



I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

Task Force Meeting
August 10, 2023

Welcome & Meeting Overview

- In-person and online via Zoom
- Presentation
- Q&A period
- Both in-person and virtual attendees can participate in question and comment period



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- Ask a question and share comments; Alt+H



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Important notes

- Your microphone is automatically disabled upon entering the meeting.
- The meeting will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey at the end of the presentation. Your feedback is important.

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Thank you for joining our meeting. We appreciate your participation!

Today's Agenda

- **Introductions**
- **Potential “Early Action” Items**
 - What is Possible
 - What is Prohibitive
- **General Updates**
 - Interchange Design Refinements
 - Boston Planning & Development Agency (BPDA): RFP Update – Beacon Park Yard, Regional Framework Plan
 - Project Milestones & Next Steps

Potential Early Action Items – Overview

MassDOT is continuing to review various project elements that could be advanced as early actions – prior to construction of the larger I-90 Allston Multimodal Project.

- These actions will enable critical and impactful elements to be delivered for public use earlier and will reduce the large project cost and scope making it more competitive for federal grant opportunities.

The following elements are being reviewed to advance as early action items:

- Cambridge St. Bridge Rehabilitation
 - Safety Repairs to Franklin Street Pedestrian Bridge

Evaluated but Prohibitive

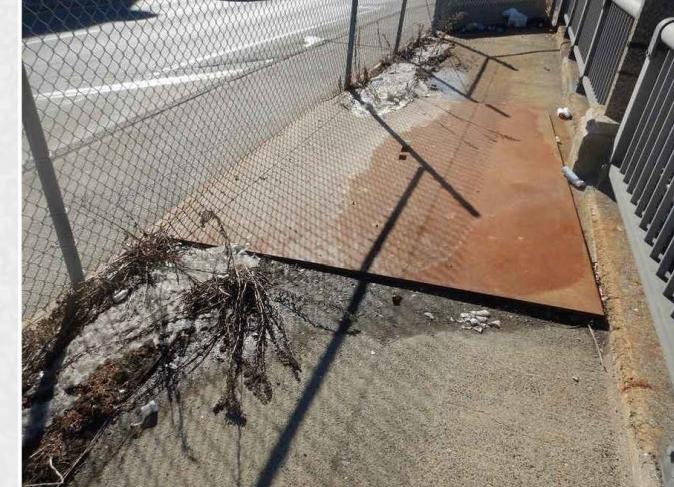
- Full Franklin St. Pedestrian Bridge Replacement
- Paul Dudley White Path under the Grand Junction Rail Bridge
- Agganis Way Connection to the Charles River
- Noise Barriers



Cambridge Street & Franklin Street Ped Bridges

Cambridge Street Bridge Rehabilitation Scope

- Bridge Structure: New Deck, Steel Repairs, Clean and Paint; Substructure Repairs
- Minor Safety Repairs – Franklin Street Pedestrian Bridge (substructure repairs only)
- Roadway: Harvard Ave to the Lincoln St intersection approach
 - Mill and Overlay pavement, restripe
 - Widen sidewalks
 - Add one-way cycle lane along sidewalk
 - Create new mid-block pedestrian crossing
 - Median fence to prevent random crossings
- Design is advanced beyond 75% design



Existing Conditions

Cambridge Street Bridge Preservation Benefits

- Cambridge Street Bridge rehabilitation would:
 - Create exclusive bicycle lanes/cycle tracks
 - Upgrade/restore full sidewalks
 - Narrowed lanes produces traffic calming effect (10.5' lanes)
 - Safer cycle buffer approach at Harvard/Franklin Intersection
 - Gain accessible path from Lincoln St/Mansfield St (switchback ramp)
 - New pedestrian activated mid-block crossing at future Cambridge Street Bypass Road
 - Accommodates access to future West Station
- Why advancing Cambridge Street Bridge work benefits the Multimodal Project
 - Becomes an existing condition
 - Avoids potential impact to multimodal phasing and durations
 - Works with future Southside Buffer Path

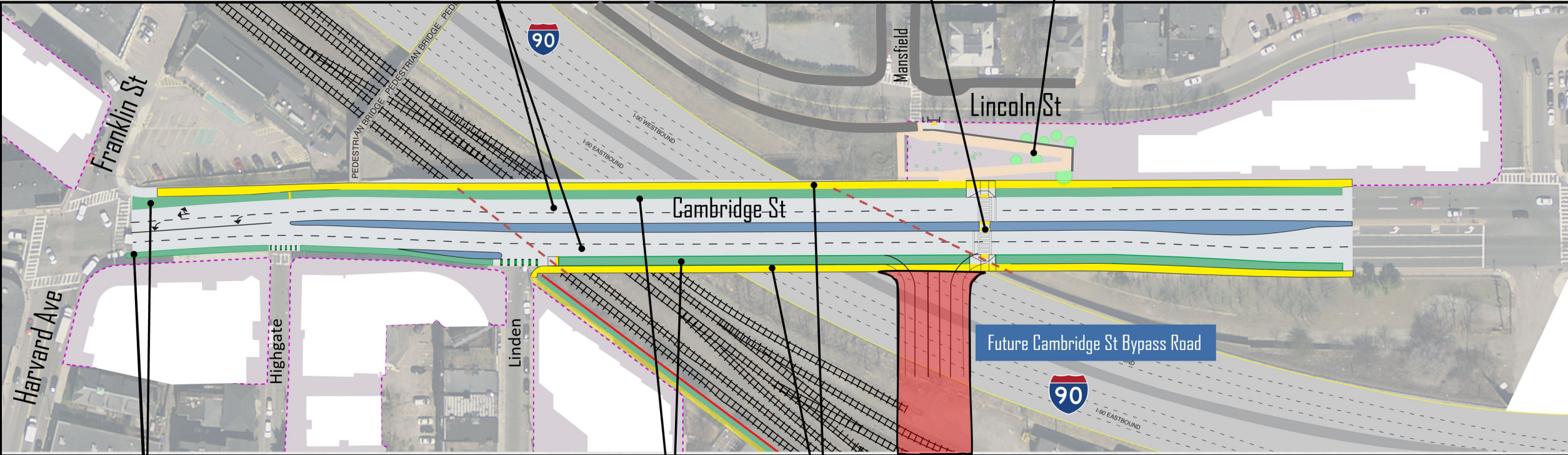
Cambridge Street Bridge Rehabilitation Review



Narrowed travel lanes

Pedestrian activated mid-block crossing

Accessible path from Lincoln St./Mansfield St.

