



I-90 ALLSTON MULTIMODAL PROJECT

Public Information Meeting

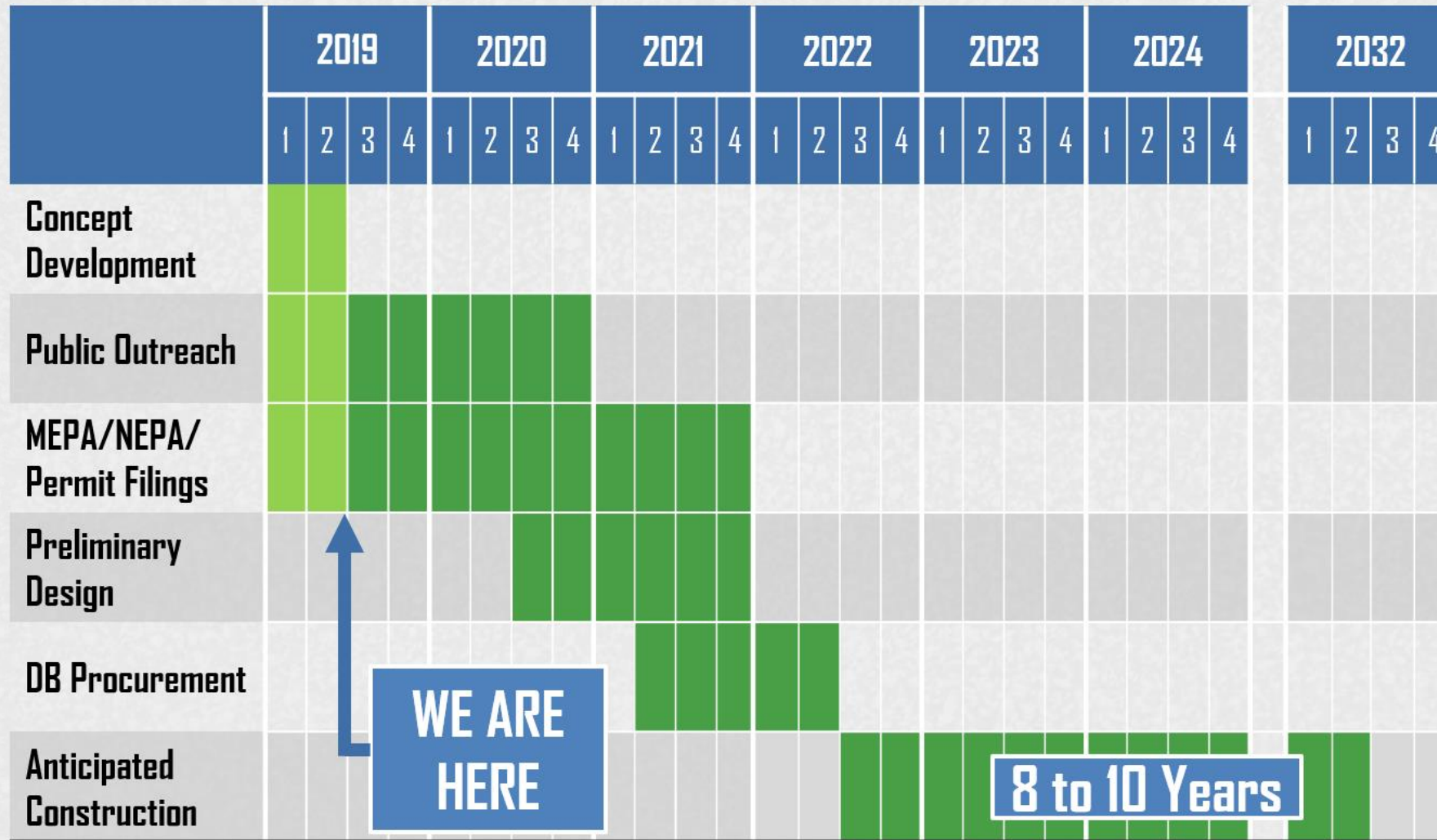
July 18, 2019 – Framingham City Hall (Memorial Building)

Meeting Agenda

- **Welcome & Introductions**
- **Project Background**
- **Alternatives Under Consideration**
- **Construction Impacts**
- **Next Steps**
- **Questions & Answers**



