



Boston-Bridge Superstructure Replacement and Widening Bowker Overpass over I-90/ MBTA/ Ipswich Street







Virtual Design Public Hearing

Zoom | October 26, 2023 | 6:00 p.m.

Project File No. 606496



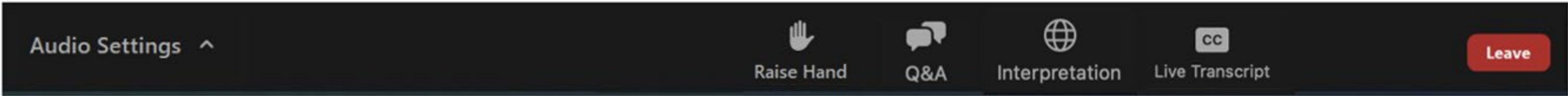
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-  • Ask a question and share comments
-  • Raise your hand - *9 for users dialing in and Alt + Y to raise your hand
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Public Hearing Notes and Procedures

Notification of Recording

This virtual public hearing will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or transcript. All parts of this hearing are considered public record.

- By continuing attendance with this virtual public hearing, you consent to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, and keep your microphone muted, or excuse yourself from the hearing.
- **Other Important Notes**
- Your microphone and webcam are automatically disabled upon entering this hearing.
- The hearing will be open to questions and answers at the end of the formal presentation.
- Please take time to respond to our survey! Your feedback is important.

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- All MassDOT activities, including public meetings, are free of discrimination.
- MassDOT complies with all federal and state civil rights requirements preventing discrimination based on sex, race, color, ancestry, national origin (limited English proficiency), religion, creed, gender, sexual orientation, gender identity or expression, or veteran's status.
- We welcome the diversity from across our entire service area. If you have any questions or concerns, please visit <https://www.mass.gov/nondiscrimination-in-transportation-program> to reach the Office of Diversity and Civil Rights.

All questions and comments are welcome and appreciated, however we do request that you refrain from any disrespectful comments.



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Thank You for Your Support

- Federal Highway Administration
- Emerald Necklace Conservancy
- Charlesgate Alliance
- Esplanade Association
- Department of Conservation & Recreation
- MBTA
- MASCO
- Registry of Motor Vehicles
- City of Cambridge
- City of Boston
- Boston Region Metropolitan Planning Organization
- The Solomon Foundation
- *Boston Guardian*
- *Boston Globe*
- *Fenway News*
- *Boston Sun*
- Boston Red Sox Organization
- Boston University
- *El Mundo*
- *The Sampan*

Project Team

- MassDOT Highway Division
 - Project Manager: Alwin Ramirez
 - District 6: Assistant Project Development Engineer: Joseph Doucette
 - ROW Agent: Glenda Rossetti
 - Producer/ Facilitator: Hung Pham and Kayla Sousa
- Design Team
 - Gill Engineering: Scott Carpenter and Preston Huckabee
 - Landing Studio: Daniel Adams
 - Howard Stein Hudson: Jessica Lizza and Taylor O'Neill
 - Epsilon Associates: Alyssa Jacobs

Agenda

- 01 Project Context
- 02 How Will Your Property be Impacted?
- 03 How Did we Get Here?
- 04 Purpose and Scope
- 05 Project Overview
- 06 Existing and Proposed Alternatives
- 07 Alternatives Considered
- 08 Anticipated Construction Staging
- 09 Next Steps
- 10 Q & A





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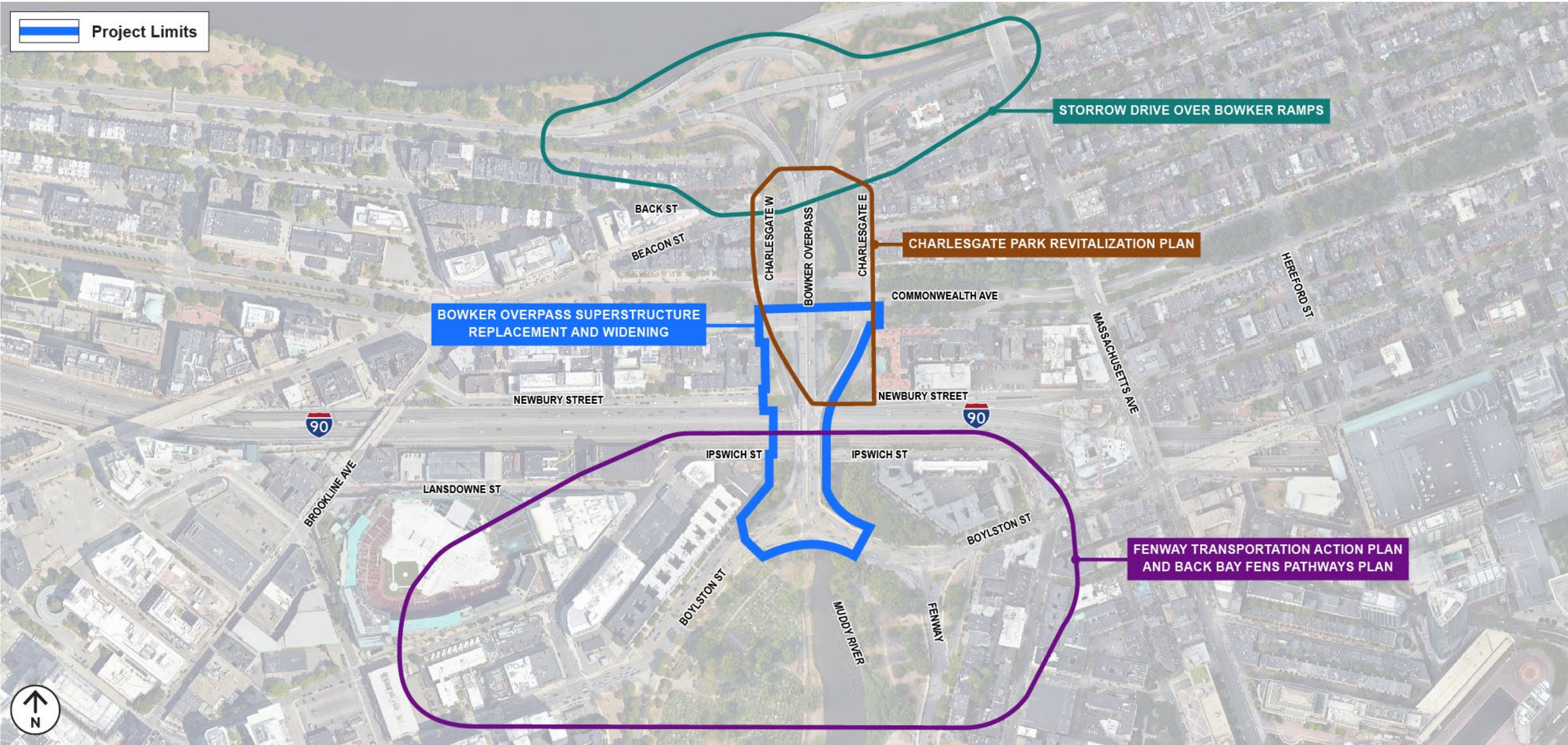
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Project Context



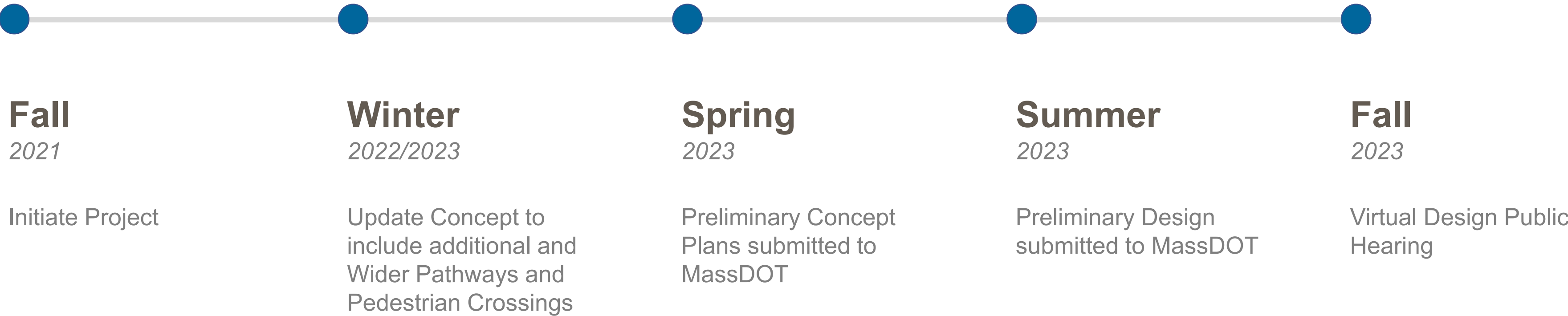


**How will your
property be
impacted?**

Preliminary Right of Way (ROW) discussion – 25% Design

- Responsible for acquiring all necessary rights in public land for design, construction, and implementation of a project.
- Affected property owners will be contacted by personnel from the ROW Bureau or consultants representing MassDOT.
- Procedures must comply with state and federal regulations governing the acquisition process.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.
 - If project receives federal funds, property owners are further protected under Title III of the Real Property Act of 1970, as amended.
- Fee takings, permanent easements, and/or temporary construction easements may be required.

