functionally obsolete**
- Ramp C and elevated portions of I-195 from Mt. Pleasant Street to Route 18 are in **poor condition**



Existing Safety Conditions

- I-195 westbound between the Route 18 on and off-ramps (D and C) is a **high crash location** due to a limited weaving area
- **41 crashes** were reported in the project area from 2012 to 2014, mostly due to narrow lanes on the exit ramps
- Elevated crash rate compared to nearby sections of I-195
- Heavy rains cause **flooding** near the interchange on Route 18

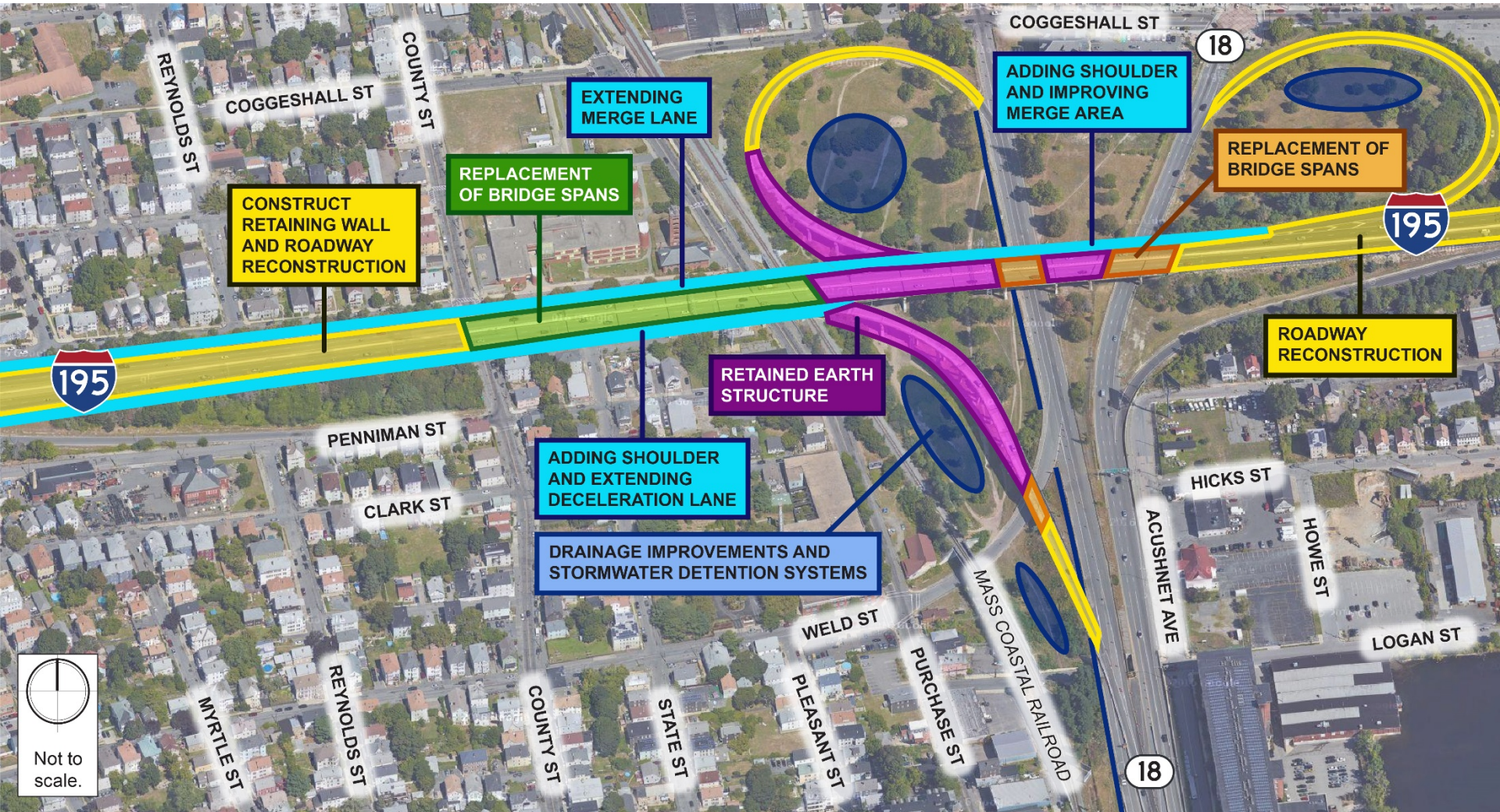


Project Scope

- Replace existing 1,350 feet long viaduct bridge structure
- Repair/replace deficient bridge piers and abutments
- Replace ramp bridges with embankment retained ramps
- Widen merge lanes and lengthen on- and off-ramps
- Construct new stormwater drainage system