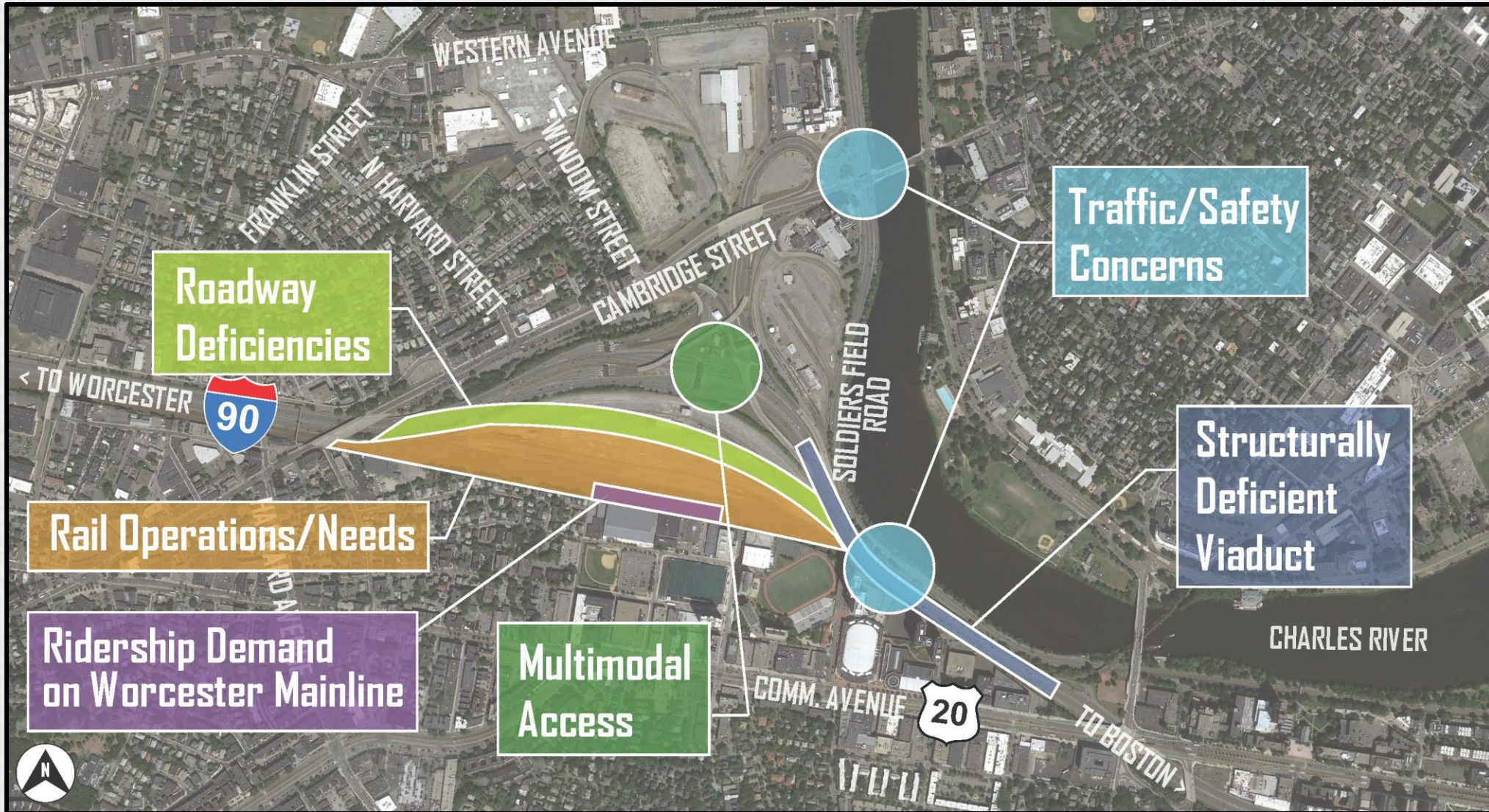
Project Timeline



Project Area

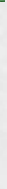


Project Need Components



Purpose

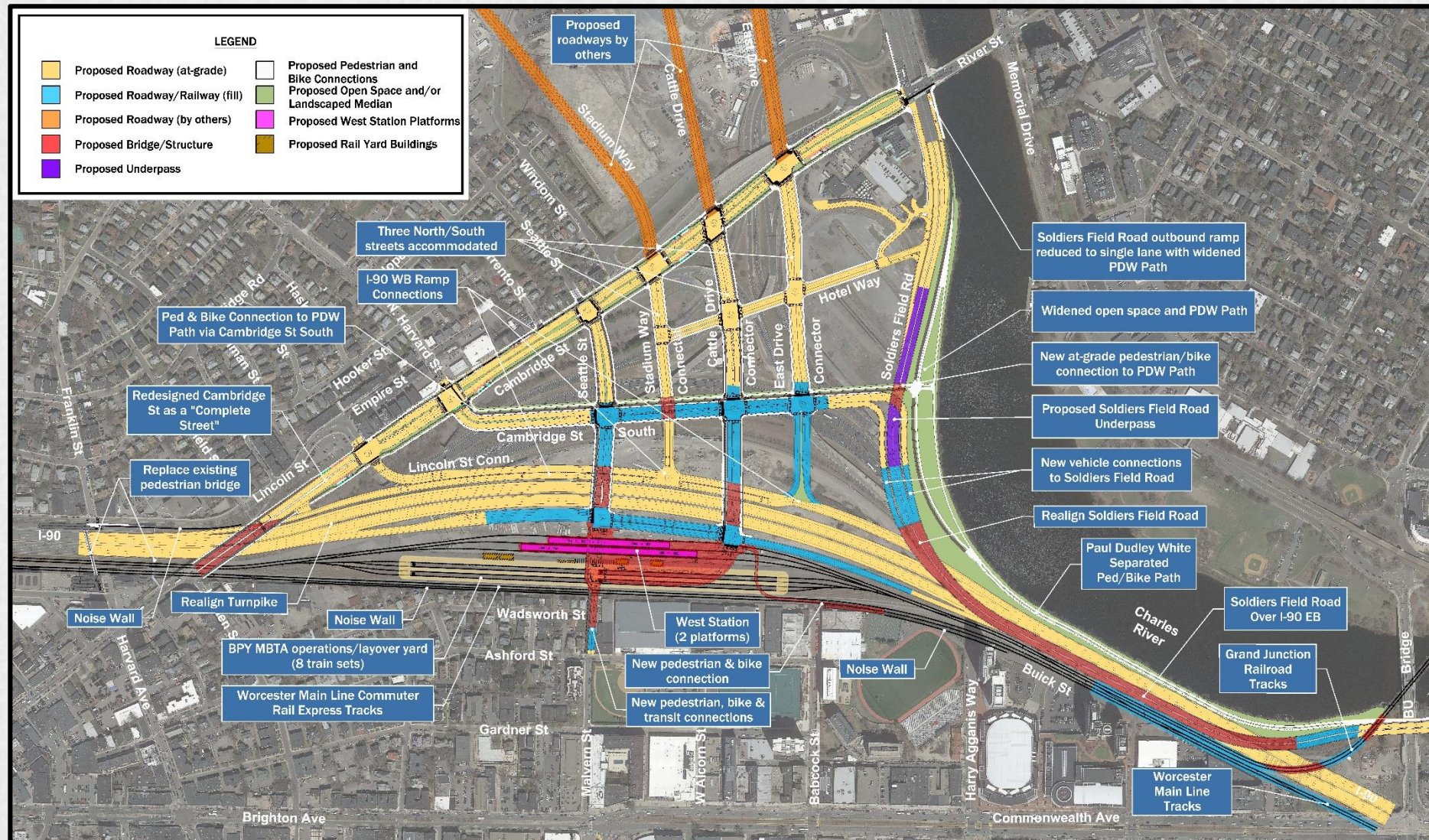
- Address Roadway Deficiencies
- Address Safety Concerns
- Improve mobility including multimodal mobility
- Expand usable park space and improve public access to parkland



Project History/Milestones

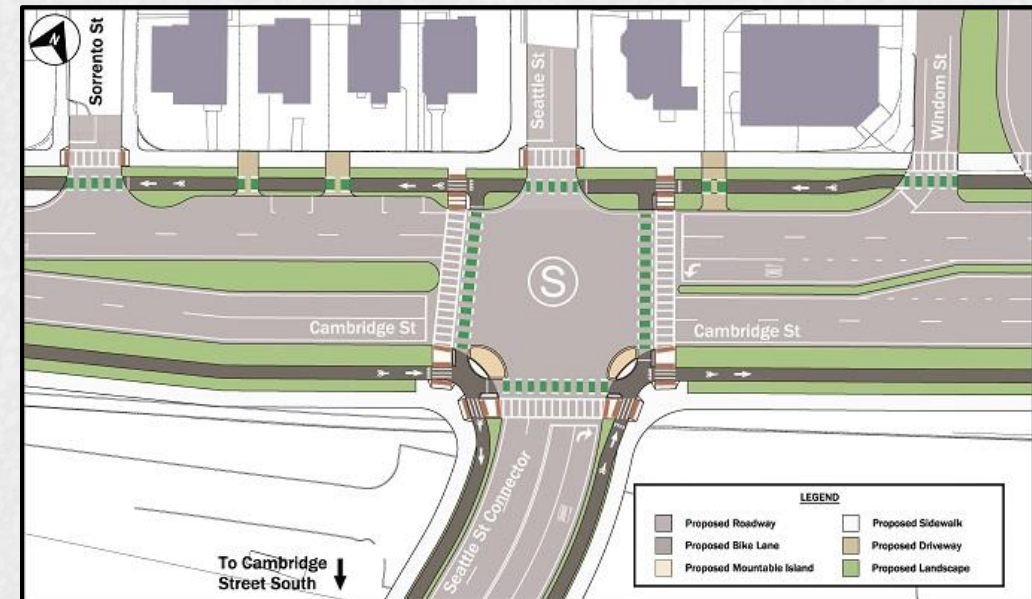
- Early Interchange Concept Development (Spring/Summer 2014)
- Environmental Notification Form (ENF) (October 2014)
- Alternative I-90 At-Grade Concepts Feasibility Study Report (April 2016)
- City of Boston Placemaking Study (October 2016)
- Draft Environmental Impact Report (DEIR) (November 2017)
- Independent Review Team Report (October 2018)
- Secretary Decision on MassDOT Preferred “Throat” Alternative (January 2019)
- Refinement/Documentation of MassDOT Alternative 3L (Current)

MassDOT Alternative 3L



Key Project Elements

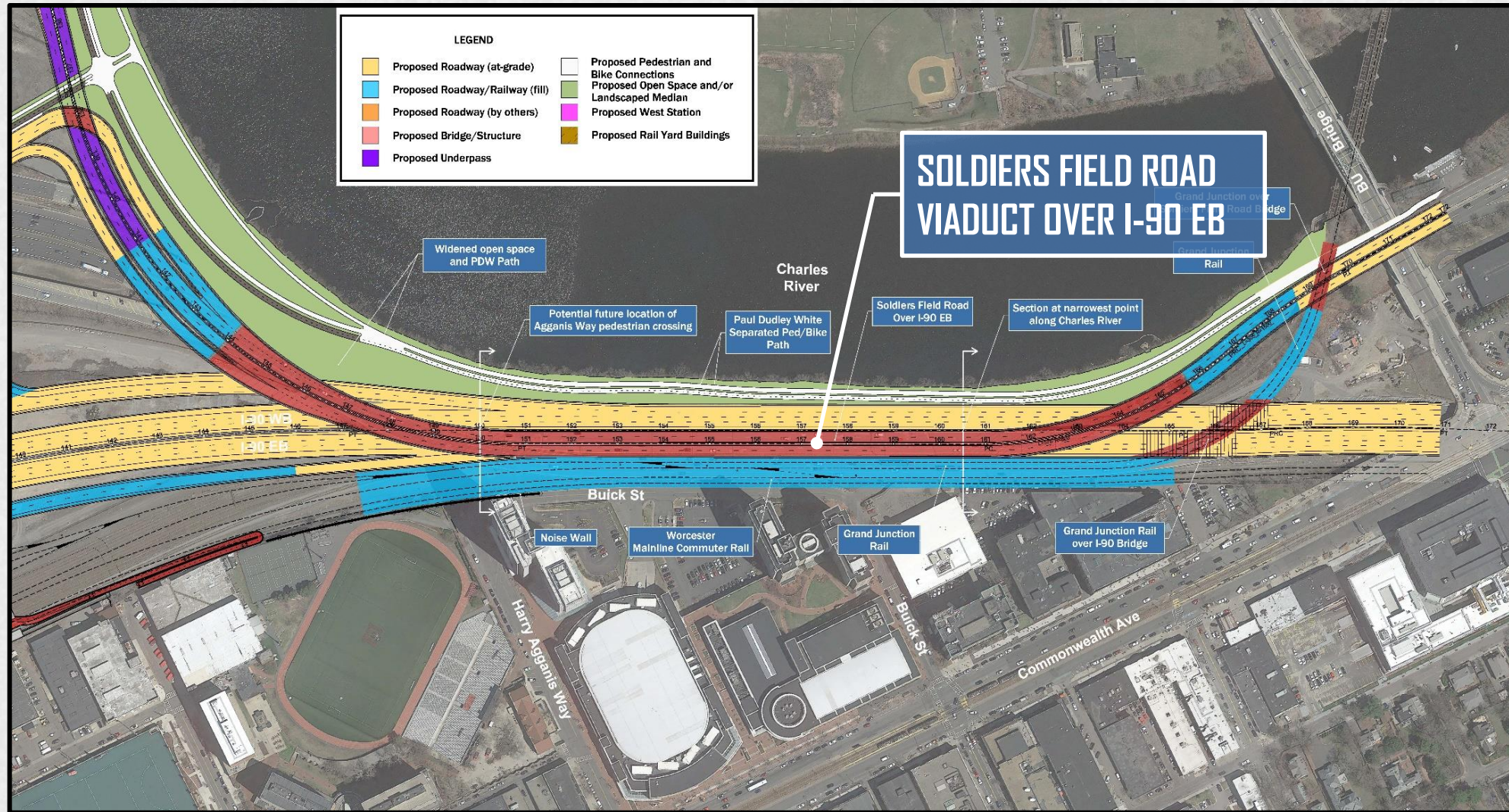
- I-90 Interchange/Urban Street Grid
 - Replace Viaduct
 - Realign I-90 to reduce horizontal curve
 - I-90 EB and WB right-hand exit ramps
 - Collector/Distributor Road System
 - Travel and/or turning lanes – based on detailed traffic analysis of CTPS model
 - Realign Soldiers Field Road (SFR) with ramp connections to Cambridge Street South for shorter connections to I-90
 - Varying “Complete Street” accommodations throughout street grid



