



I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

Task Force Meeting
September 29, 2021

Tonight's Agenda - Focus on Modified At-Grade Throat Option

- Opening Remarks
- MassDOT Official Position on Advancing Modified At-Grade
- Details of Modified At-Grade
 - Background/History
 - Benefits
- Next Steps
 - Design
 - Permitting
 - Financing and Mitigation
- Agenda Setting for Next Meeting
- Questions

MassDOT Official Position on Modified At-Grade

- Contingent on Design, Permitting, Mitigation Planning and Securing Federal & Local Stakeholder Funding



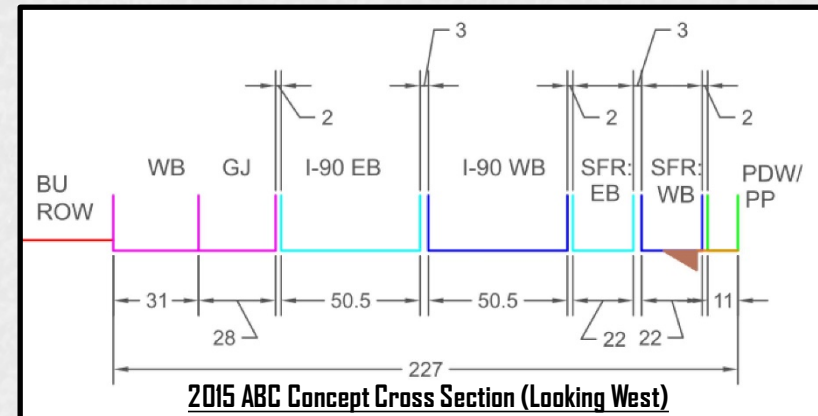
Modified At-Grade Option
(Looking East)

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Details of Modified At-Grade – Background/History

- Stakeholder and Task Force member A Better City introduced ABC Concept “At-Grade Option” at September 2015 Task Force Meeting
 - Option removed highway viaduct and placed Interstate 90 “At-Grade”
 - Maintained Soldiers Field Road and Worcester Mainline and Grand Junction Rail At-Grade
 - Required Grand Junction Rail Bridge over Interstate 90 as a result of removing highway viaduct

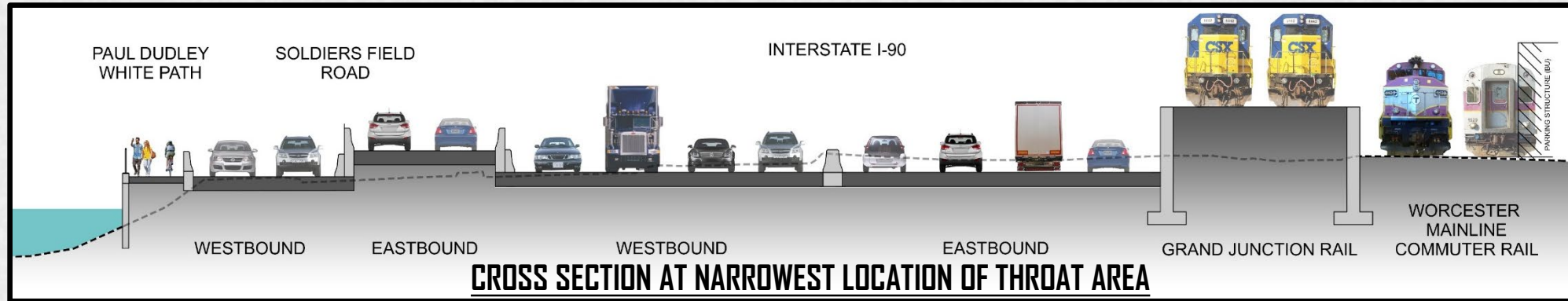


- MassDOT Feasibility Study of ABC Option in Fall 2015/Spring 2016 with the following concluded “At-Grade Option” was feasible from geometric and constructability perspective, however, environmental review process could be challenging

