



- Welcome & Introductions
- DEIR How it is Organized
- DEIR Content Overview
- DEIR Project Phasing
- Construction Costs & Funding
- Next Steps & Schedule
- Discussion





- Welcome & Introductions
 - Goals for this Meeting
 - Explain how Draft Environmental Impact Report (DEIR) is Organized
 - Provide a High-Level Overview of DEIR Contents
 - Provide Instructions for Commenting on the DEIR



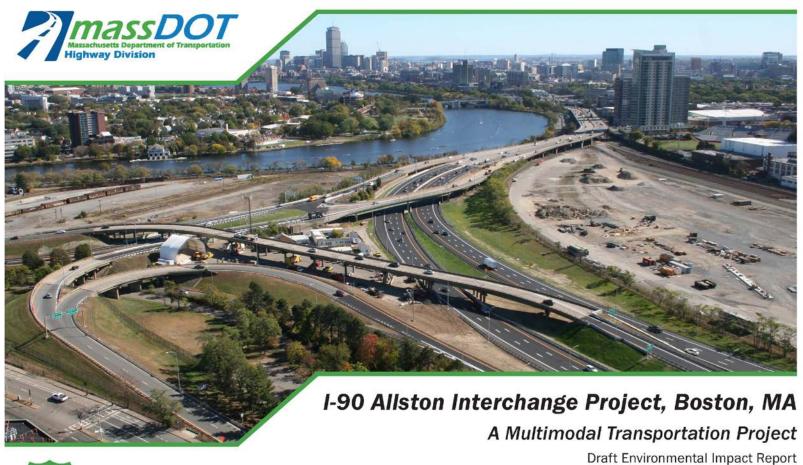
ALLSTON INTERCHANGE

- Welcome & Introductions
- DEIR How it is Organized



DEIR - How it is Organized







November 30, 2017 | EEA No. 15278



DEIR - How it is Organized



- Conforms with the MEPA ENF Certificate
- Describes the I-90 Urban Interchange Preferred Interchange Alternative 3K
- Fully Analyzes Three "Throat Area" Variations but does not select a Preferred Variation



Chapters of the DEIR







TABLE OF CONTENTS

Chapter 1	
1 PROJECT SUMMARY	1-1
1.1 Project Identification and Overview	1-1
1.2 Project Description	1-7
1.3 Project Evolution and Alternatives Development	1-9
1.4 Required Permits and Approvals	1-9
1.5 Summary of Impacts	1-9
1.6 Summary of Mitigation	1-15
Chapter 2	
2 PURPOSE AND NEED	
2.1 Project Purpose	2-1
2.2 Project Need	2-2
2.3 Goals and Objectives	2-4
Chapter 3	
3 ALTERNATIVES ANALYSIS	3-1
3.1 Development of Highway/Streets Alternatives	3-2
3.2 Development of Rail and West Station	3-8
3.3 Throat Area Variations	3-12

Chapter 4	
4 AFFECTED ENVIRONMENT	4-1
4.1 Geology, Topography and Soils	4-2
4.2 Land Use and Zoning	4-3
4.3 Visual Resources	4-6
4.4 Open Space & Recreation	4-8
4.5 Socioeconomics	4-9
4.6 Historic and Archaeological Resources	4-1
4.7 Pedestrian & Bicycle	4-1
4.8 Traffic & Safety	4-1
4.9 Rail/Transit	4-2
4.10 Air Quality/Greenhouse Gas	4-2
4.11 Noise and Vibration	4-2
4.12 Wetlands and Waterways	4-3
4.13 Floodplains	4-4
4.14 Navigation	4-4
4.15 Fisheries	4-4
4.16 Threatened and Endangered Species	4-4
4.17 Stormwater Management	4-4
4.18 Utilities	4-4
4.19 Climate Change	4-4
4.20 Oil and Hazardous Materials	4-4
4.21 Environmental Justice	4-5