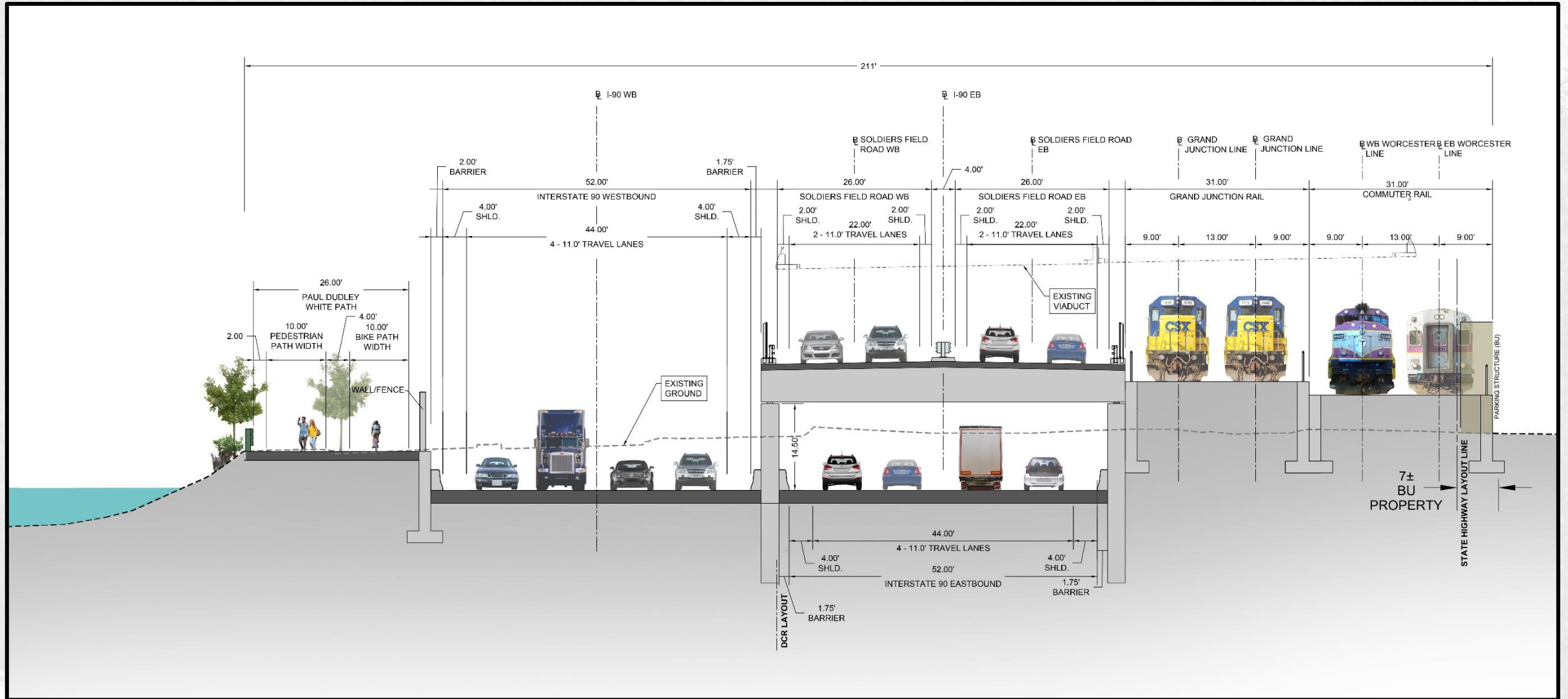
"Throat" Area (looking West)



EB SFR Viaduct - Plan View (SFR over I-90 EB)

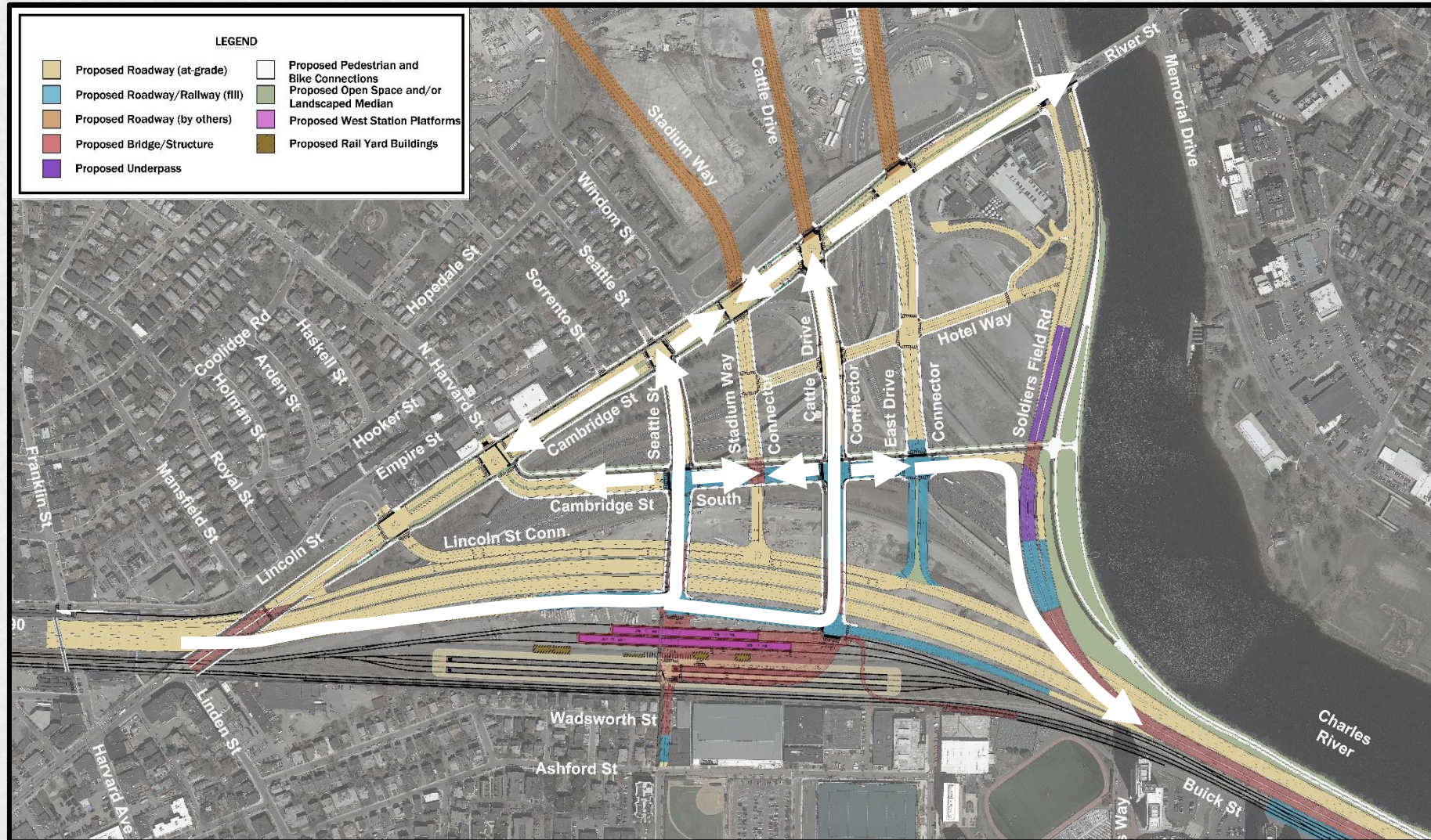


EB SFR Viaduct - Section View (SFR over I-90 EB)