Project Work Overview



Improvements and Benefits

Proposed Improvements	Benefits
Replace superstructure and rehabilitate substructure	Meet state and federal regulatory weight and safety requirements
Rebuild ramps with highway embankment and improved geometry	Reduce crash rates and improve traffic flow Decrease maintenance costs Formalize pedestrian travel routes
Widen auxiliary lanes and extend length of on- and off-ramps	Increase weaving and merging area Reduce crash rates and improve traffic flow
Widen breakdown lanes on I-195 eastbound and westbound	Increase safety for stopped vehicles Enhance travel lane drainage Provide snow storage
Install new stormwater drainage system	Improve drainage and reduce flooding
Replace aged and damaged guardrails	Increase safety of roadside barriers
Install new road signage	Enhance daytime and nighttime visibility

Opportunities for Visual Enhancements



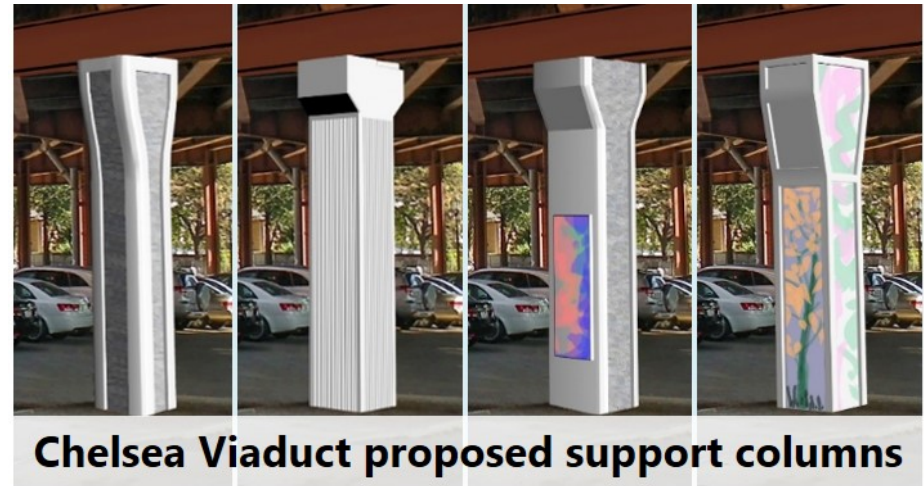
Proposed Design



I-95 existing support columns



Public art at Belleville Ave under I-95



Chelsea Viaduct proposed support columns

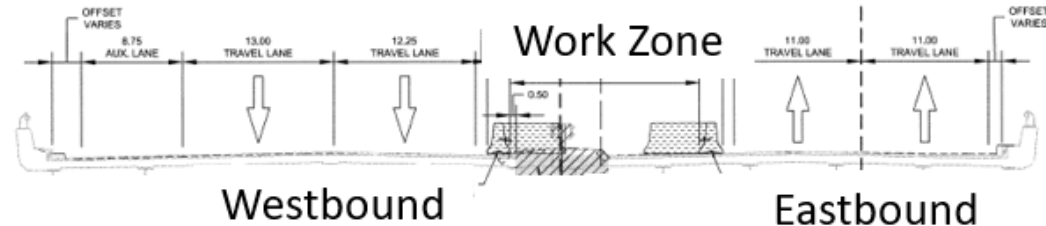
Construction Phases and Impacts

- No taking of permanent right-of-way on private property anticipated for this project
- No permanent impacts to city streets or intersections are anticipated at this time
- Temporary occupation of city streets and intersections for construction operations is anticipated
- Construction divided into four phases
- Two lanes of traffic in each direction on I-195 during each phase