Chapter 5	
5 ASSESSMENT OF IMPACTS	5-1
5.1 Geology, Topography and Soils	5-3
5.2 Land Use and Zoning	5-4
5.3 Visual	5-9
5.4 Open Space and Recreation	5-19
5.5 Socioeconomic	5-25
5.6 Historic	5-26
5.7 Bicycle and Pedestrian Facilities	5-29
5.8 Highway and Streets Safety and Operations.	5-36
5.9 Rail Operations	5-48
5.10 Air Quality/Greenhouse Gas	5-57
5.11 Noise and Vibration	5-64
5.12 Wetlands and Waterways	5-85
5.13 Floodplain	5-89
5.14 Navigation	5-89
5.15 Fisheries	5-90
5.16 Threatened and Endangered Species	5-90
5.17 Proposed Stormwater Management	5-90
5.18 Utilities	5-97
5.19 Climate Change	5-103
5.20 Oil and Hazardous Materials	5-107
5.21 Construction Impacts	5-108
5.22 Construction Phasing and Costs	5-110
5 23 Environmental Justice	5-111

Table of Conte



Chapters of the DEIR







Ollapter o	
6 COMPLIANCE/CONSISTENCY WITH ENVIRONMENTAL LAWS, REGULATIONS AND PROGRAMS	6-1
6.1 Federal and State Laws, Regulations and Programs	
-	
Chapter 7	
7 MITIGATION	7-1
7.1 Geology, Topography and Soils	
7.2 Land Use and Zoning	
7.3 Visual	
7.4 Open Space and Recreation	
7.5 Socioeconomics	
7.6 Historic and Archaeological	
7.7 Pedestrian and Bicycle	
7.8 Traffic and Safety	
7.9 Rail	
7.10 Air Quality / Greenhouse Gas	
7.11 Noise and Vibration	
7.12 Wetlands and Waterways	
7.13 Floodplains	
7.14 Navigation	7-10
7.15 Fisheries	7-11
7.16 Threatened and Endangered Species / Wildlife	7-11
7.17 Stormwater Management	7-11
7.18 Utilities	7-11
7.19 Climate Change	7-12
7.20 Oil and Hazardous Materials	7-13
7.21 DRAFT Section 61 Finding I-90 Preferred Urban Interchange Alternative and 3K-HV Throat Area Variation	7-14
7.22 DRAFT Section 61 Finding I-90 Preferred Urban Interchange Alternative and 3K-AMP Throat Area Variation	7-17
7.23 DRAFT Section 61 Finding I-90 Preferred Urban Interchange	7.00

Chapter o	
8 PUBLIC BENEFIT DETERMINATION	8-1
8.1 Nature of Affected Tidelands	8-1
8.2 Compliance with Standards	8-1
Chapter 9	
9 RESPONSE TO COMMENTS AND PUBLIC INVOLVEMENT	9-1
9.1 Certificate to Comments	9-2
9.2 Public Involvement	9-54
9.3 Comment Letters	9-62
Chapter 10	
10 DEIR CIRCULATION LIST	10-1
List of Figures	
LIST OF FIGURES	lii
List of Acronyms	
LIST OF ACRONYMS	iv

List of Appendices

Appendix A	Rail Yard and West Station Alternatives Analysis
Appendix B	Evaluation of Soldiers Field Road Relocation under
	Viaduct Concept
Appendix C	Traffic Operations Study
Appendix D	Socioeconomic Data
Appendix E	Massachusetts Historic Inventory Forms
Appendix F	Air Quality Analyses
Appendix G	Greenhouse Gas Analysis
Appendix H	Noise and Vibration Analysis
Appendix I	Chapter 91 Historic Licenses and Legislative Authorization
Appendix J	Hazardous Materials Assessment Report
Appendix K	Shadow Study
Appendix L	Ridership Forecasting Technical Report
Appendix M	Stormwater Management Technical Appendix



Table of Contents - Text



Chapter 1 Project Summary

- Project Identification and Overview
- Project Description
- Project Evolution and Alternatives Development
- Required Permits and Approvals
- Summary of Impacts
- Summary of Mitigation

Chapter 2 Purpose and Need

- Project Purpose
- Project Need
- Goals And Objectives

Chapter 3 Alternatives Analysis

- Development of Highway/Streets Alternatives
- Development of Rail and West Station
- Throat Area Variations

Chapter 4 Affected Environment

- Geology, Topography and Soils
- Land Use and Zoning
- Visual Resources
- Open Space & Recreation
- Socioeconomics
- Historic and Archaeological Resources
- Pedestrian & Bicycle
- Traffic & Safety
- Rail/Transit
- Air Quality/Greenhouse Gas
- Noise and Vibration
- Wetlands and Waterways
- Floodplains
- Navigation
- Fisheries
- Threatened and Endangered Species
- Stormwater Management
- Utilities
- Climate Change
- Dil and Hazardous Materials
- Environmental Justice