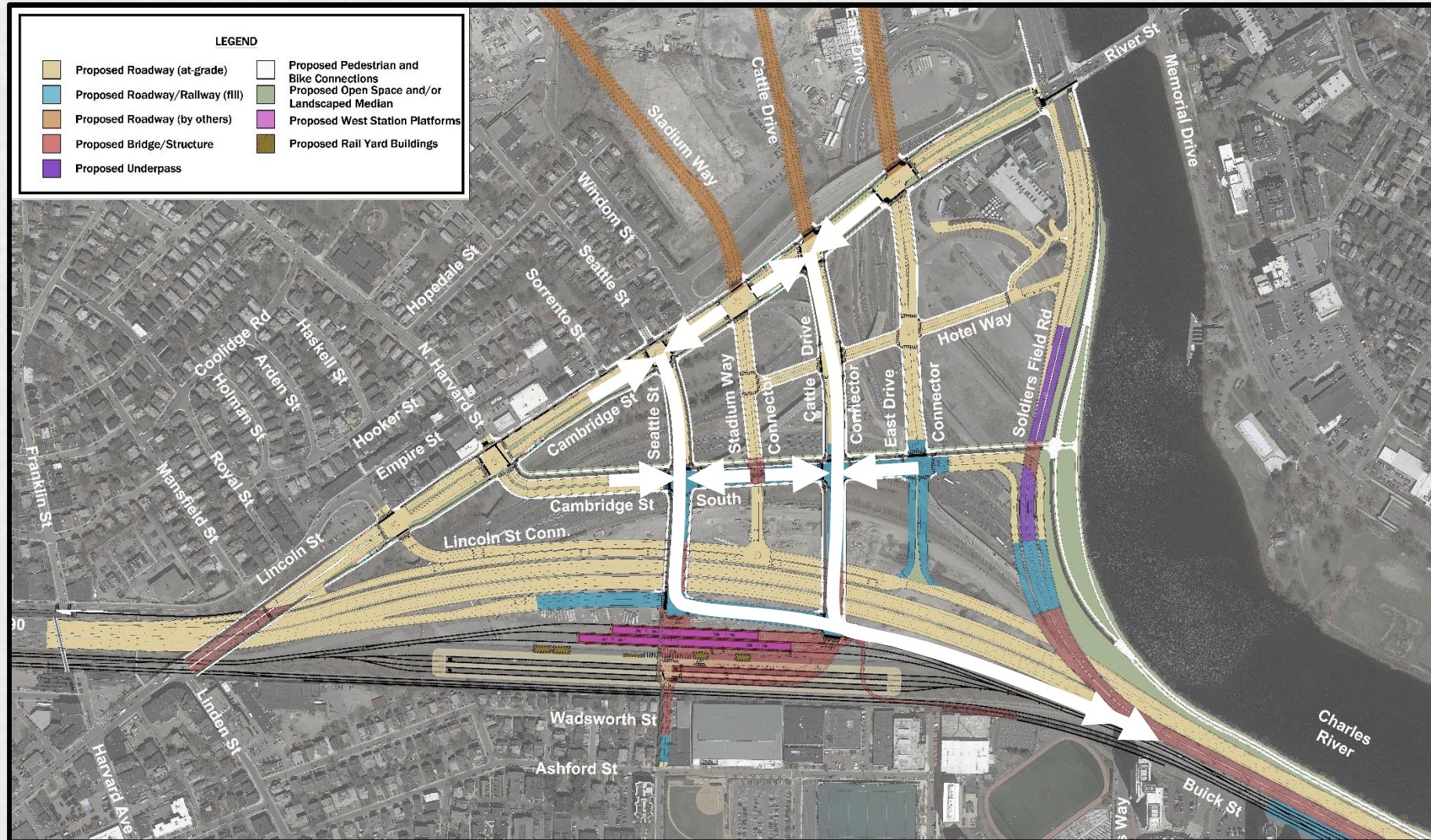
I-90 Connections

EB-Off Ramp



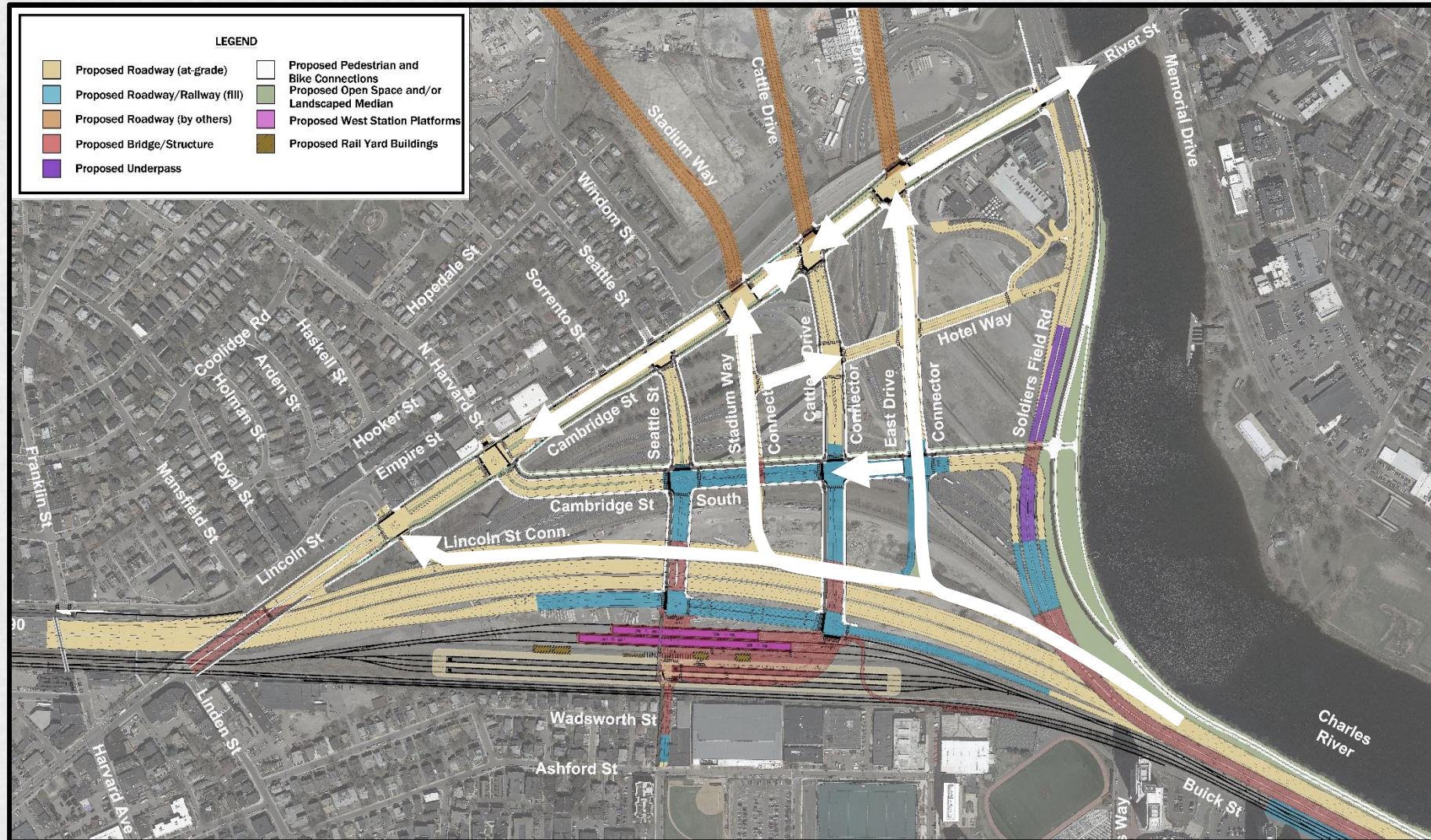
I-90 Connections

EB-On Ramp



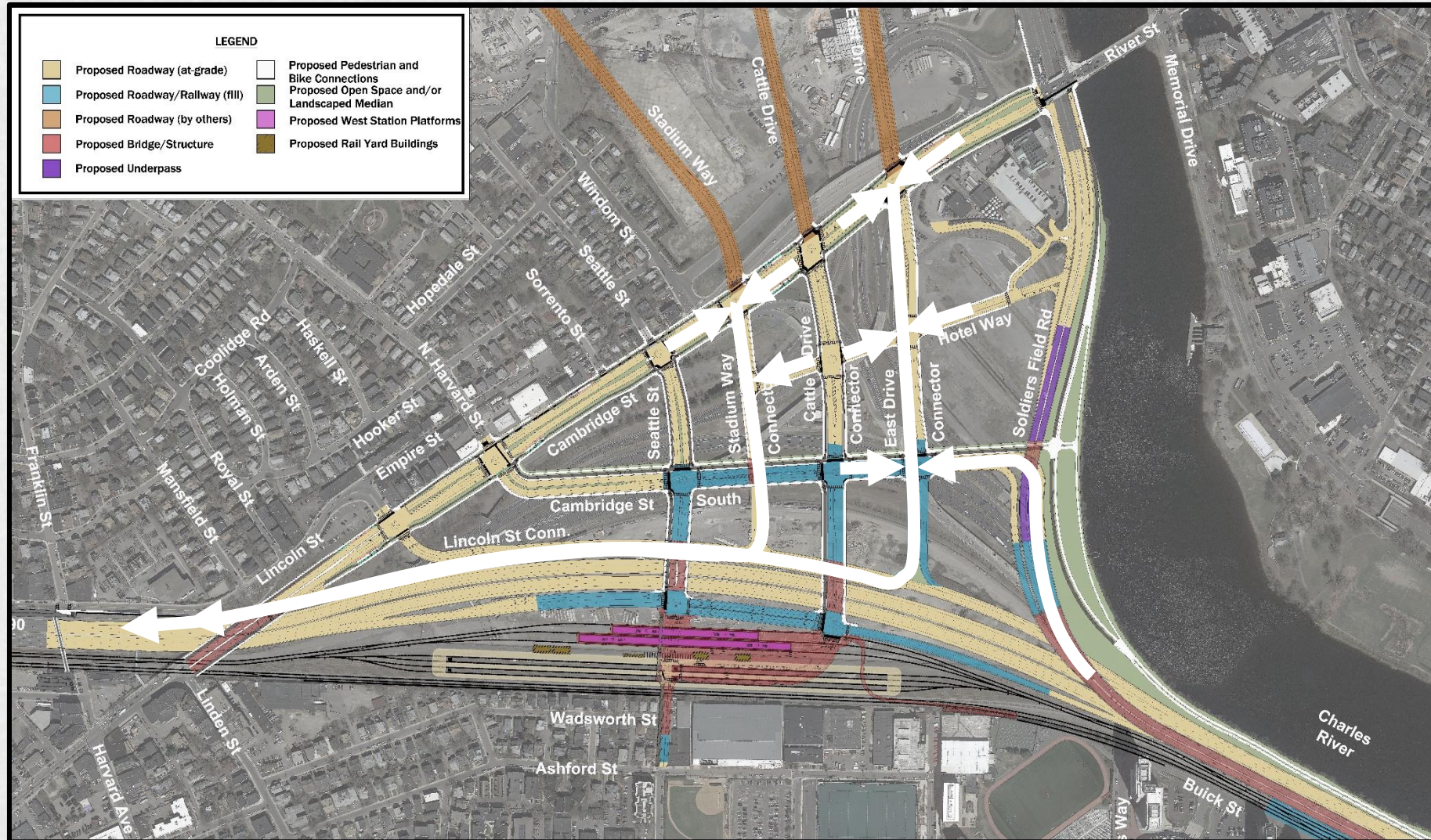