Phase 1

- **Approximately 12 Months**
 - Site preparation, utility relocations, pier and foundation widening, highway median removal
 - Move all four lanes of I-195 away from the median to allow for traffic shifts in Phases 2 and 3

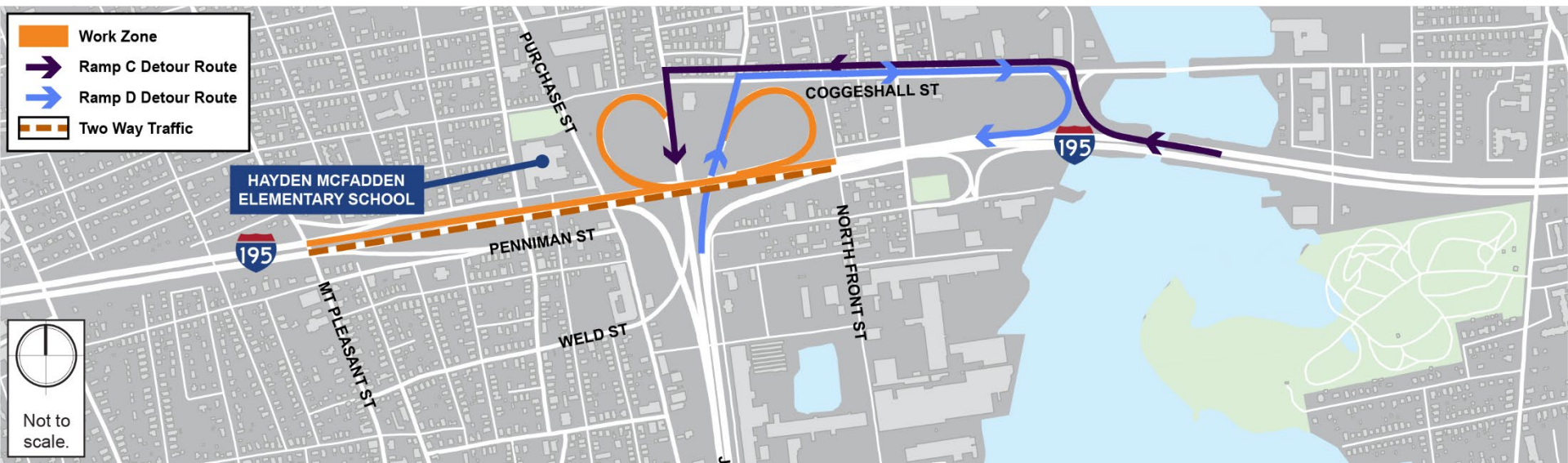
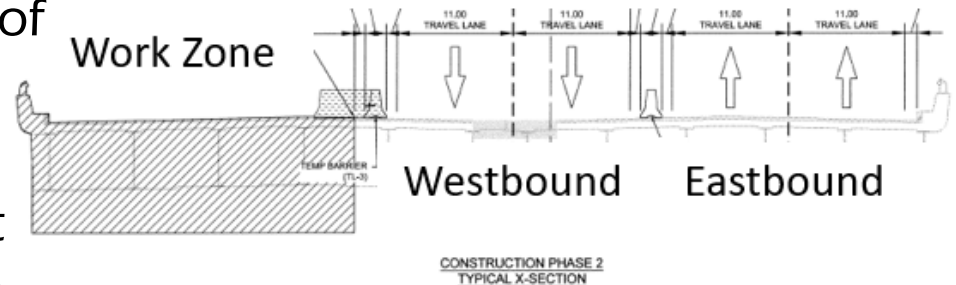