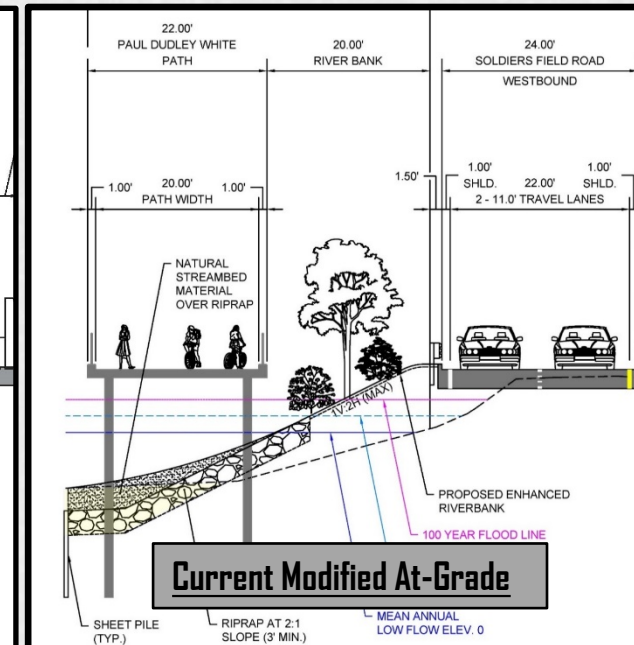
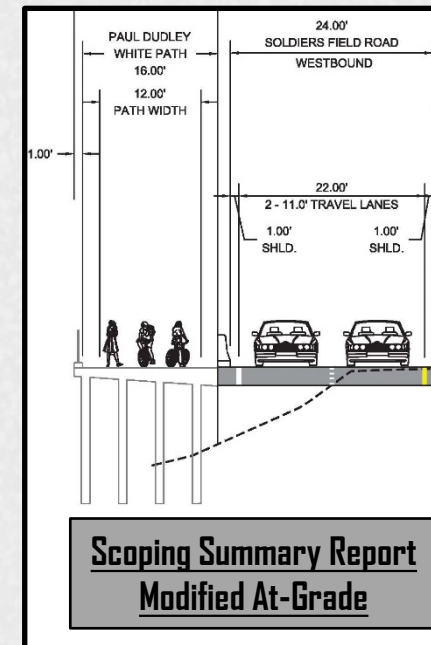
Details of Modified At-Grade – Background/History (cont'd)



- MassDOT included ABC Concept “At-Grade Option” in 2017 Draft Environmental Report



- ABC Concept “At-Grade Option” revised to “Modified At-Grade Option” since 2017 DEIR and through National Environmental Policy Act (NEPA) Scoping Report and Scoping Summary Report Process
- Current Modified At-Grade Option includes refinements resulting from additional stakeholder engagement since publication of the Scoping Summary



