



Cambridge - Alewife Brook Parkway Over MBTA Red Line Tunnel Bridge Superstructure Replacement

Virtual Design Public Hearing

February 27, 2024 | 6:30 p.m.

Project File No. 610776



Zoom Webinar Controls



- If you are unable to access the internet or are having technical problems, please call into the hearing at 312-626-6799 Webinar ID: 863 2282 3029



Live Transcript

- Closed captioning provided by Cindy Thompson

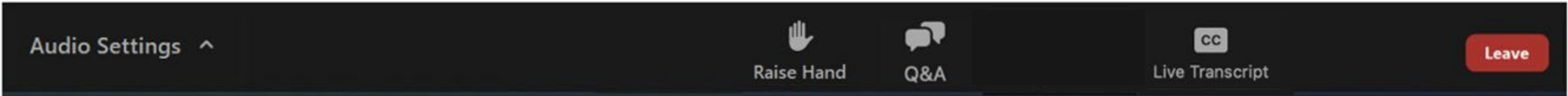


- Use the View button in the upper right-hand corner to adjust the view settings to your preference



If you have trouble with the webinar technology during the presentation, please call:

[+1.888.799.9666]



Public Hearing Notes and Procedures

Public record

- While this virtual public hearing is not being recorded by zoom, MassDOT may choose to retain and distribute the images, audio and the Q&A transcript from this hearing.
- All parts of this hearing are considered public record.
- If you are not comfortable being part of the official record, please refrain from using the Q&A feature or you may choose to excuse yourself from the hearing. Information from this hearing will be posted on the Mass.gov website.

Important notes

- Your microphone and webcam are automatically disabled upon entering the hearing.
- This hearing will be open to questions and answers at the end of the presentation.
- Please take time to respond to our survey at the end of the presentation. Your feedback is important.

Notice of MassDOT's policy on diversity and civil rights

- All MassDOT activities, including public hearings, 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.

Agenda

- Introductions
- Public Outreach
- Project Overview
- Project Reason
- Project Goal
- Design Progress
- Construction Approach
- Impacts to Community
- Impacts to Property
- Next Steps
- Q&A



Introductions:

- **MassDOT**

- Shahpar Negah, Project Manager
- Joseph Doucette, District 6
- Leah Grodstein, Producer
- Roy Kirwa, Producer
- Dan Fielding, Intergovernmental Affairs
- Theresa Kanuse, Right of Way
- Melissa Lupo, Stenographer



- **Design Consultant (HNTB)**



- Gaby MacNeil, Project Manager
- Colin White, Traffic Lead
- Patrick Marvin, Public Involvement Lead

- **City of Cambridge**

- Charles Creagh, Transportation Department
- Jeff Parenti, Transportation Department



**CITY OF
CAMBRIDGE**

Public Outreach

Local Newspaper Advertisements:

Arlington Advocate
Cambridge Day
El Planeta

MassDOT Facebook and Twitter:

@MassDOT
MassDOT

Metropolitan Planning Organizations:

Boston Regional Metropolitan Planning
Organization

Municipalities:

City of Cambridge

Community Organizations and Others:

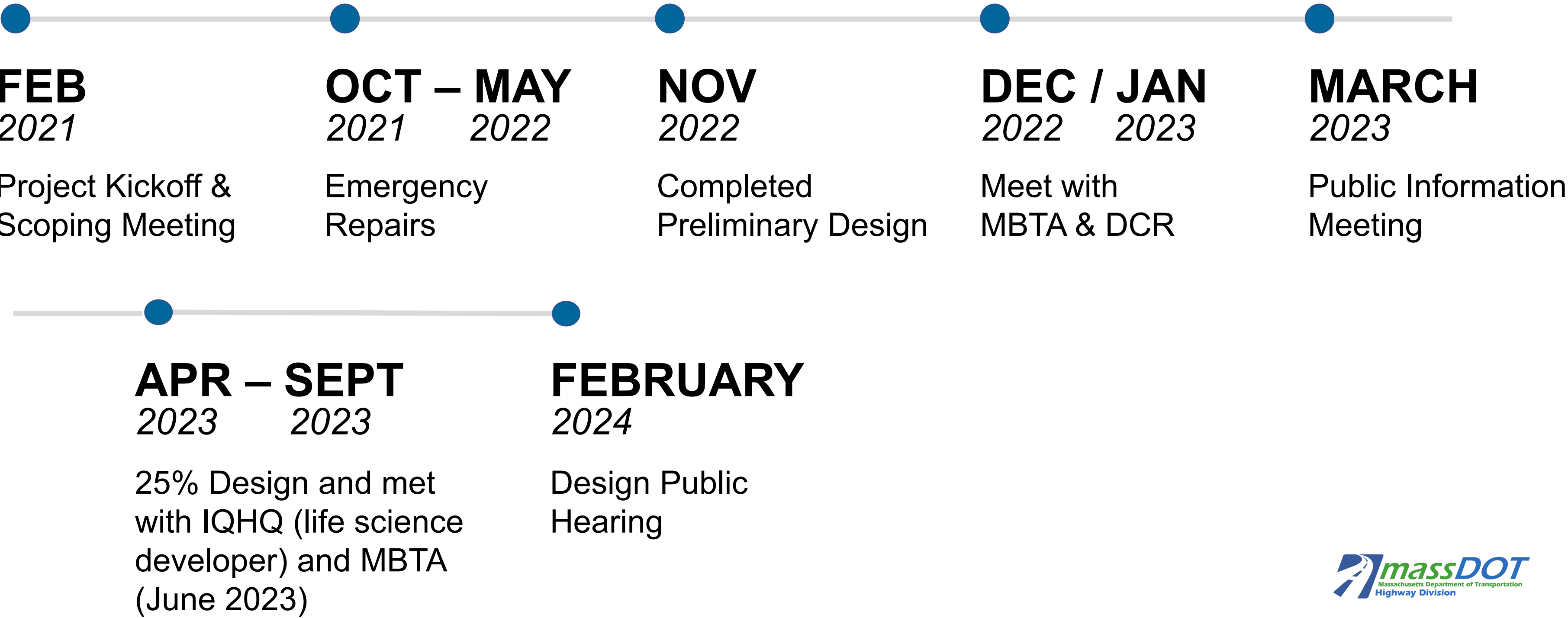
Boston Center for Independent Living
Cambridge Commission for People with
Disabilities
Cambridge Council on Aging
Cambridge Public Library Boudreau Branch
Cambridge Public Library O'Neil Branch
Registry of Motor Vehicles

Project Overview – Map



CAMBRIDGE

Project Overview - How did we get here?