CONSTRUCTION PHASE 1
TYPICAL X-SECTION



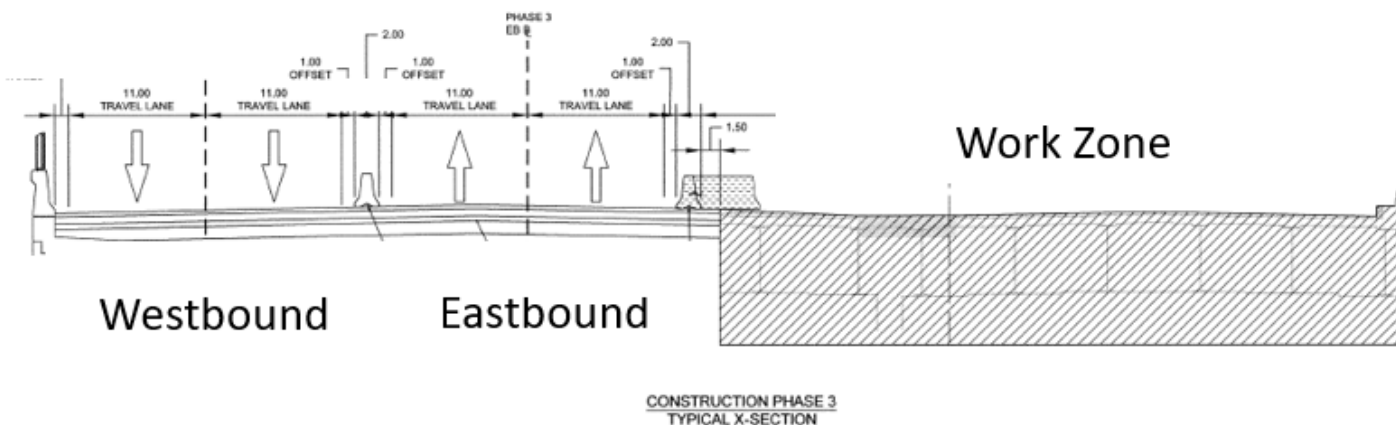
Phase 2: Ramp C and D Closure

- **Approximately 9 Months**
 - I-195 westbound traffic shifted to the center/eastbound side of highway
 - Traffic using ramps will be detoured to Coggeshall Street
 - Traffic signals will be retimed to accommodate detour



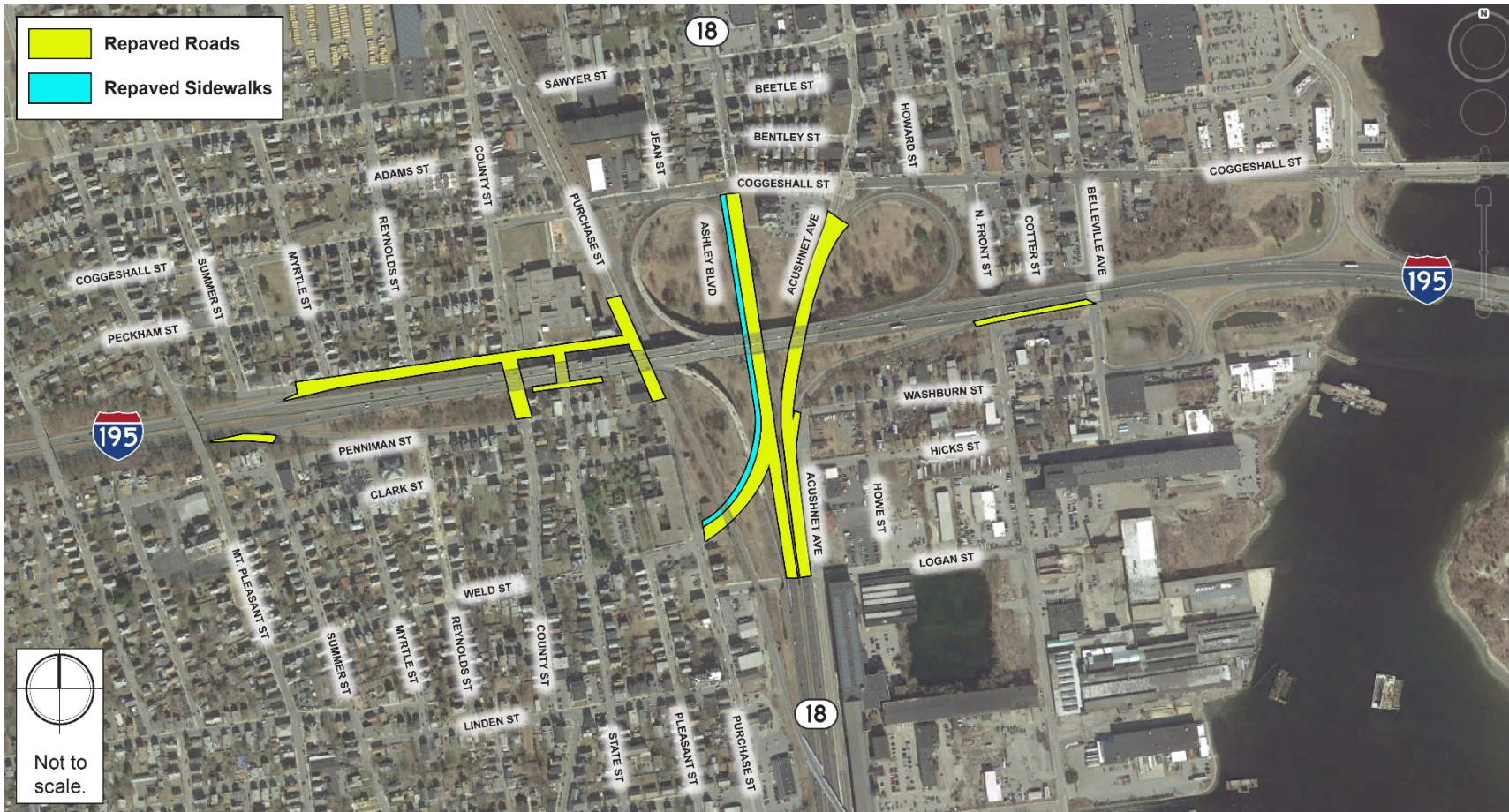
Phase 3: Ramp F and Weld St Exit Closure