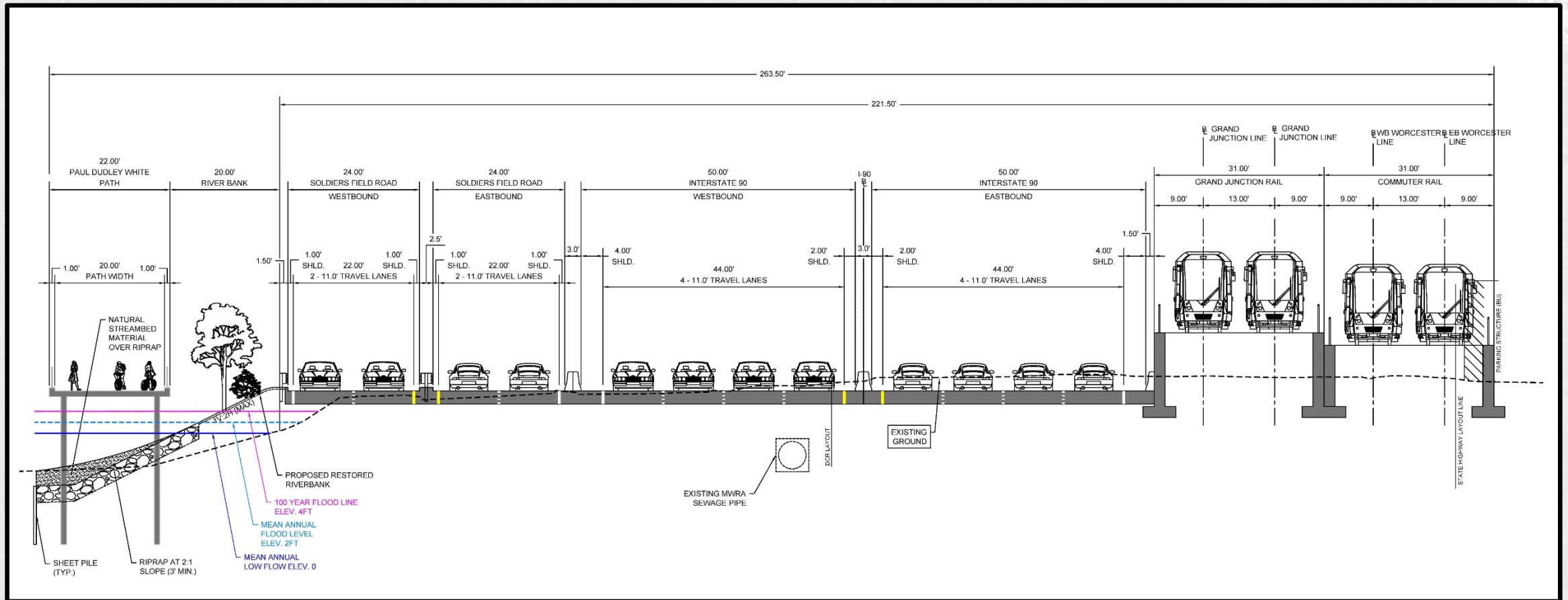
Details of Modified At-Grade – Benefits

- Removing elevated bridge structure to allow for an improved gateway into the city
- Improving I-90 geometry with flatter and straighter alignment resulting in better sight lines and driving conditions
- Mitigating longer-term maintenance and life-cycle costs
- Replacing the Grand Junction Bridge (GJR) over Soldiers Field Road
- Eliminating the visual barrier of the elevated viaduct and providing enhanced neighborhood views
- Providing a fully separated and widened PDW Path for pedestrians and bicycles
- Incorporating a boardwalk in the Charles River resulting in improved views
- Allowing for an attractive and highly desired pedestrian/bicycle connection from Agganis Way to Charles River
- Public support and consensus of local elected officials, various stakeholders and advocates, and residents

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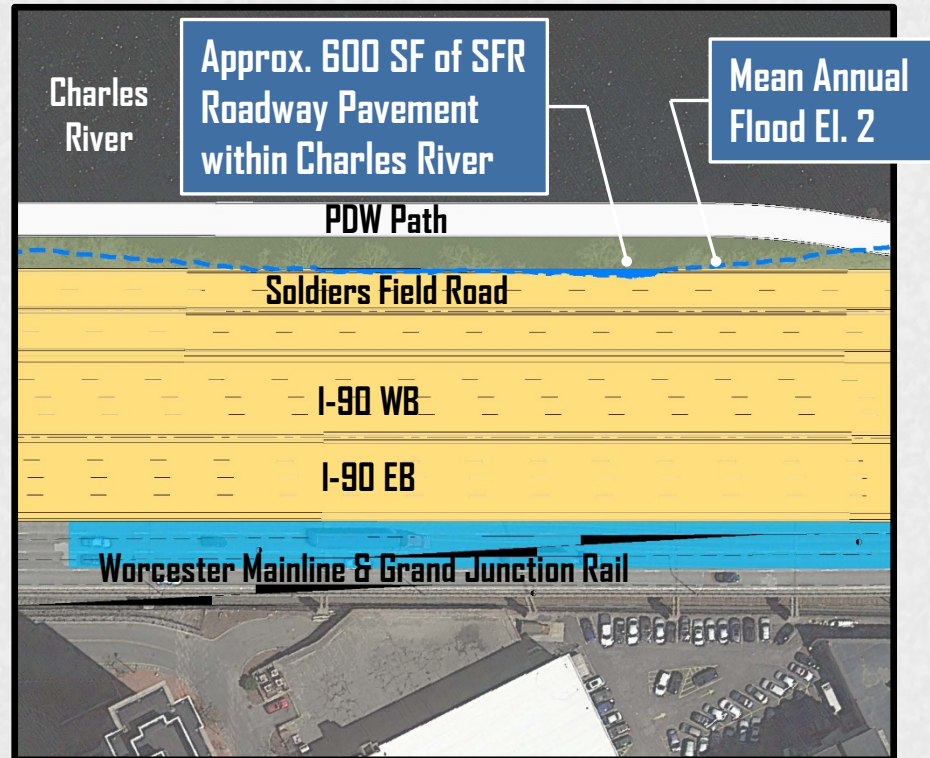
Next Steps - Design