**Why was this
project
initiated?**

Project Reason - Existing Conditions

Deterioration to existing beams



Deterioration to existing beams



Project Reason - Existing Conditions

Temporary netting under bridge

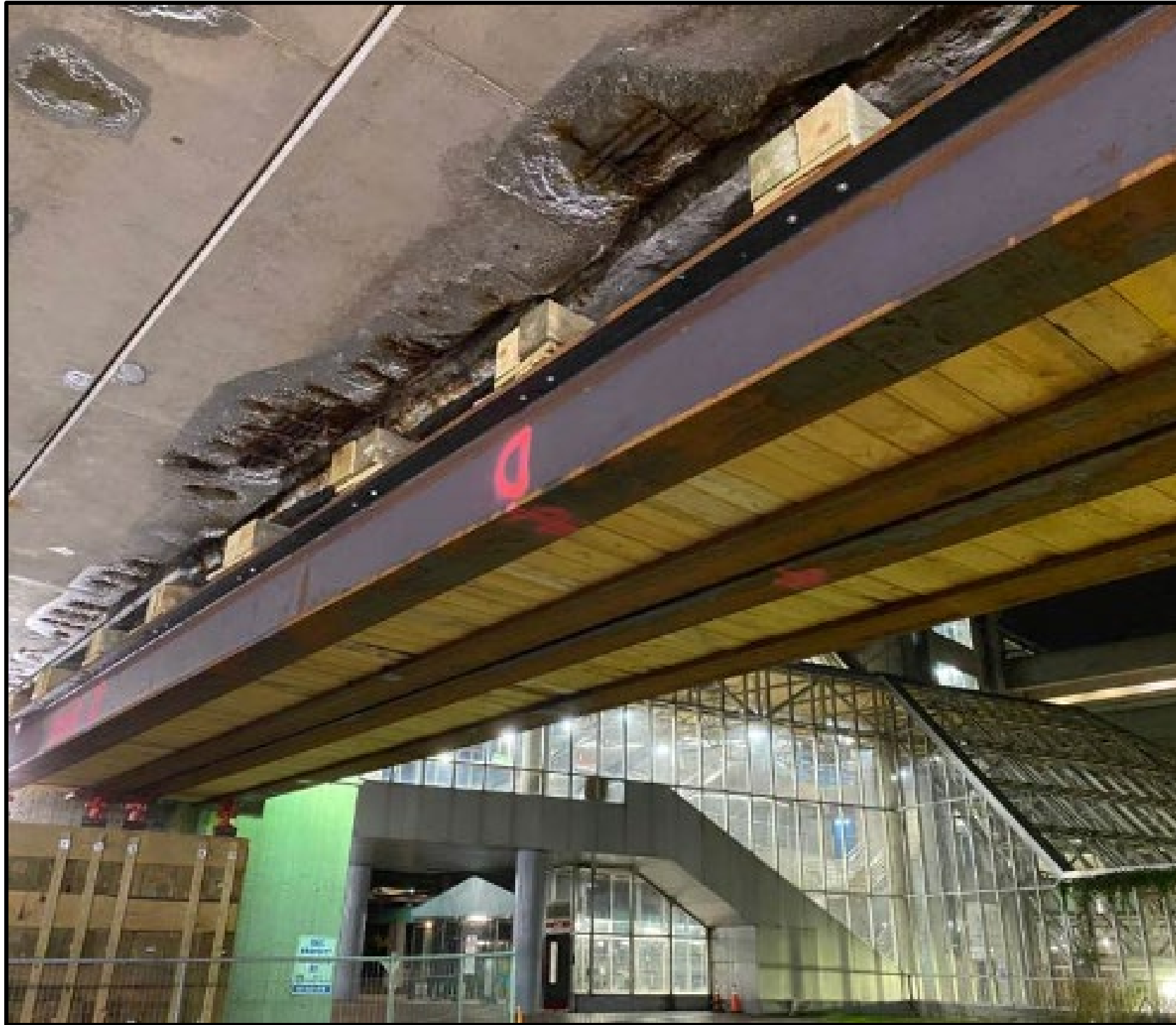


Temporary netting under bridge



Project Reason - Existing Conditions

Temporary shoring system and repair beam



Lane shift with quickcurb





**What do we
want to
accomplish?**

Project Goal

*To improve the **safety** and capacity of the bridge while **limiting impacts** to the roadway users, abutting properties, and path networks in and around the project site.*



**How will we
accomplish
this goal?**

How will we accomplish this goal?

Safety Improvements:

- New bridge superstructure designed to last 75+ years (no posting)
- New riding surface, roadway lane striping, sidewalk, and bridge rails
- Considerations for updated under bridge lighting



How will we accomplish this goal?

Limit Impacts:

- **Accelerated** construction techniques
- MBTA Station and Garage **accessible**
- Provide signage for **detours** and **alternate** pedestrian paths
- **Upgrade** alternate paths to be **ADA compliant** as needed
- **Continued** coordination with the community and nearby projects

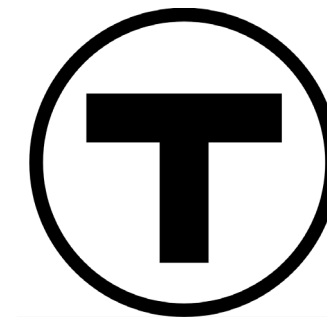
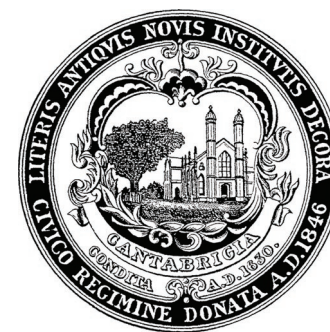




How has our
design
progressed?