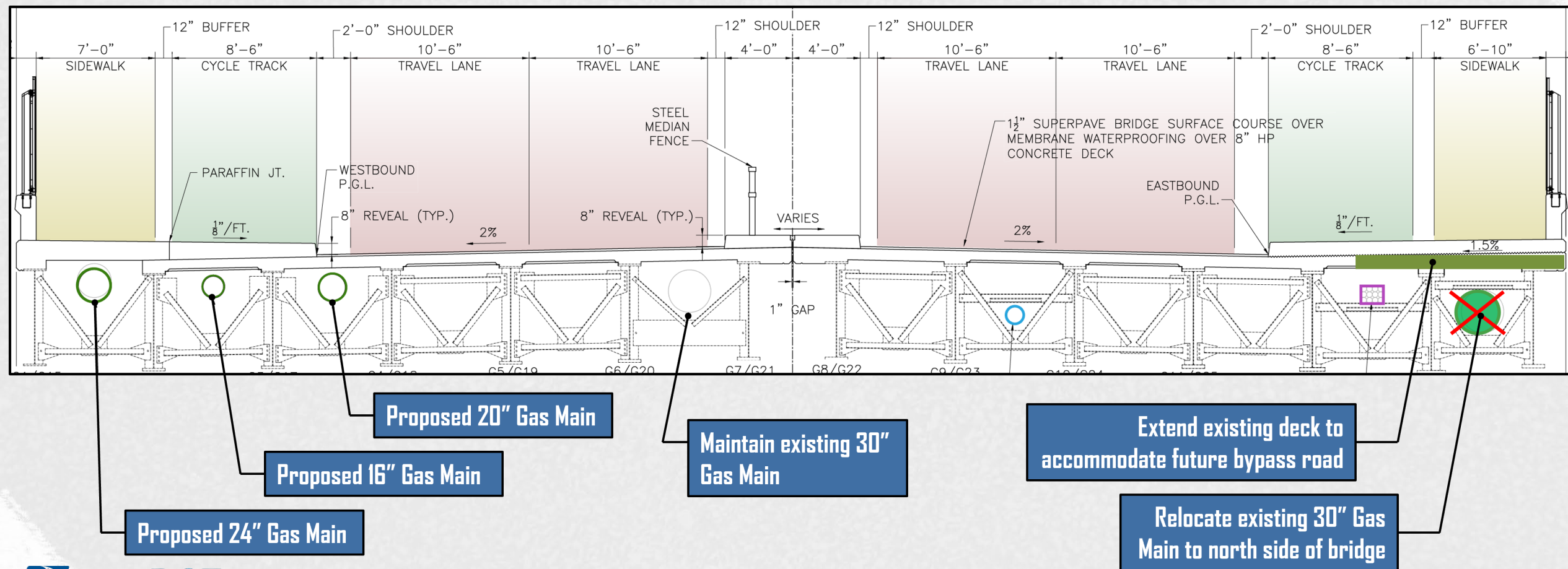


Safer cycle buffer approach at intersection

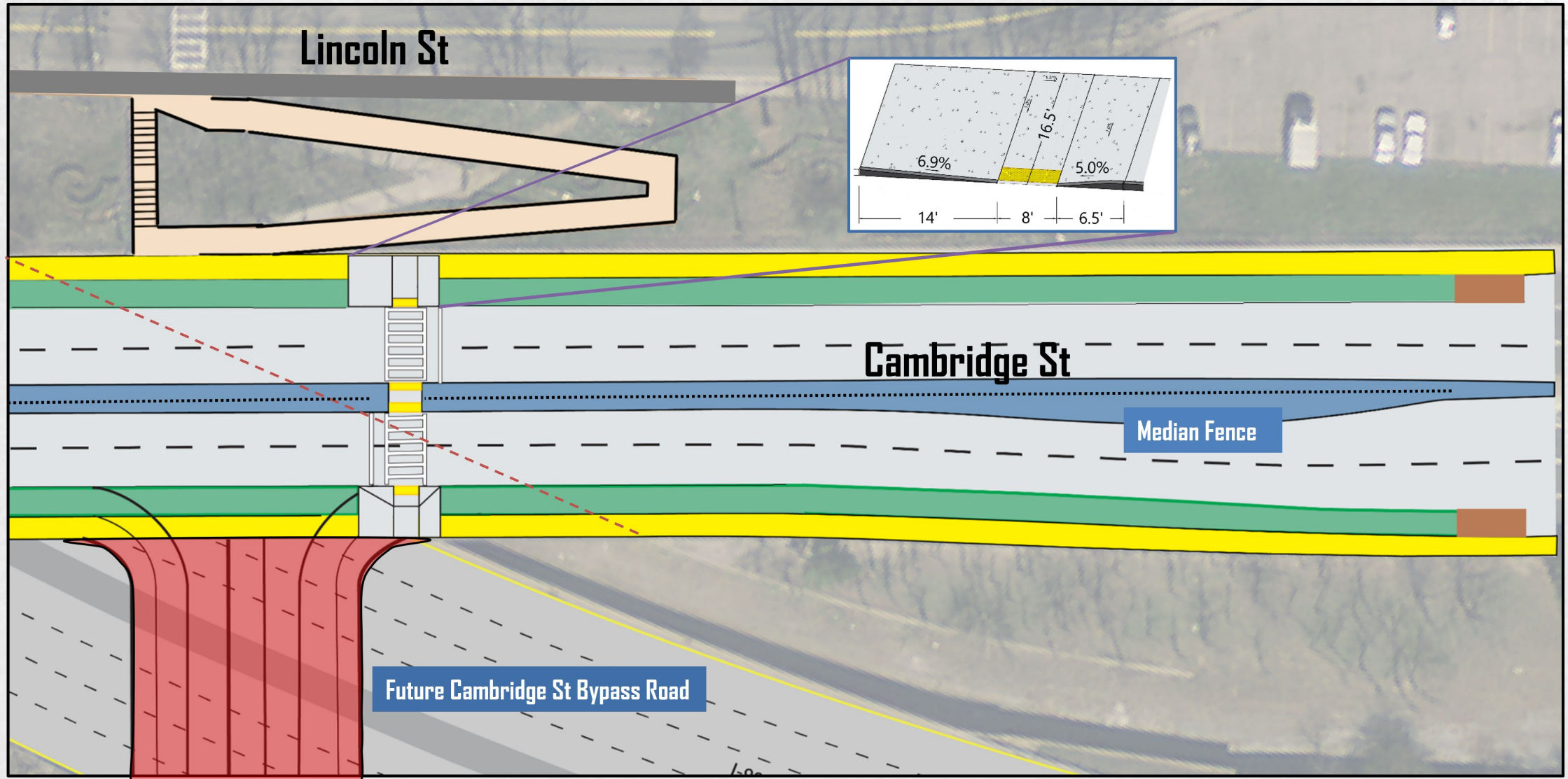
Exclusive bicycle lanes/cycle tracks

Upgrade/restore full sidewalks

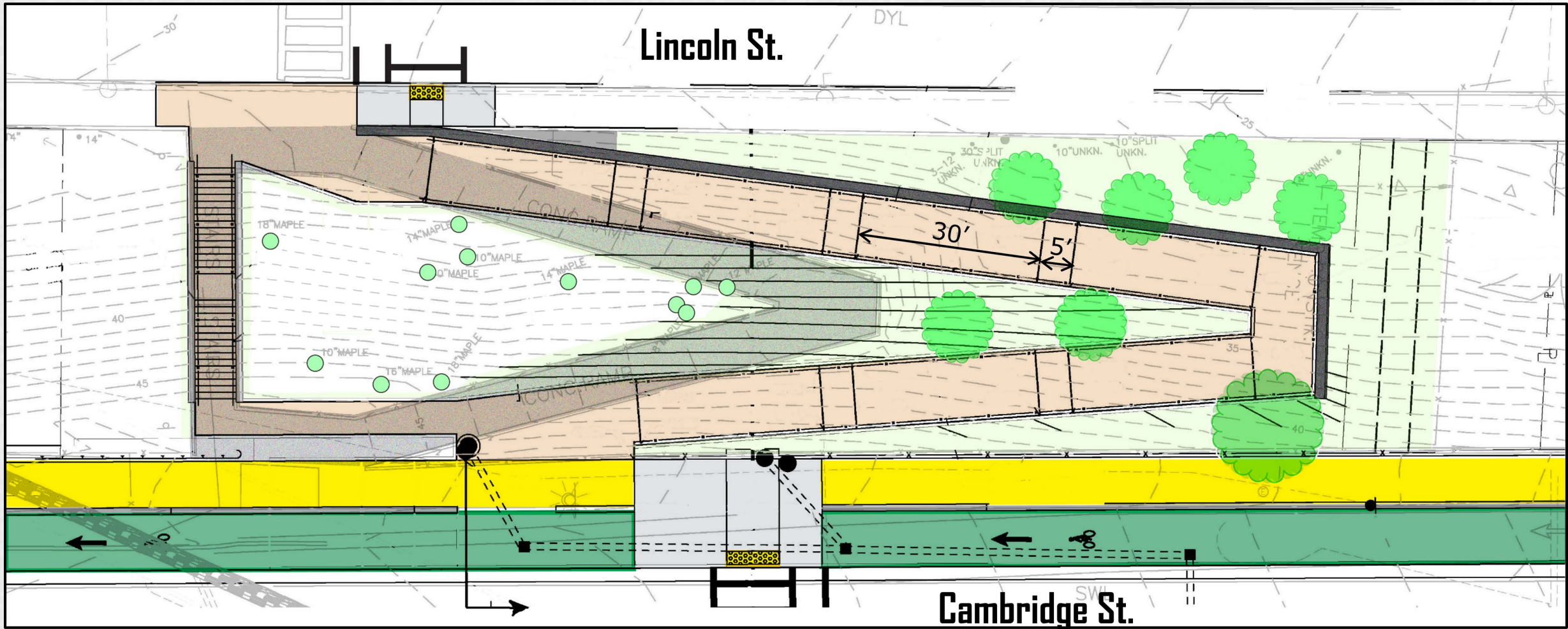
Proposed Cambridge Street Bridge Section Features



Pedestrian Crossing at Lincoln Street Switchback Replacement



Lincoln Street Switchback Ramp Replacement - Potential Option



Proposed Construction Schedule – Cambridge Street Bridge

- Anticipated Advertisement: Summer 2024
- Construction NTP Fall 2024
- Cambridge Street Temporary Traffic Impacts
 - Recommending 2-Stage Construction
 - Open travel lanes and walkways during construction
 - Franklin Street ped bridge will be open at all times
- I-90 Temporary Traffic Impacts
 - Overnight lane closures
 - Short term lane closures for substructure repairs
- Worcester Line Impacts
 - Temporary use of east bay for abutment and pier repairs
 - Evening service disruptions for overhead work

Early Action Items – Evaluated but Prohibitive

Paul Dudley White Path

- MassDOT is evaluating connecting the existing PDW Path on land under the Grand Junction and BU Bridge