I-90 Connections

WB-Off Ramp



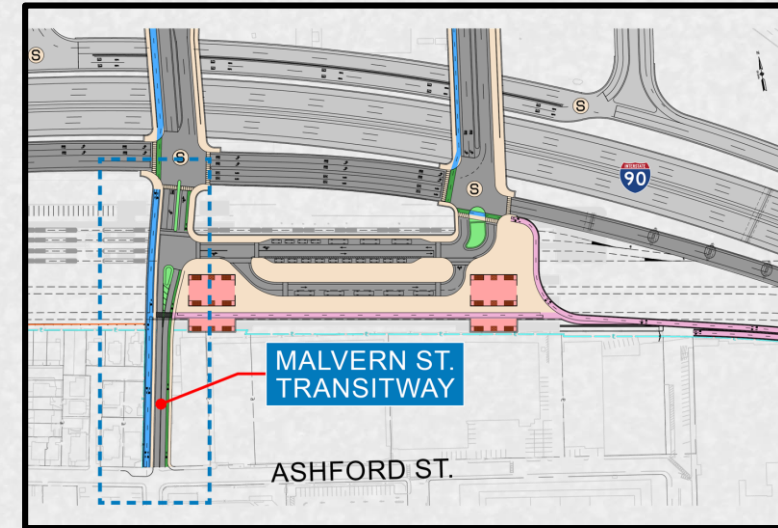
I-90 Connections

WB-On Ramp



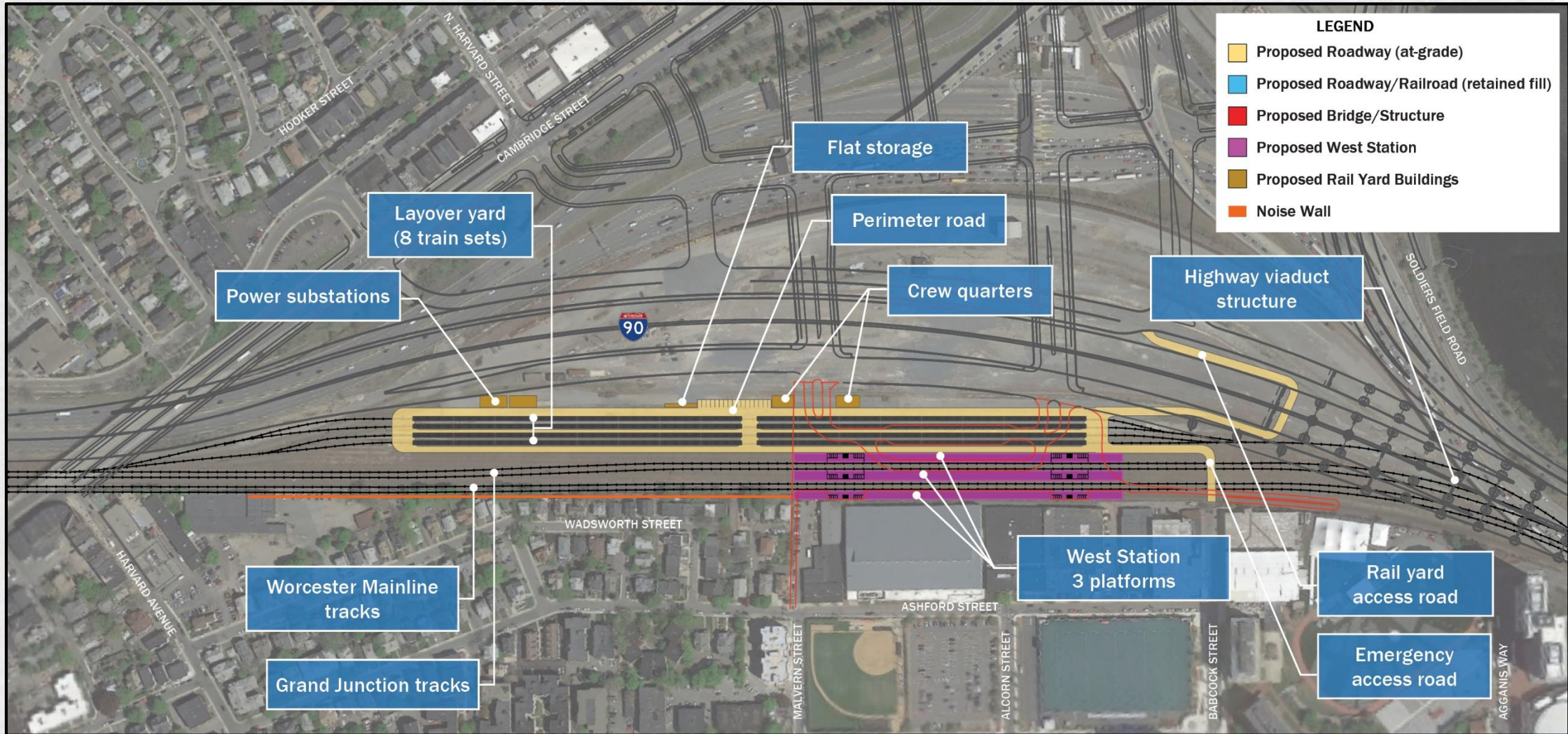
Key Project Elements (cont.)