Design Progress - Overview

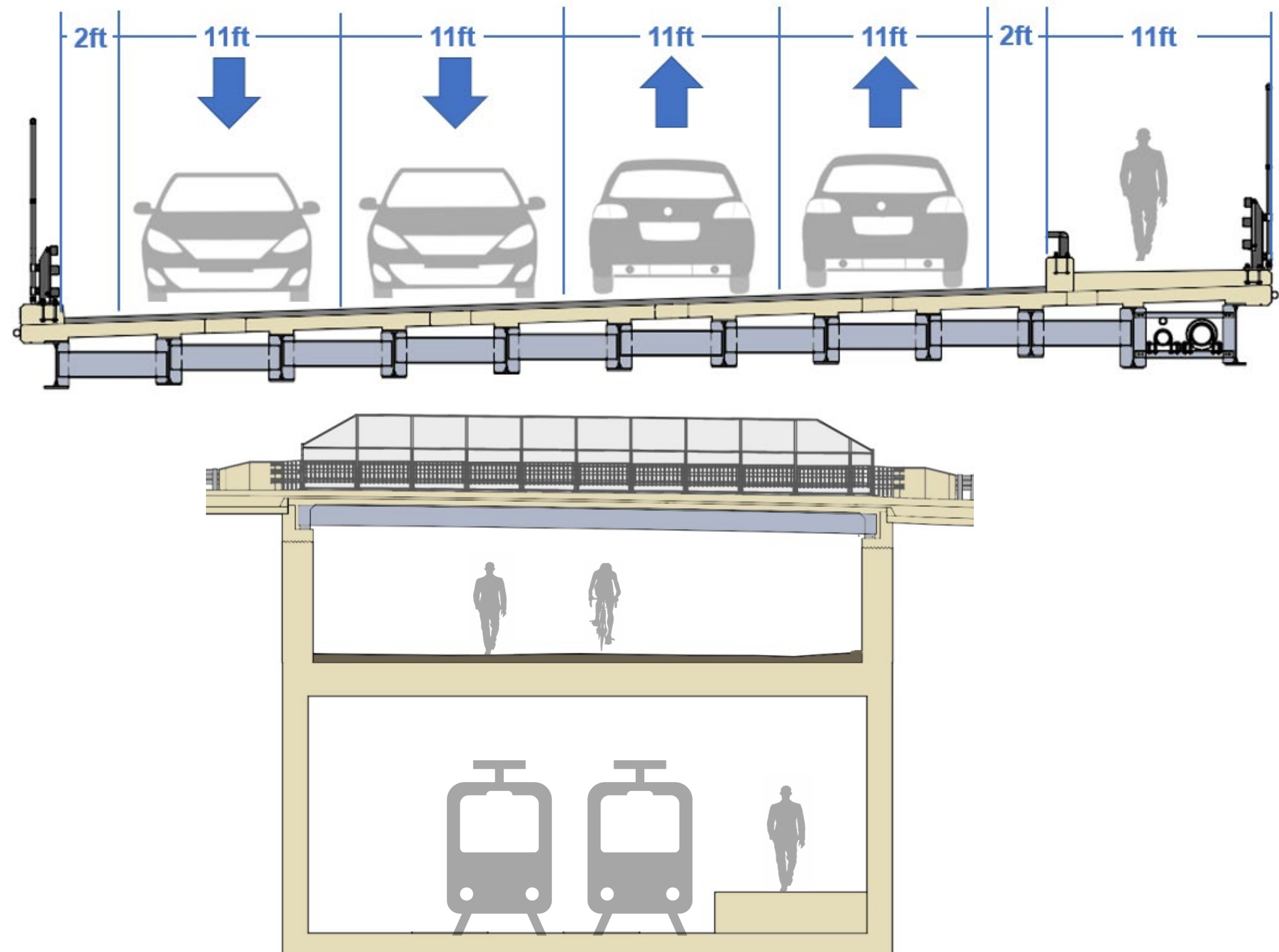
- **Completed Preliminary Design**
 - Superstructure replacement
 - Simple span bridge
 - Replace in kind
- **Further Evaluated Traffic Impacts**
 - Traffic staging
 - Detours (bike, ped, vehicles)
 - Weekend traffic set ups
- **Continued Agency / Community Coordination**
 - City of Cambridge
 - IQHQ (life science developer) and MBTA



Design Progress - Continued Coordination



Design Proaress – Proposed Bridge





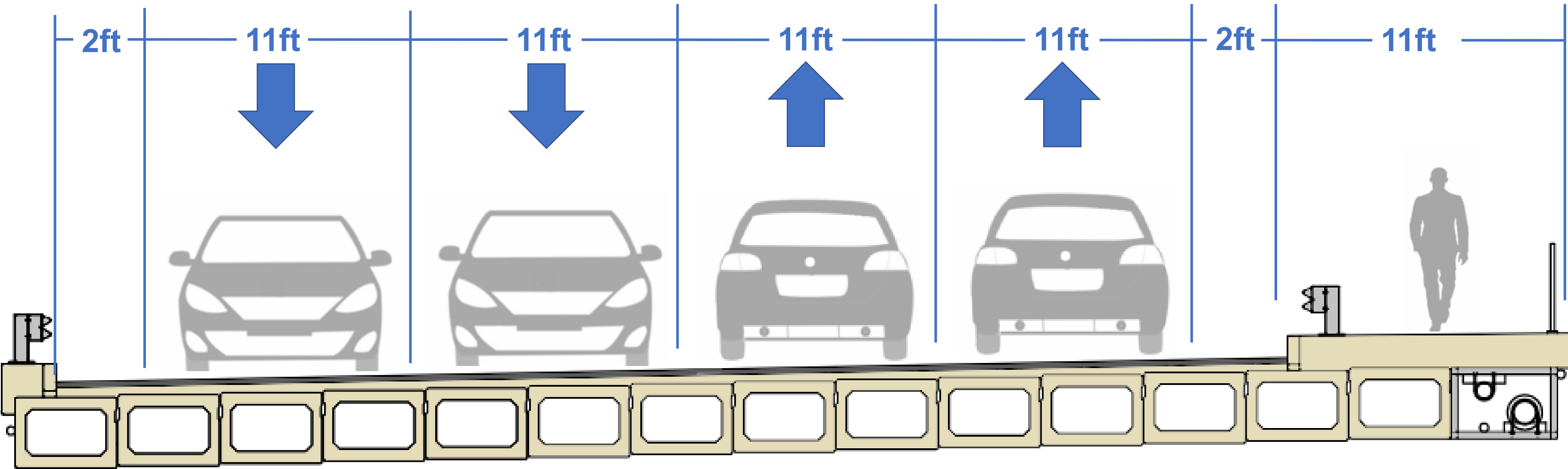
**What is the
construction
approach?**

Construction Approach - Overview

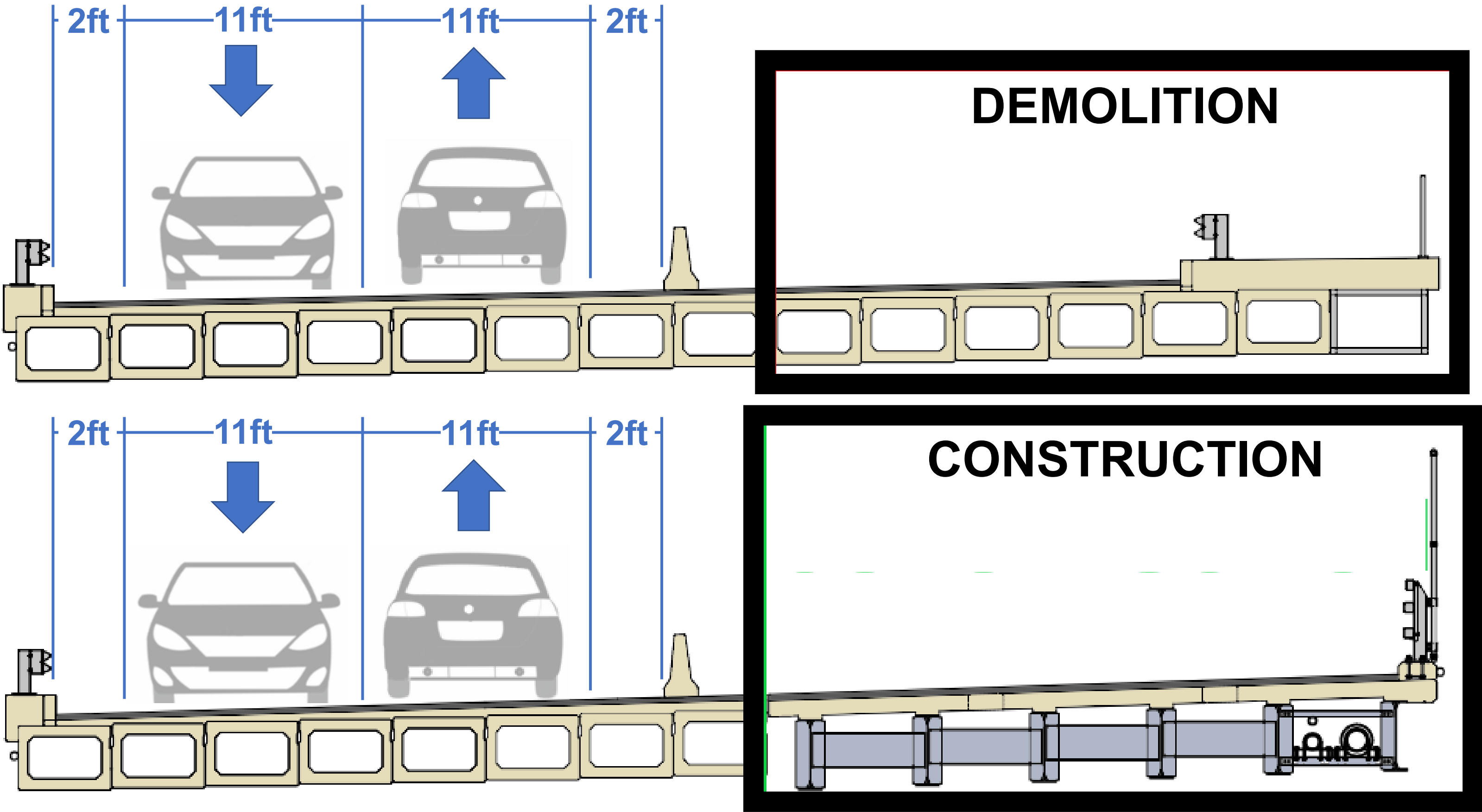
- Staged construction utilizing **Accelerated** Bridge Construction (ABC) Techniques
- **Minimize** noise and disturbance where possible; implement dust control measures
- **Maintain** access to local businesses and MBTA Station
- **Minimize** impacts to utilities during construction
- Work hours planned for
 - Typical daytime Monday through Friday
 - 2 weekends Friday PM to Monday AM
 - Isolated night work for sidewalk reconstruction at end of project