How did we get here?





**Why was this
project
initiated?**

Existing Conditions

- Built in 1964, rehabilitated in 1984
- Structurally deficient bridge requires superstructure replacement
- Lack of good infrastructure to support multimodal movement
- Inaccessible (non-ADA compliant) and uninviting pedestrian accommodation
- Impacts on environmental and cultural resources (Muddy River, Charlesgate Park, Back Bay Fens)

Existing Conditions

Structurally deficient bridge requires superstructure replacement



Existing Conditions

Structurally deficient bridge requires superstructure replacement



Existing Conditions

Structurally deficient bridge requires superstructure replacement



Existing Conditions

Uninviting and inaccessible (non-ADA Compliant) pedestrian and cyclist accommodations





**What do we
want to
accomplish?**

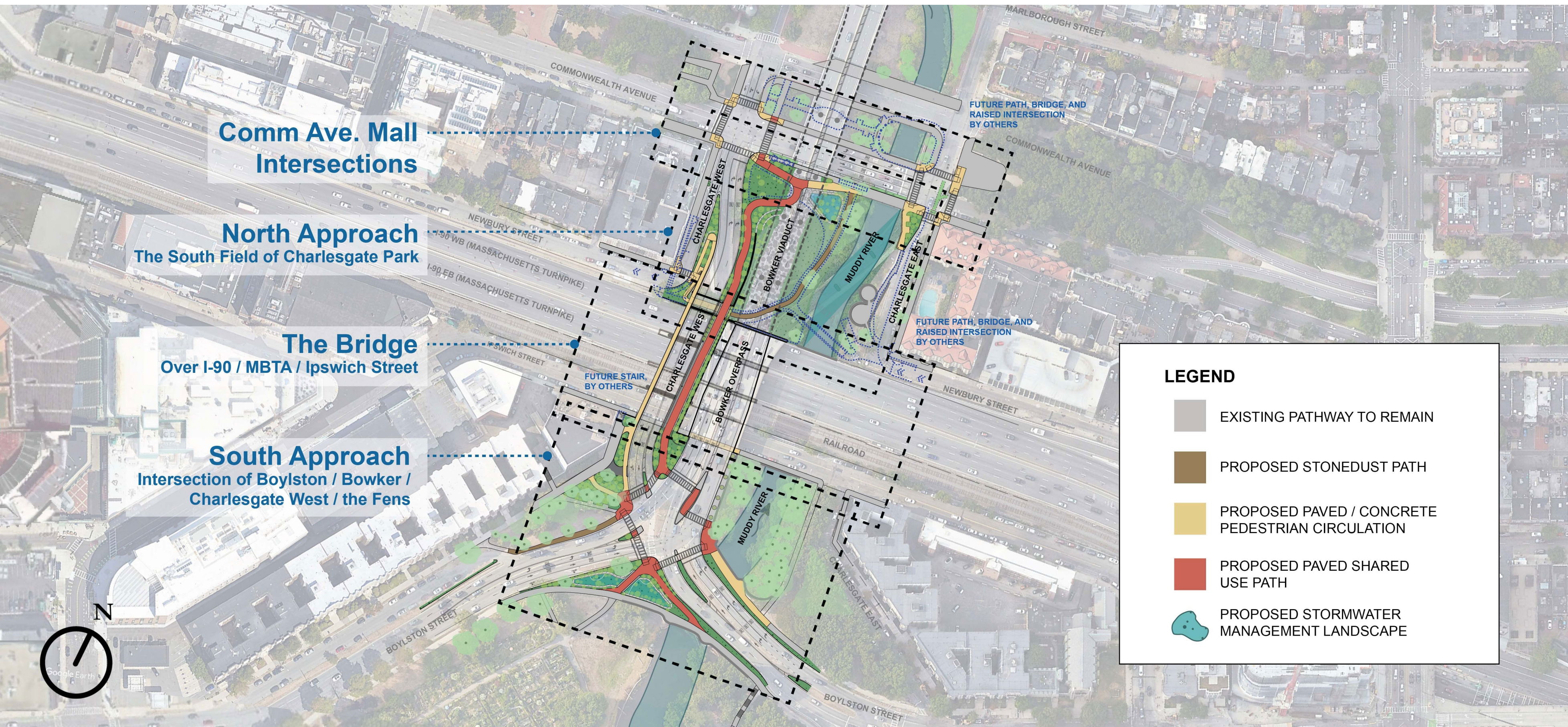
Purpose and Scope

- The purpose of this project is to restore the existing Bowker Overpass over I-90/ MBTA/ Ipswich Street
- Scope of Work
 - Replace the superstructure of the Bowker Overpass over I-90/ MBTA/ Ipswich Street
 - Reconstruct the Bowker Overpass and Boylston Street intersection
 - Remove the existing deficient off ramp structure over Muddy River
 - Widen the bridge structure to provide pathways along Charlesgate West

Project Goals

- Eliminate and rebuild deficient bridge infrastructure
- Significantly improve (safety/comfort/ease) pedestrian and bicyclist connectivity
- Enhance safety
- Additional Benefits
 - Enhance ADA compliance for all pedestrian accommodations
 - Reconnect surrounding greenway/park systems (Emerald Necklace, Commonwealth Avenue Mall)
 - Reduce environmental impacts on the Muddy River and cultural resources (Charlesgate park, Back Bay Fens)
 - Strengthen multimodal connections for people through and across roadway infrastructure to surrounding parkland
 - Improve Traffic Patterns