- **West Station**
 - Two or three platform configurations depending on concept
 - Two Worcester Mainline Commuter Rail Express Tracks
 - Two-way bus loop, “kiss and ride” and provisions for shuttles and taxis
 - Accommodate potential future Urban Rail service to North Station via Grand Junction Line
 - Malvern Street Transitway with Bike/Ped Facilities
- **Commuter Rail Layover Yard**
 - Need for layover capacity and light maintenance for commuter rail operations to the west of South Station to provide a more-balanced mix of layover sites
 - Noise barrier along south side of RR tracks adjacent to residential neighborhood

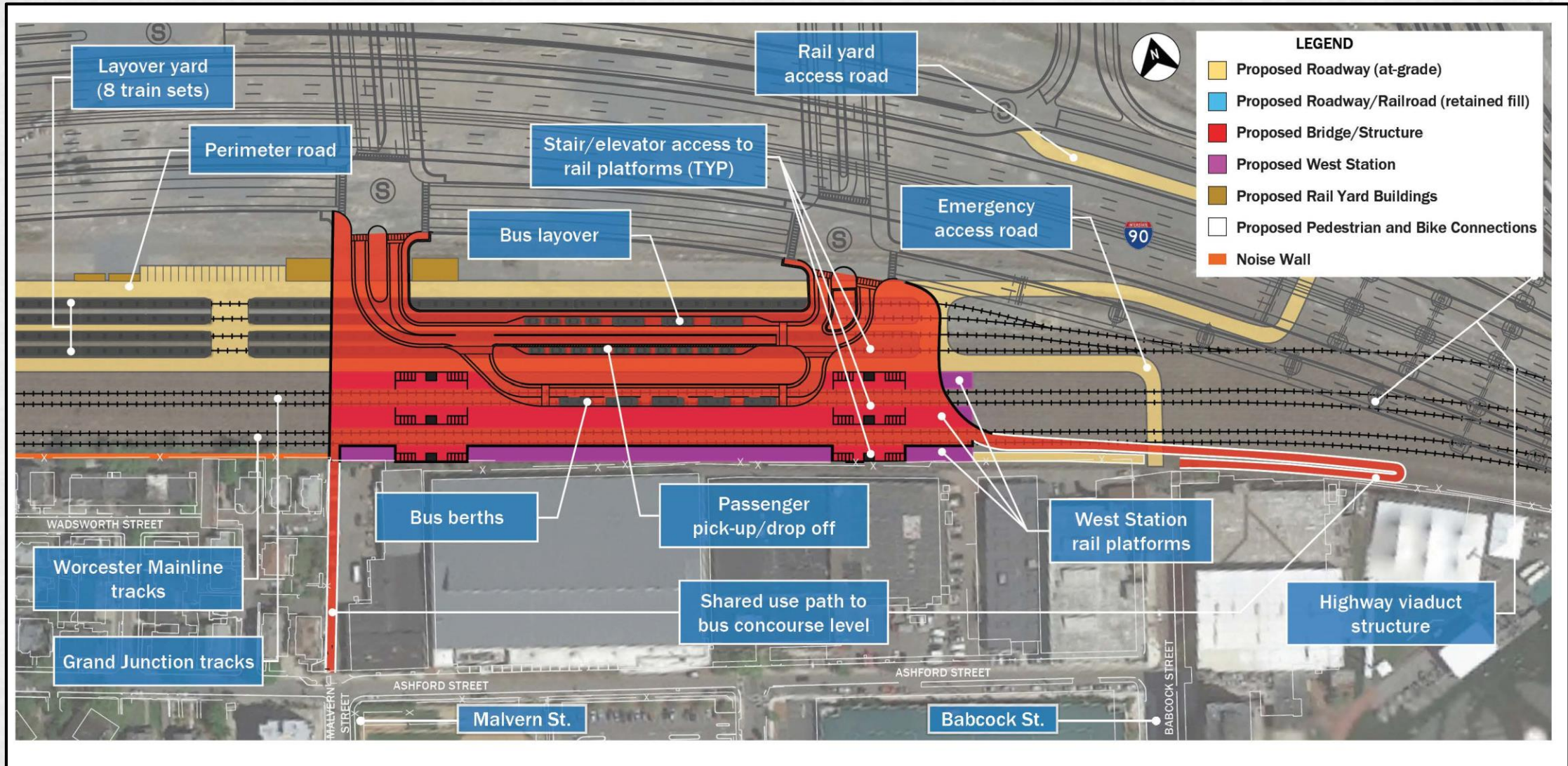


Malvern Street Transitway

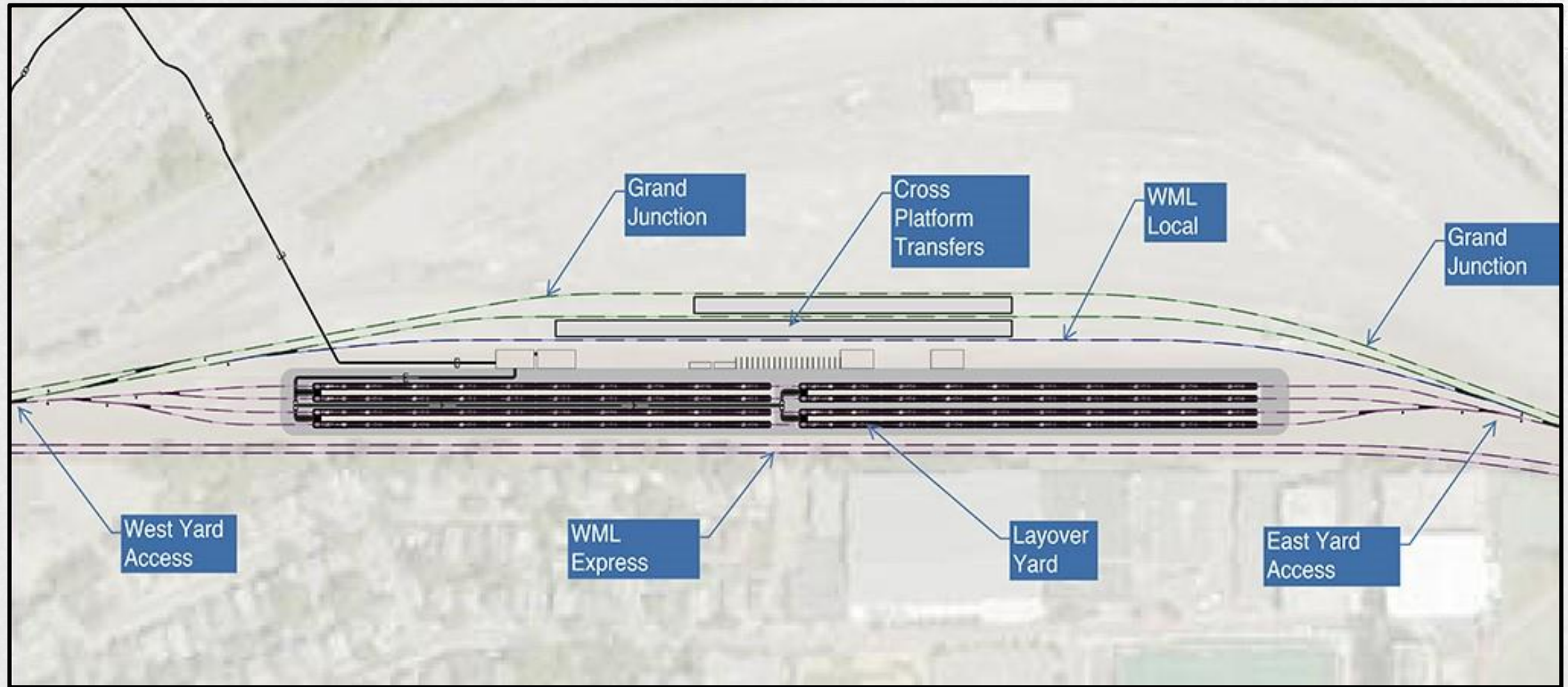
West Station Platforms & Rail Yard Concept (DEIR)