Chapter 5 Assessment of Impacts

- Geology, Topography and Soils
- Land Use and Zoning
- Visua
- Open Space and Recreation
- Socioeconomic
- Historic
- Bicvcle and Pedestrian Facilities
- Highway and Streets Safety and Operations
- Rail Operations
- Air Quality/Greenhouse Gas
- Noise and Vibration
- Wetlands and Waterways
- Floodplain
- Navigation
- Fisheries
- Threatened and Endangered Species
- Proposed Stormwater Management
- Utilities
- Climate Change
- Dil and Hazardous Materials
- Construction Impacts
- Construction Phasing and Costs
- Environmental Justice

Chapter 6 Compliance and Consistency with Laws Regulations and Programs

Federal and State Laws, Regulations and Programs

Chapter 7 Mitigation

- Geology, Topography and Soils
- Land Use and Zoning
- Visual
- Open Space and Recreation
- Socioeconomics
- Historic and Archaeological
- Pedestrian and Bicvcle
- Traffic and Safety
- Ra
- Air Quality / Greenhouse Gas
- Noise and Vibration

- Wetlands and Waterways
- Floodplains
- Navigation
- Fisheries
- Threatened and Endangered Species/Wildlife
- Stormwater Management
- Utilities
- Climate Change
- Dil and Hazardous Materials
- DRAFT Section 61 Finding 1-90 Preferred Urban Interchange Alternative and 3K-HV Throat Area Variation
- DRAFT Section 61 Finding 1-90 Preferred Urban Interchange Alternative and 3K-AMP Throat Area Variation
- DRAFT Section 61 Finding 1-90 Preferred Urban Interchange Alternative and 3K-ABC Throat Area Variation

Chapter 8 Public Benefit Determination

- Nature of Affected Tidelands
- Compliance with Standards

Response to Comments and Public Involvement

- Response to Comments
- Public Involvement
- Comment Letters

Chapter 10 DEIR Circulation



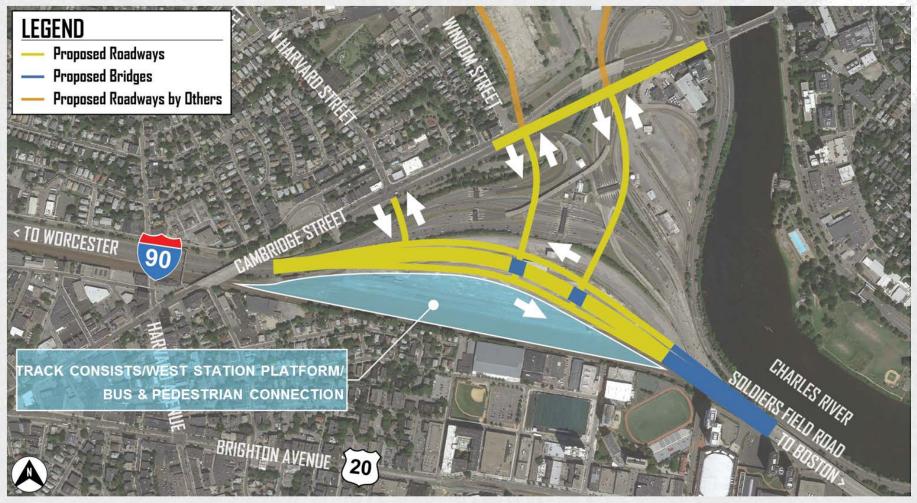
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- Welcome & Introductions
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Urban Interchange – 2014 Public Information Meeting