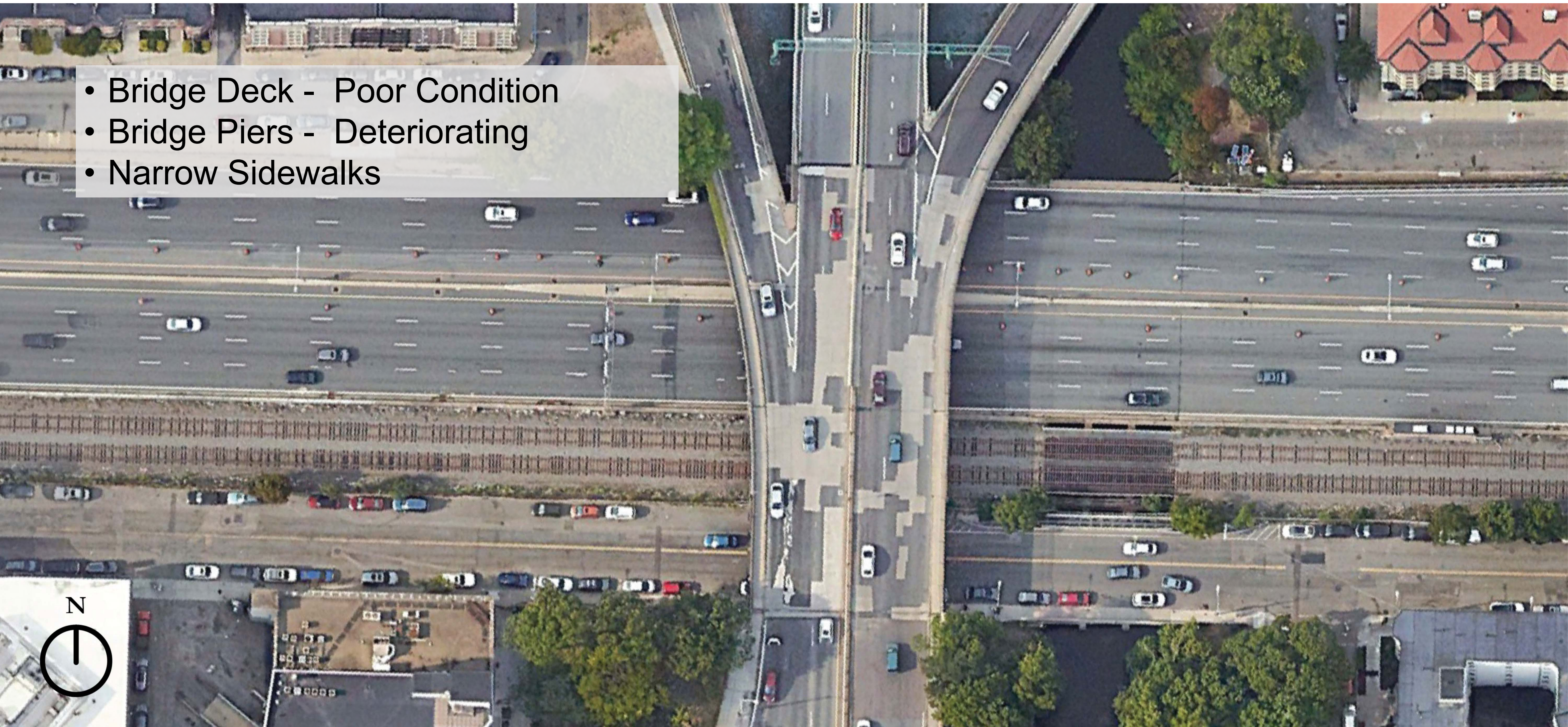
Project Overview



Bowker Bridge Existing

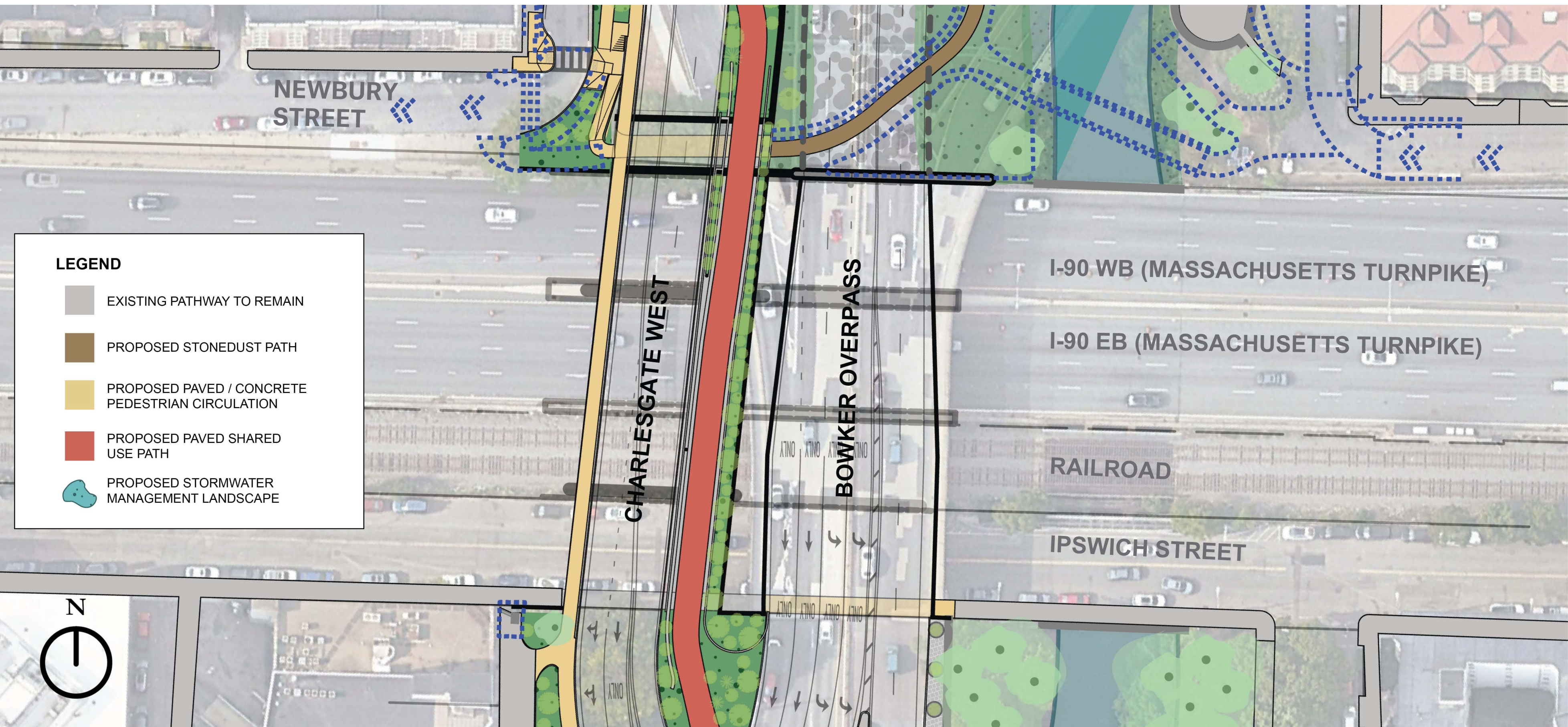
Over I-190/ MBTA/ Ipswich Street

- Bridge Deck - Poor Condition
- Bridge Piers - Deteriorating
- Narrow Sidewalks

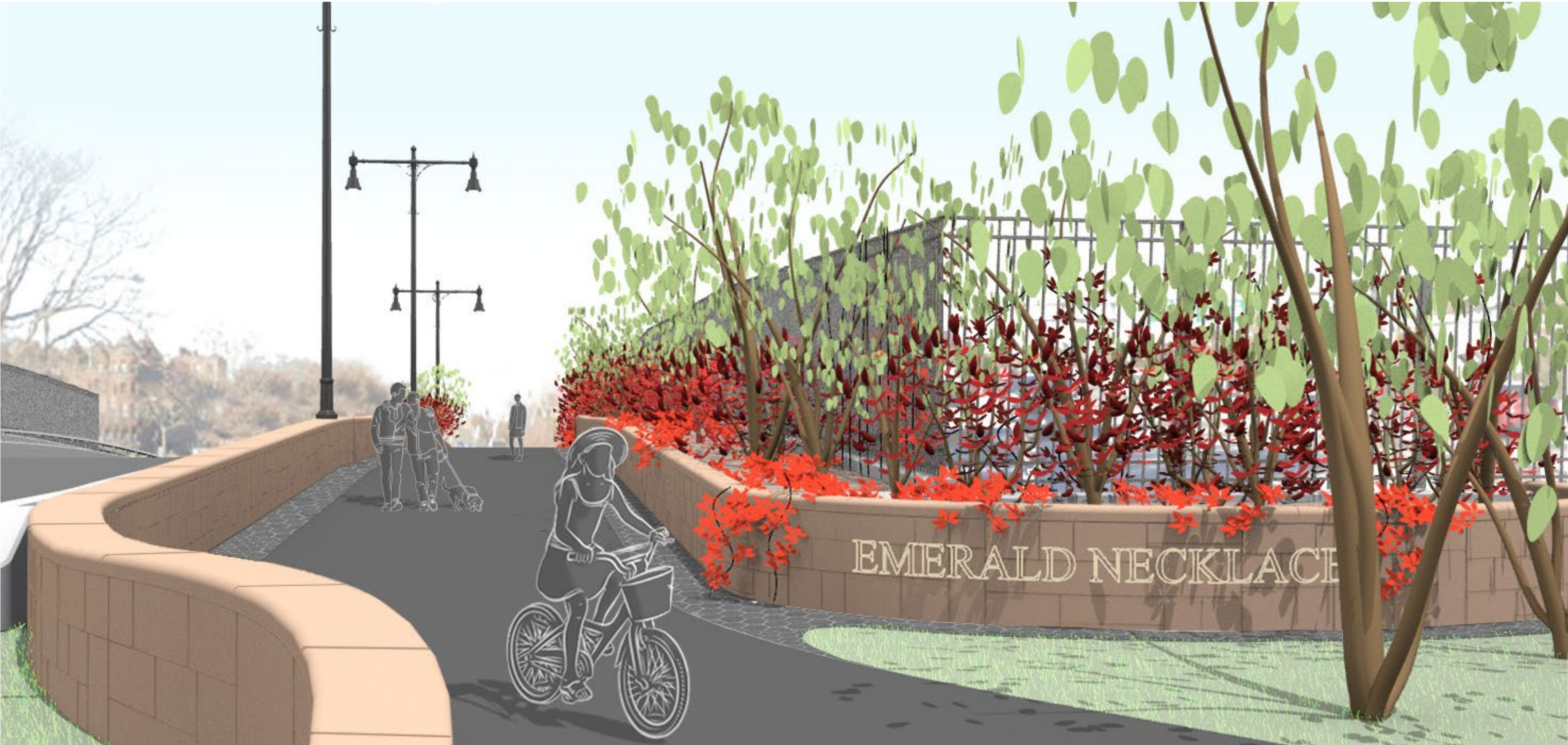


Bowker Bridge Proposed

Over I-190/ MBTA/ Ipswich Street



Bowker Bridge Proposed Over I-190/ MBTA/ Ipswich Street



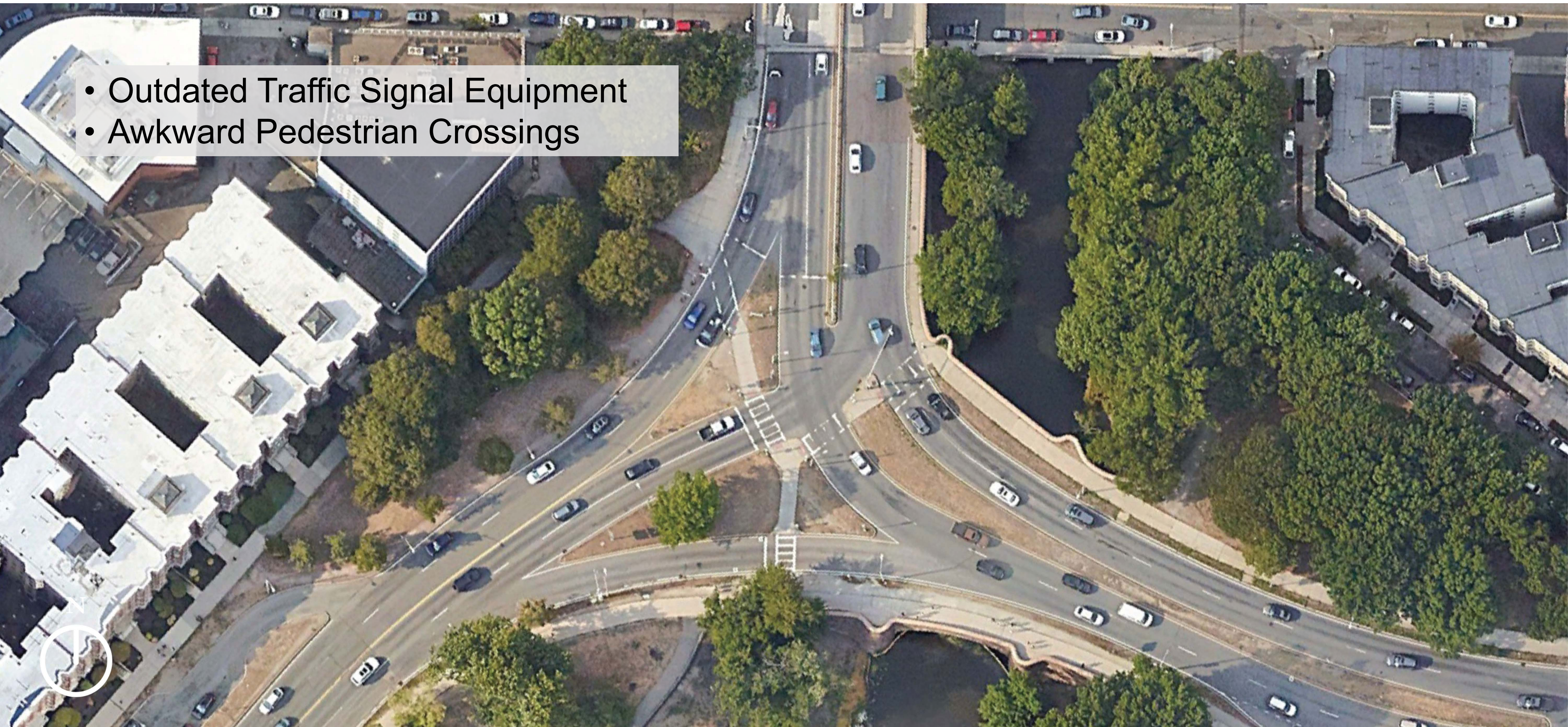
Bowker Bridge Proposed Over I-190/ MBTA/ Ipswich Street



