



Newton-Weston Bridge Replacement and Rehabilitation at I-90/I-95






Virtual Public Information Meeting

Zoom March 31, 2022 6:00 p.m.

Project File No: 606783



Zoom controls


-  • Listen in Spanish and Chinese
-  • Drop down menu to check microphone and speakers
-  • Ask a question and share comments
-  • Raise your hand
-  • If you are unable to access the internet or are having technical problems, please call into the meeting at 301-715-8592, Webinar ID: 859 4973 6474





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


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Closed captioning automatically generated by Zoom


 Unmute

 Start Video

 Q&A

 Raise Hand

 Interpretation



Public meeting notes and procedures

Notification of recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript.
- By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- All recordings and chat transcript will be considered a public record.
- If you are not comfortable being recorded, please turn off your camera, keep your microphone muted, and refrain from chatting in the transcript box. Otherwise, you may choose to excuse yourself from the meeting.

Important notes

- Your microphone and webcam are automatically disabled upon entering the meeting.
- The meeting 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.

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

Project Team

MassDOT Highway Division

- Bridge owner and project proponent
- Project manager: Valerie Kilduff

GPI

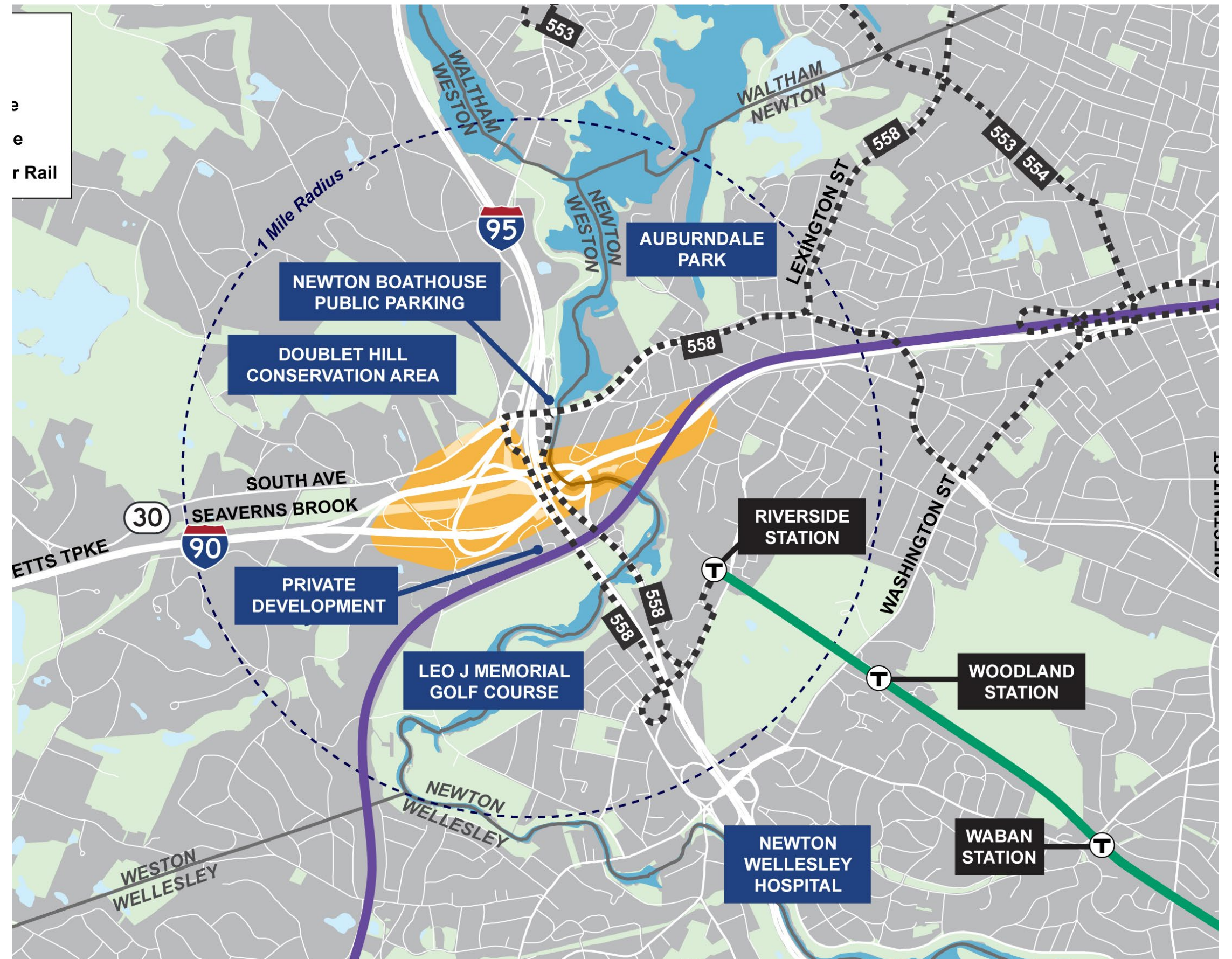
- Design Consultant: John Watters

Howard Stein Hudson

- Public involvement

Agenda

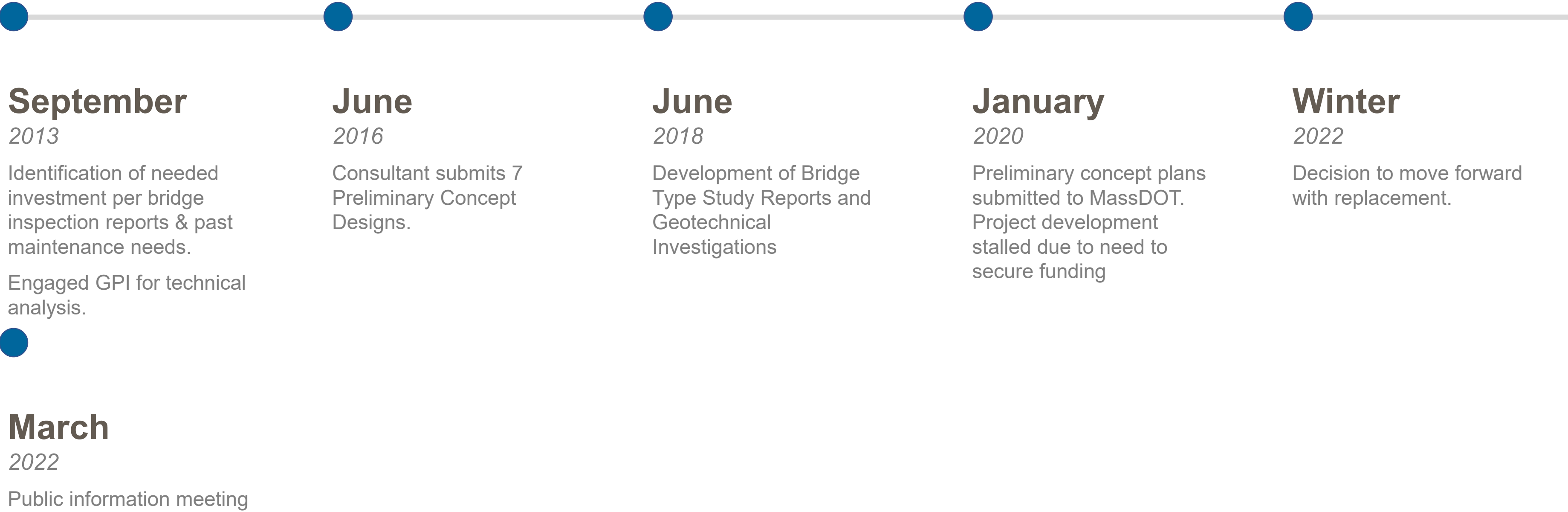
- Welcome & Introductions
- Project Need
- Project Goals
- Project Alternatives
- Project Scope
- Project Impacts
- Project Schedule
- Q & A





**Why was
this project
initiated?**

How Did We Get Here?



Project Need

- **Bridge Deterioration**
 - Currently safe but deteriorating quickly
- **Interstate Vertical Clearance**
 - Existing 14'-10"
 - Desired 16'-6"
- **Roadway Safety**
 - Limited acceleration and deceleration lanes
 - Narrow/ substandard shoulders
- **Seismic Resiliency**
 - Substandard reinforcing details
 - Emergency route serving Boston and MetroWest

