I-90 ALLSTON INTERCHANGE
A MULTIMODAL TRANSPORTATION PROJECT
TASK FORCE MEETING
June 22, 2020– GoTo Webinar Event

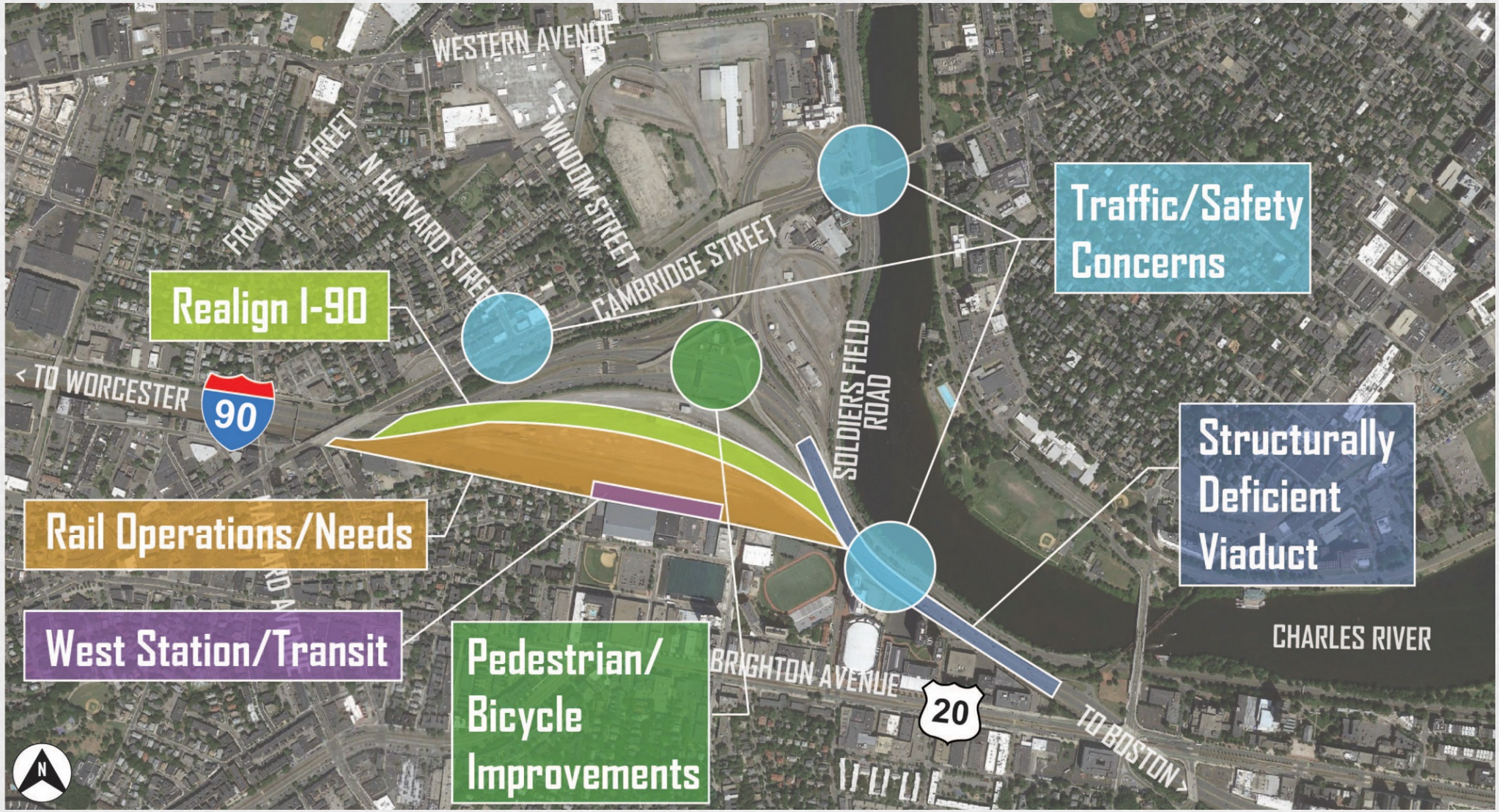
Meeting Agenda

- Welcome & Introductions
- NEPA/MEPA Update
- Conceptual Design Updates
- Question & Answer

Meeting Agenda

- Welcome & Introductions

Project Need Components



Project Purpose

- Address Roadway Deficiencies
  - Replace structural deficient viaduct and reconfigure the I-90 Interchange
- Address Safety Issues
  - Reconfigure the I-90 Interchange, including the viaduct
- Provide Rail Improvements
  - Reconfigure transit and commuter rail facilities
  - Construction of new West Station and infrastructure supporting mid-day commuter rail operations
- Improve Mobility and Transportation Access
  - Provide or allow for connections from Allston, Brighton, Brookline, and BU neighborhoods to the Charles River Reservation
  - Land use planning opportunities facilitated by a multimodal network of streets, paths, rail and transit facilities with Project Area
  - Multimodal transportation access within the Project Area not precluded

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What MassDOT Has Been Doing in 2020

- Refining design of main project on Beacon Park Yards and of West Station
  - West Station now accommodates 4 tracks and 3 platforms
- Re-evaluating No Build Alternative
  - Major rehabilitation and replacement was considered as a Build alternative in earlier filings but does not meet Purpose and Need of the Project
  - Reconstruction of the existing viaduct with a major preservation effort will now be treated as a No Build alternative, to be implemented if the full multimodal project does not proceed
- Evaluating options to address major concerns about construction length and complexity and Charles River impacts by
  - Evaluating alternative construction options to reduce impacts of "Hybrid" alternatives on the Charles River during construction
  - Re-evaluating pros and cons of all other Build alternatives, including at-grade and keeping I90 on a Viaduct

The NEPA Scoping Process

- Scoping Report made available to the public on November 6, 2019
- Two public information meetings held in 2019: November 7th in Brighton and December 4th in Framingham
- Two Task Force meetings also provided opportunity for the Task Force and general public to discuss the Scoping Report with MassDOT.
- 37-day comment period closed on December 12, 2019
- 840+ comment letters received
  - 600+ form letters/emails
  - ~170 from the general public
  - ~40 from advocates and organizations
  - ~16 from elected officials (# of letters received, *not* # of elected officials)
  - 6 from Federal, State & Local agencies

Major Themes of Public Comments on the Scoping Report

- Purpose & Need
  - Lack of support for the inclusion of mid-day layover in the Purpose & Need
  - Enhance the Charles River and expand parkland and open space while prioritizing safe, improved pedestrian access/connections
- Alternatives
  - Support for an At-Grade Throat Area Option to be further analyzed in the DEIS
  - Support for a 4 track West Station and 15-minute service on the WML as well as elements of the original Flip West Station & Rail Layout
    - An Open Space Buffer Path on the South Side of the Layover Yard
    - Design of the Franklin St. Pedestrian Bridge
  - Support for a Pedestrian Connection at Agganis Way
  - Support for a Cambridge St. Bypass Road
  - Support for Rebuilding the Grand Junction Rail Bridge

Major Themes of Public Comments on the Scoping Report (continued)

- Construction
  - Construction of West Station should be accelerated
  - Opposition to any duration of a single track on the Worcester Line during construction
  - Opposition to a trestle over the Charles River during construction due to potential environmental impacts and impacts to river users
  - Mitigation
    - Travel Impacts: Support for additional/improved connections to mitigate travel impacts during construction.
    - Environmental Impacts: General interest in a mitigation package that addresses noise and air quality concerns as well as impacts to the Charles River
- Methods
  - General Concerns and Suggestions Regarding Methods/Models Used to Assess Traffic and Transit
    - CTPS Modeling Assumptions for determination of transit needs
    - Analysis of traffic volumes using AET data to determine the number of highway lanes needed in Allston

Major Themes of Public Comments on the Scoping Report (continued)

- Summary of Comments on the SFR Hybrid Throat Area Option
  - Concerns regarding impacts to the Charles River due to temporary SFR/PDW Path "trestle" located in the Charles River during construction
  - Construction duration of 8-10 years disrupting travel from the west
  - Concerns regarding MBTA Operational Disruptions
  - Climate change and resiliency concerns with I-90 under SFR viaduct located below grade in order to limit height of the viaduct

NEPA Process

- When NEPA scoping report was filed, keeping I90 on viaduct or at-grade did not meet project Purpose & Need because it did not provide adequate North-South pedestrian/bicycle connections to the Charles River
- While MassDOT remains concerned that the permanent impacts to the Charles River are "excessive" and that the At Grade throat alternative should accordingly be discounted, a modified At-Grade alternative will be analyzed in the DEIS in response to public comments and in order to provide a comprehensive comparison
- Cooperating Agencies Meetings held in January and April
- No Build, SFR Hybrid, Modified At-Grade and Modified Highway Viaduct will be analyzed in the DEIS to provide a comprehensive evaluation

MEPA Process

- Producing the MEPA Notice of Project Change consistent with NEPA Scoping Summary Report
- Update Purpose and Need to align with NEPA
  - At-Grade and Highway Viaduct Throat variations modified to meet Purpose and Need by providing N-S ped/bike connection
  - Visual impacts would be addressed with aesthetic treatments to both superstructure and substructure
- On-going coordination with MEPA

Anticipated Environmental Review Timeline

- NEPA Scoping Summary Report : Summer 2020
  - Summarizes the Scoping Process undertaken for the Project
  - Declares No Build and Build alternatives carried forward to the DEIS
  - Responds to Public Comments on the Scoping Report
- NEPA Concurrence Meeting: Fall 2020
- MEPA Notice of Project Change (NPC) : Fall 2020
  - MassDOT identifies the Preferred Transportation Alternative
  - Responding to Public Comments on the DEIR
- NEPA Draft Environmental Impact Statement (DEIS) : Spring 2021
- MEPA Final Environmental Impact Report (FEIR) : Summer 2021
- NEPA Final Environmental Impact Statement (FEIS)/ Record of Decision (ROD) : Winter 2021/2022

