



NEWSLETTER



Newsletter Highlights

About the Project/ Project Goals



The I-495/I-90 Interchange historically has processed significant traffic and truck volumes in excess of its capacity. This project aims to enhance safety and operations for the motoring public.

Project Background



MassDOT, with public input, completed the environmental review for the project and selected a preferred alternative. The preferred alternative will involve a complete replacement of the interchange and its ramps.

Environmental Context



The I-495/I-95 interchange project area has many sensitive environmental resources. Our goal is to minimize impacts and provide mitigation for any unavoidable effects.

Project Schedule and Public Information



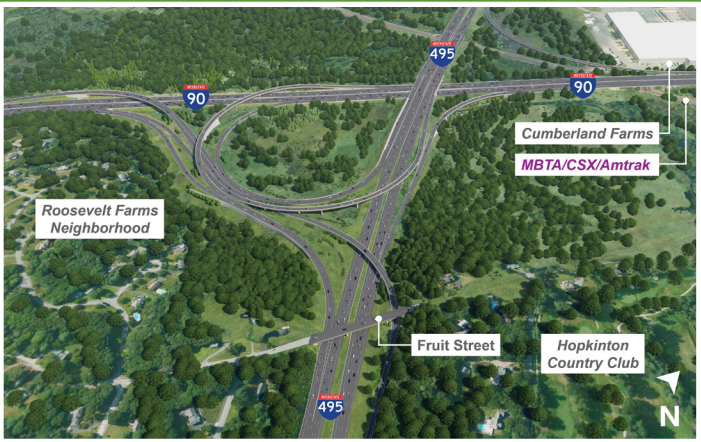
Currently the DB Team is advancing construction and finalizing the design of the preferred alternative. The project has embarked on a robust public engagement effort, holding multiple public information meetings to date. The project website includes a wealth of information about the project.

Design, Construction, and Traffic Milestones



Design and construction is ongoing and advancing. The project will maintain 3 lanes on mainline roadways during peak periods, preserve ramps connections, and provide clear signage and temporary lighting. Access for residents and businesses will be maintained.

About the Project



Proposed IC/Preferred Alternative

For years, the I-495/I-90 Interchange has experienced traffic demands exceeding its capacity. On an average day, over 100,000 vehicles travel on both I-90 and I-495, with about 75,000 vehicles traveling through the interchange, including approximately half of all trucking entering eastern Massachusetts. The deficient ramp geometry and weaving areas were exacerbated by concentrating movements through the former toll plaza, resulting in queuing onto the interstate mainlines and crash rates twice the statewide average. Through this project, we will improve the movement of people and goods through the area—today and into the future.

Project Goals



Reduce crashes
in the project area
for all movements



Reduce recurring congestion
within the
interchange



Reduce queuing
that currently extends from
the interchange onto the
mainlines of I-90 and I-495



Reduce travel time
the interchange, especially for
high-volume movements

Project Background

MassDOT completed the environmental process for the project and chose a preferred alternative that meets the goals of the project. The work will be completed in an extremely sensitive environmental resource area.

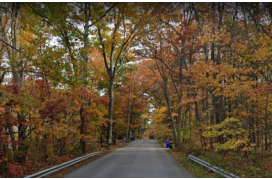
Important project elements and modifications include:

Interchange



Complete replacement of the interchange including improved ramp geometry and elimination of weaving areas, as well as enhanced ramp spacing, acceleration and deceleration lanes.

Environmental



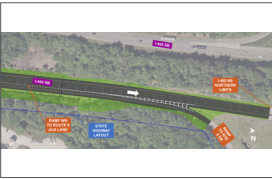
Protection, restoration and mitigation of environmental resource areas.

New Bridges



Construction of twelve new bridges, including I-495 over I-90, as well as I-495 and I-90 over the MBTA/CSX/Amtrak lines.

Auxillary Lane



A new auxiliary lane on I-495 northbound from I-90 to Route 9

Fruit Street and Flanders Road



Project also includes a new Fruit Street bridge over I-495 and a new I-495 northbound bridge over Flanders Road