- **Approximately 8 Months**
 - All I-195 traffic will be relocated to the westbound structure
 - Traffic will use Exit 14 to Purchase Street instead of Exit 15
 - Weld Street exit traffic will use the Purchase Street exit

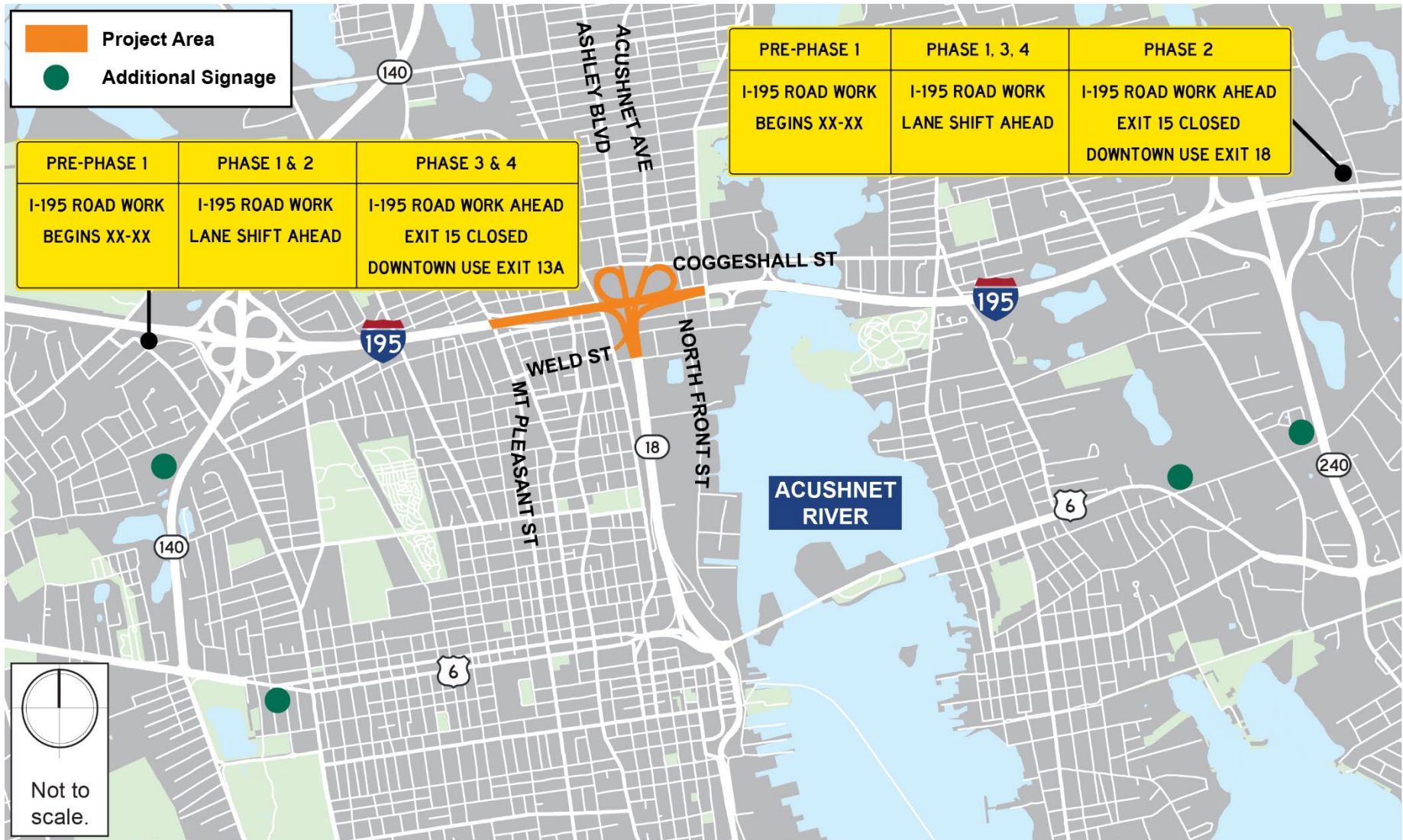


Phase 4

- **Approximately 5 Months**
 - Construct improved median on I-195
 - Complete construction and repave nearby streets



Advanced Detour Signage



Construction Impacts: Traffic

- Two lanes of traffic will be maintained in each direction on I-195
- Signage and median barriers will be installed for vehicular and worker safety
- Crews may work nights and weekends as needed to shorten construction
- Ramps will be closed to traffic for extended construction periods
- Signed detours will be in place during ramp closures
- No detour routes will be designated for I-195 through traffic
- Alternative routes and ramps will be available in the project area to guide traffic around the temporarily closed ramps
- Police details and flaggers will be utilized as appropriate, such as during temporary lane closures

Construction Impacts: Abutters

- Currently evaluating the most appropriate measures to minimize construction impacts
- Dust and pollutant containment system
- Lead Paint Abatement Plan
- Provide temporary drainage
- Keep abutters and users informed through public outreach



Dust and Lead Paint Control

- During demolition activities, water will be used to minimize dust emissions per MassDOT and OSHA regulations
- Negative-pressure system will be used for lead paint removal
- Removed steel is recycled off-site



Construction Impacts: Parking and Skate Park