60-year-old concrete decks

I-90 over I-95 & Charles River



Multiple, spalls on deck

I-90 Over MBTA/CSX



Corrosion on deck

Ramp G-carries I-95 traffic to I-90 EB



Spalling and corrosion

I-90 over I-95 & Charles River



Heavy salt corrosion

Ramp G-carries I-95 traffic to I-90 EB



Spall exposing rebar

I-90 over I-95 & Charles River



Bridge barrier

I-90 over I-95 & Charles River



Bridge barrier

I-90 over I-95 & Charles River



Shoring towers

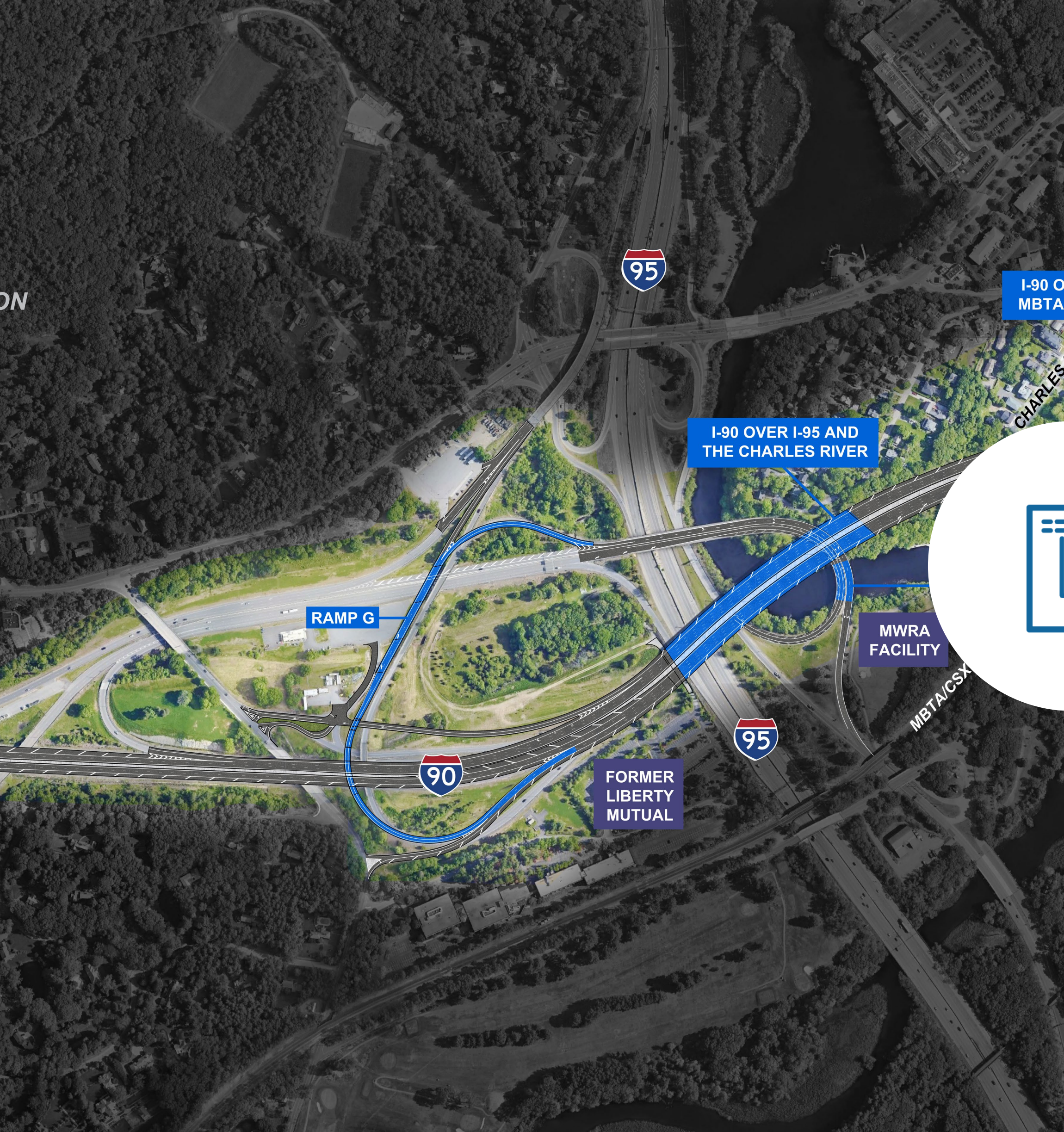
Ramp G south abutment



Steel losses

Ramp G-carries I-95 traffic to I-90 EB

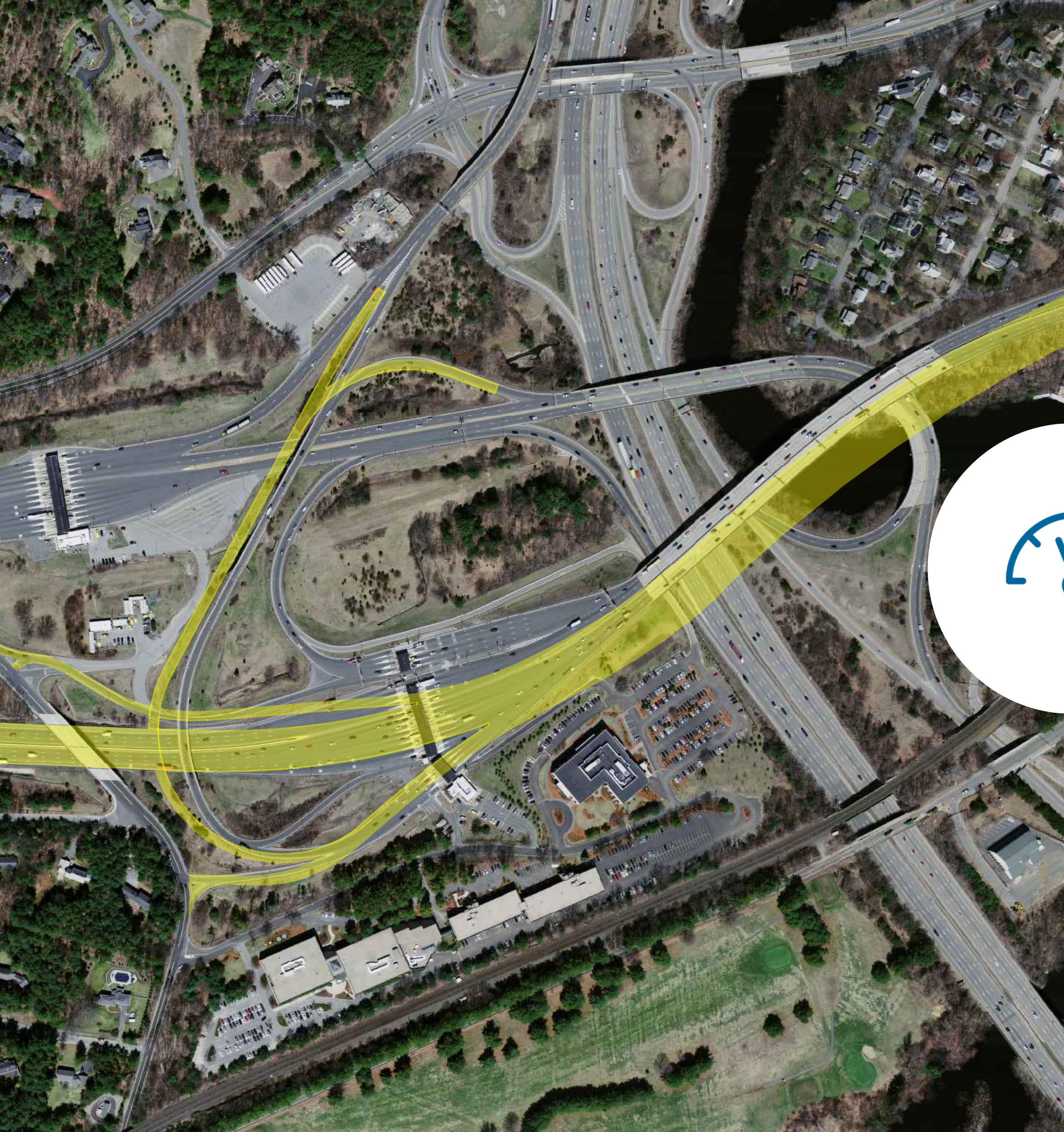




What do we
want to
accomplish?