 - Design would require temporary replacement of the Grand Junction Bridge Over Soldiers Field Road.



Soldiers Field Road & PDW Path at Grand Junction Bridge

Early Action Items – Evaluated but Prohibitive Agganis Way Connection



- The Agganis Way connection cannot be built as an early action item.
 - Construction of the Agganis Way Connection requires removal of the I-90 Viaduct
 - The design and construction of Agganis Way are dependent on the alternative selected under the larger multimodal project



Existing I-90 (Looking East)

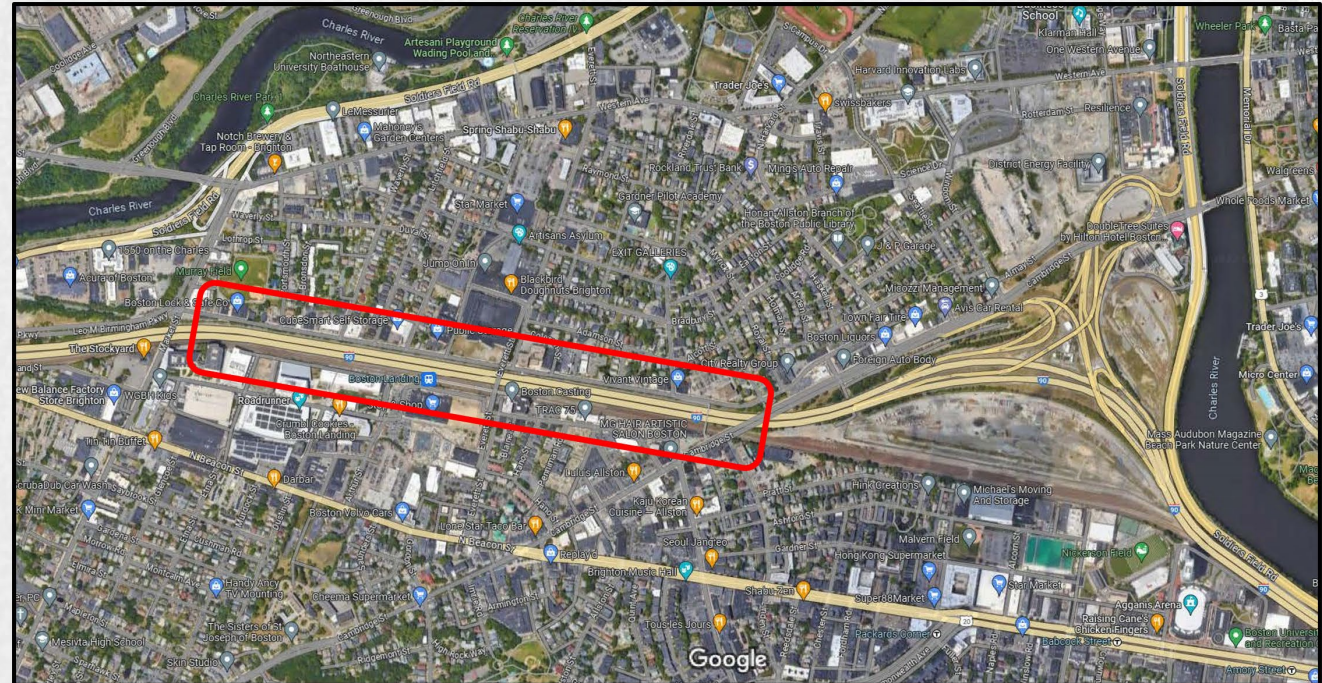


Future Agganis Way Crossing (Looking East)

Early Action Items – Evaluated but Prohibitive Noise Barriers (Lincoln Street)



- Type II Barriers were previously determined to be eligible under Mass Turnpike barrier priority study
- Noise barriers evaluated as an early action item as they
 - To be coordinated with the Franklin Street Pedestrian Bridge
 - Do not conflict with other project elements
 - Would not limit the range of alternatives for the larger multimodal project