South Approach Existing

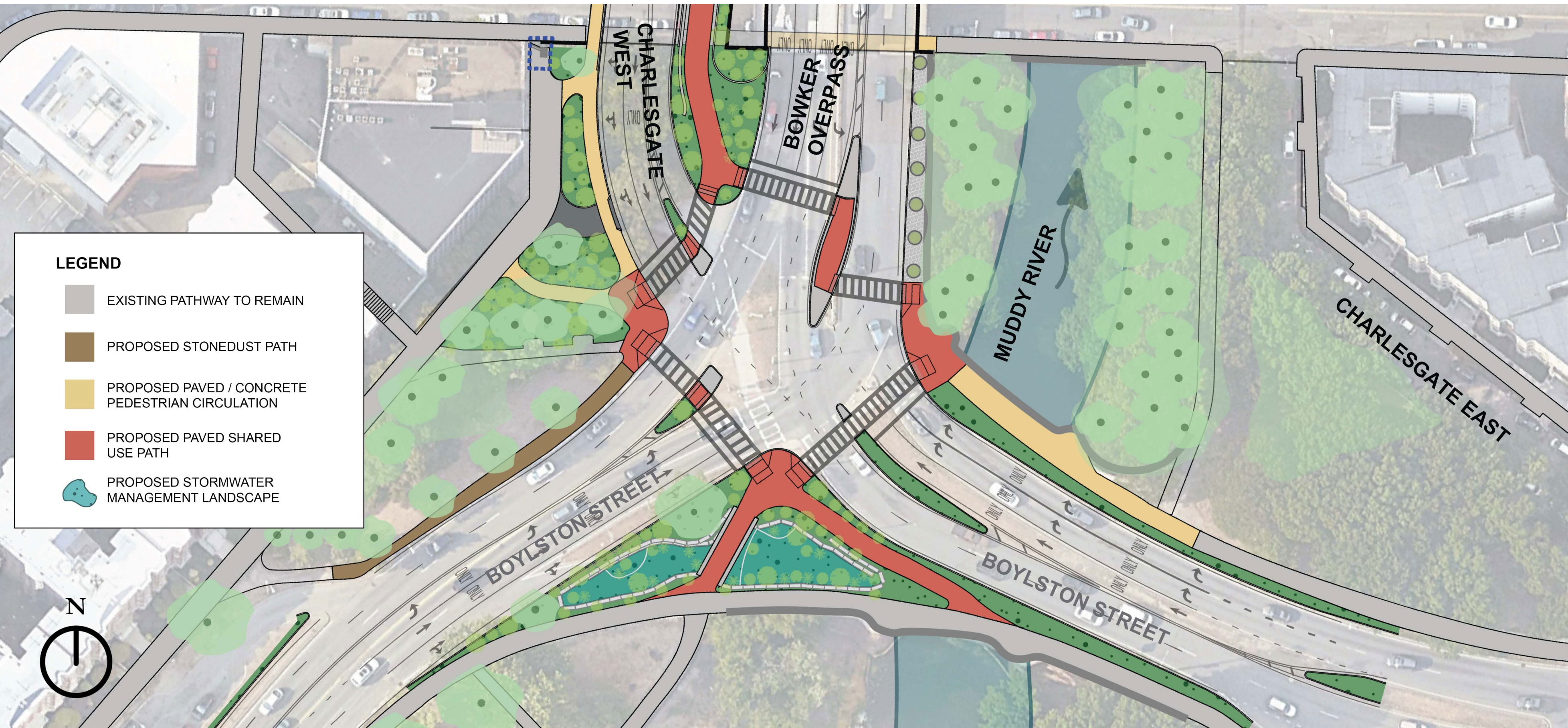
Intersection of Boylston/ Bowker/ Charlesgate West/ the Fens

- Outdated Traffic Signal Equipment
- Awkward Pedestrian Crossings



South Approach Proposed

Intersection of Boylston/ Bowker/ Charlesgate West/ the Fens



North Approach Existing

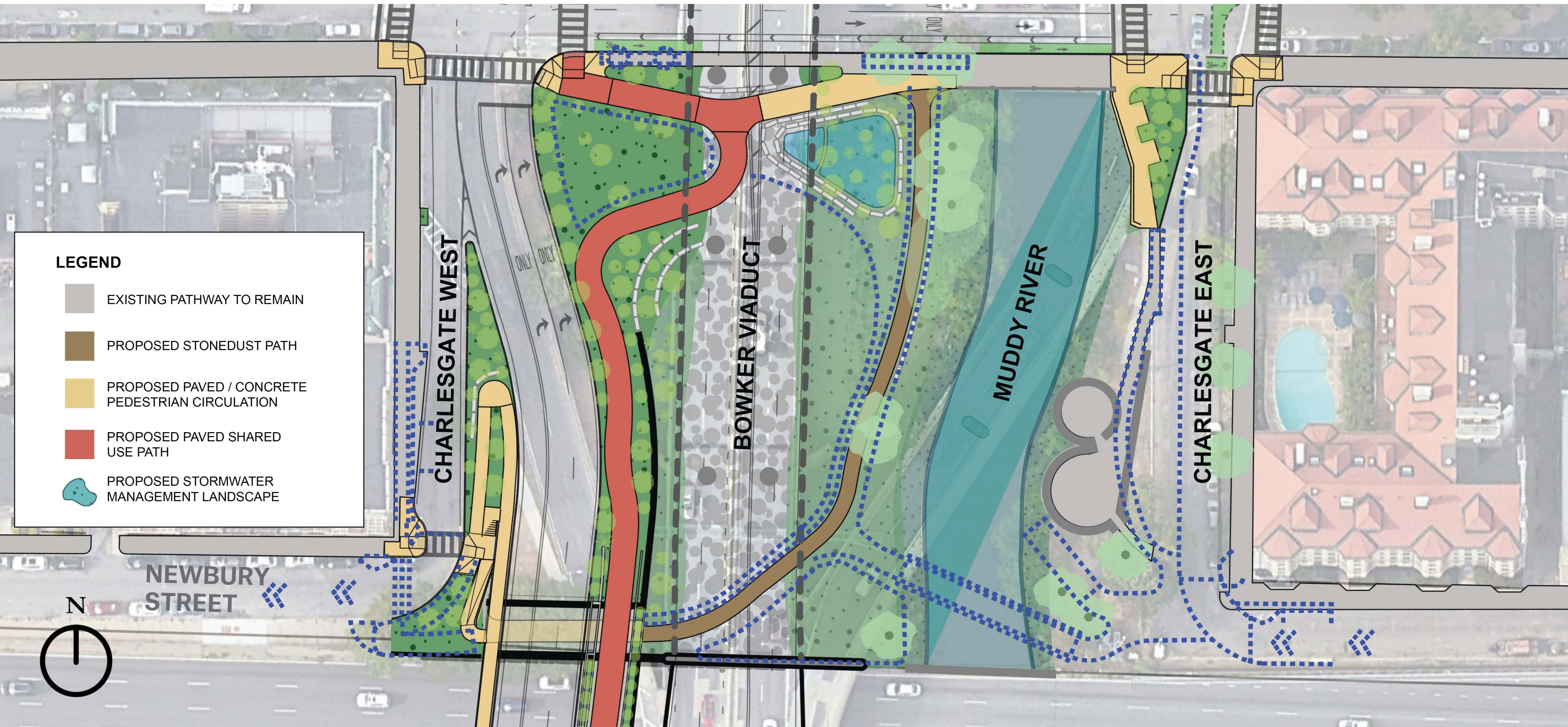
The South Field of Charlesgate Park

- Structurally Deficient Off-Ramp
- Parkland and River Disturbance
- Disconnected Park Access