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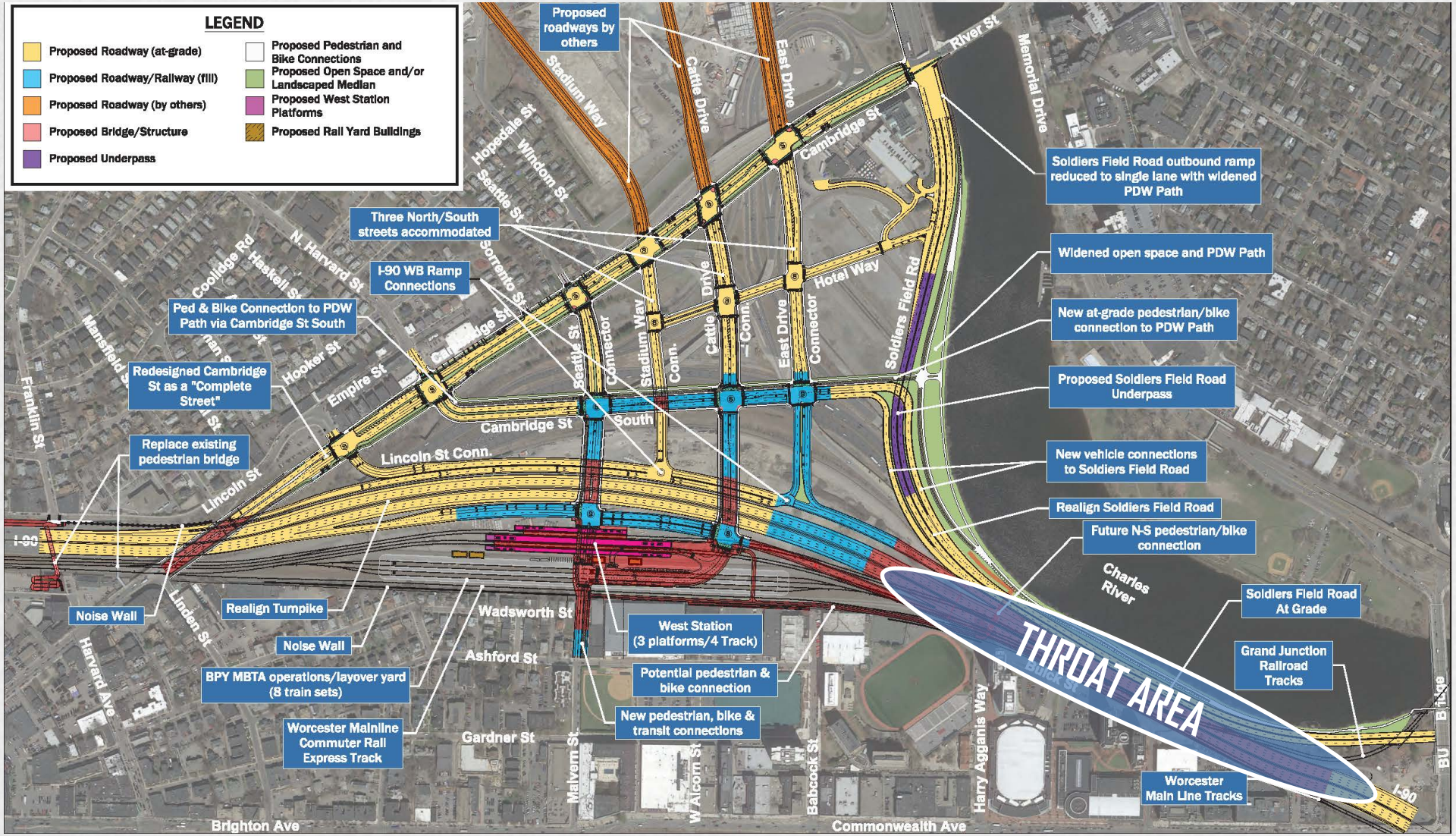
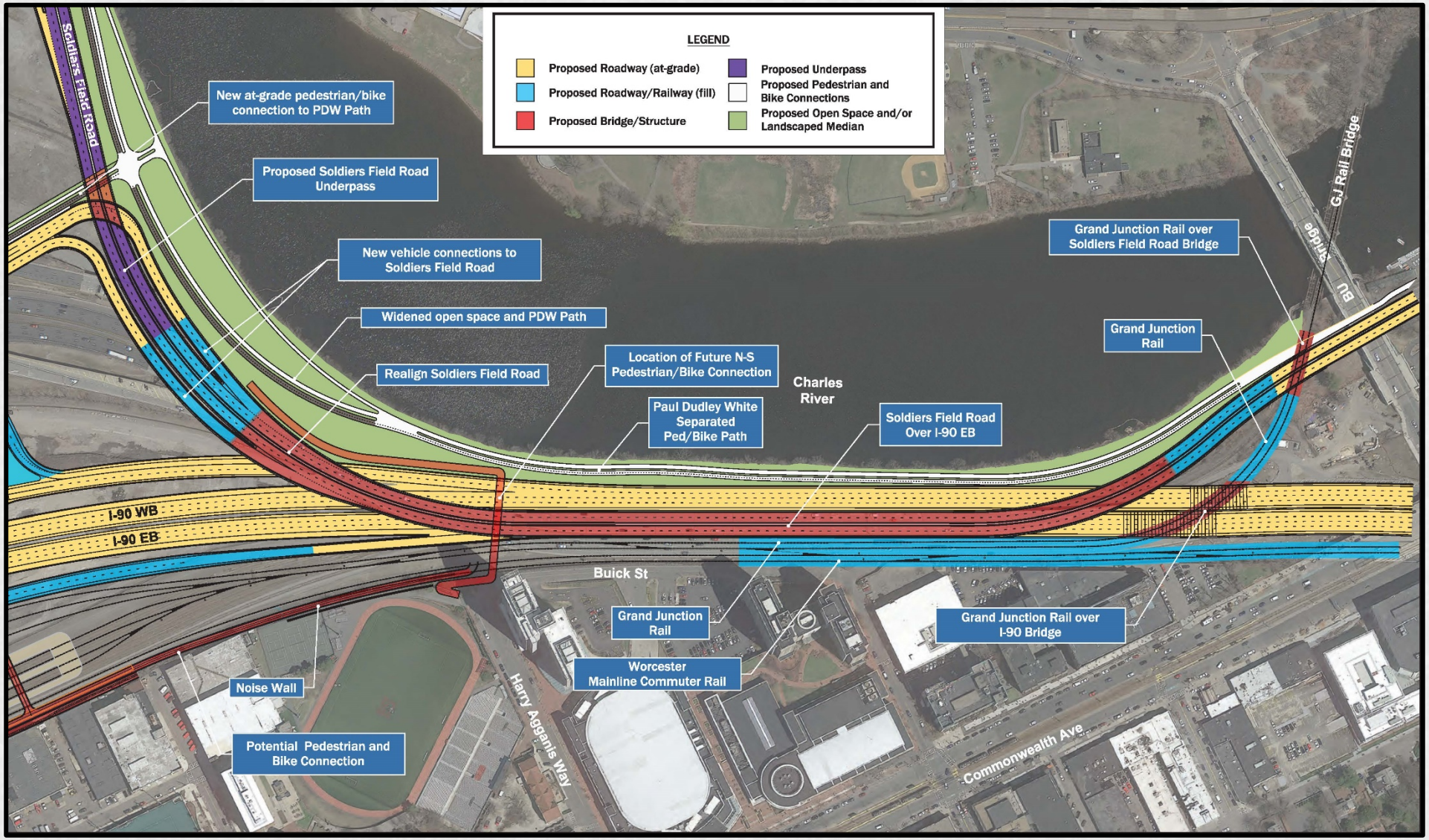
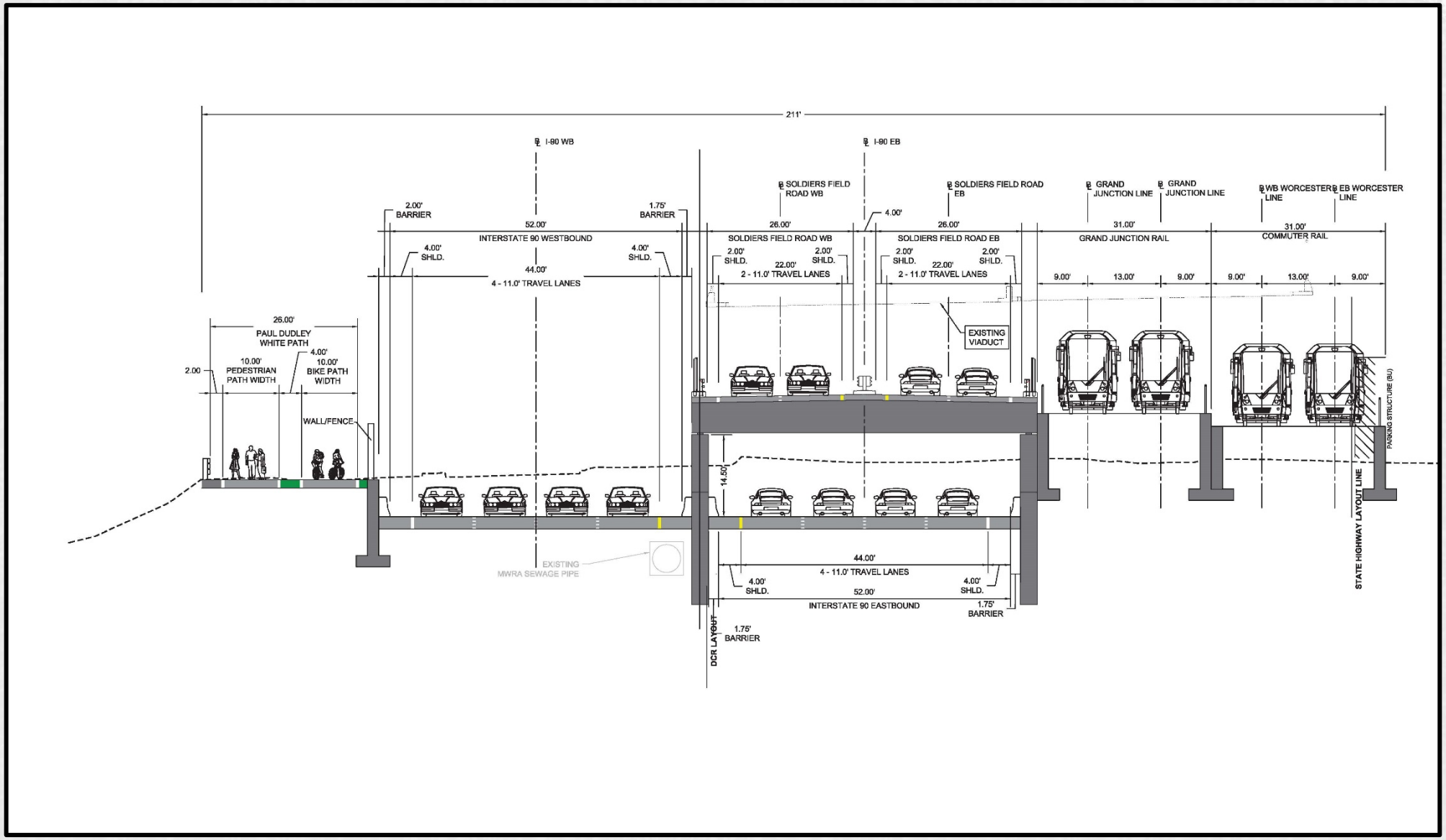
Outside the "Throat" the Project is Well Defined: Re-alignment Alternative "3L"