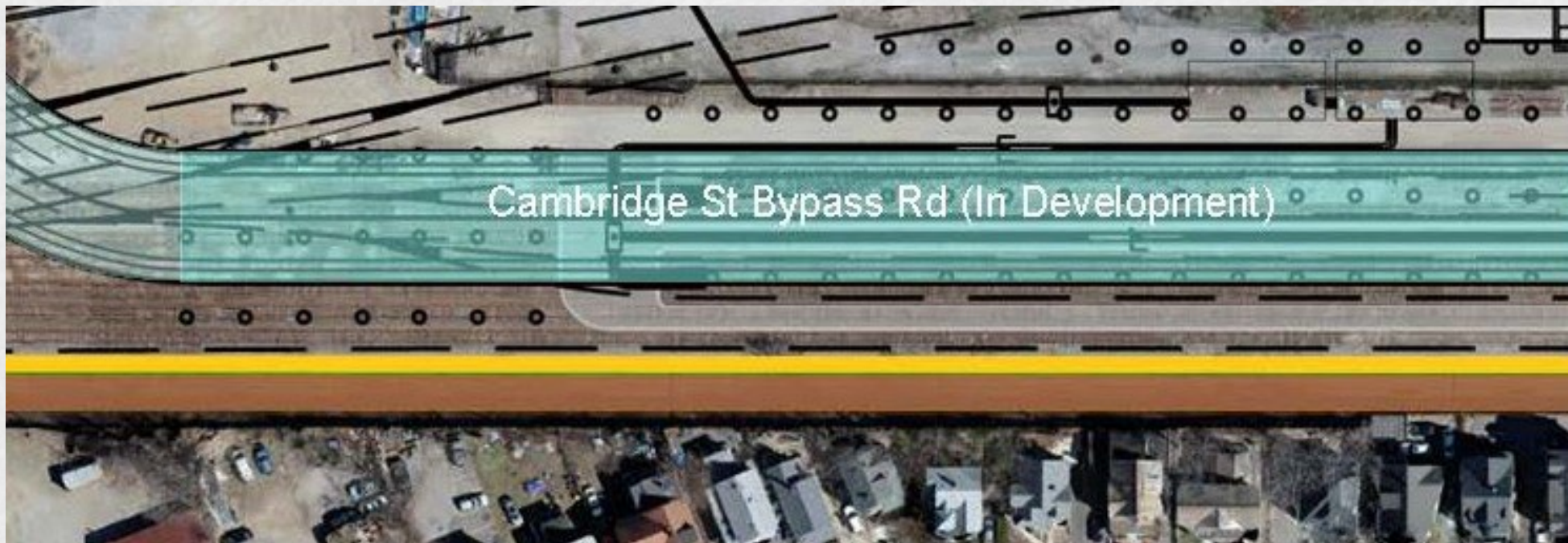


Early Action Items – Evaluated but Prohibitive

Noise Barriers (Beacon Park Yard)



- Noise barriers meant to address noise-related effects within Beacon Park Yard
 - Originally, noise barrier was located along property line
 - Current planned location is a boundary between Southside Buffer Path and BPY
 - Planned noise barrier position conflicts with the westbound/outbound Worcester Mainline track



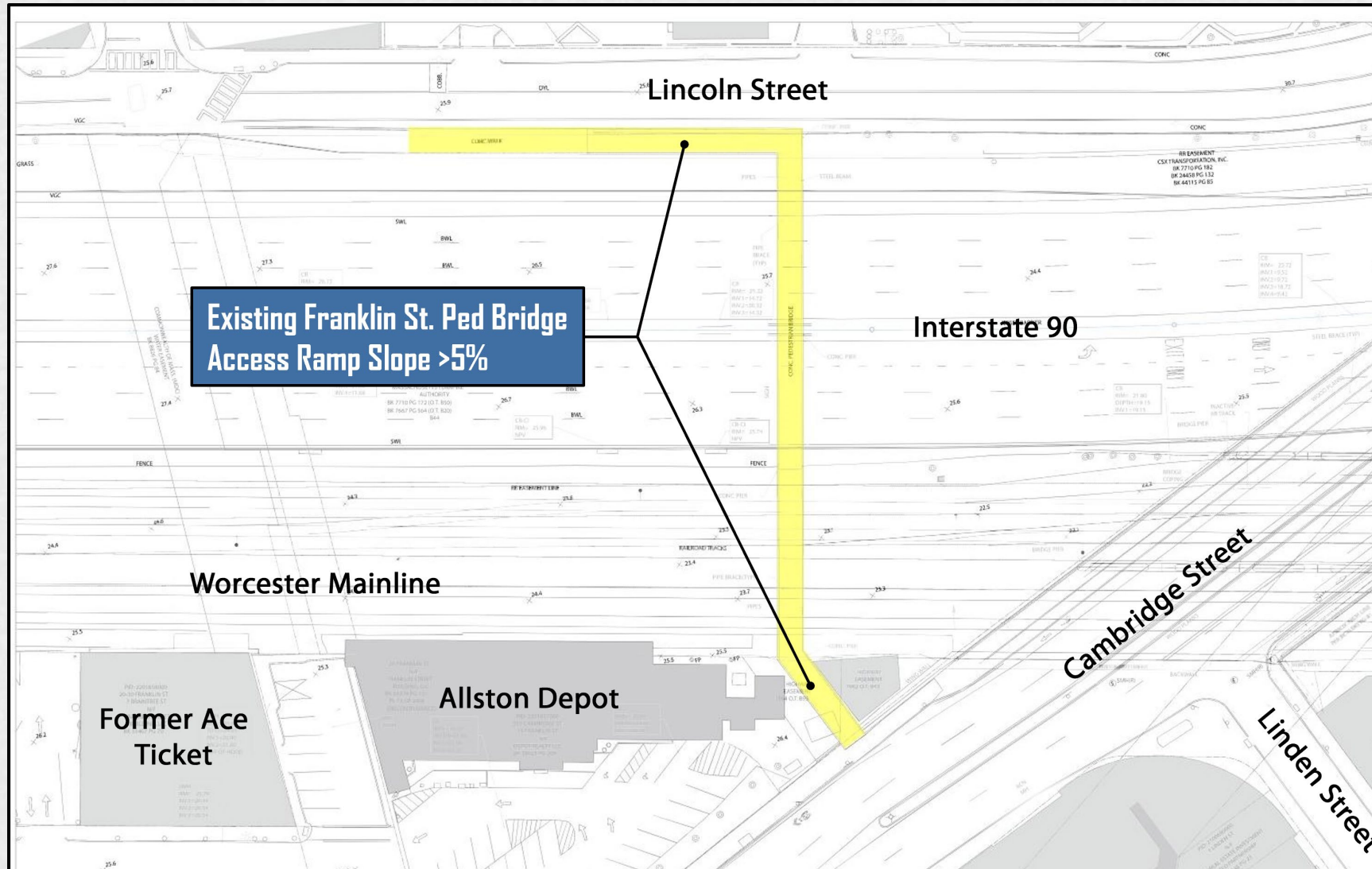
Early Action Items – Evaluated but Prohibitive