North Approach Proposed

The South Field of Charlesgate Park



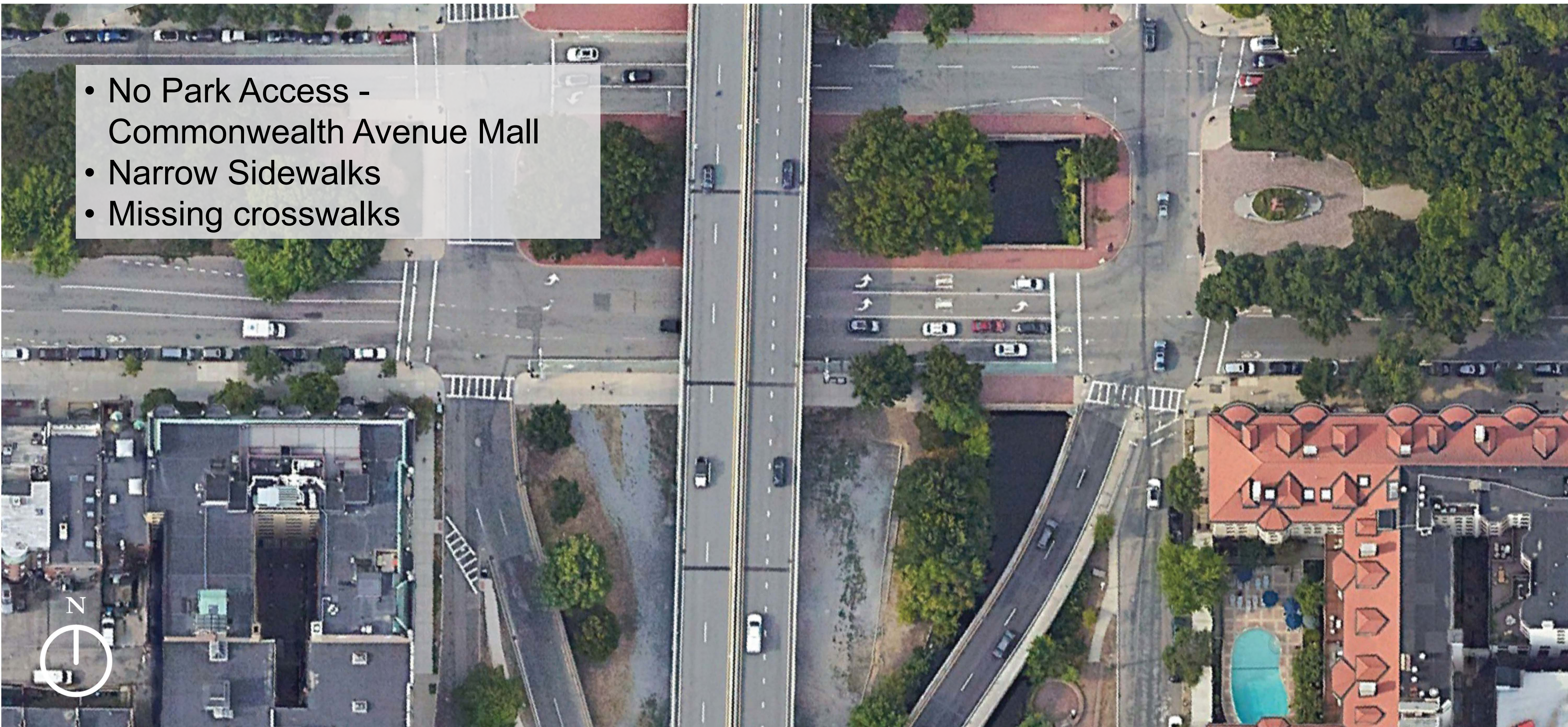
North Approach Proposed Pedestrian Underpass



Commonwealth Avenue Existing

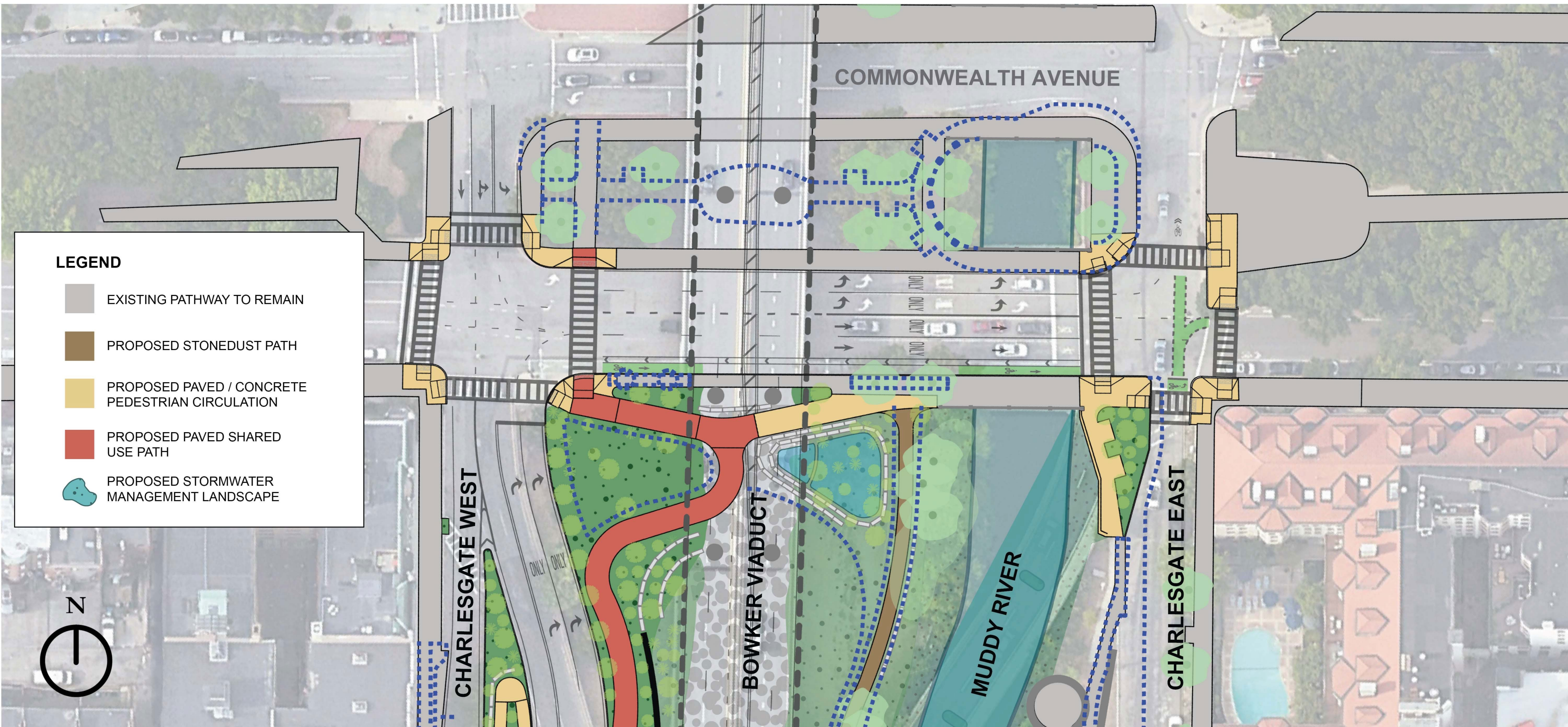
Commonwealth Avenue Mall Intersections

- No Park Access - Commonwealth Avenue Mall
- Narrow Sidewalks
- Missing crosswalks



Commonwealth Avenue Proposed

Commonwealth Avenue Mall Intersections



Existing (looking south)



Proposed Alternative (looking south)