- New light fixtures will be installed under bridge
- No permanent loss of parking spaces
- Skate park to remain after project completion
- Parking lots and skate park under the viaduct **will be impacted during construction**
 - At 25%, anticipate closures for the duration of construction to safely and effectively accomplish work
 - Cranes and equipment staged, viaduct constructed overhead
 - Team can explore options to keep portions open during construction, but this will likely lengthen construction and add complexity to staging

Environmental Review

- Project requires National Environmental Policy Act (NEPA) review and approval by Federal Highway Administration (FHWA)
- Community engagement is integral to the NEPA Process
- Community input in this design process will be documented
- FHWA is a participant in project development and will determine adequacy of the public process
- Other environmental approvals:
 - Section 106 of the National Historic Preservation Act

Project Milestones and Next Steps

Public Information Meeting

January 31, 2019

75% Design Public Information Meeting

Fall 2019

Construction

2023 – 2025

25% Design Public Hearing

March 14, 2019

Advertisement

Spring 2023

Completion

2025

Public Involvement

Thank You!

Contact:

Nathaniel Cabral-Curtis

Howard Stein Hudson

Public Involvement Specialist

617-482-7080 x 236

ncabral-curtis@hshassoc.com

Stephen Soma

MassDOT

Project Manager

857-368-9280

stephen.soma@state.ma.us

Visit the project website for more information on the project, impacts, and how to get involved and stay informed:

<https://www.mass.gov/route-i-195-to-route-18-interchange-rehabilitation-in-new-bedford>