Franklin Street Pedestrian Bridge Replacement

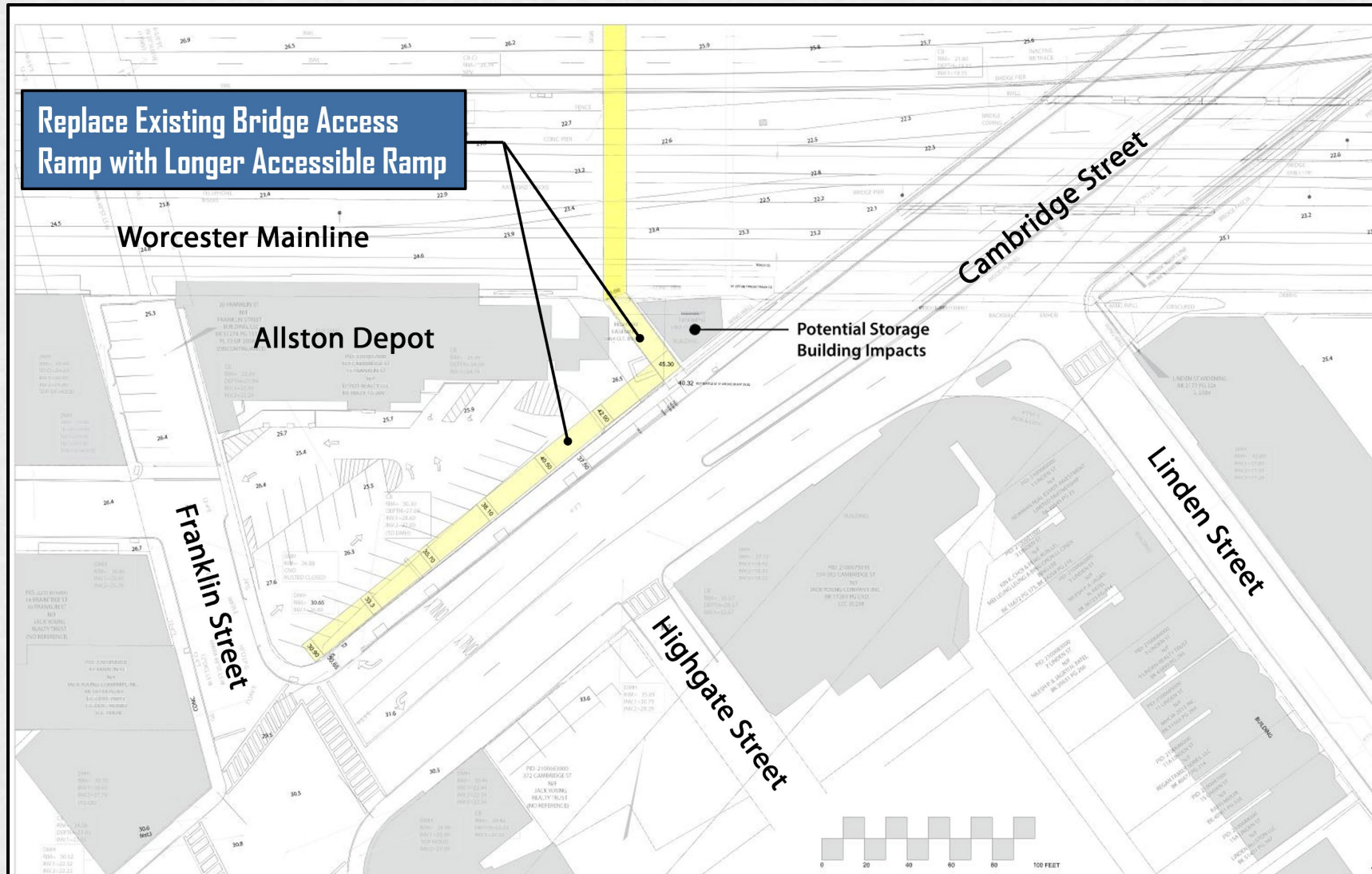


- MassDOT has evaluated temporarily replacing the Existing Franklin St. Pedestrian Bridge access ramps to improve accessibility for pedestrians and bicyclists.
- Design and construction of the access ramps as an early action item is possible but could pose challenges based on the design of the access ramps.
- Due to the extensive ramp structures required and interrupted service, MassDOT has determined it would not be prudent to replace the existing ramps without a full replacement of the pedestrian bridge over I-90.