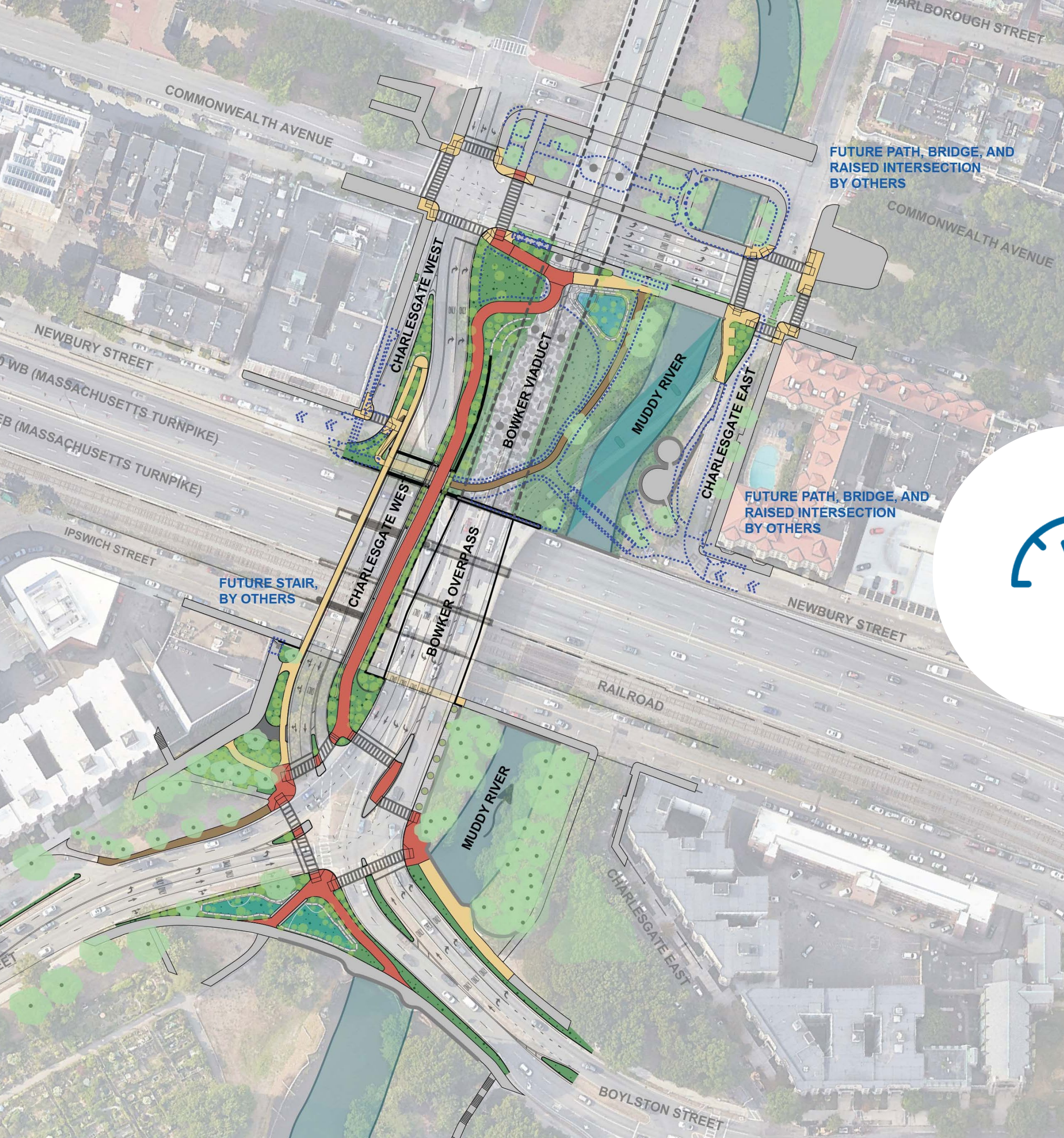


Existing (looking north)



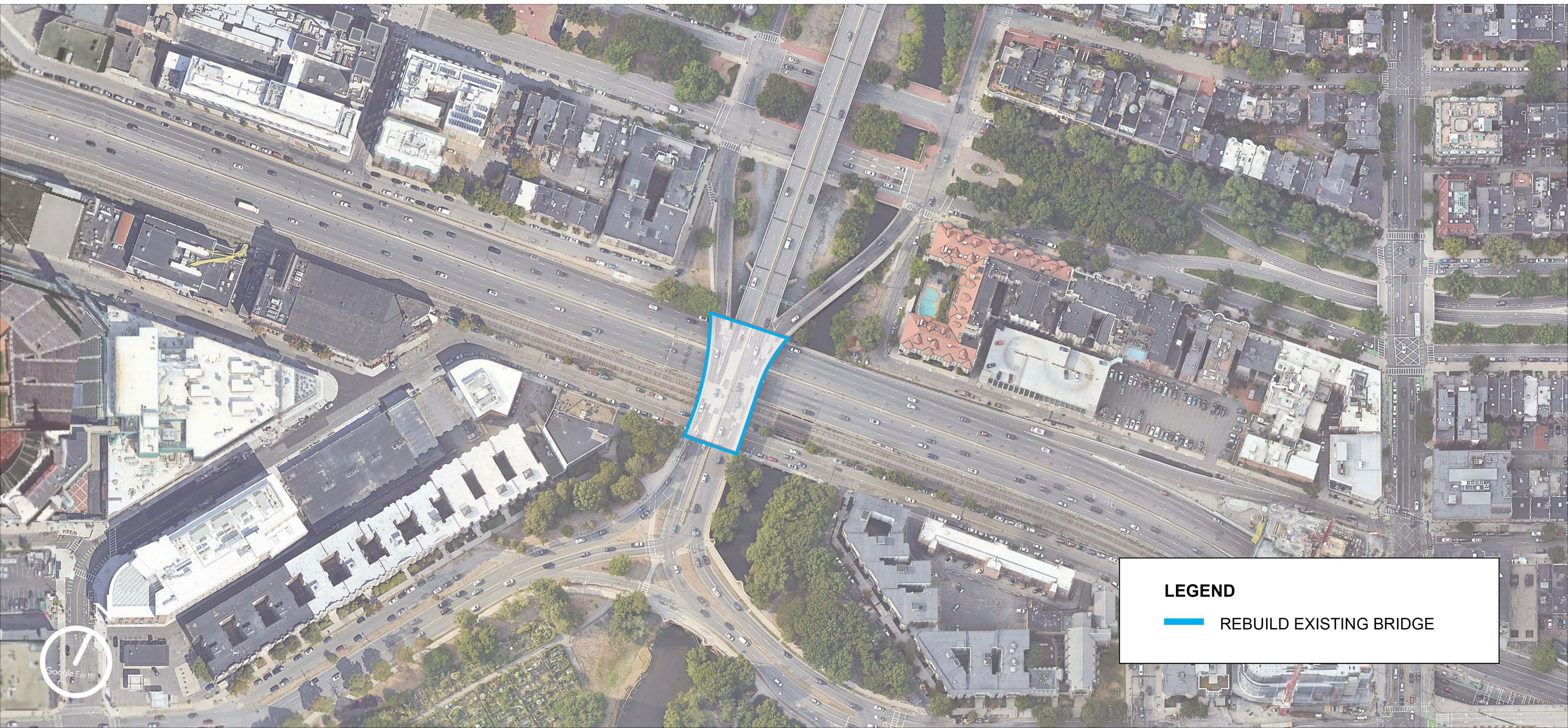
Proposed Alternative (looking north)





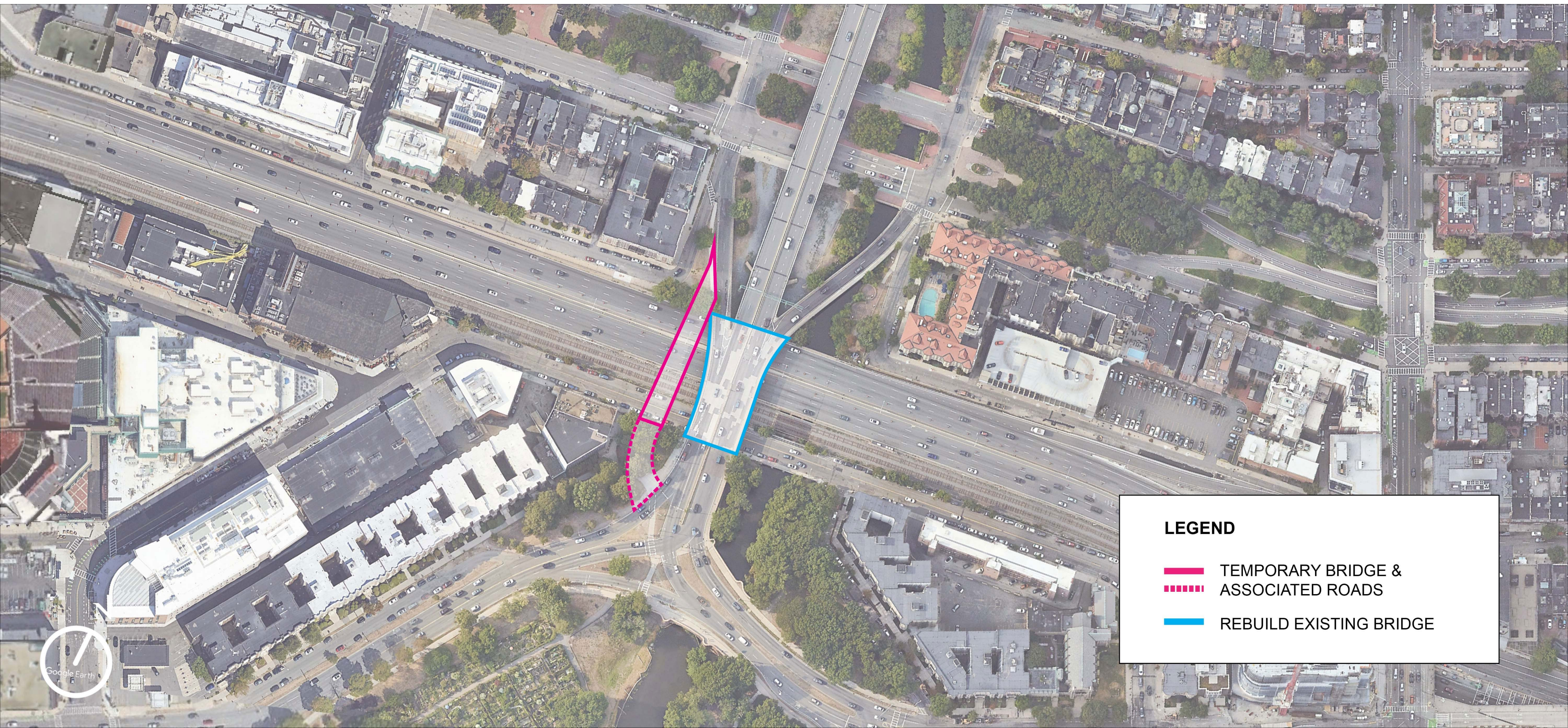
What
alternatives
were
considered?