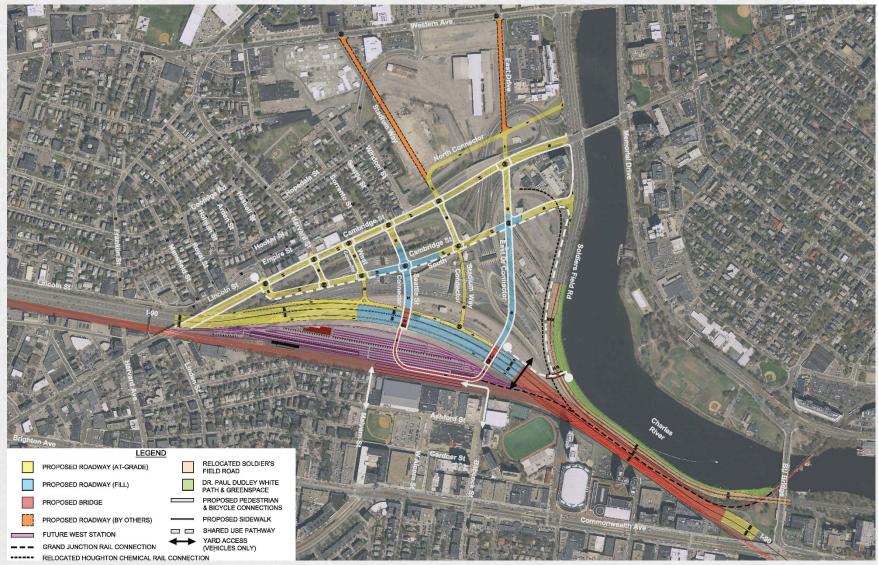






ENF Preferred Urban Interchange Alternative 3J







Via Public Involvement

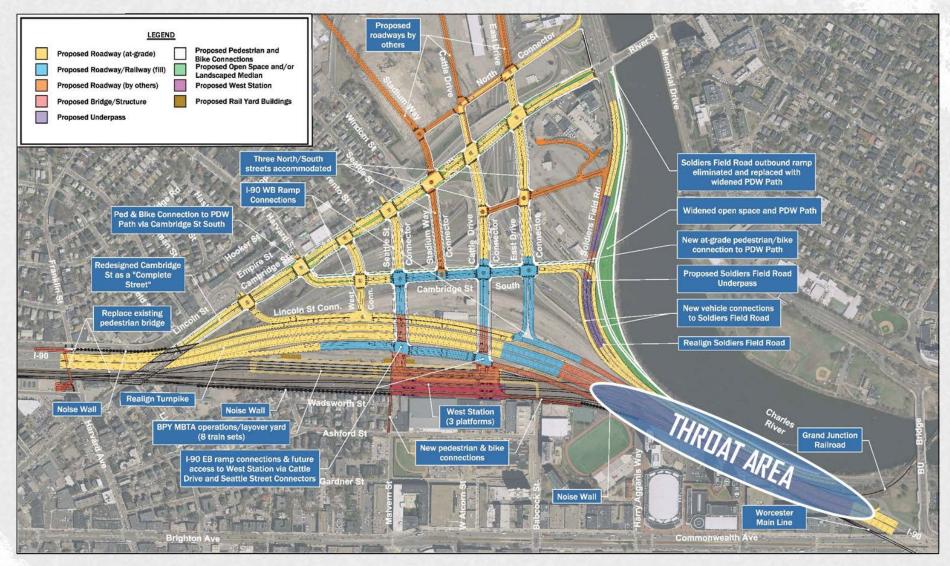


- Since June 17, 2015 Public Information Meeting:
 - 23 meetings with the Task Force, including sessions with the BPDA to discuss the Placemaking Study
 - 7 Public Information Meetings, including 2 in Cambridge, and 2 in Brookline
 - 1 site walk at the request of Task Force membership
 - 2 meetings organized either fully or in part by Task Force membership and advocates interested in the project
 - 1 City of Boston organized open house in Allston



DEIR Preferred Urban Interchange Alternative 3K with Three "Throat Area" Variations







Preferred Urban Interchange 3K - Major Elements

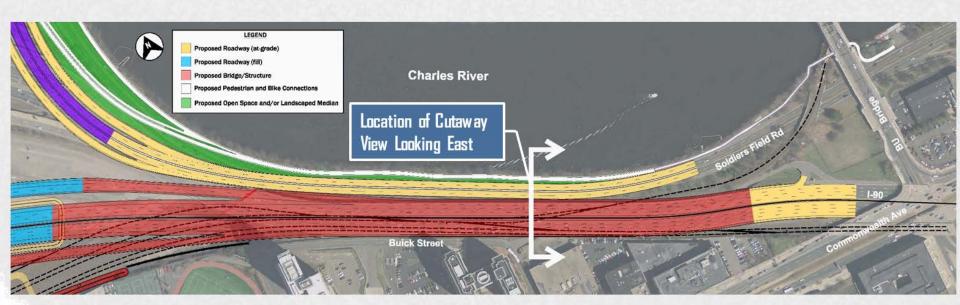


- Realign Turnpike
- Context Sensitive Designed Urban Street Grid
- Extensive Ped & Bike Improvements/Connections
- Expanded BPY Rail Operations/Layover Yard
- New West Station accommodating both Rail and Bus Operations
- Relocated SFR with Underpass
- Expanded Open Space along Charles River
- Noise Walls along Turnpike ROW