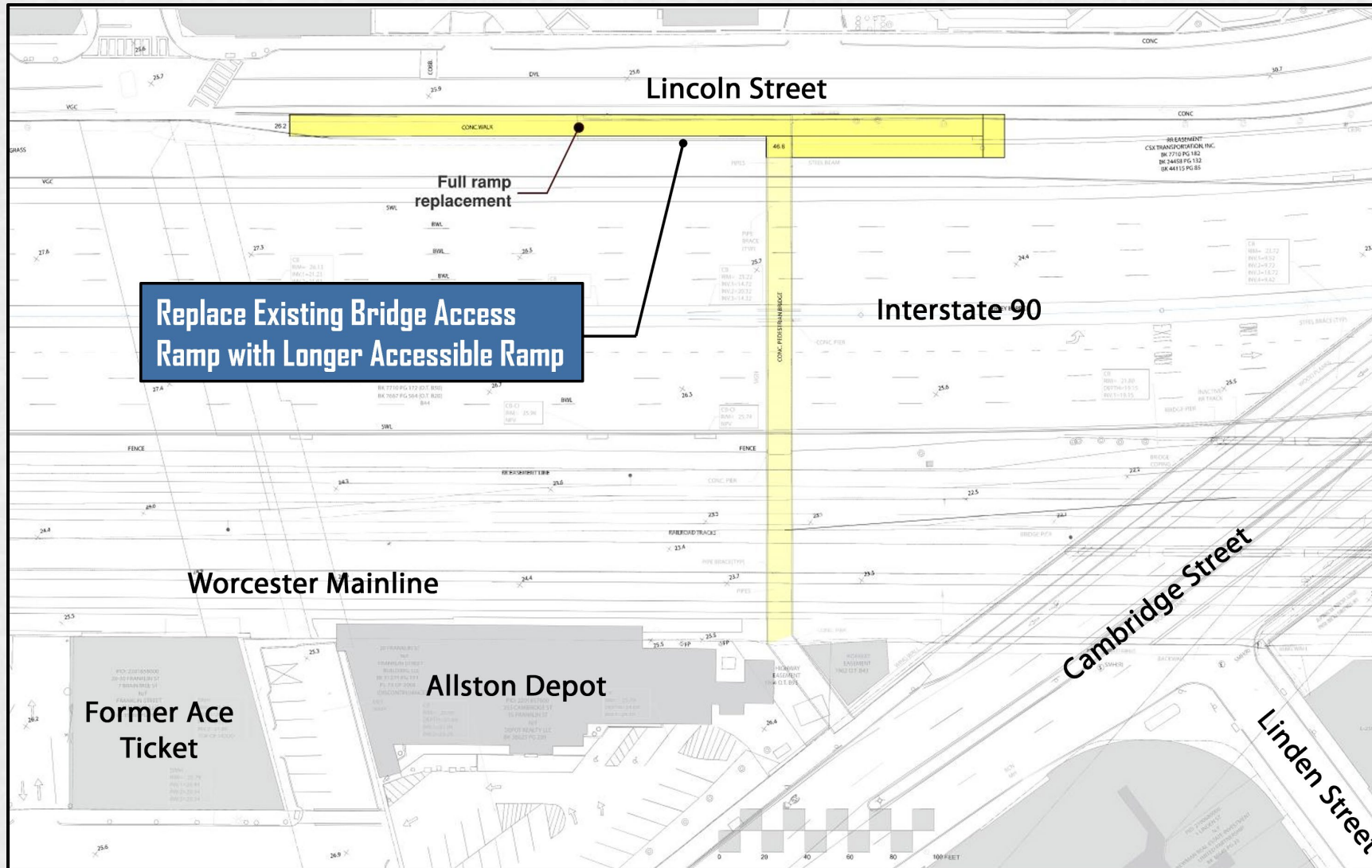
Existing Franklin Street Ped Bridge



Existing Franklin St. Ped Bridge Ramp Replacement Feasibility



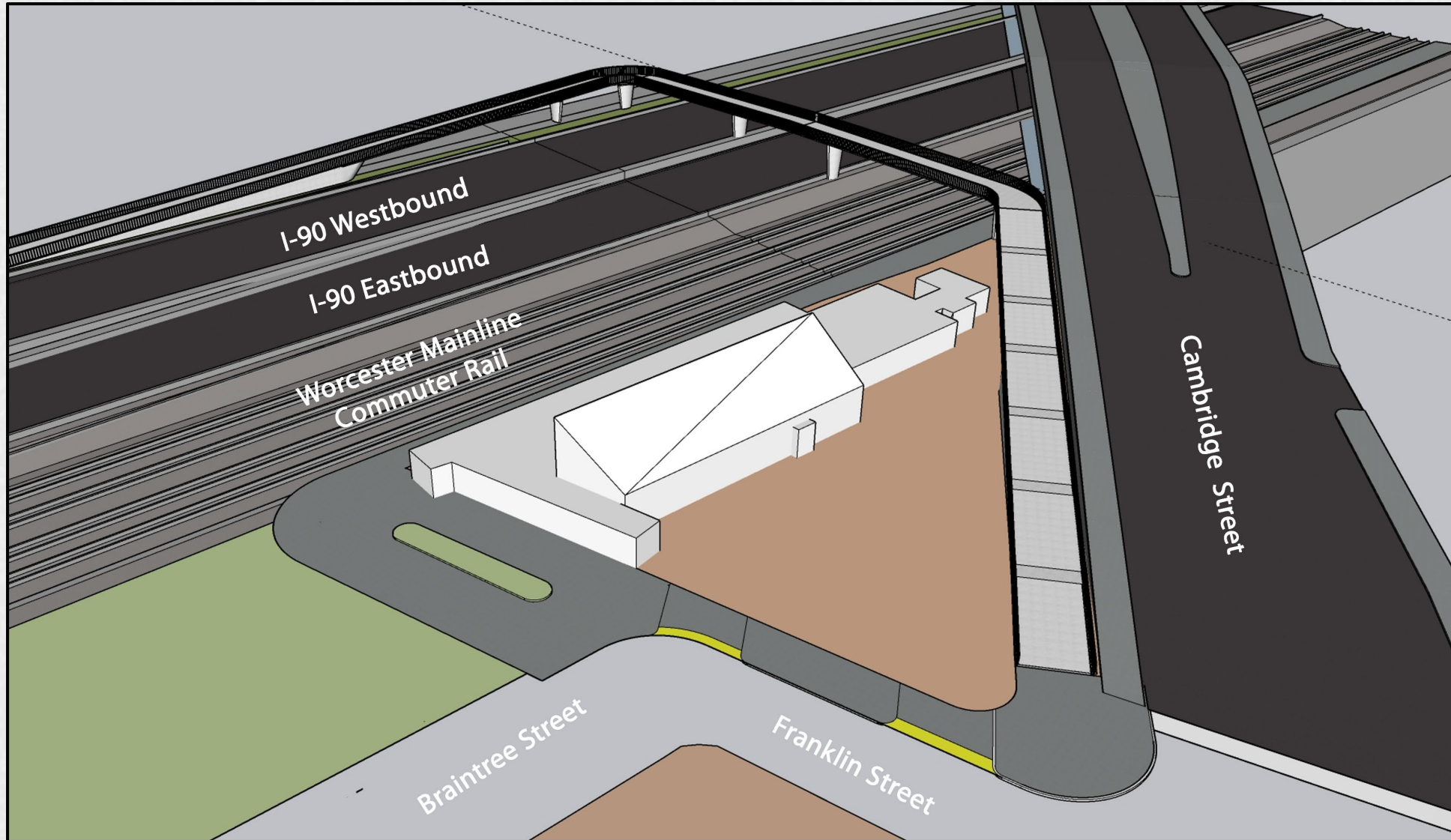
Existing Franklin St. Ped Bridge Ramp Replacement Feasibility (cont.)



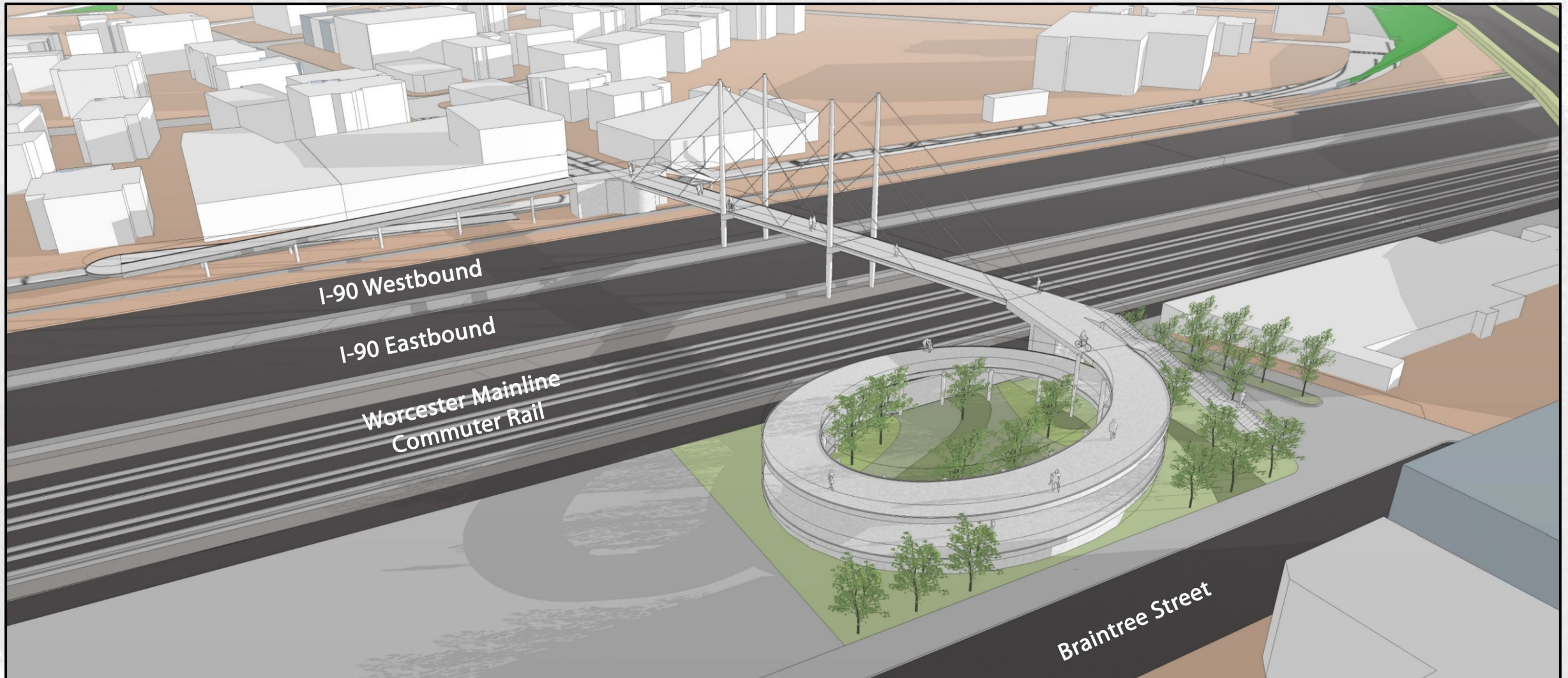
Early Action Items – Franklin St. Pedestrian Bridge Replacement

- Design and construction of the new Franklin St. Pedestrian Bridge as an early action item is possible but could pose challenges based on the design of the structure.
- Construction of a new Franklin Street Pedestrian Bridge may impact sequencing of the future Multimodal Project.
- Section 4(f) and Section 106 analyses have not been completed for any proposed designs of the Franklin St. Pedestrian Bridge.
- Preferred bridge alternative would need to be determined so design process could commence.
 - Construction schedule of bridge would be determined by final design and funding availability.
- MassDOT has moved the replacement of the Franklin Street Pedestrian Bridge to Phase 1 of the larger Multimodal Project – delivers it earlier and better coordinated.