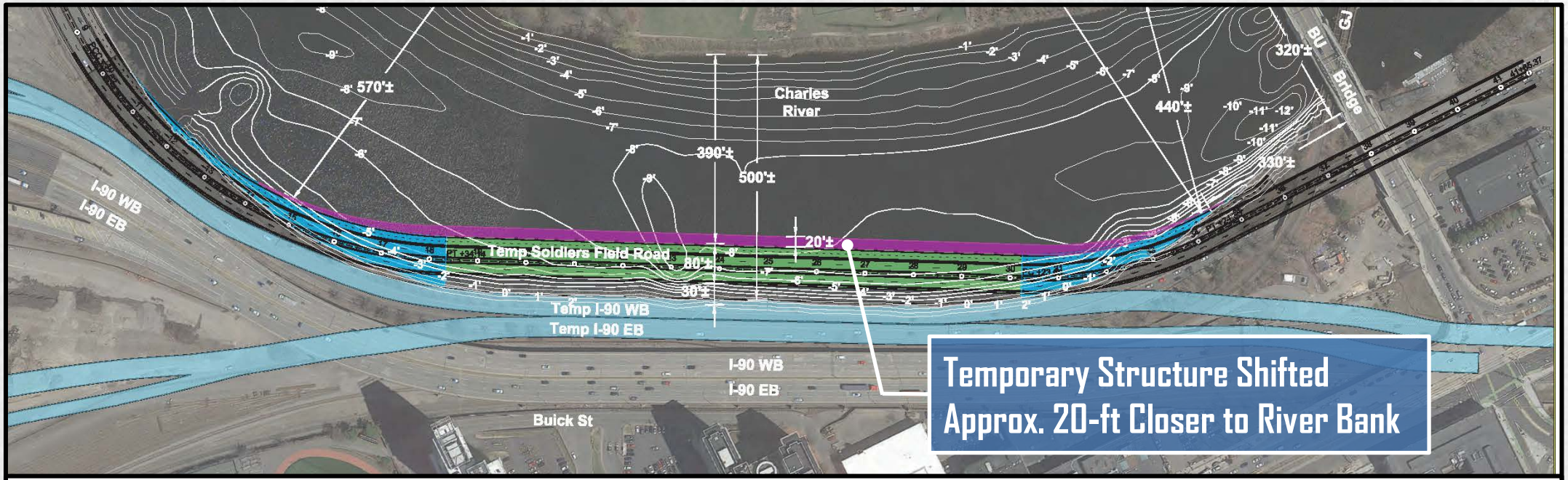
Soldiers Field Road Hybrid "Throat" Area Alternative – Plan View