2020 Alternative: Rapid Bridge Superstructure Replacement

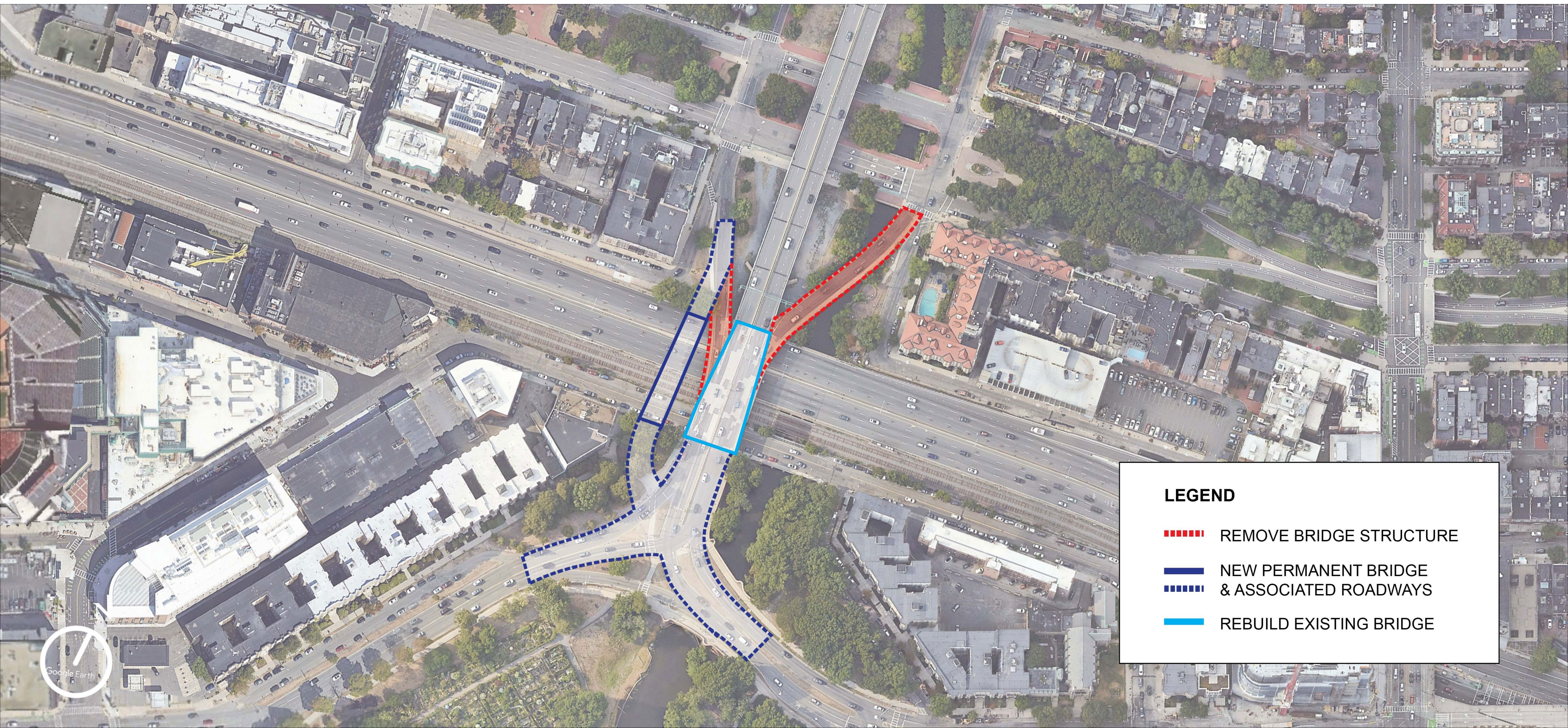


LEGEND
REBUILD EXISTING BRIDGE

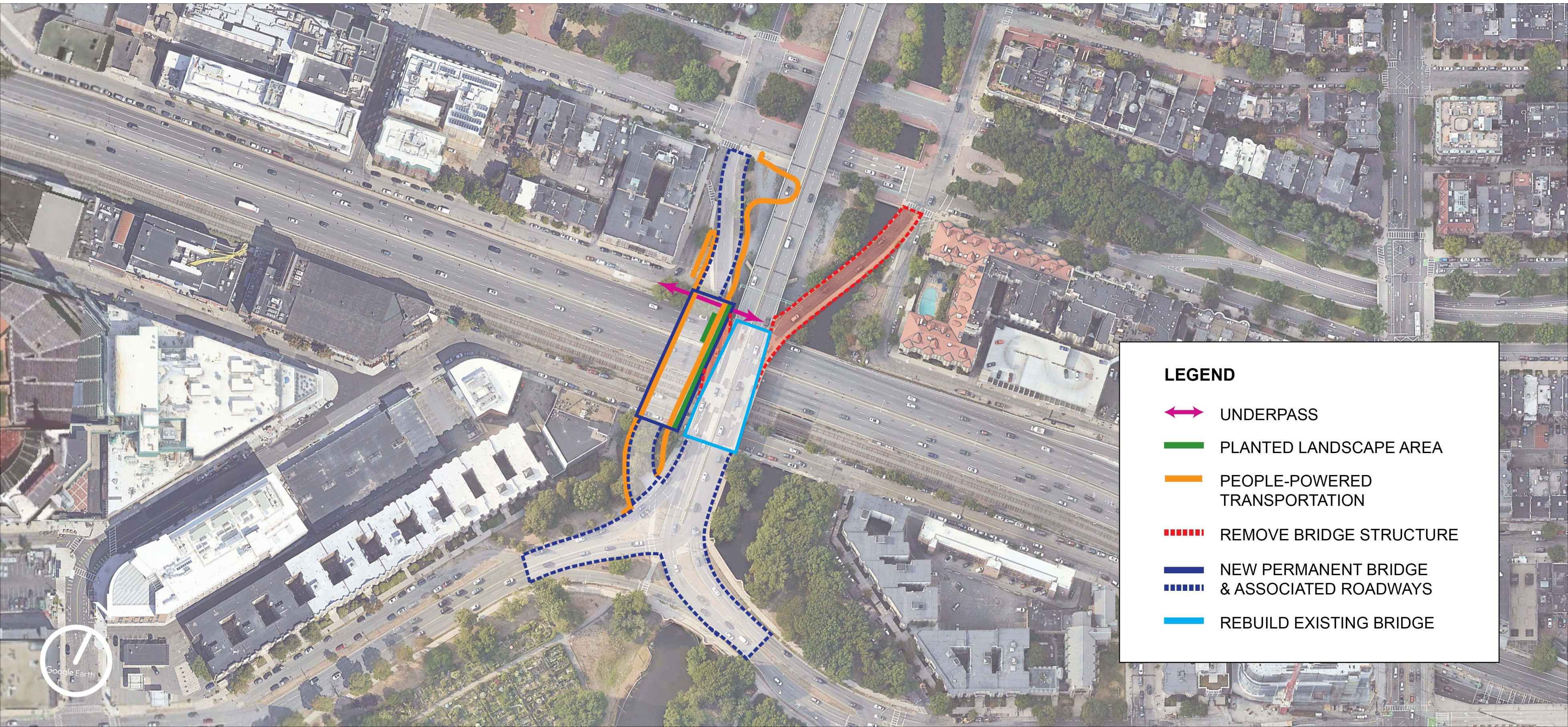
2021 Alternative: Bridge Superstructure Replacement with Temporary Bridge