1 Access Ramp



2 Spiral – View Looking Northeast



Today's Agenda

Interchange Design Refinements

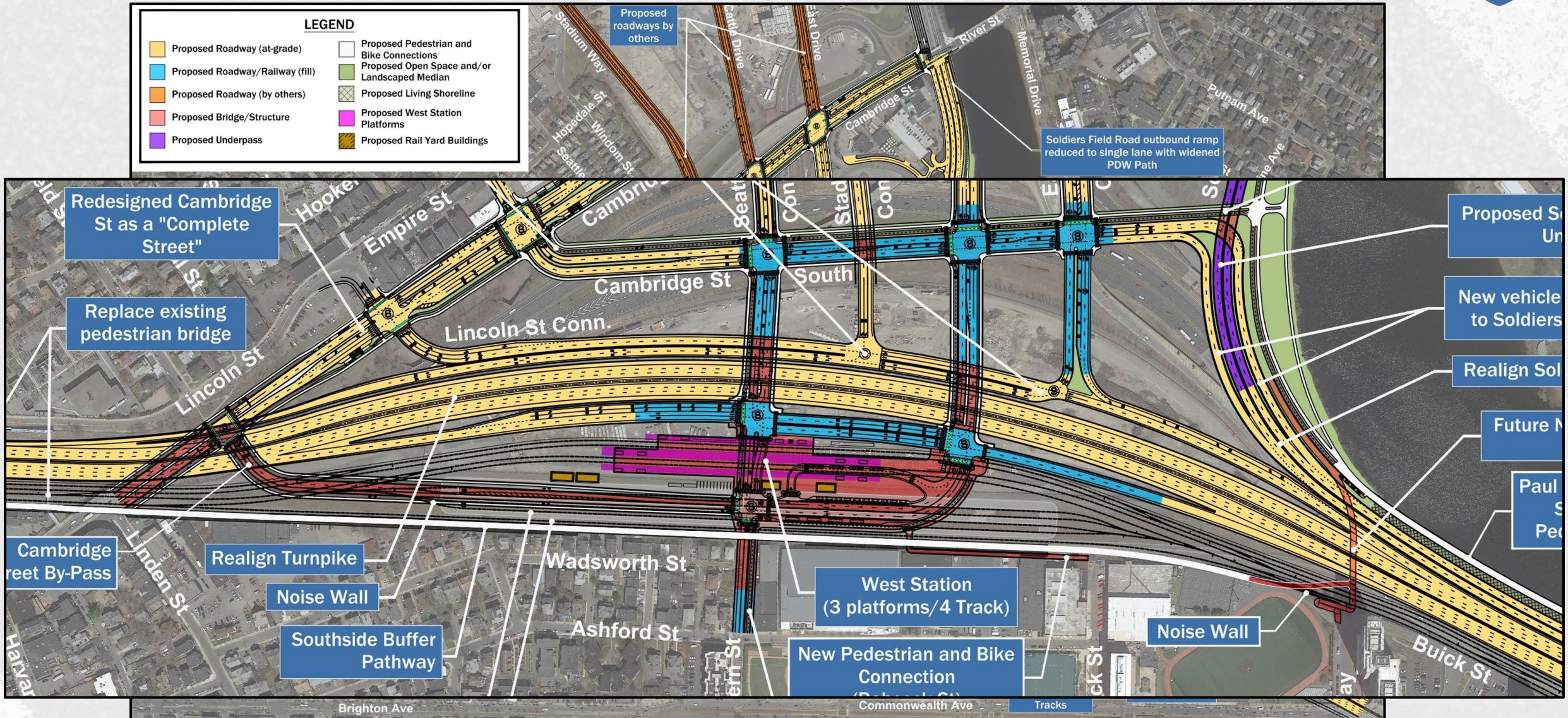
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Interchange Design Refinements

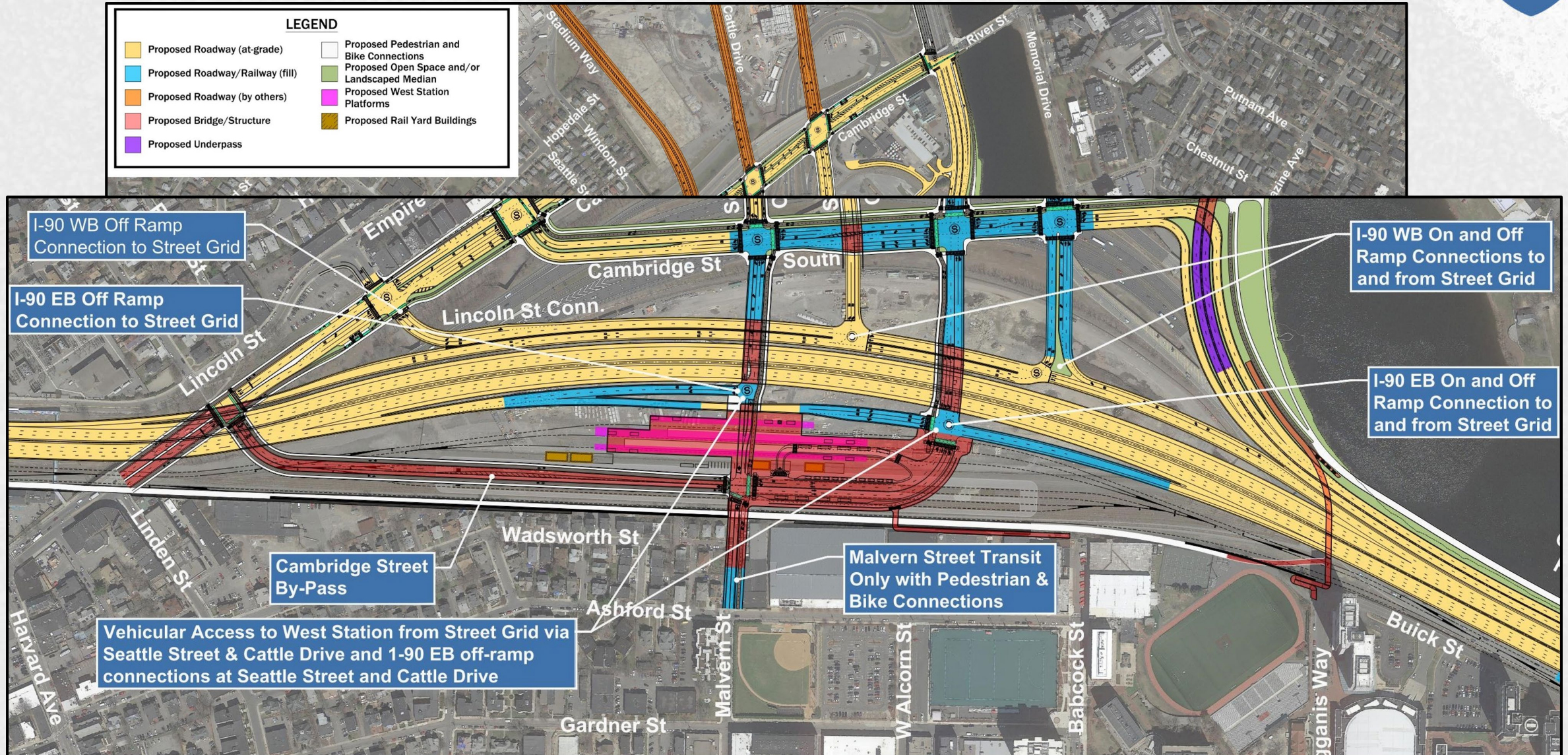


- As announced in December 2022, MassDOT has identified the 3L Re-alignment Alternative with the Modified At-Grade Throat Area Option as its Preferred Alternative for the Project.
- FHWA has requested MassDOT review additional refinements to the 3L interchange.
- More information is needed regarding operational effects of the proposed refinements. In addition to the 3L interchange as described in the recent NPC filed for the Project, CTPS will also be modeling FHWA's suggested refinements.
- MassDOT will rely on the CTPS results to determine if these refinements will be analyzed in detail in the state or federal environmental review processes.