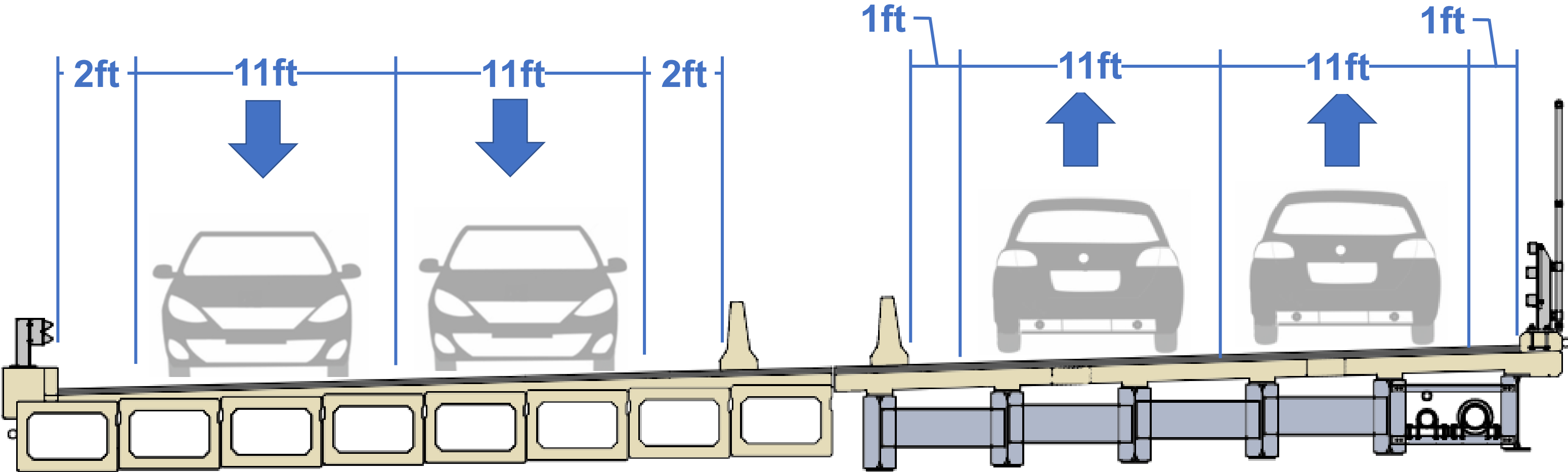
Construction Approach – Existing Section