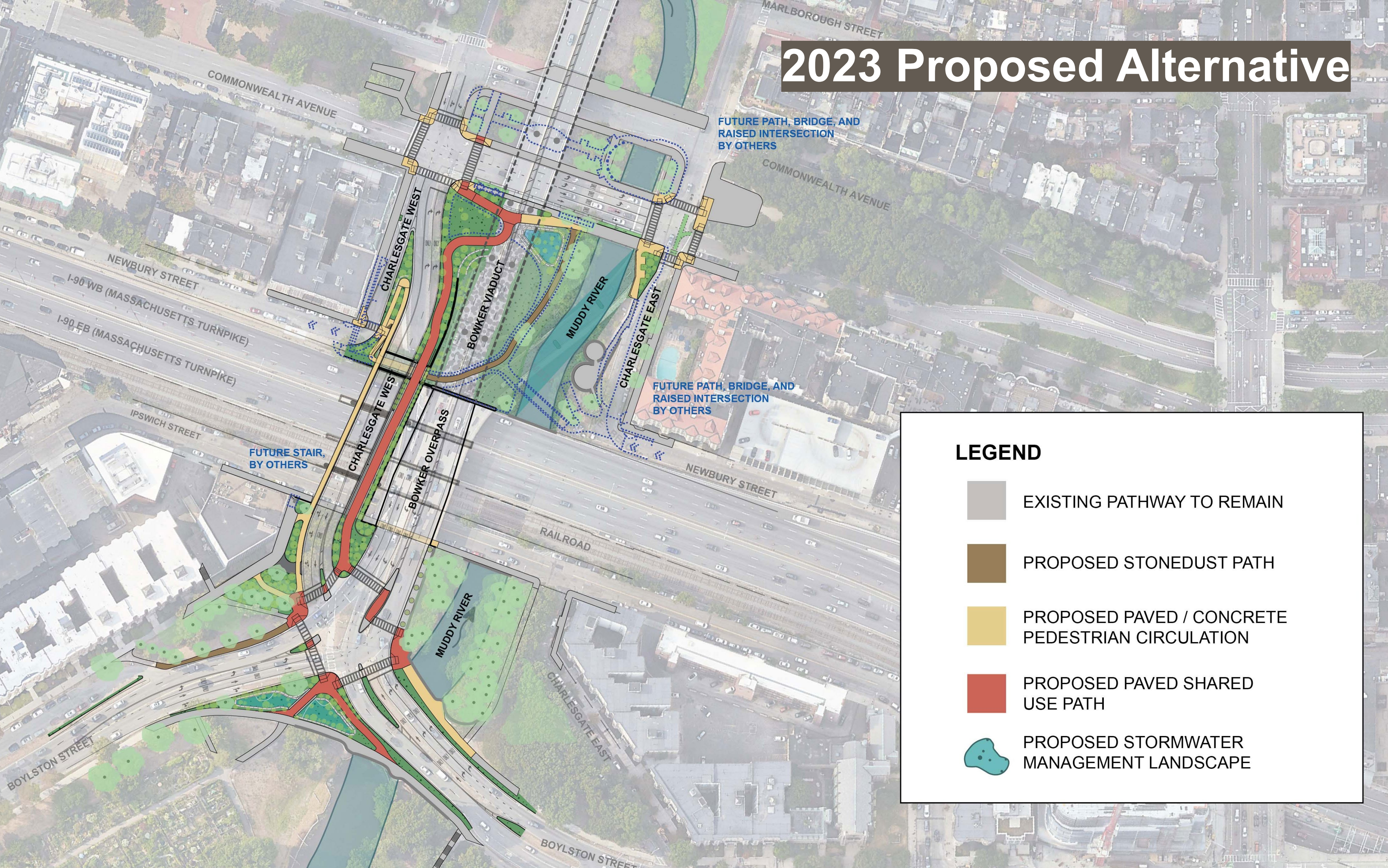
2022 Alternative: Bridge Superstructure Replacement with Bridge Widening & Ramp Removal



2023 Alternative: Bridge Superstructure Replacement with Bridge Widening, Ramp Removal, & Parkland Connection



2023 Proposed Alternative



LEGEND

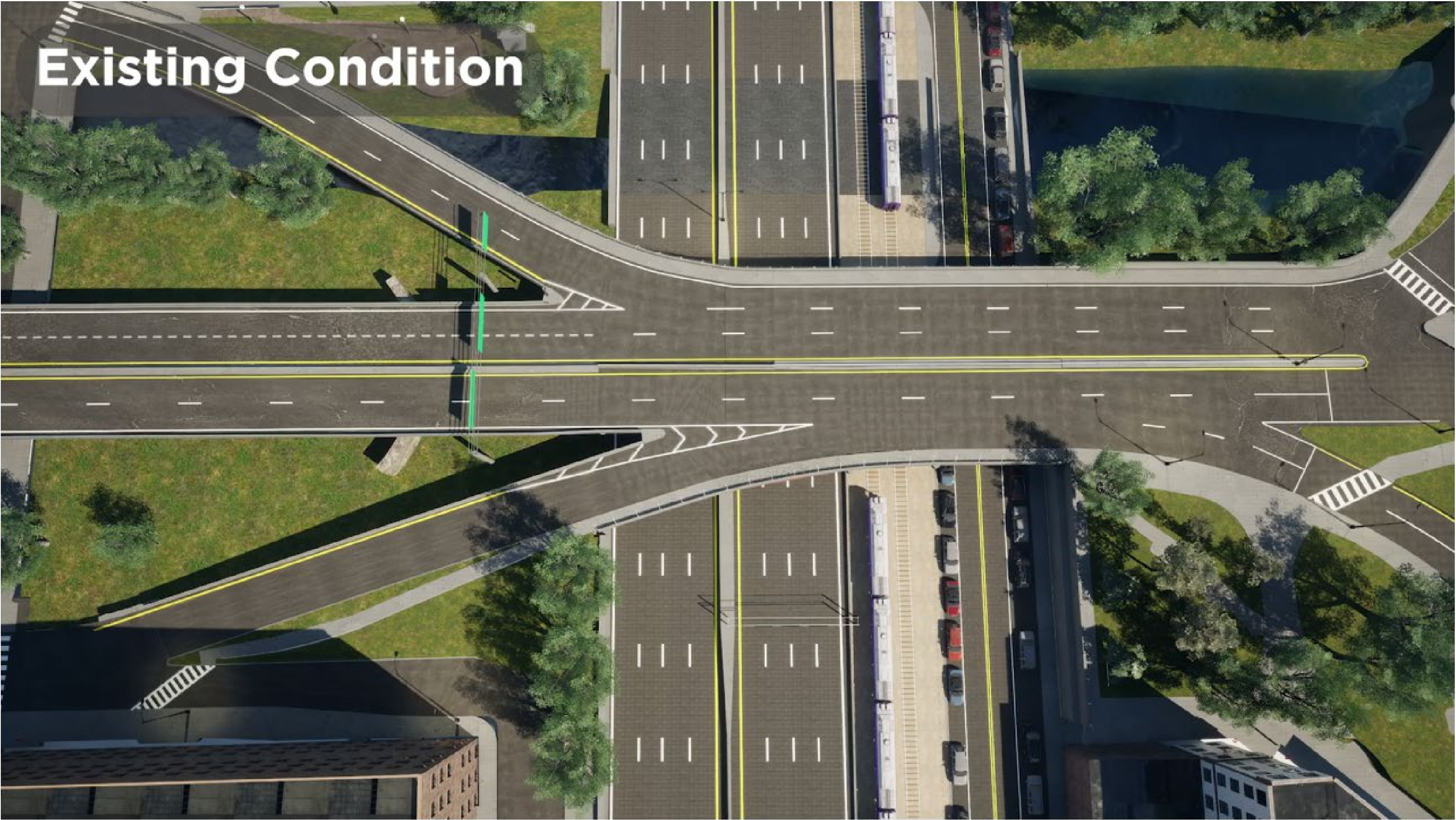
- EXISTING PATHWAY TO REMAIN
- PROPOSED STONEDUST PATH
- PROPOSED PAVED / CONCRETE PEDESTRIAN CIRCULATION
- PROPOSED PAVED SHARED USE PATH
- PROPOSED STORMWATER MANAGEMENT LANDSCAPE



How will road users, bicyclists, and pedestrians be impacted?

Temporary Construction Impacts

- Road users
 - Traffic over the bridge will be maintained throughout construction
 - Drivers can anticipate temporary lane closures and rolling roadblocks on I-90 (MassPike)
 - Parking restrictions and nighttime roadway closures on Ipswich Street
- Railroad
 - Impacts and foul time to be limited to non-revenue MBTA hours
- Pedestrians
 - During construction, one sidewalk will be kept open to pedestrians. Signage will be installed to help pedestrians navigate the project area
- Cyclists
 - During construction, cyclists will be permitted to travel through the area as they normally would, either riding on the road or walking their bikes on the sidewalk



Our next steps



Project Advertised &
Out to Bid
Summer 2024



Project Awarded
Winter 2024



Notice to Proceed
Spring 2025



Construction Begins
Summer 2025



Construction
Complete
Target: 2028



**How you can
reach the
project team**



How to reach us?

- Submit written comments to:
Carrie Lavallee, P.E. Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Major Projects, PROJECT FILE NO. 606496
- Submit email comments to: MassDOTMajorProjects@dot.state.ma.us
- For project information visit the MassDOT Highway event web site at:
<https://www.mass.gov/orgs/massachusetts-department-of-transportation/events>
Or at the QR Code:





Questions and
discussion

Questions and Answers



“Raise your hand” to be unmuted for verbal questions (Alt + Y)



Submit your questions and comments using the Q&A button (Alt + H)



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 few minutes to complete the survey after the meeting to let us know how your experience was with this virtual meeting

All questions and comments are subject to disclosure for public records. Please use these functions for project related business only.



Thank You

*Boston-Bridge Superstructure Replacement and
Widening Bowker Overpass over I-90/ MBTA/
Ipswich Street*

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Project Manager: Alwin Ramirez