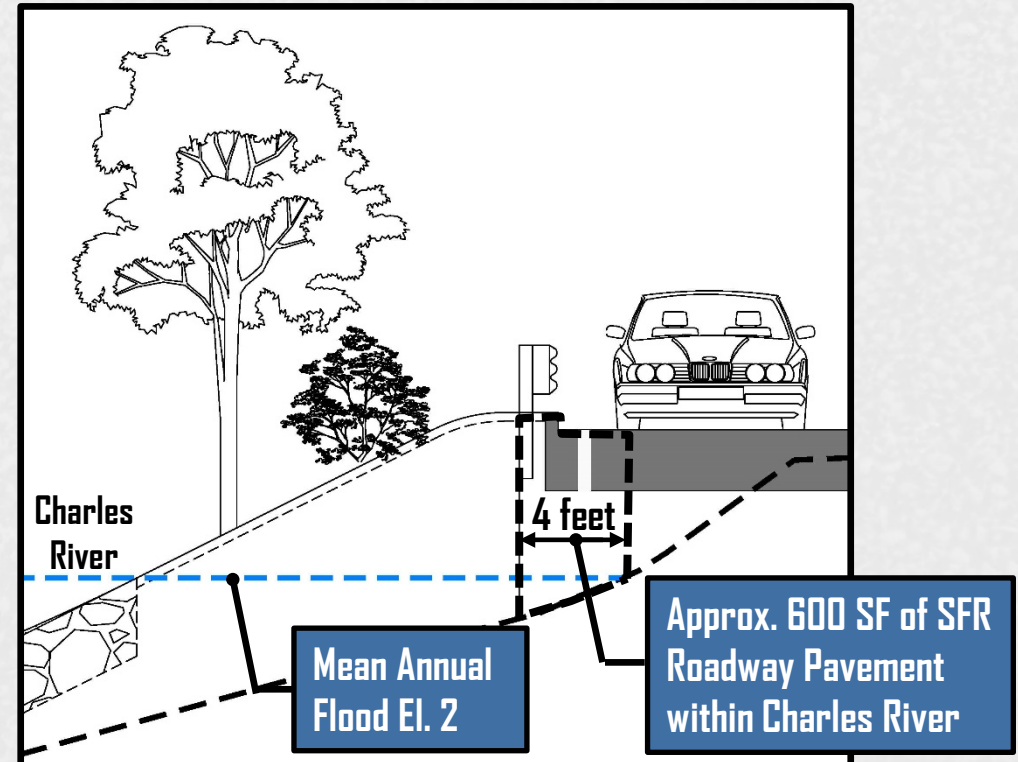
CURRENT CROSS SECTION AT NARROWEST LOCATION OF THROAT AREA
(Looking East)

Next Steps - Design (cont'd)

- Have been seeking to identify an option to decrease cross section by approximately 4 feet (minimal area of 600 SF) to allow for Soldiers Field Road roadway pavement out of the river