Construction Approach – Stage 1 **WEEKEND**

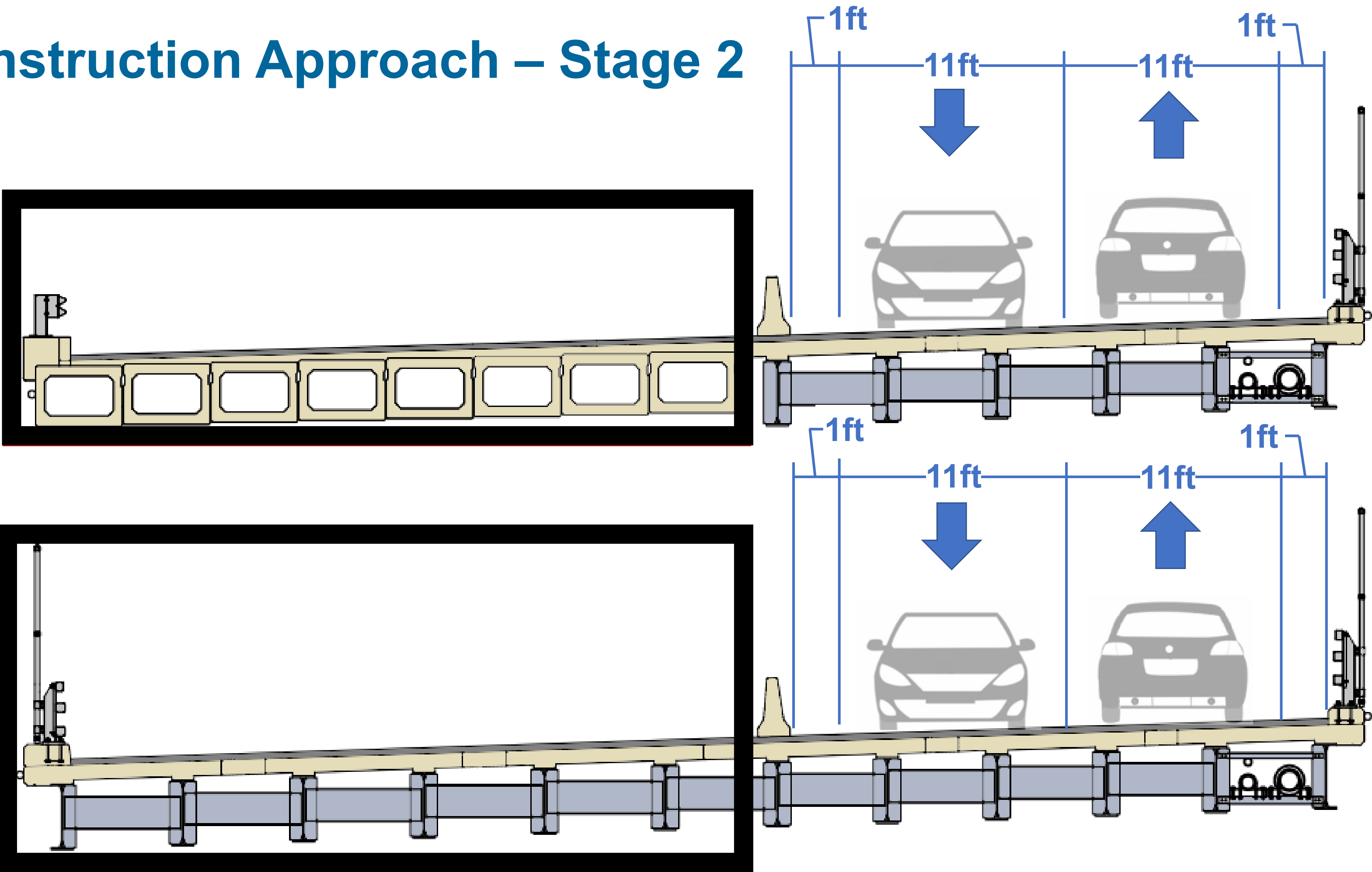


Construction Approach – Pre-Stage 2

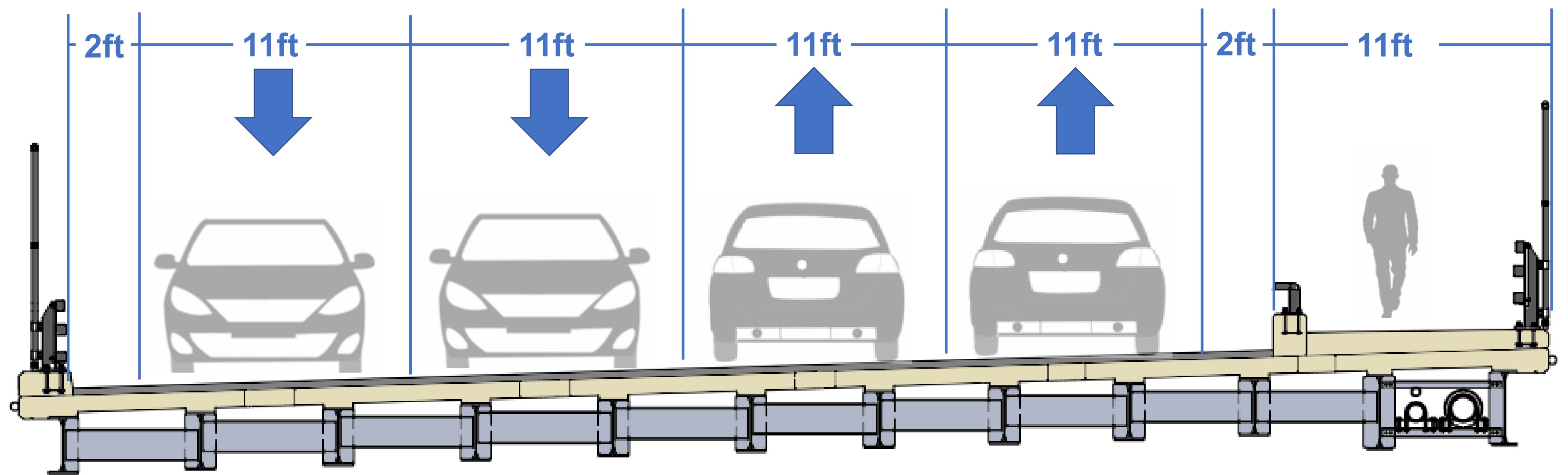


WEEKDAY

Construction Approach – Stage 2



Construction Approach – Proposed Section





**How will your
community be
impacted?**

Impacts to the Community

During Construction

- Sidewalk **on bridge** anticipated to be **closed for entire duration** of the project
- Bike network **under bridge** anticipated to be **closed for two weekends**
- Temporary pedestrian paths needed
- Consideration for Police at Rindge Ave. and Cambridgepark Dr. to direct pedestrians
- MBTA station access and garage - **OPEN**
- MBTA train operations not impacted; potential bus impacts from vehicular traffic
- **Traffic impacts** for vehicles on Alewife Parkway

After Construction

- **New bridge, safe for all roadway users!**

Impacts to Community

Temporary Pedestrian Detour – All Times (No bicycle detour)