Concept 3K-HV Variation (Highway Viaduct)

- ALLSTON INTERCHANGE
- Provides Widened Elevated Highway with Rail At-Grade (similar to existing configuration)
- Shifts SFR South Towards Highway Viaduct
- Incorporates a Widened PDW Path (12 feet) and Widened Landscape Buffer between the PDW Path and SFR





Concept 3K-HV Variation (Highway Viaduct)







Conceptual Rendering of 3K-HV



 View Looking East Towards Downtown entering the Throat Area





Concept 3K-AMP Variation (Amateur Planner)



- Provides Elevated Rail with Highway At-Grade
- Raises SFR Eastbound 4 feet higher than Westbound
- Incorporates a Widened PDW Path (12 feet) and Landscape Buffer between the PDW Path and SFR
- Provides an Elevated Shared Use Path Connection from West Station to the PDW Path
- Includes Replacement of GJ Bridge over SFR with additional PDW Path Connections near GJ and BU Bridges





Concept 3K-AMP Variation (Amateur Planner)







Conceptual Rendering of 3K-AMP



 View Looking East Towards Downtown entering the Throat Area

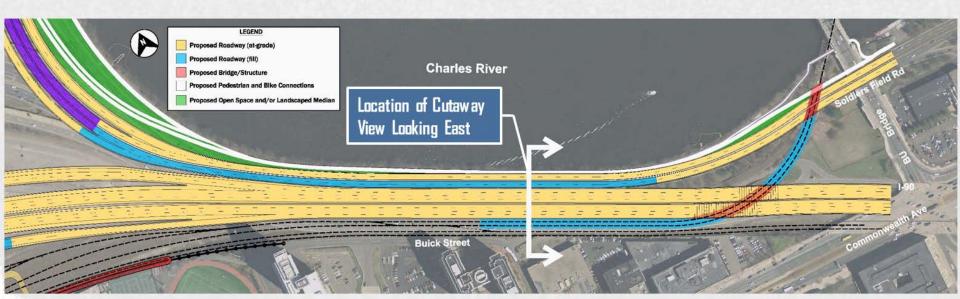




Concept 3K-ABC Variation (A Better City)



- Eliminates Highway Viaduct by placing both Highway and Rail At-Grade
- Raises SFR Eastbound 4 feet higher than Westbound
- Maintains the existing Width of PDW Path (8.5 feet) within Narrowest Section of the Throat Area
- Includes Replacement of GJ Bridge over SFR with additional PDW Path Connections near GJ and BU Bridges





Concept 3K-ABC Variation (A Better City)







23

Conceptual Rendering of 3K-ABC



 View Looking East Towards Downtown entering the Throat Area





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DEIR - Project Phasing



Phase 1 (Targeted for 2025)

- Reconstruct and Realign Turnpike
- Realign SFR and Build New Underpass
- Construct Urban Street Grid with Ped/Bike Accommodations
- Rebuild Cambridge Street as a "Complete Street"
- Build Two-way Shared Use Path System with At-Grade Connection to the PDW Path
- Construct Ped/Bike Connection to Malvern Street
- Reconstruct Franklin Street Ped/Bike Bridge
- Improvements to Existing Yard Tracks to Store up to 8 Train Sets
- Construct Noise Walls along Turnpike ROW



DEIR - Project Phasing



Phase 2 (Targeted between 2025 & 2040)

- Construct additional Layover Tracks and Switches for Storage of up to 16 Train Sets
- Provide Utilities, Paving, Crew Quarters, and Storage Sheds for Light Maintenance



DEIR - Project Phasing



Phase 3 (Targeted prior to 2040 based on demand)

- Construct West Station Platforms and Bus Concourse
- Reconfigure Rail Layover for Storage up to 8 Train Sets
- Construct Ped/Bike Connection from West Station to Babcock Street
- Build out the Balance of the Street Network to the North of Cambridge Street and Stadium Way Connector



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Conceptual Construction Cost Estimate



- Costs based on Full Project Buildout (not phased)
- Includes Base Construction, Contingency and Escalation