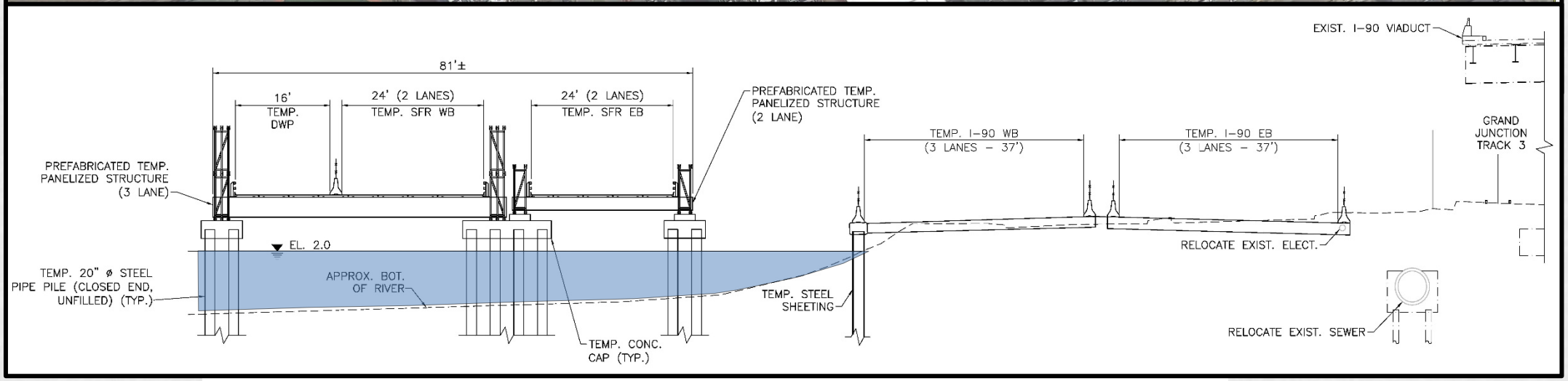


Soldiers Field Road Hybrid "Throat" Area Variation – Section View



Soldiers Field Road Hybrid Alternative - Temporary Structure

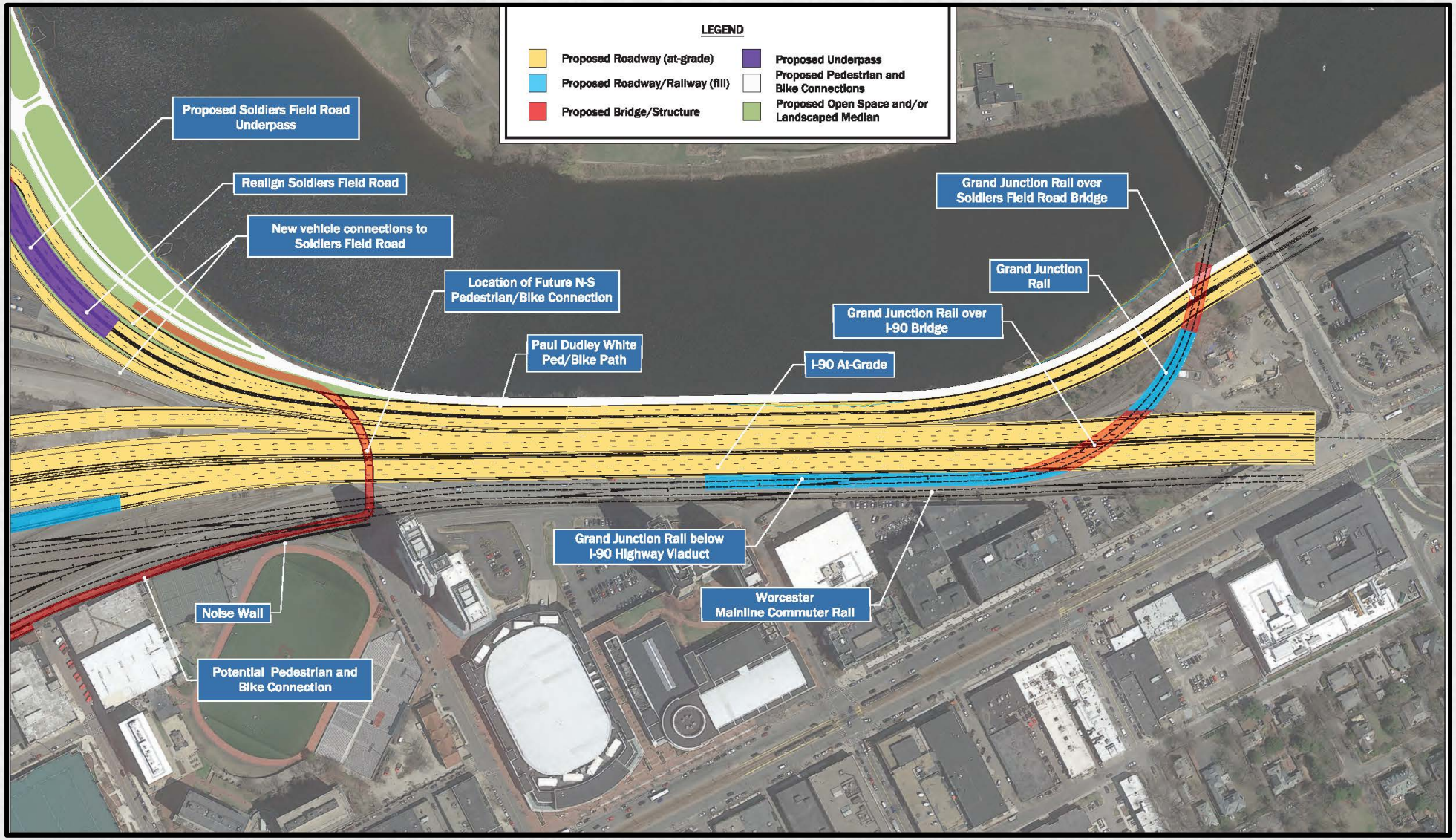




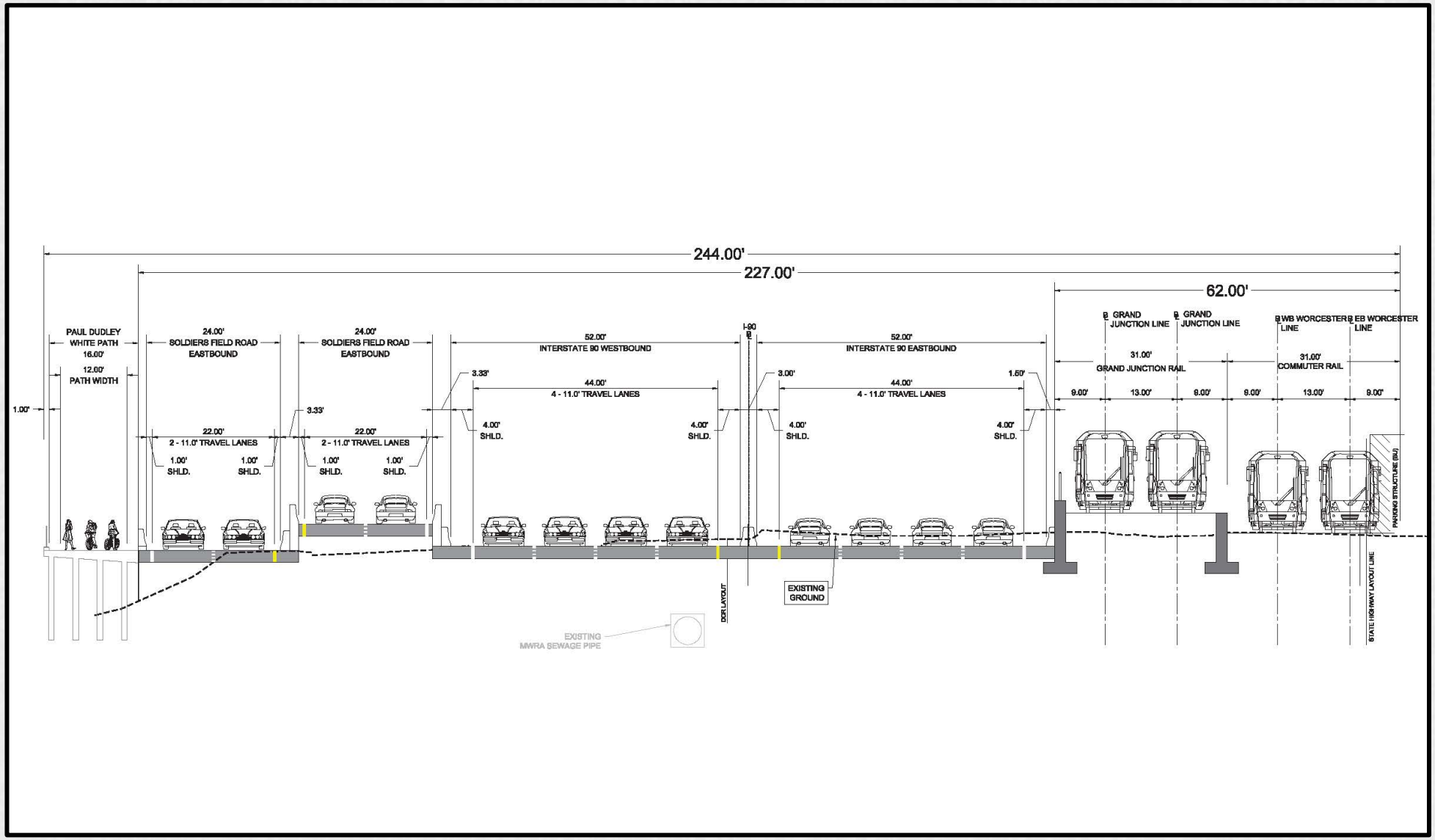
Modifications to the At-Grade Alternative

- Key modifications to the At Grade alternative include
  - Feasibility of an additional ped/bike connection at Agganis Way
  - Increasing I-90 shoulder widths from 2-ft to 4-ft wide to ensure safe and effective highway operations, accommodations for stormwater collection infrastructure to prevent ponding and flooding of road surface and snow clearing to maintain highway during storms
  - Increasing SFR travel lane widths from 10-ft to 11-ft to match existing lane widths

Modified At-Grade "Throat" Area Variation – Plan View



Modified At-Grade "Throat" Area Variation – Section View



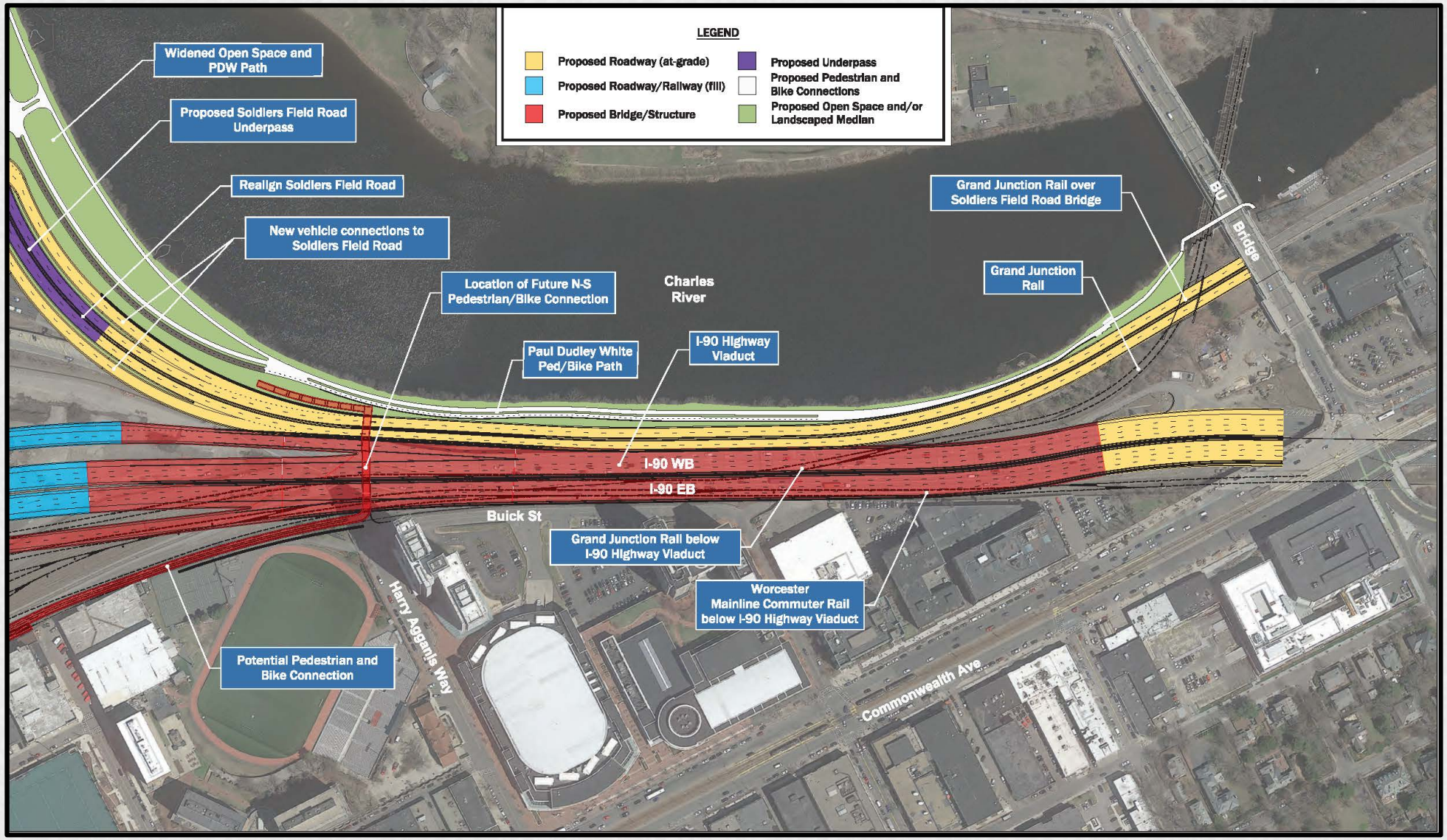
Reconsidering – and modifying – the Highway Viaduct alternative

- Feasibility of an additional ped/bike connection at Agganis Way
- Modified highway viaduct is shorter and narrower
  - 2,800 feet long compared to the existing viaduct including ramps which is approx. 3,200 ft
  - Narrower than previous viaduct version by 8 feet, which allows for further realignment of Soldiers Field Road to provide additional open space within the throat area
  - Modified Highway Viaduct is approximately 10,000 square feet smaller than previously proposed
- Modified Highway Viaduct has many advantages compared to other Build alternatives
  - Less complicated construction staging as a result of travel modes being replaced in their current horizontal and vertical locations, shortening time that construction disrupts travel from west
  - Does not require either temporary or permanent impacts to the Charles River beyond outfall reconstruction
  - Minimizes impacts to MBTA operations, eliminating need for long-term closure of the Grand Junction bridge
  - Greater resiliency to increased rainfall events because no below grade elevations are introduced

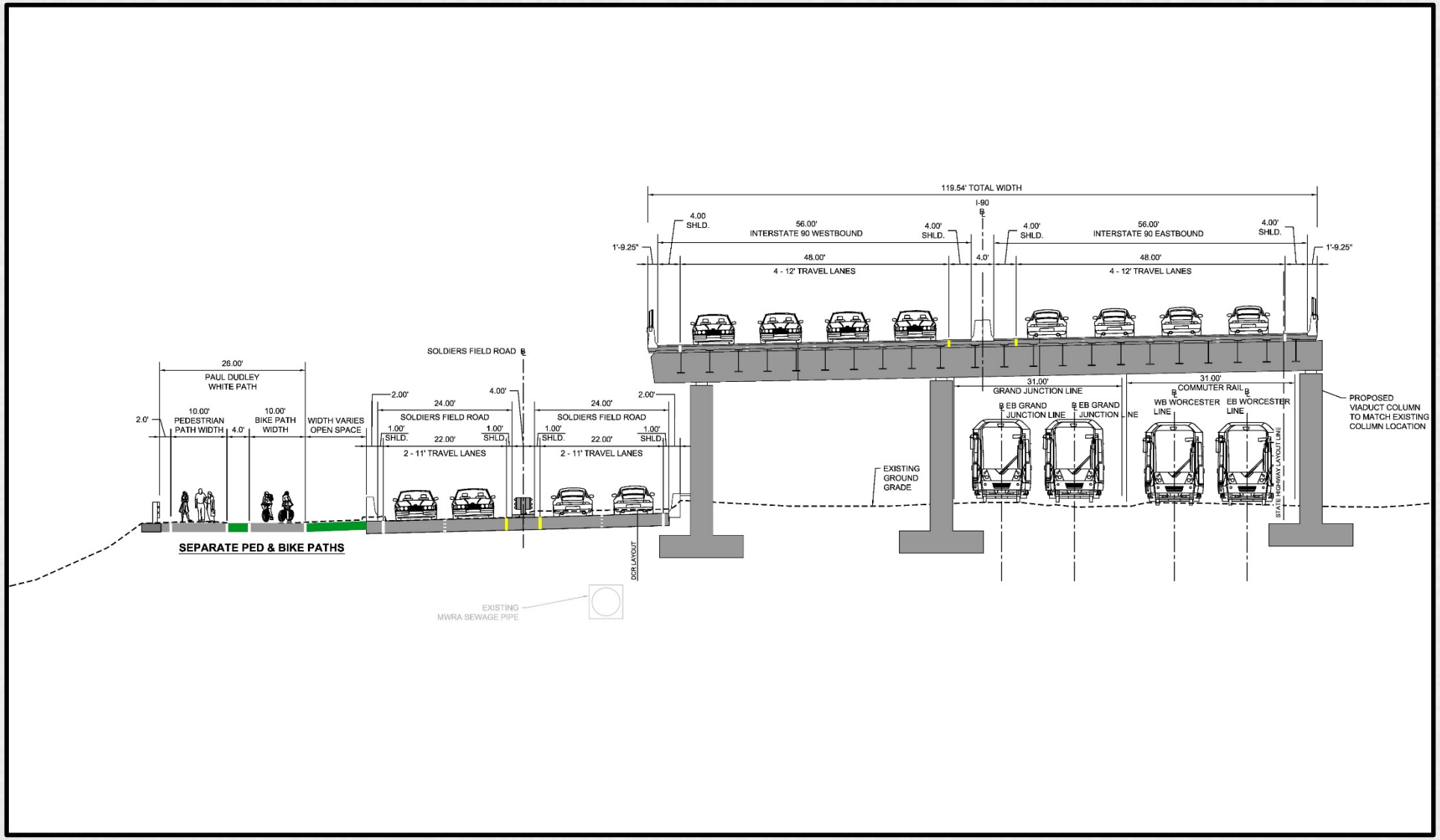
Other considerations for Modified Highway Viaduct alternative