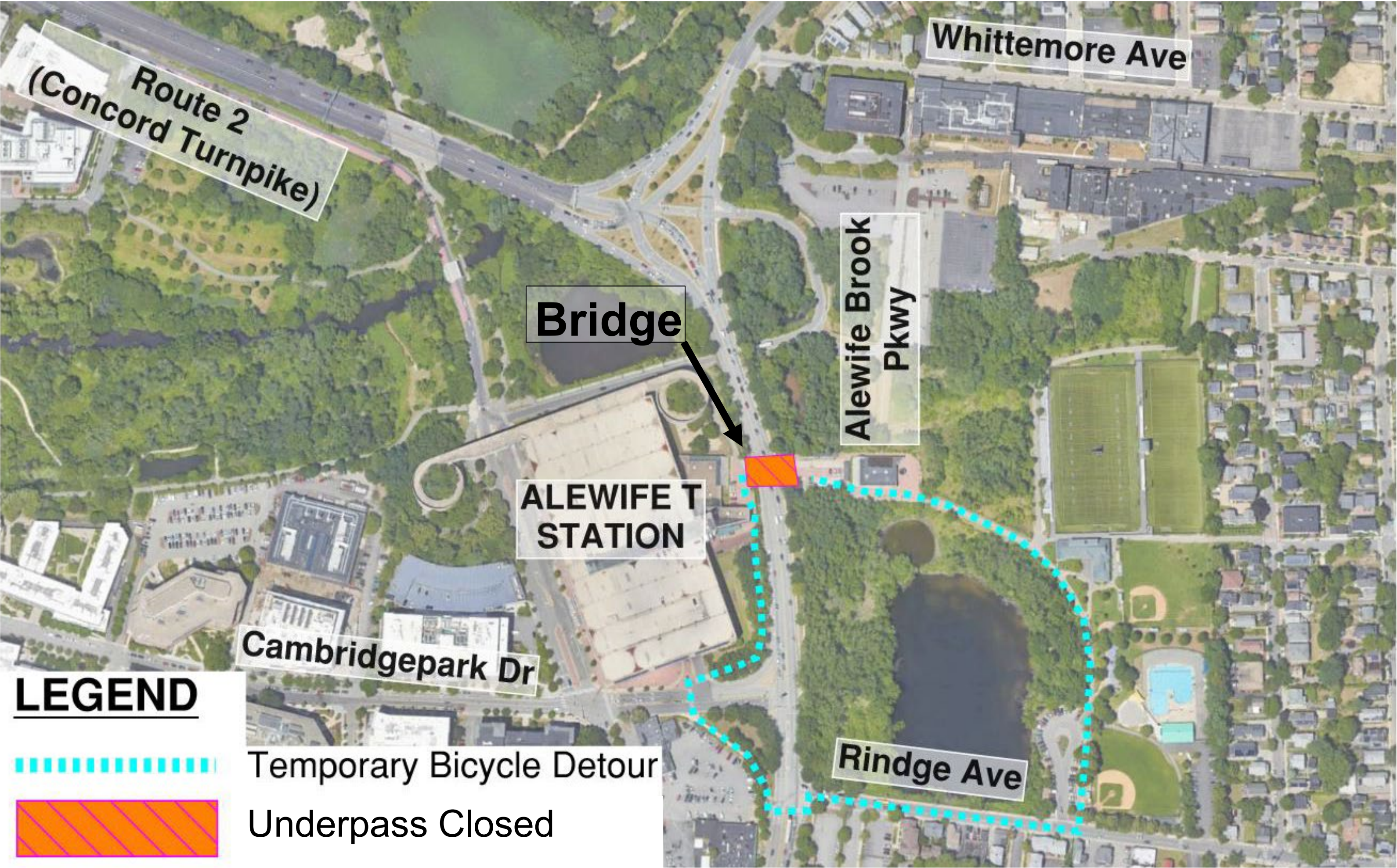
Impacts to Community

Temporary Pedestrian Detour – Weekend



Impacts to Community

Temporary Bicycle Detour – Weekend





**How will your
property be
impacted?**

Preliminary Right of Way (ROW) discussion

25% Design Public Hearing

- MassDOT is responsible for acquiring all necessary rights in private and public land for design, construction, and implementation of this project.
 - Fee takings, permanent easements and/or temporary construction easements may be required.
- Affected property owners will be contacted by personnel from the MassDOT ROW Bureau or consultants representing MassDOT.
 - Property owners are protected under Massachusetts General Laws, primarily Chapter 79.

At this stage of design, the Right of Way process has not been finalized. This hearing is an opportunity for the public to comment on any impacts to properties.



**What are the
next steps?**

Our next steps



Address Public
Comments



Proceed to 75%
Design from
March – May
2024



Final Design and
continued
coordination



Project
Advertisement



Construction
anticipated in
Fall – Winter
2025

Project Programming, Cost and Funding

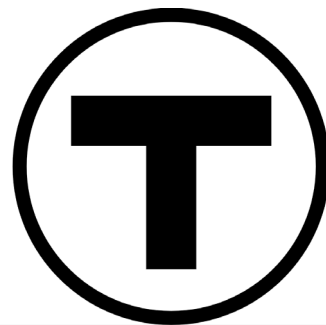
- Statewide Transportation Improvement Program (STIP/TIP):
Federal Fiscal Year 2025
- Current/Preliminary Estimated Total Construction Cost:
Approximately \$7.5 million
- Funding:
 - Federal Highway Administration: 80%
 - MassDOT: 20%



**How will we
keep you
informed?**

How to reach us?

- Submit written comments to:
Carrie Lavalley, P.E., Chief Engineer
MassDOT
10 Park Plaza
Boston, MA 02116
Attention: Project Management PROJECT FILE NO. 610776
- Submit email comments to:
MassDOTProjectManagement@dot.state.ma.us
- For project information visit the MassDOT Design Public Hearing web site at:
<https://www.mass.gov/massdot-highway-design-public-hearings> or used the QR Code
- For MBTA questions and comments:
publicengagement@mbta.com





**Questions and
answers**

Questions and Answers



- “Raise your hand” to be unmuted for verbal questions; *9 for attendees calling into the hearing



- 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



- 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

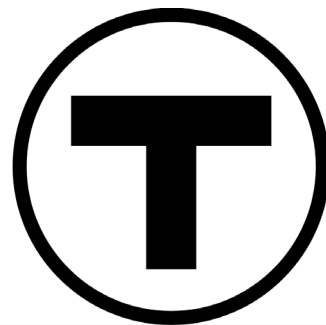


- Please take a few minutes to complete the survey after the hearing to let us know how your experience was with this virtual hearing

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

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publicengagement@mbta.com





Thank You

*Cambridge - Alewife Brook Parkway
Over MBTA Red Line Tunnel Bridge
Superstructure Replacement*

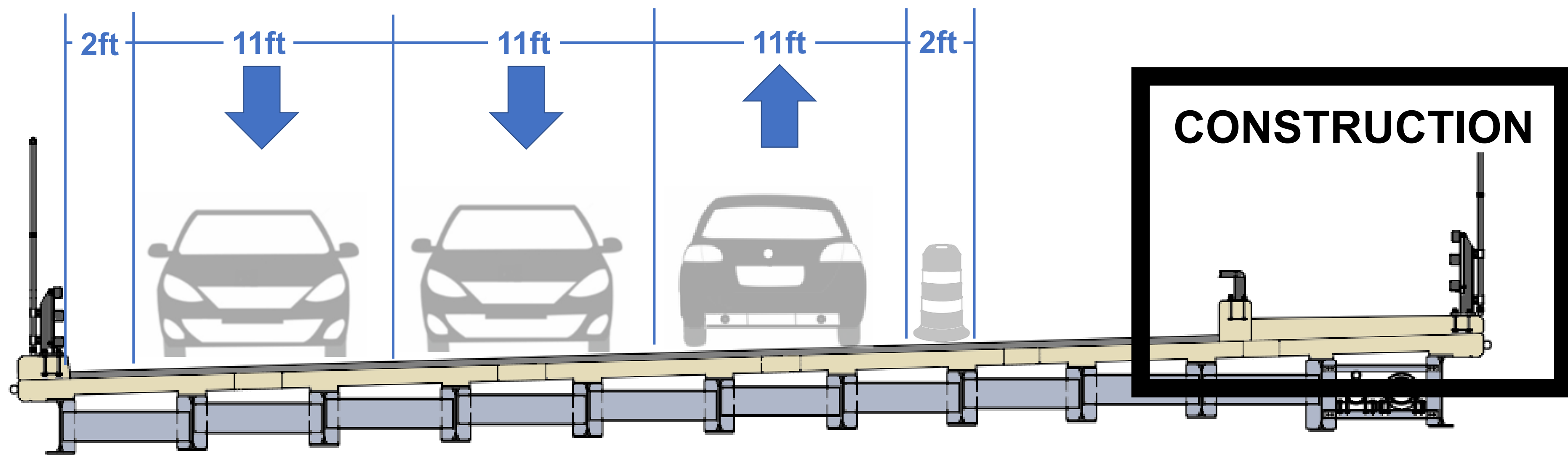
Virtual DPH | February 27, 2024 | 6:30 p.m.

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Project Manager: Shahpar Negah, PE