3L Realignment Interchange Alternative

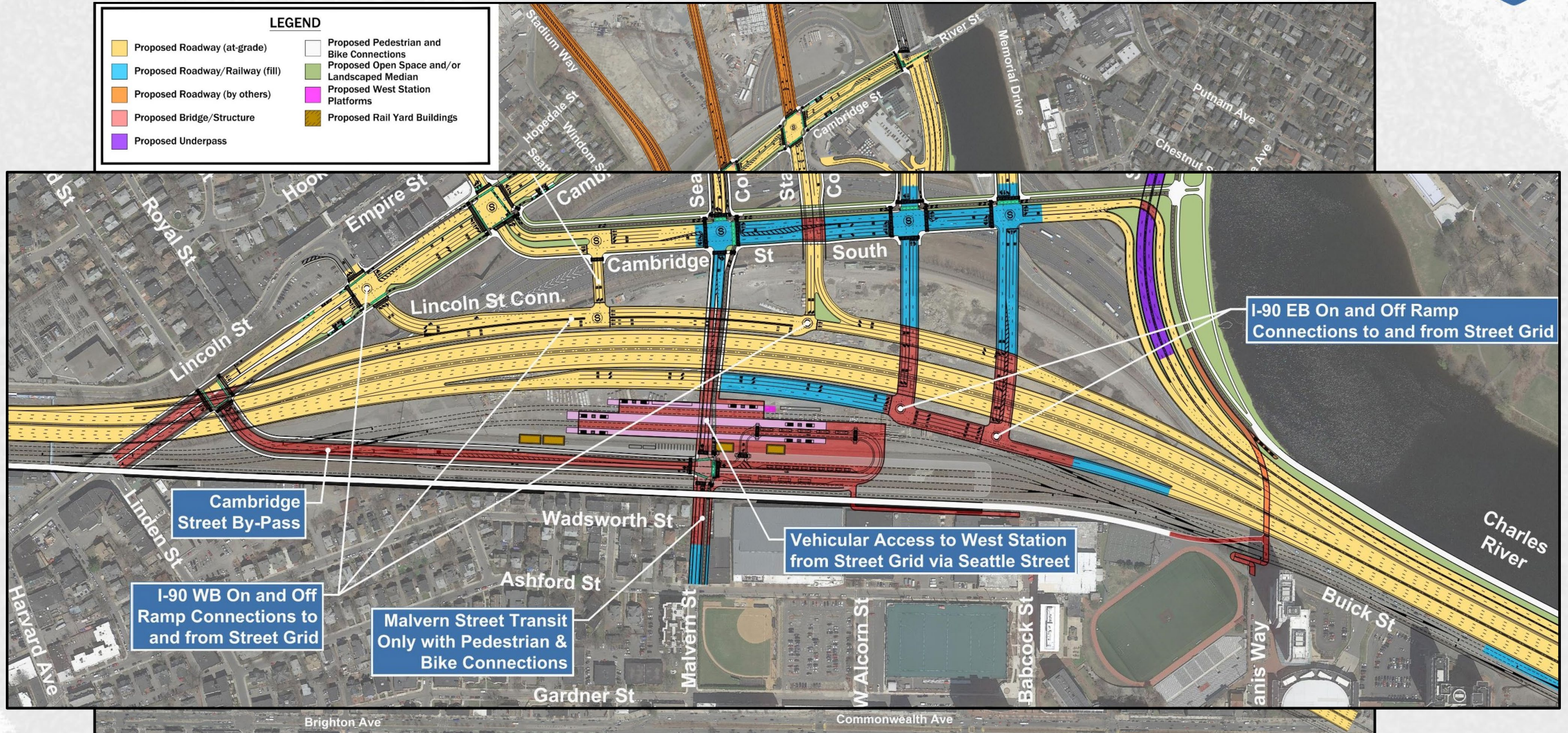


3L Modified Interchange Potential Refinement



3 Bridge Interchange Potential Refinement

| LEGEND | |
|---|--|
|  | Proposed Roadway (at-grade) |
|  | Proposed Roadway/Railway (fill) |
|  | Proposed Roadway (by others) |
|  | Proposed Bridge/Structure |
|  | Proposed Underpass |
|  | Proposed Pedestrian and Bike Connections |
|  | Proposed Open Space and/or Landscaped Median |
|  | Proposed West Station Platforms |
|  | Proposed Rail Yard Buildings |



Today's Agenda

BPDA RFP UPDATE



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Project Milestones & Next Steps

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Project Milestones & Next Steps



- **Allston Viaduct Preservation Update:** The Contractor, JF White, is mobilizing and preparing required submittals for review. They have also been performing emergency repairs on the bridge deck to support District 6 and have started to assess substructure elements to confirm needed repair limits.
- **Anticipated Draft EIS/Supplemental Draft EIR for public comment:** Summer 2024
- **Current Focus:** SMEs are actively preparing analyses to support the DEIS/SDEIR
 - Ongoing coordination with state and federal regulatory agencies to advance shoreline, PDW Path and parkland design
 - Coordination with CTPS regarding updated transportation modeling
 - Ongoing coordination with FHWA
- The Project Task Force is anticipated to meet quarterly during development of the DEIS/SDEIR.

Share Your Questions and Comments: In- Person



- Use microphone provided and please allow for virtual audience to participate



- Please state your name before your question or comment



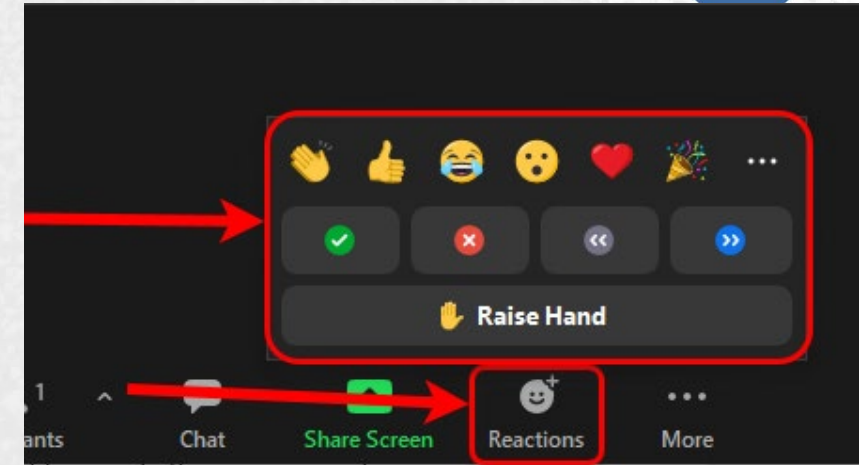
- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate. We will get to all questions

Please be advised that all Q&A and comments are subject to disclosure for public records

Share Your Questions and Comments



- Submit your questions and comments
- “Raise your hand” to be unmuted for verbal questions
- Please state your name before your question
- Please share only **1** question or comment at a time, limited to **2** minutes, to allow others to participate.
- To ask a question via phone, dial ***9** and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.
- Please take a moment to take the survey on your experience after this meeting



Please be advised that all comments are subject to disclosure for public records, therefore use these functions for project-related business only.