- Visual impacts would be addressed with aesthetic treatments to both superstructure and substructure
- Noise impacts would be addressed with the addition of noise barriers
- Does not preclude reconstruction of Grand Junction bridge over SFR as a separate project as part of a future Grand Junction rail project

Modified Highway Viaduct "Throat" Area Variation – Plan View

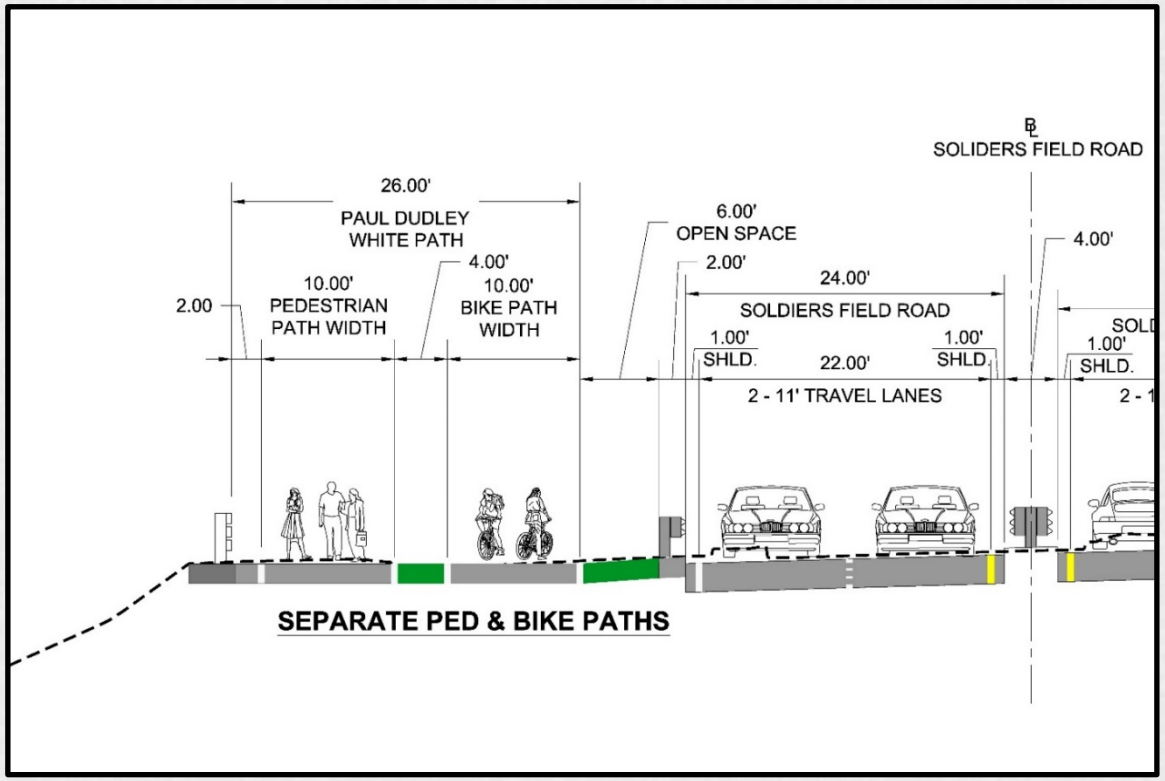


Modified Highway Viaduct "Throat" Area Variation – Section View



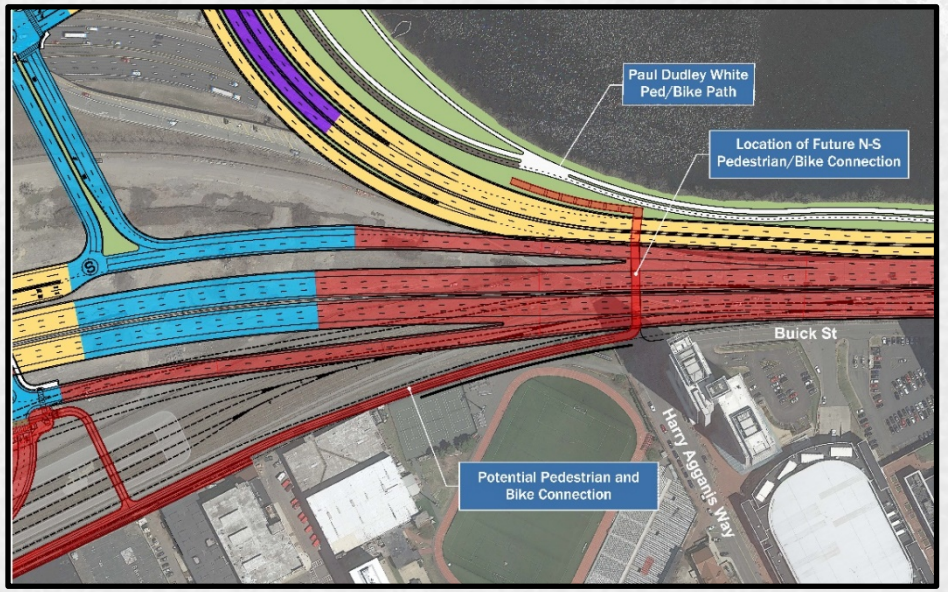
Potential for Additional Open Space along Charles River

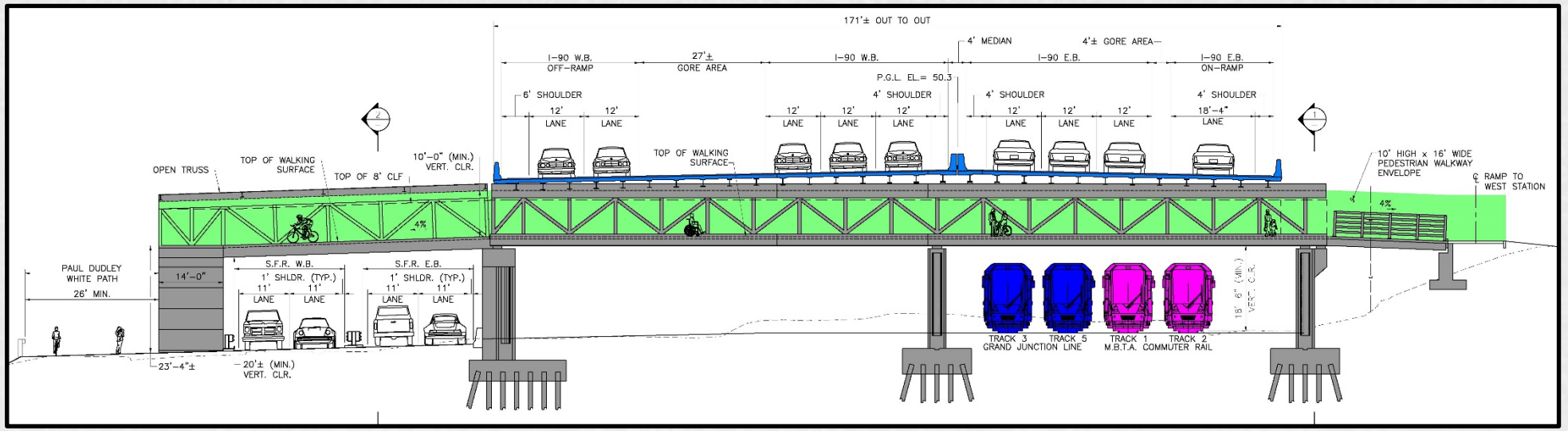
- Potential shift in Soldiers Field Road to the south if switch from a four column to a three column viaduct layout
- Provides opportunity for increased length of separated paths and increased open space
- Includes full bank restoration/enhancement