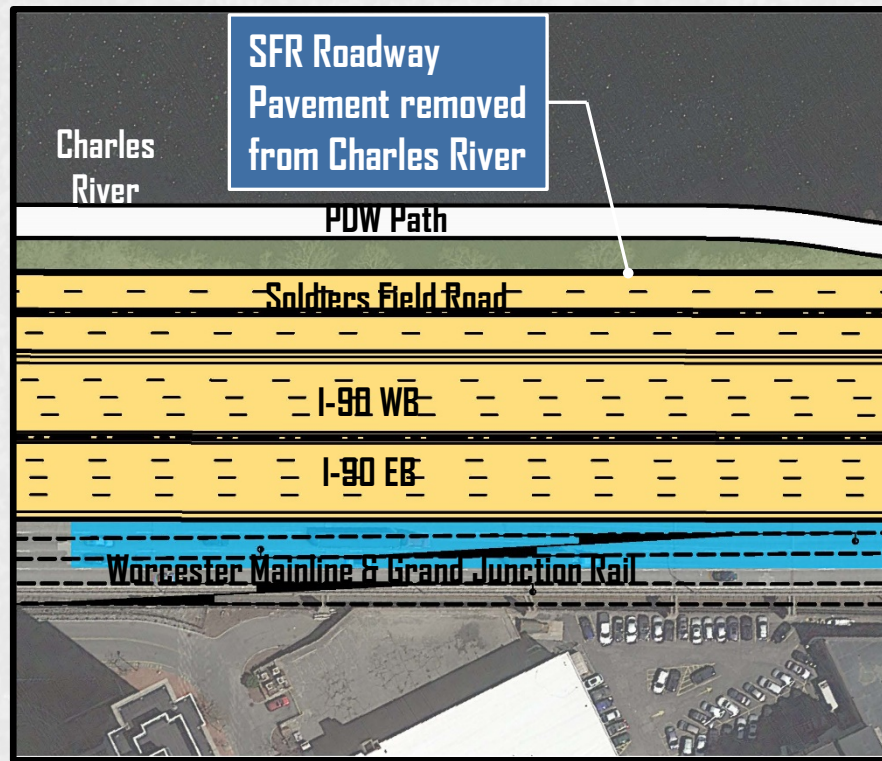
Plan



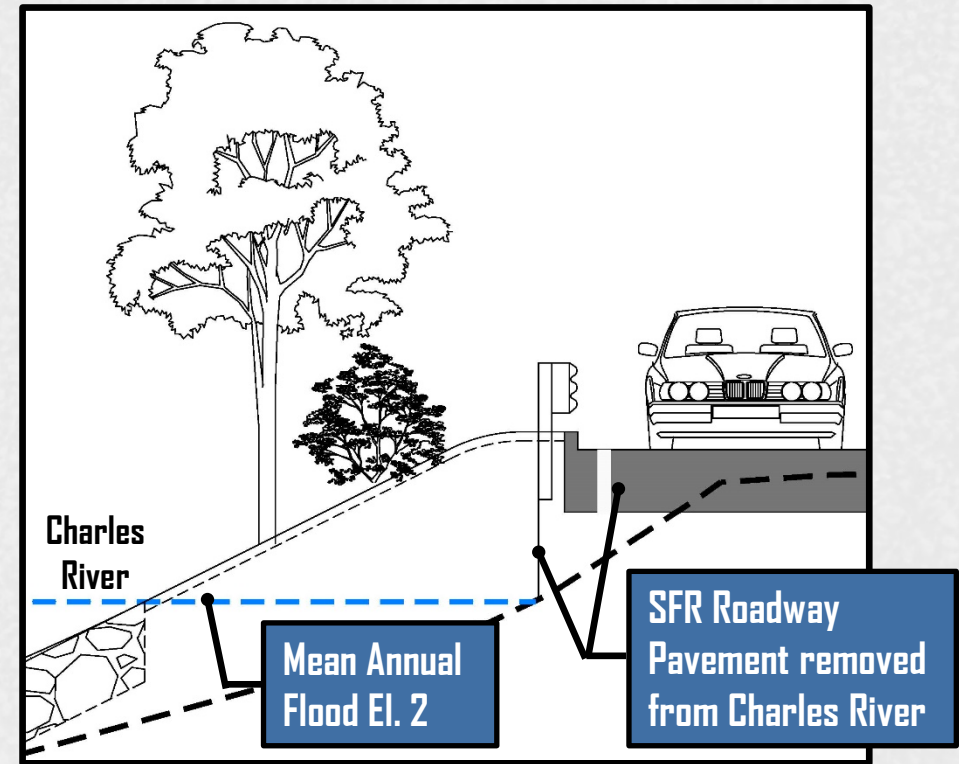
Cross Section

Next Steps - Design (cont'd)