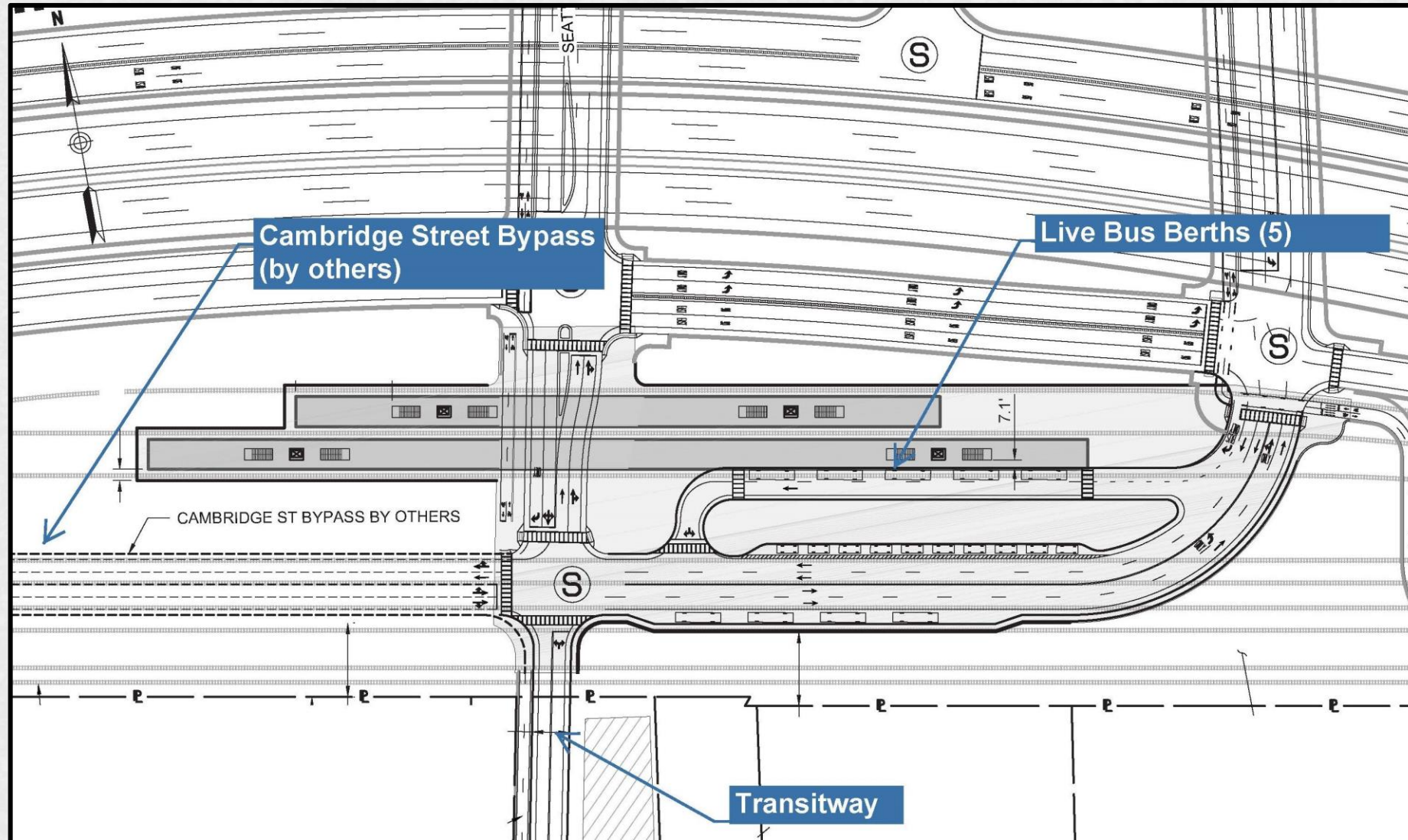
West Station Bus Concourse Concept (DEIR)



West Station Platforms & Rail Yard Concept (Flip)

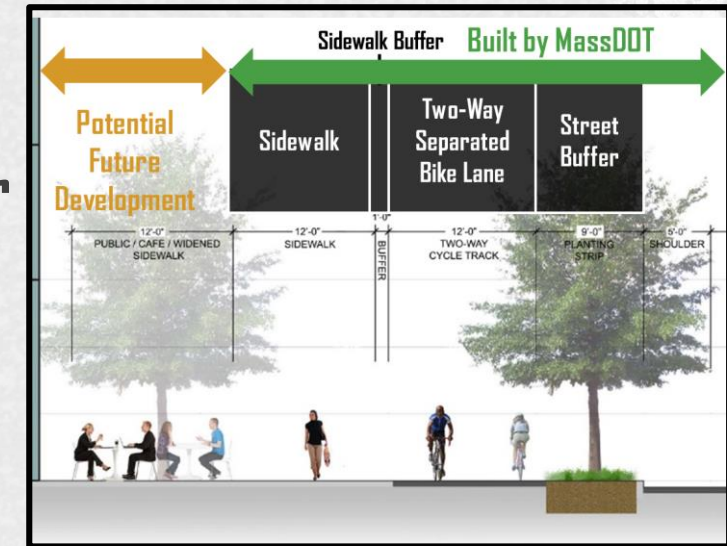


West Station Bus Concourse Concept (Flip)

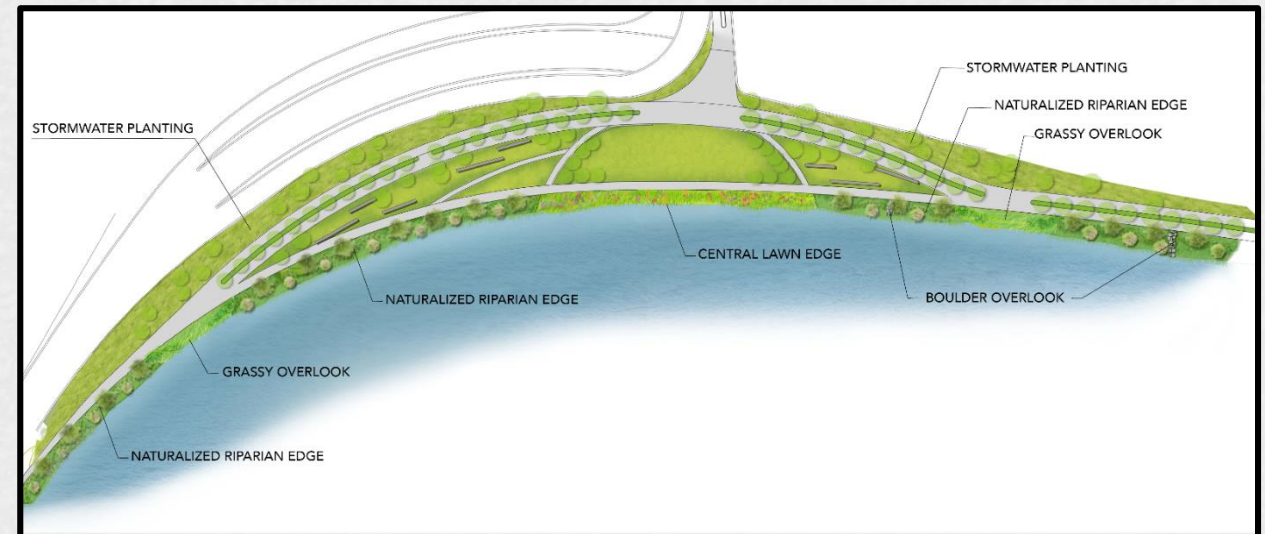


Key Project Elements (cont.)

- **Bicycle/Pedestrian/Open Space Accommodations**
 - Realign Soldiers Field Road (SFR) with underpass to allow for additional open space and at-grade bicycle/pedestrian connection to PDW Path via enhanced bicycle/pedestrian facilities along Cambridge Street South
 - Bicycle/pedestrian access to West Station from north and south via street grid, Malvern Street transitway and Babcock Street pedestrian bridge
 - Replacement of Franklin Street pedestrian bridge over I-90



Cambridge Street South Ped/Bike Facilities



Enhanced PDW Path and Additional Open Space along River

Project Constructability

- For all options under consideration ... need to address all modes of transportation during construction
 - Minimize I-90 travel lane reductions (8 to 6 travel lanes with off-peak reductions)
 - SFR maintains 4 travel lanes (Off-peak travel lane reductions)
 - Minimize single track operations on Commuter Rail between Boston Landing and Commonwealth Ave. (Approx. 1 mile)
 - Rail crossovers provided at these locations will minimize customer impacts
 - Grand Junction Rail closed for majority of construction duration
 - Site investigations for temporary Commuter Rail Layover location
 - PDW Path
- Duration of construction: 8-10 years