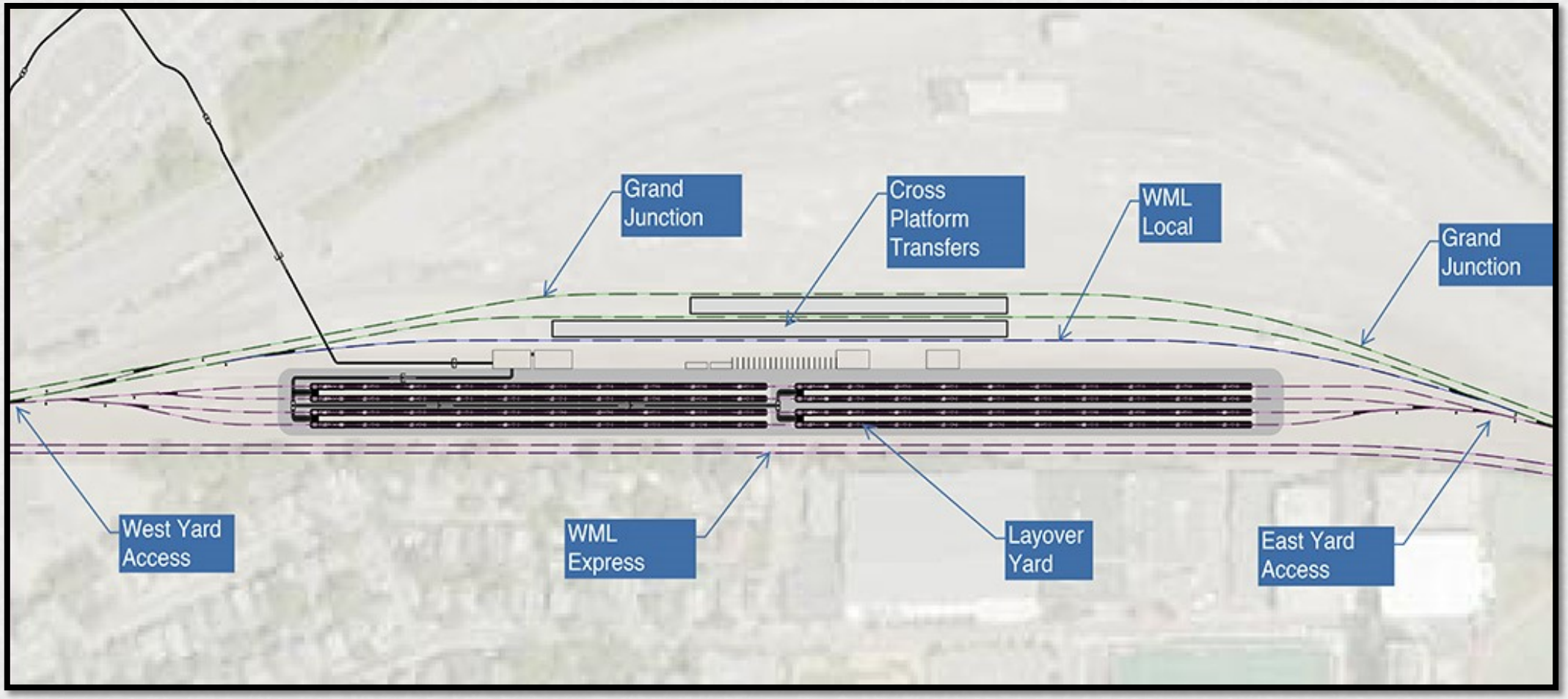
Potential for additional bicycle/pedestrian connection at Agganis Way

- New Highway Viaduct design allows for direct North-South Connection at Agganis Way (under viaduct & over rail)
- Includes a potential ped/bike connection from West Station to Agganis Way

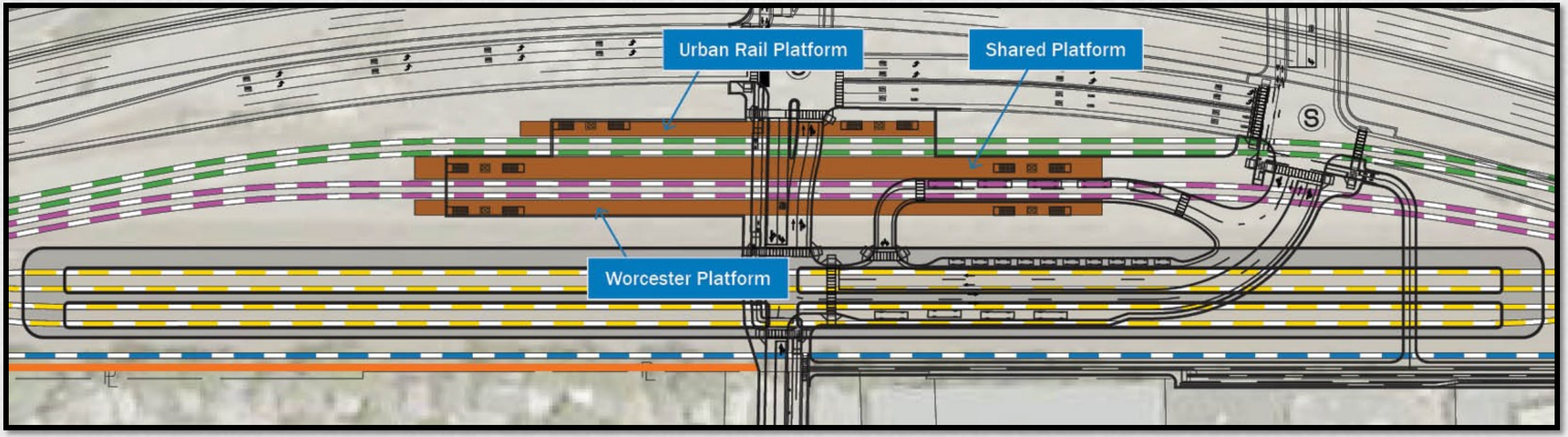




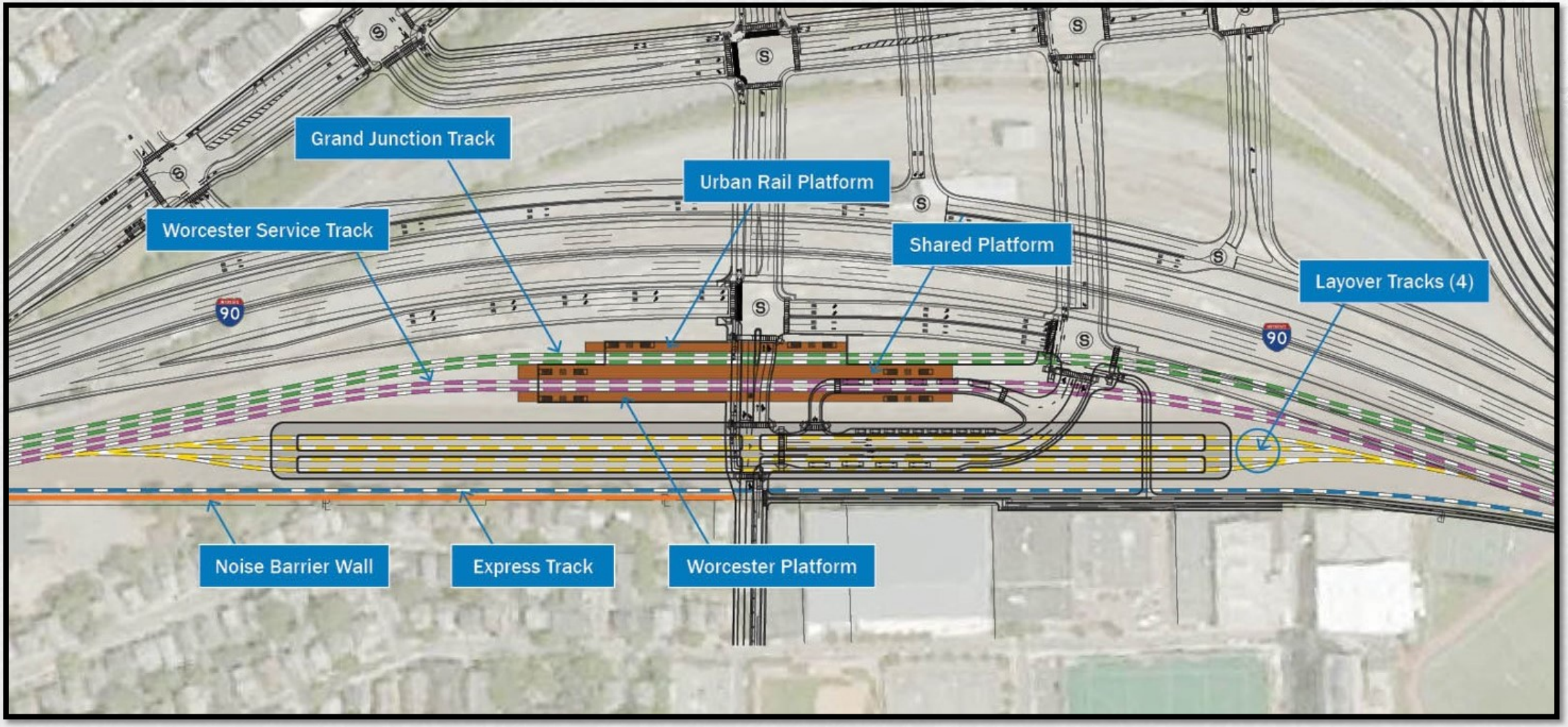
MassDOT Flip – Fall 2019



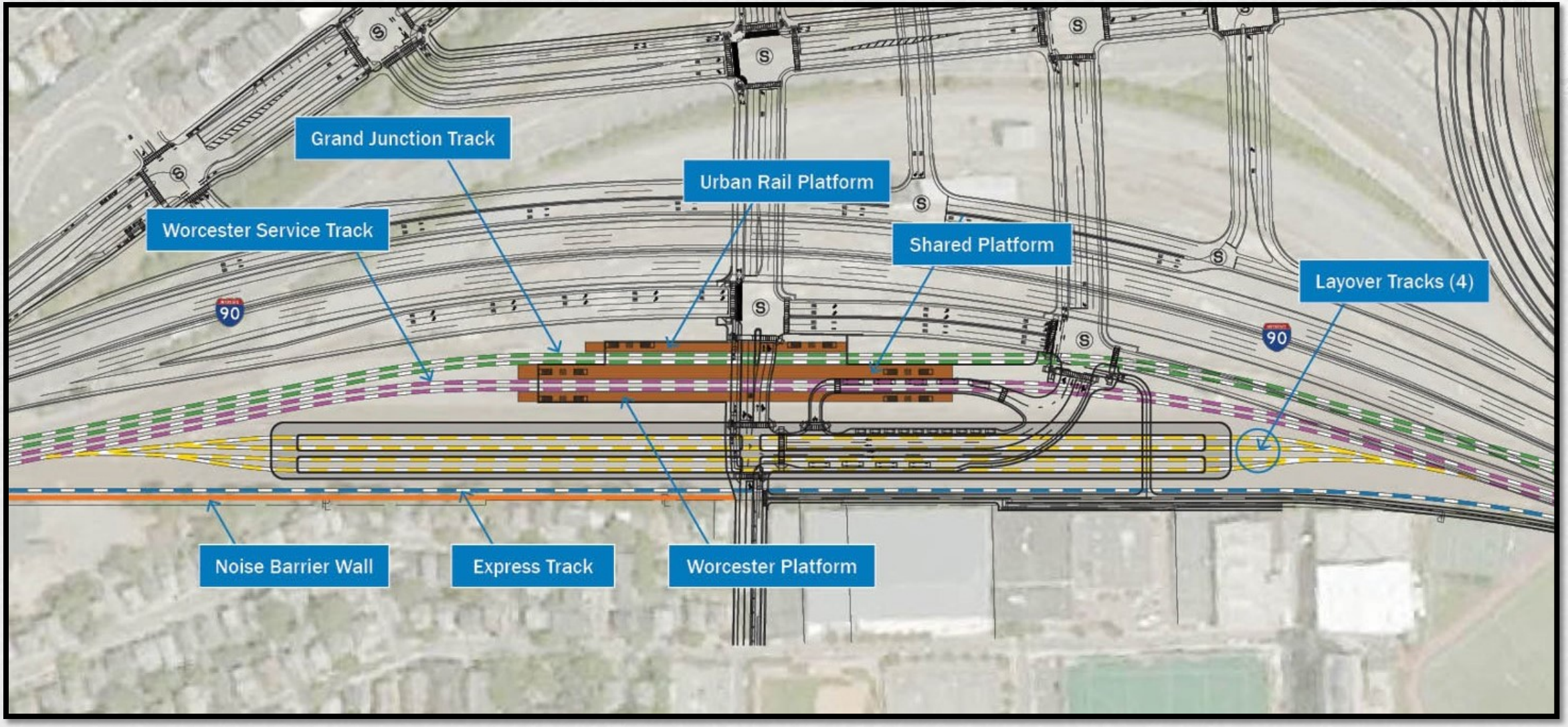
West Station – 4 Track/3 Platform Arrangement