- Cross section to be reduced by 4 feet to allow for Soldiers Field Road roadway pavement to be removed from river (would not remove up to 1 acre of fill for shoreline improvements)



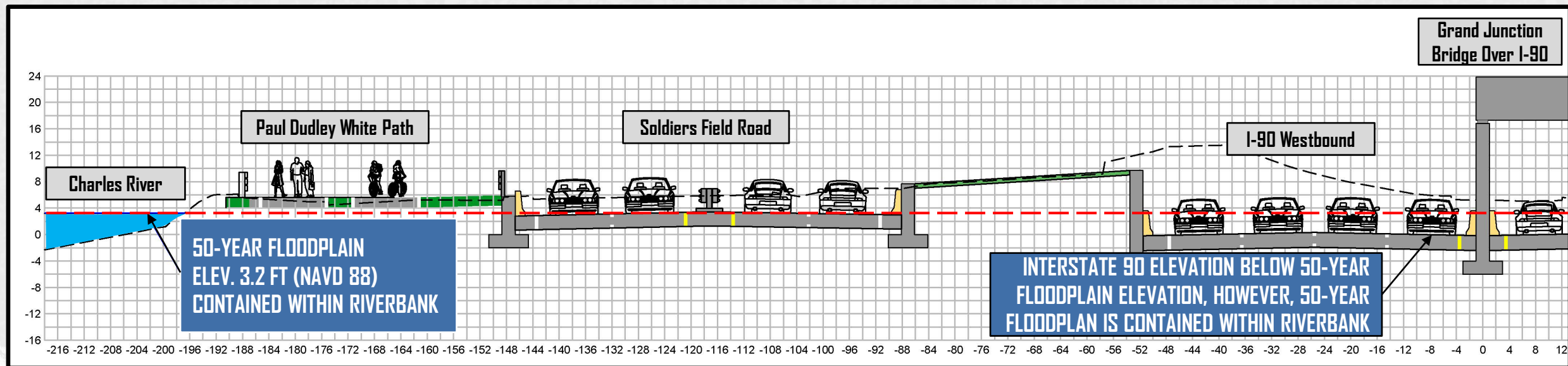
Plan



Cross Section

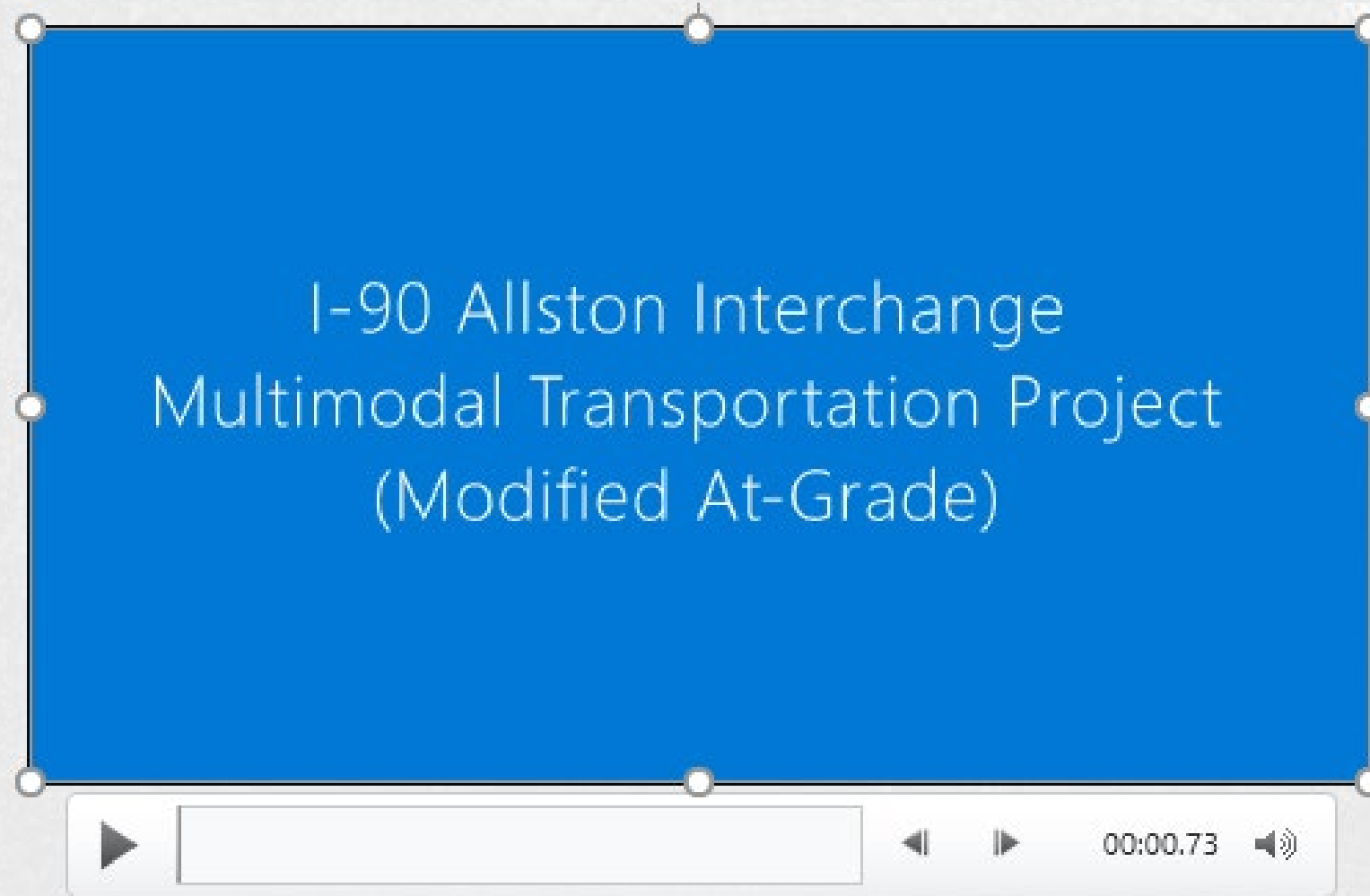
Next Steps - Design (cont'd)

- Finalize Modified At-Grade Cross Section
- MassDOT and FHWA to continue working through interpretation of 50-Year Floodplain as it relates to Interstate 90 including drainage spread (ponding) analysis
- Shoreline Restoration Options



CROSS SECTION AT INTERSTATE 90 LOWPOINT
(Looking East)

Next Steps – Design (cont'd)



Next Steps - Permitting

- **Coordination with Regulatory Agencies**
 - MassDOT will continue to coordinate with FHWA and other federal and state agencies with jurisdiction or special expertise with respect to potential impacts or effects associated with the Project
- **Notice of Project Change**
 - Incorporate updated design refinements and provide a preliminary overview of potential impacts since the 2017 DEIR
 - Respond to agency and public comments received on the 2017 DEIR
 - Expected to be published for public comment by the end of 2021
- **Advancement of DEIS/SDEIR**
 - Evaluate each alternative and describe potential mitigation for unavoidable adverse impacts
 - Respond to the scope from the Secretary's Certificate
 - Respond to agency and public comments received on the NPC
 - MassDOT will work closely with FHWA and MEPA while developing this joint document

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Agenda Setting for Next Meeting (10/21)

- Cambridge Street Bridge Rehabilitation
- I-90 Viaduct Preservation
- Modified At-Grade Refinements



Questions



Modified At-Grade Option
(Looking East)