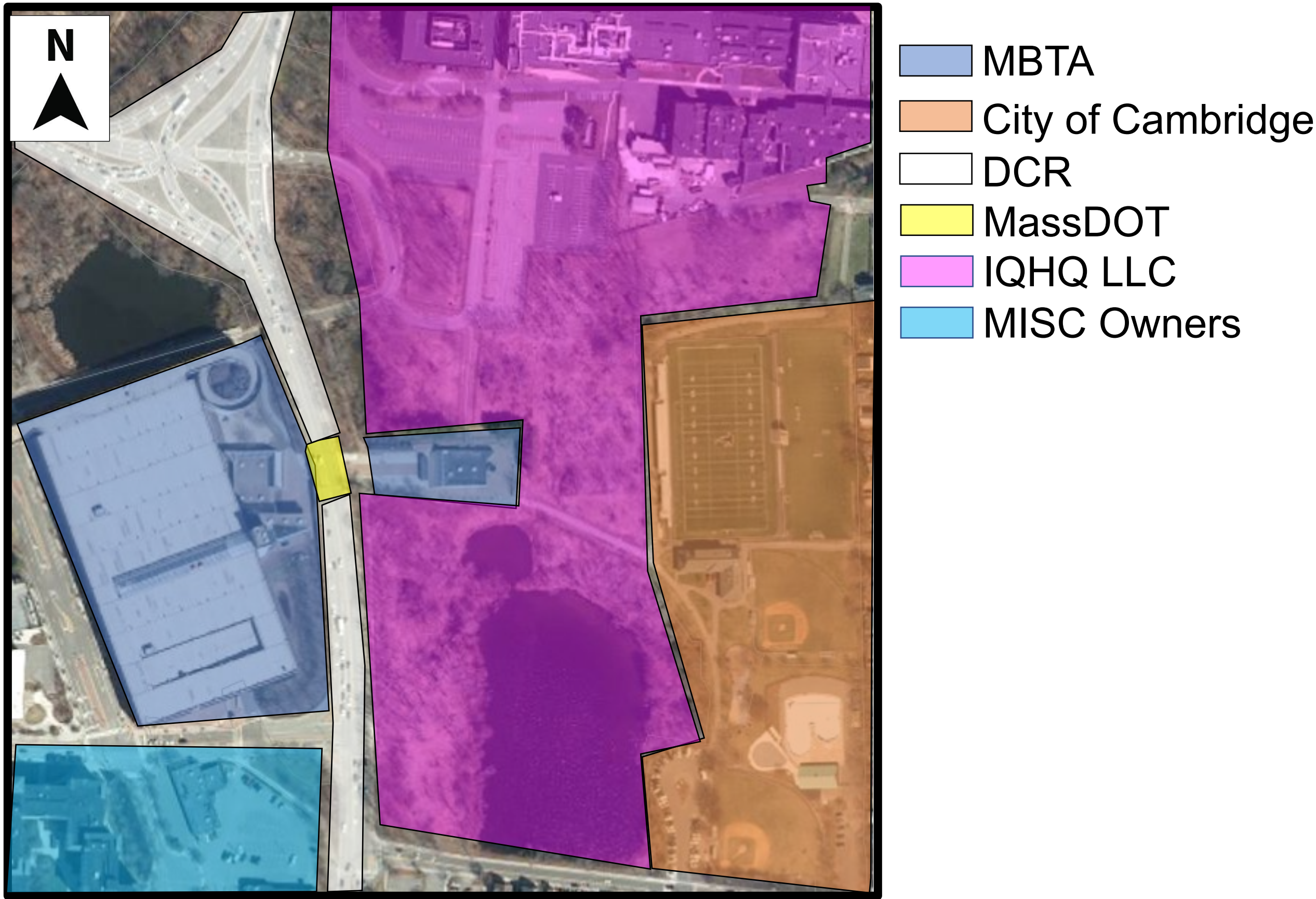


Construction Approach – Stage 3

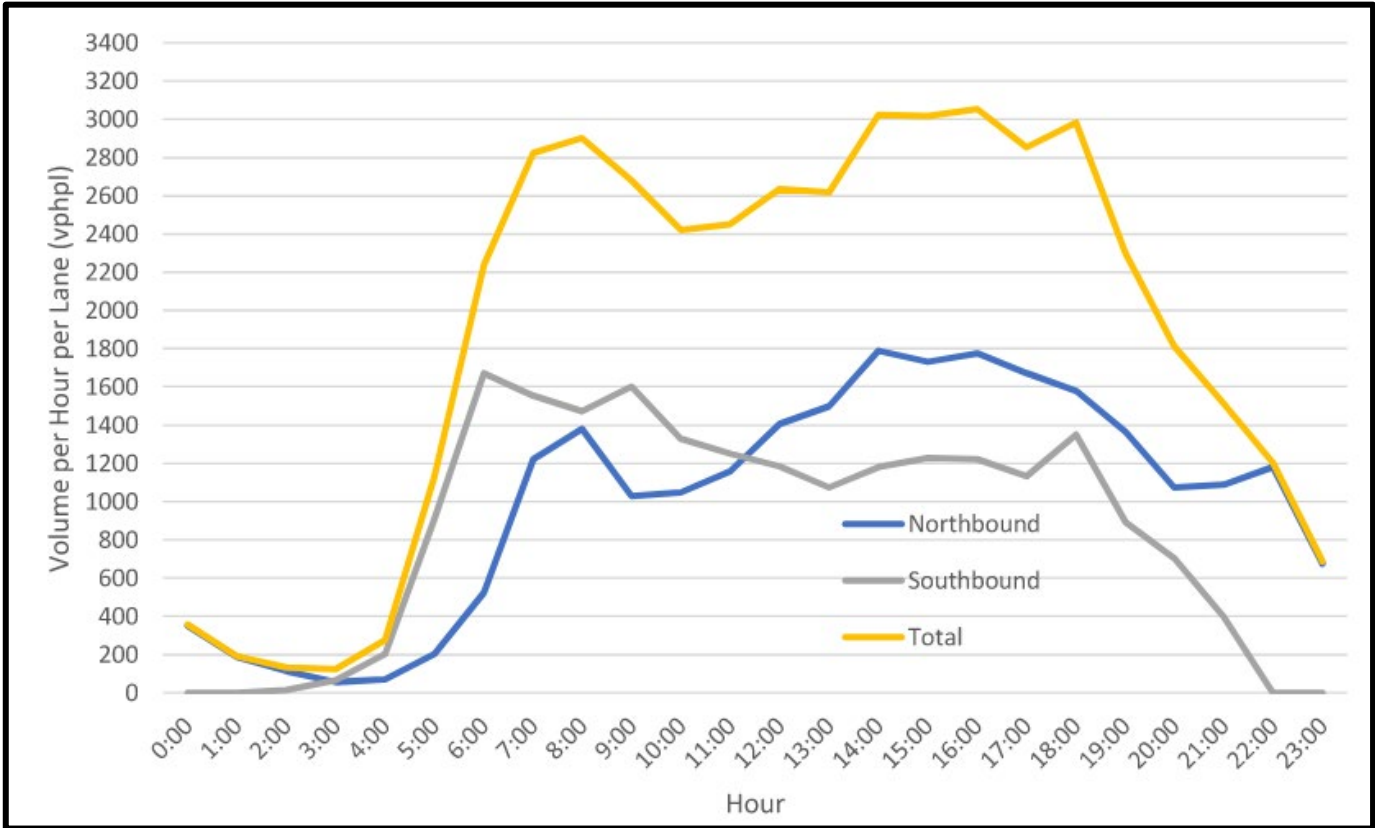
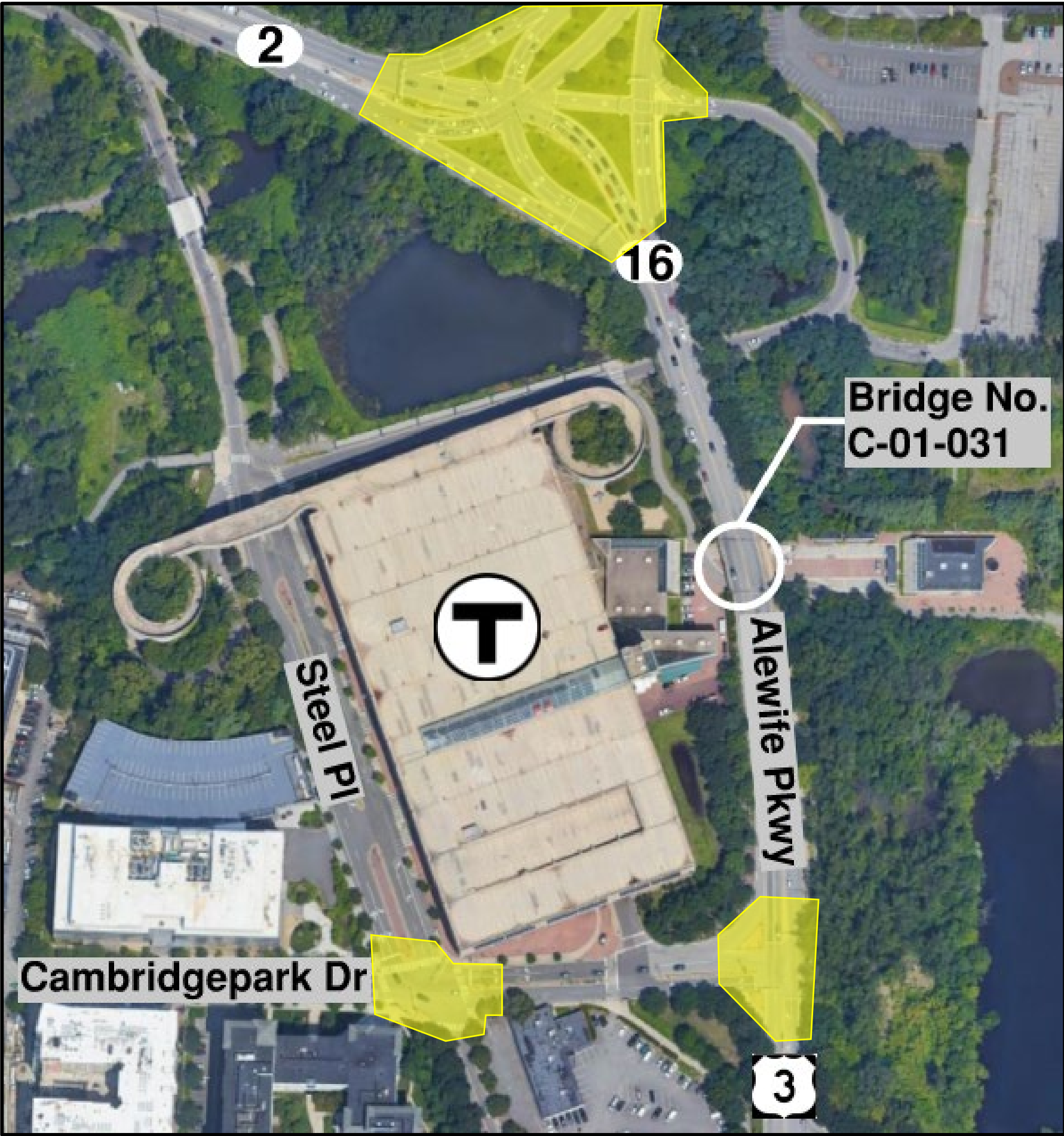