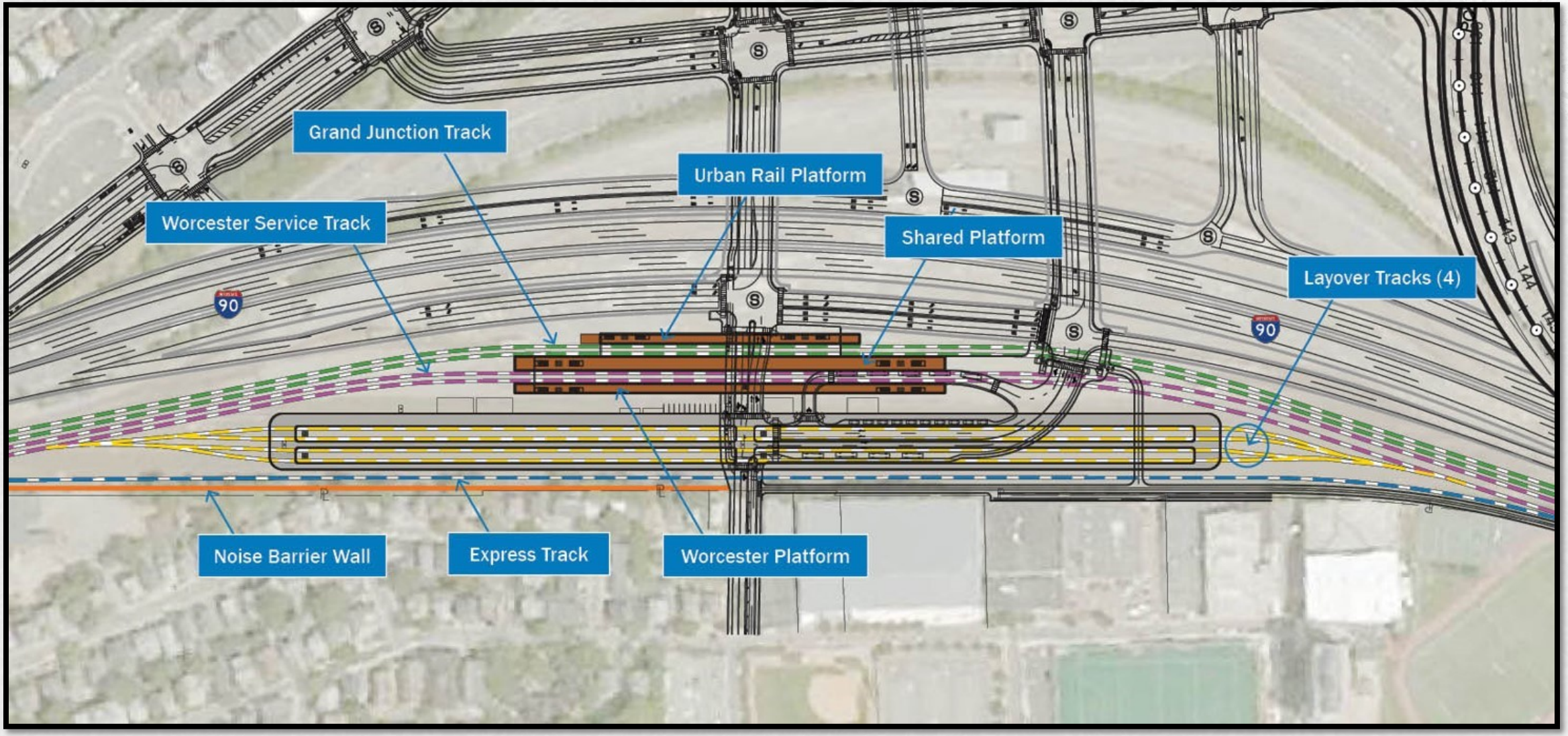
Refined West Station & Beacon Park Yard



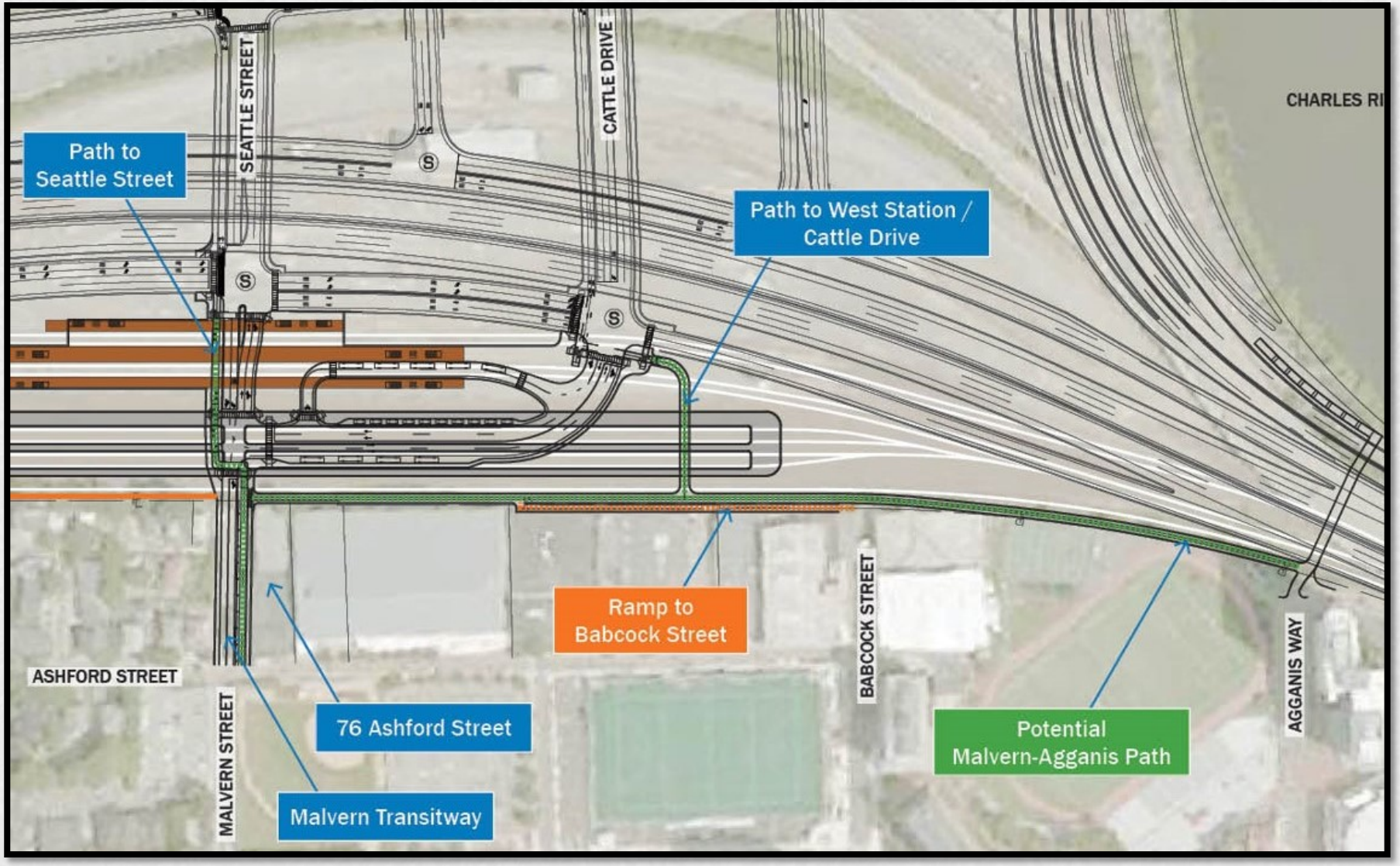
Beacon Park Yard Rail Infrastructure



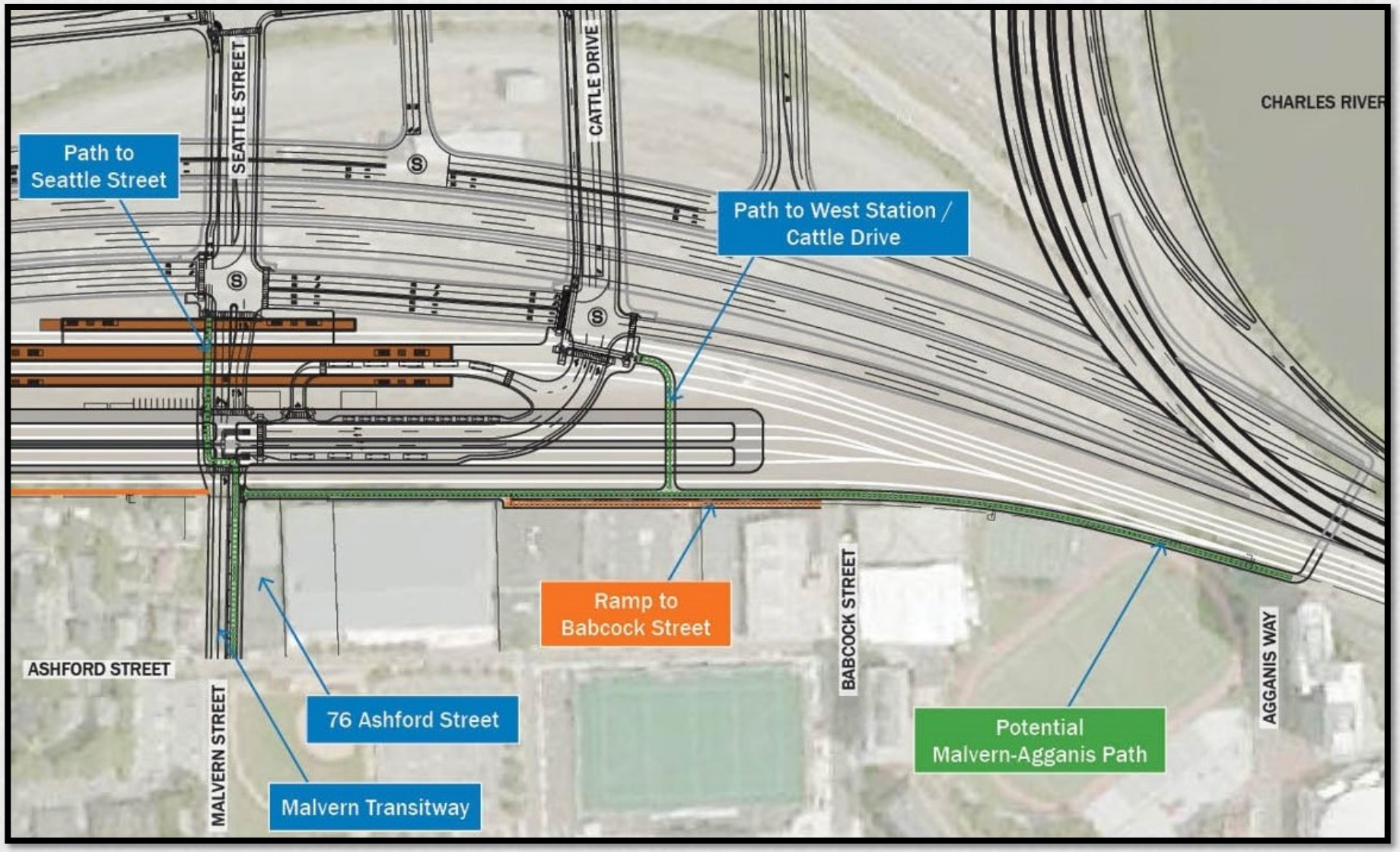
West Station & Beacon Park Yard – SFR Hybrid or At-Grade