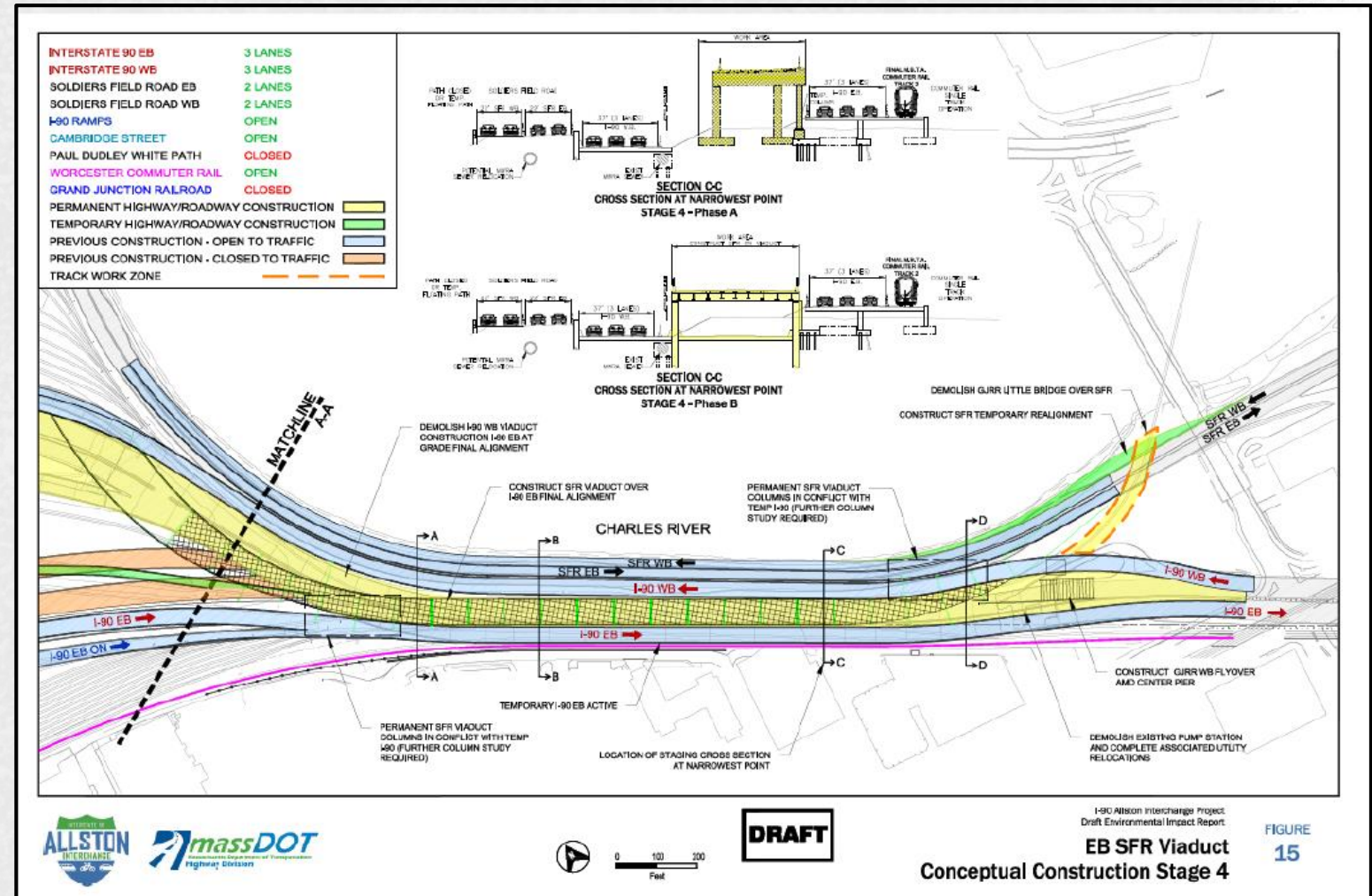
Construction Staging Highlights

- Staging concepts are preliminary and several elements need further study/investigations including but not limited to:
 - Temporary I-90 mainline and ramp alignments including temporary bridges for ramp connections
 - Temporary SFR and PDW Path on trestle structure within river
 - Sizing safe work zones for construction equipment and access
 - Reduce duration of single track Worcester Mainline services
 - Grand Junction Bridges over I-90 and SFR
 - SFR Viaduct transitions at 'throat' limits
 - Major utility relocations and continued coordination with utility owners
 - Minimize overall construction durations by stage
- Assessing extent of Temporary River Impacts to construct SFR Viaduct and need to minimize disruptions to I-90/SFR travel lanes and Commuter Rail operations

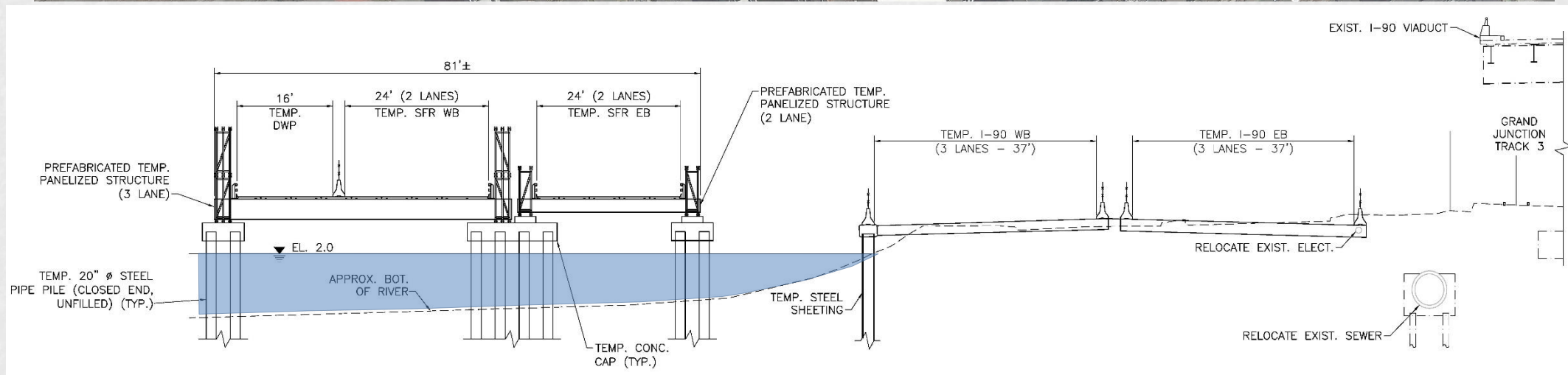
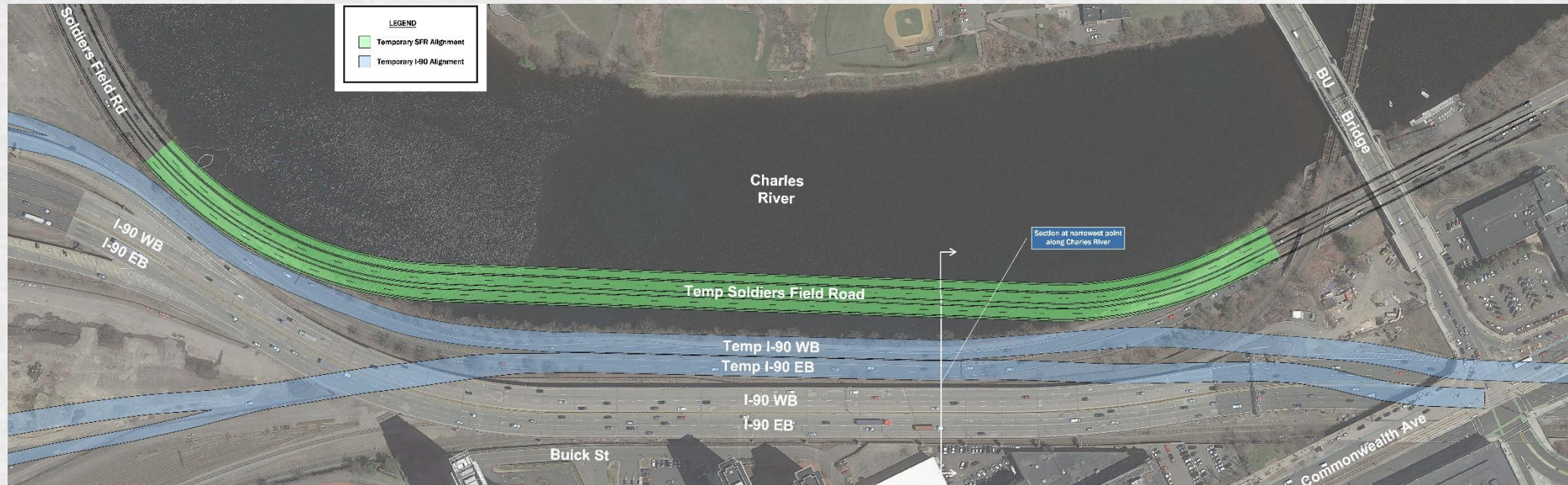
Conceptual Staging Concept (Stage 4) – Earlier Approach



- Insufficient room to safely construct project and stage equipment
- Requires longer single track operation of WML Commuter Rail
- Likely extends duration of overall construction
- Not able to minimize travel disruptions for I-90 and Commuter Rail users



SFR Viaduct Option - Temporary Structure



Project Development Process



Public Involvement

- Data Collection and Analyses of Existing Conditions
- Development of Conceptual Alternatives
- Evaluation of Alternatives:
Functional, Environmental (Social & Natural Environments)
- **Refinement/Selection of Preferred Alternative**
- **Environmental Documentation**
- Preliminary Design
- Design-Build Procurement and Implementation

Next Steps

- **Continued NEPA & MEPA Process**
 - **NEPA Notice of Intent to Prepare an Environmental Impact Statement (Fall 2019)**
 - Describes the proposed scoping process, including any meetings and how the public can get involved.
 - **MEPA Notice of Project Change (Early 2020)**
 - Will discuss the SFR Viaduct Option which was not included in previous MEPA filings
- **Upcoming Public Information Meeting**
 - **August 14th, 2019**
Worcester Technical High School Auditorium
1 Skyline Drive
6:30-8:30PM

Questions & Answers