Construction Elements	No Build	Throat Area Variation 3K- HV	Throat Area Variation 3K- AMP	Throat Area Variation 3K-ABC
I-90 Urban Interchange	\$175.6 M	\$457.5 M	\$352.7 M	\$359.6 M
Rail Operations	\$82.0 M	\$82.4 M	\$297.0 M	\$138.6 M
West Station	\$0	\$95.6 M	\$89.0 M	\$96.2 M
Sub-Total	\$257.6 M	\$635.5 M	\$738.7 M	\$594.4 M
Escalation 3.5%	\$58.0 M	\$143.0 M	\$190.9 M	\$133.7 M
Contingencies 35%	\$110.5 M	\$272.4 M	\$325.3 M	\$254.8 M
Total	\$426.1 M	\$1.05 B	\$1.25 B	\$982.9 M



Developing a Finance Plan



- Parallel committee effort being launched to develop a Finance Plan
- Will examine public financing, public-private partnerships, and third-party contributions
- Toll revenues can only be used on the tolled facility and likely cannot be used for rail, bike, and pedestrian facilities



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Commenting on the DEIR



- Notice in Environmental Monitor will be on 12/6/17
- Comment period ends 1/19/18
- Print versions will be made available at the following locations:
 - The State Library of Massachusetts (Massachusetts State House Room 341)
 - Copley Main Library

— Cambridge Main Library

— Honan-Allston Branch

- Cambridgeport Branch
- Electronic (searchable) PDF's are available for download from:
 - MassDOT website:
 http://www.massdot.state.ma.us/highway/HighlightedProjects/AllstonI90I
 nterchangeImprovementProject/Documents.aspx
 - Or upon request to public involvement specialist Nathaniel Cabral-Curtis:
 ncabral-curtis@hshassoc.com



Comments to MEPA



Matthew Beaton, Secretary of Energy and Environmental Affairs

Executive Office of Energy and Environmental Affairs

Attn: Alex Strysky, MEPA Office

EEA No. 15278

100 Cambridge Street, 9th Floor

Boston, MA 02114

Alexander.Strysky@state.ma.us

- EEA Does accept comments via email
- See Environmental Monitor on December 6 for details

Please send a copy of your comments to:

MassDOT Highway Division

Environmental Services Section

Attn: James Cerbone

10 Park Plaza, Room 4260

Boston, MA 02116

James.Cerbone@state.ma.us



Upcoming DEIR Meetings



- A Series of Public Information Meetings will be held:
 - 12/5, 6:30-8:30 PM Allston Jackson-Mann Community Center
 - 12/12, 7:00-9:00 PM Brookline Brookline Transportation Committee
 - 1/3, 6:30-8:30 PM Cambridge The Morse School



What Comes After the DEIR?



- Executive Office of Energy and Environmental Affairs Scope Final Environmental Impact Report (FEIR) to MassDOT
- MassDOT will use commentary from coordinating agencies and public to help:
 - Further develop Preferred Urban Interchange Alternative 3K
 - Select a Preferred Alternative for the "Throat Area"
- MassDOT will continue:
 - Public outreach activities
 - Coordination with Boston, Brookline, & Cambridge
 - Coordination with Harvard and Boston universities
- Schedule requires completion of MEPA process in early 2019



Schedule

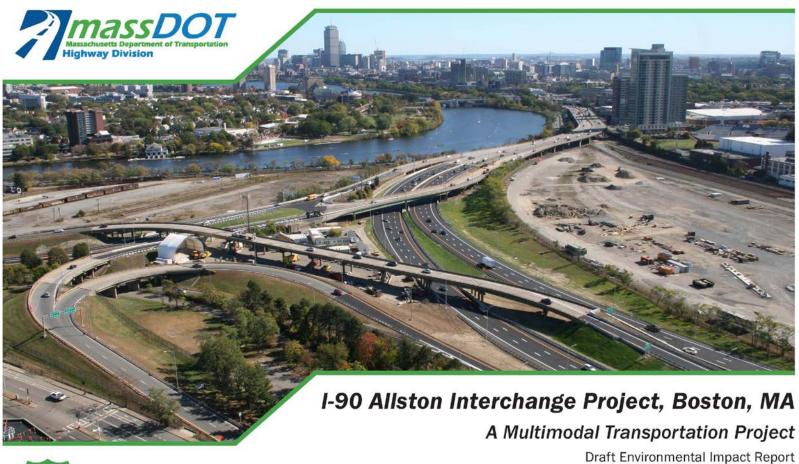


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Discussion







November 30, 2017 | EEA No. 15278