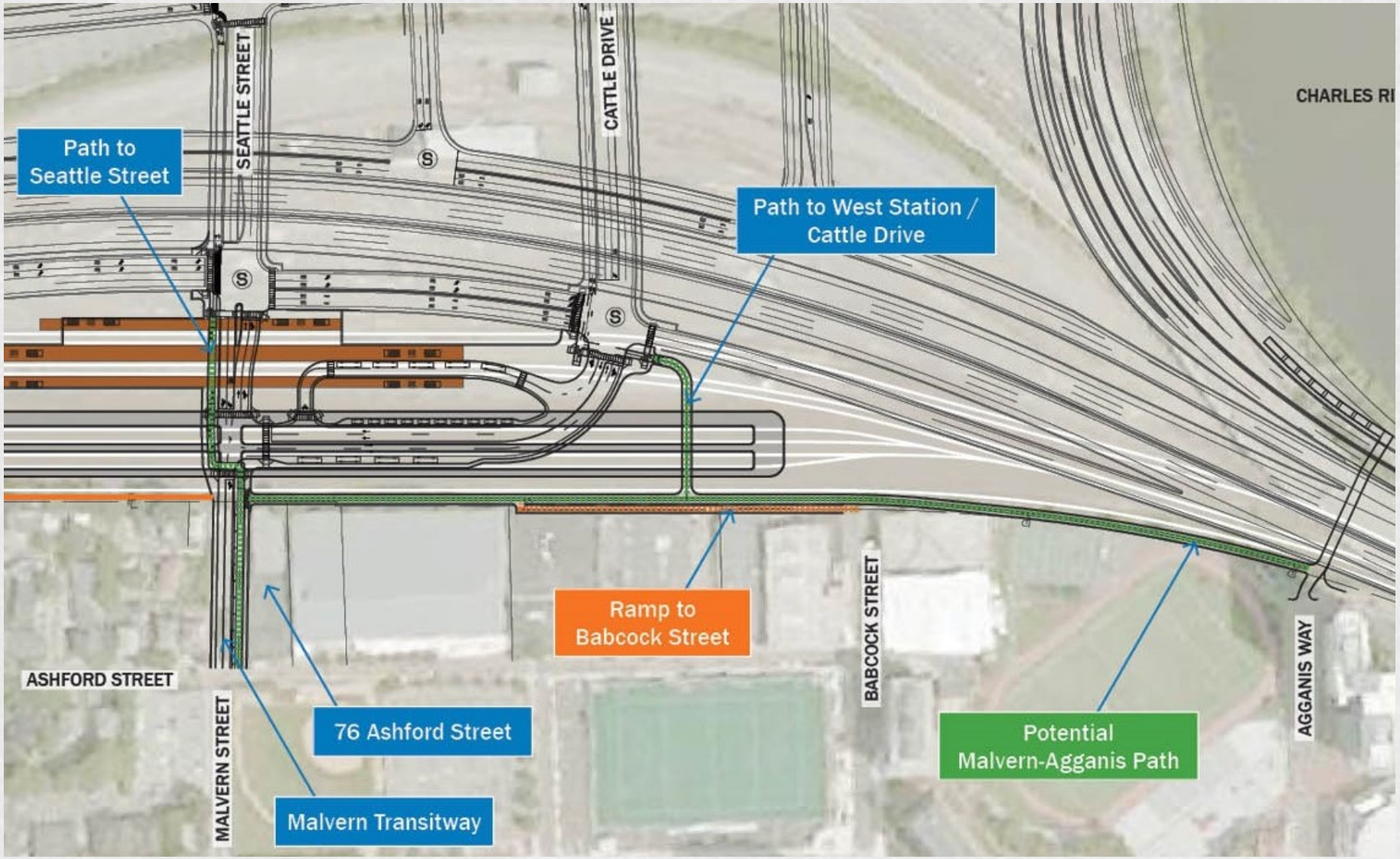
Malvern ⇔ Agganis Connection - HV



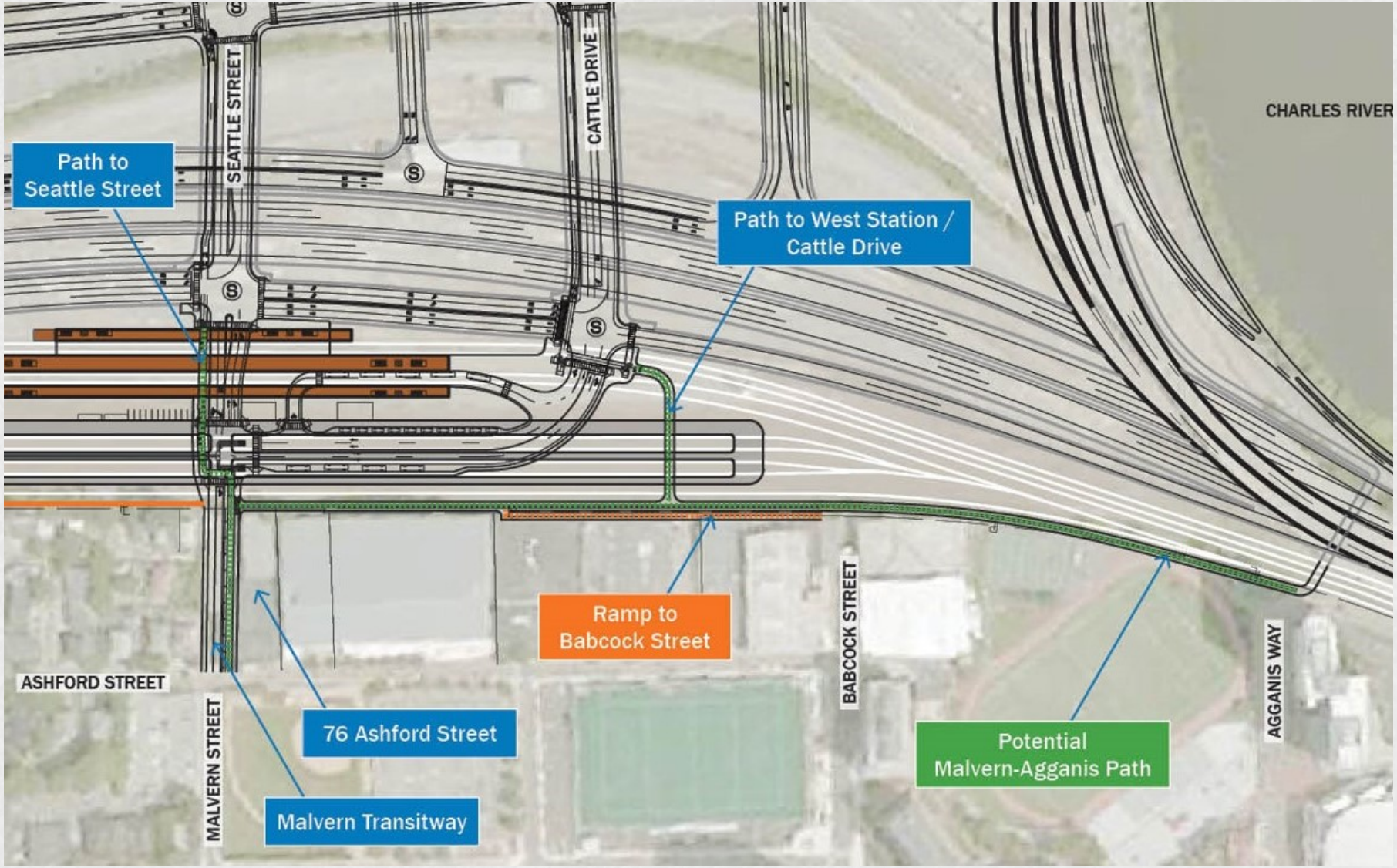
Malvern ⇔ Agganis Connection – SFR/At-Grade



Malvern ⇔ Agganis - Highway Viaduct



Malvern ⇔ Agganis - SFR Hybrid



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