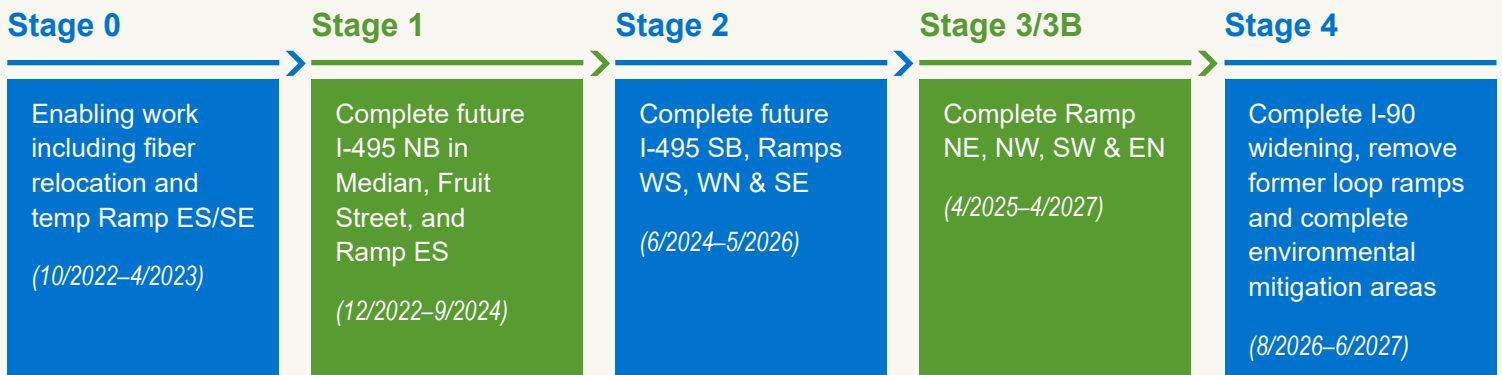
Environmental Context

The I-495/I-95 interchange project area has many sensitive environmental resources, including the Cedar Swamp ACEC (the first ACEC in Massachusetts), wetlands, floodplains, Whitehall Brook, archaeological sites, open spaces, and the Sudbury River. Our goal is to minimize temporary and permanent impacts and provide mitigation for any unavoidable effects. Continued coordination with MassDOT Environmental and DEP has been ongoing from the onset of the project and will continue through completion of construction.

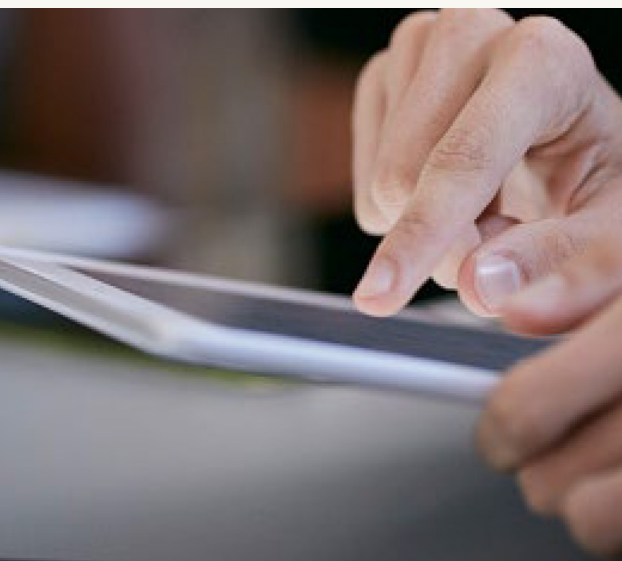
Project Schedule and Public Information:

We have, and will continue to implement an extensive outreach program due to the strategic location and regional importance of the I-495/I-95 interchange. The impacts of the project will be experienced by stakeholders immediately adjacent to the interchange, in nearby communities, as well as travelers who live, work and conduct commerce in the region. Dynamic, diverse and far-reaching engagement strategies are being implemented for this project.

Construction is ongoing and advances as designs are completed and approved. There are five major stages of construction anticipated between 2022 and 2027



Start of design (5/2022) —————> Completion of design (12/2024)



Engagement:

The project has completed a robust engagement process to date including legislative briefings, targeted outreach to key stakeholders and agencies, including the Towns of Hopkinton and Westborough, DEP and FHWA. Numerous Public Information Meetings have been held, the most recent of which was on 5/8/2024. Detailed information on the project and engagement efforts can be found on the project website: <https://www.mass.gov/i-495i-90-interchange-improvements>



Design Status

Final design development of the preferred alternative is advancing and expected to be complete by early 2025.

Construction Status

Construction has been ongoing since the fall of 2022. Ongoing and upcoming activities are detailed below.



Ongoing Construction Activity 2025

- I-495 SB Bridges over I-90 and MBTA
- Future I-495 SB
- Fruit Street Bridge—Stage 2
- Ramps WS and SE
- Ramp ES
- Ramp WN
- I-495 NB Bridge over Flanders
- I-90 over Whitehall Brook
- I-90 over RR

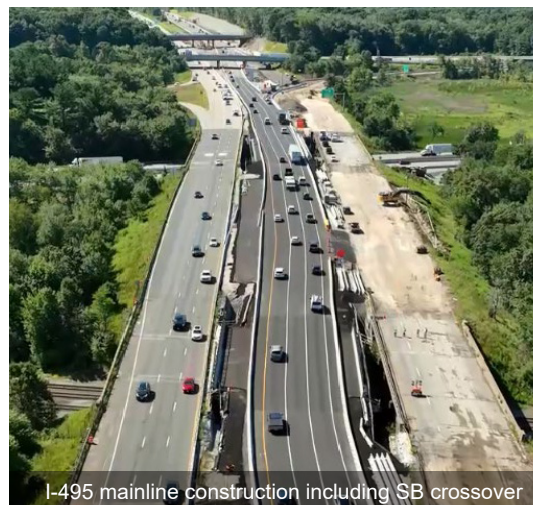


Traffic Milestones

- Implementation of I-495 Southbound Crossover, Summer 2024
- Ramp ES Opened in November 2024
- Fruit Street Bridge Phase 2 Construction
- I-90 over Whitehall Brook



Ramp WN construction from temporary trestle



I-495 mainline construction including SB crossover



Fruit Street Phase 2 construction