WEEKDAY
(at night)

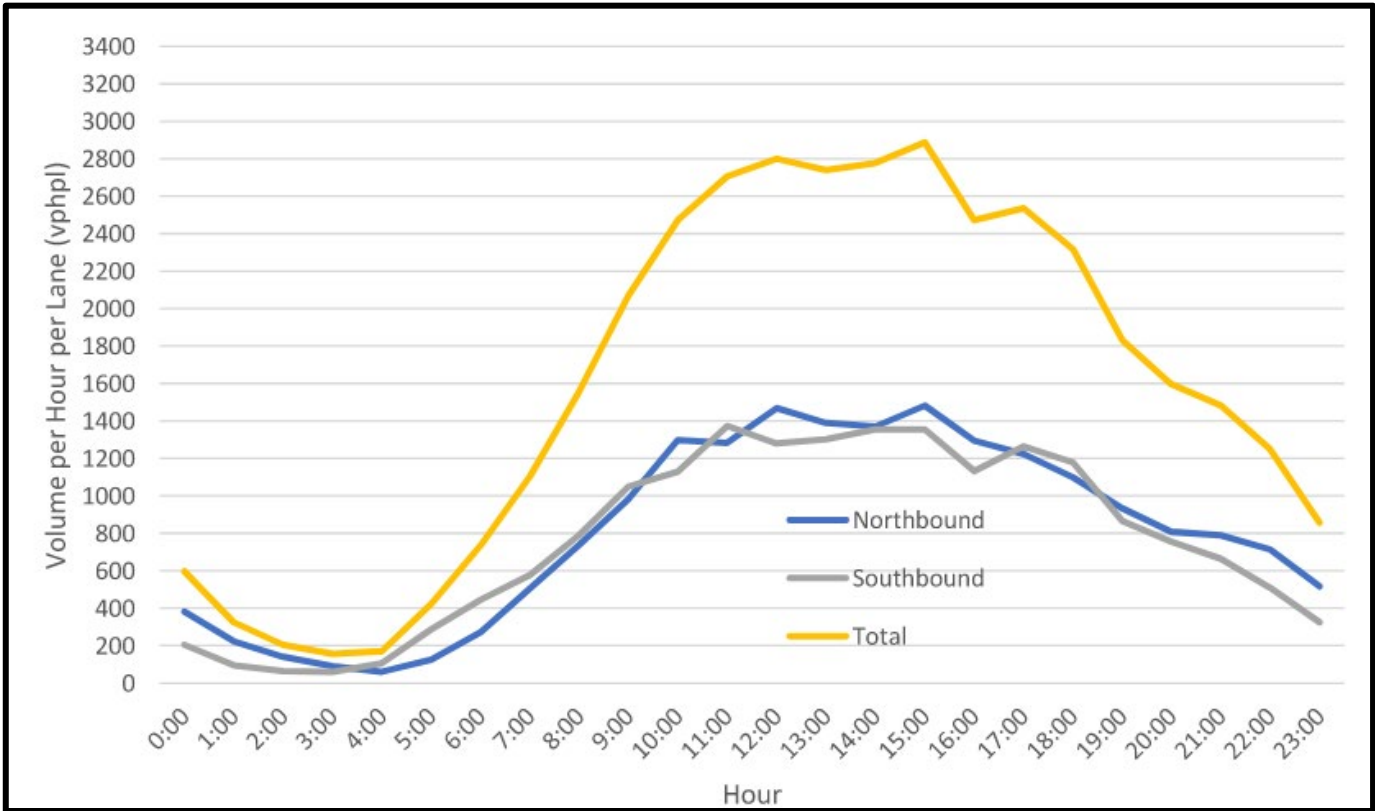
Property Owners



Design Progress – Traffic Analysis



Weekday






Weekend

Impacts to Community

(Temporary Weekend Overnight Vehicle and Truck Detour Routes)



LEGEND

-  TEMPORARY VEHICLE DETOUR ROUTE
-  TEMPORARY TRUCK DETOUR ROUTE
-  WORK ZONE