Project Goals

- **Bridge Safety** | Rehabilitations and Replacements
- **Roadway Safety** | Acceleration/Deceleration Lanes and Wider Shoulders
- **Vertical Clearance** | Improve Roadway Profile
- **Seismic Resistance** | Replace Bridge in conformance with Seismic Standards
- **Neighborhood Improvements** | Provide noise barriers
- **Stormwater Management** | Improve stormwater treatment
- **Minimize Environmental Impacts** | Respect and work in context

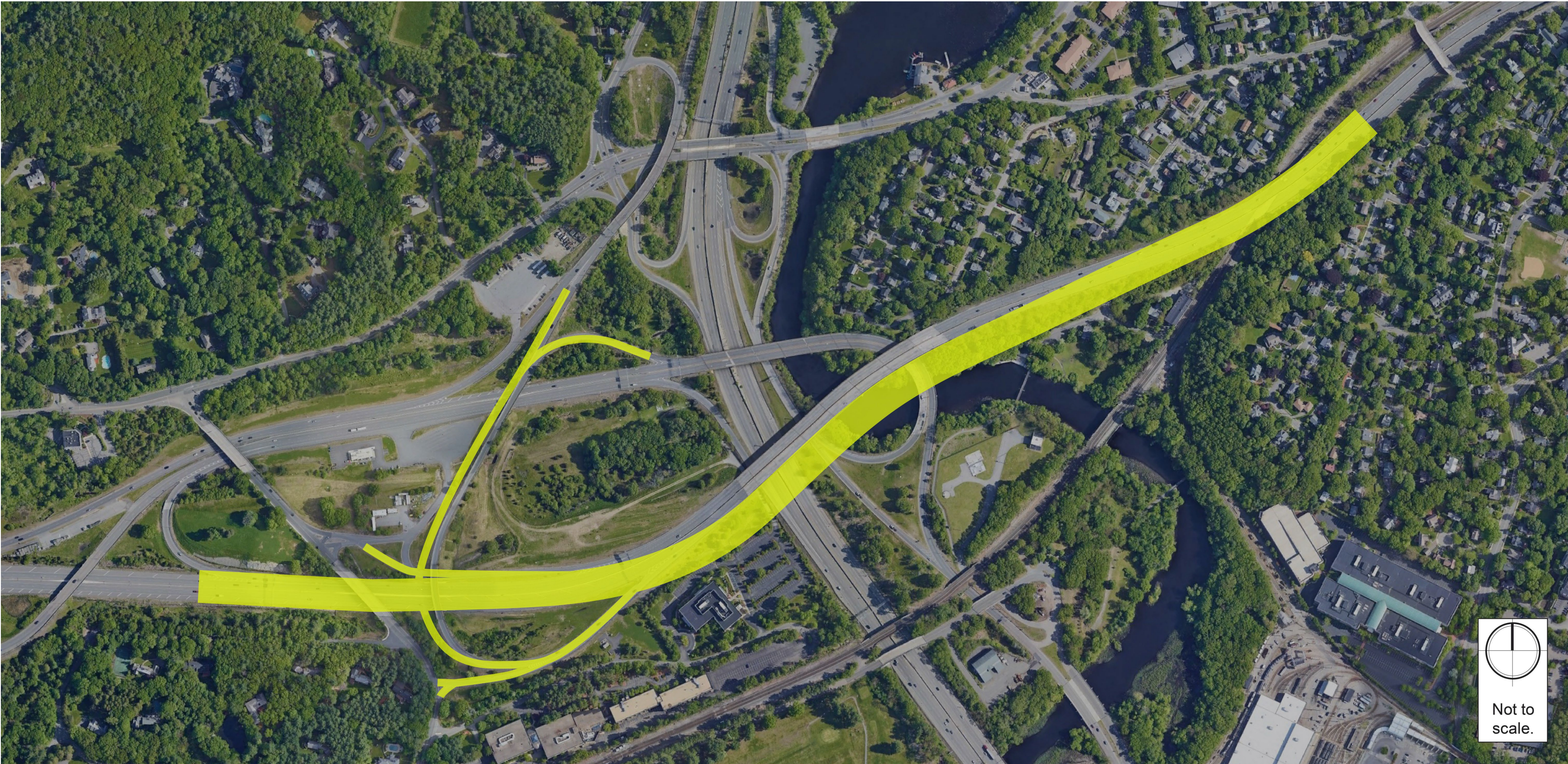


**What
alternatives
were
considered?**

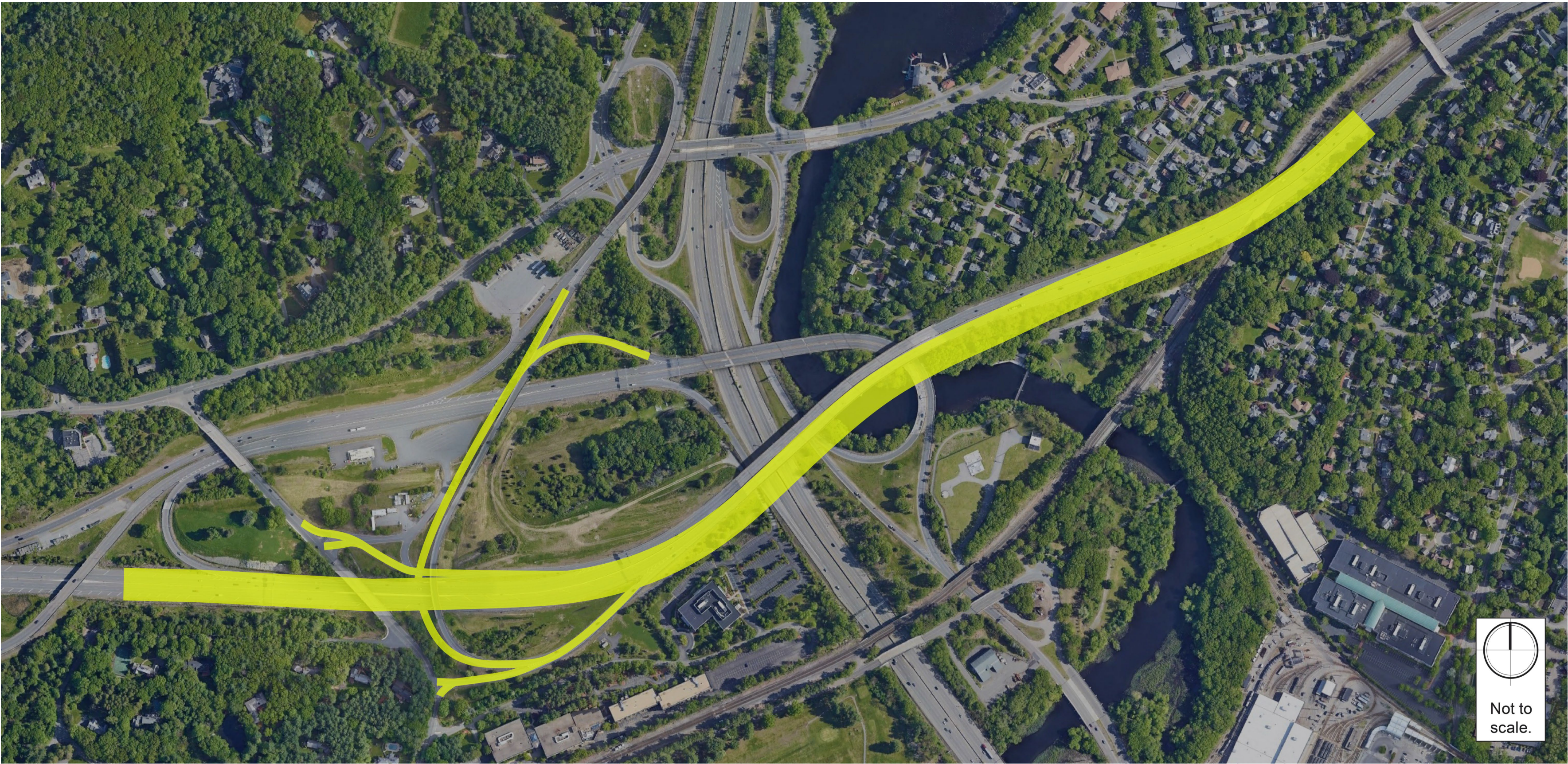
Project Alternatives

- **Do Nothing (maintain existing)**
 - Continued bridge deterioration – possible load/ weight restrictions
 - Doesn't address seismic resiliency
 - No roadway safety improvements (acceleration, deceleration, shoulders)
- **Rehabilitate I-90 over I-95 Bridge**
 - Replace existing concrete deck and repair deficient steel superstructure
 - Repair and retaining existing substructure and foundations
 - Traffic Staging Issues – up to 9 phases of work and/or lane reductions
 - Doesn't address seismic resiliency
 - No roadway safety improvements (acceleration, deceleration, shoulders)
 - Substandard vertical clearance
- **Combination of Replacement and Rehabilitation**
 - Five bridges replacements, one rehabilitation and two superstructure replacements
 - Address seismic resiliency
 - Roadway Safety improvements (acceleration, deceleration, shoulders)
 - Address vertical clearances

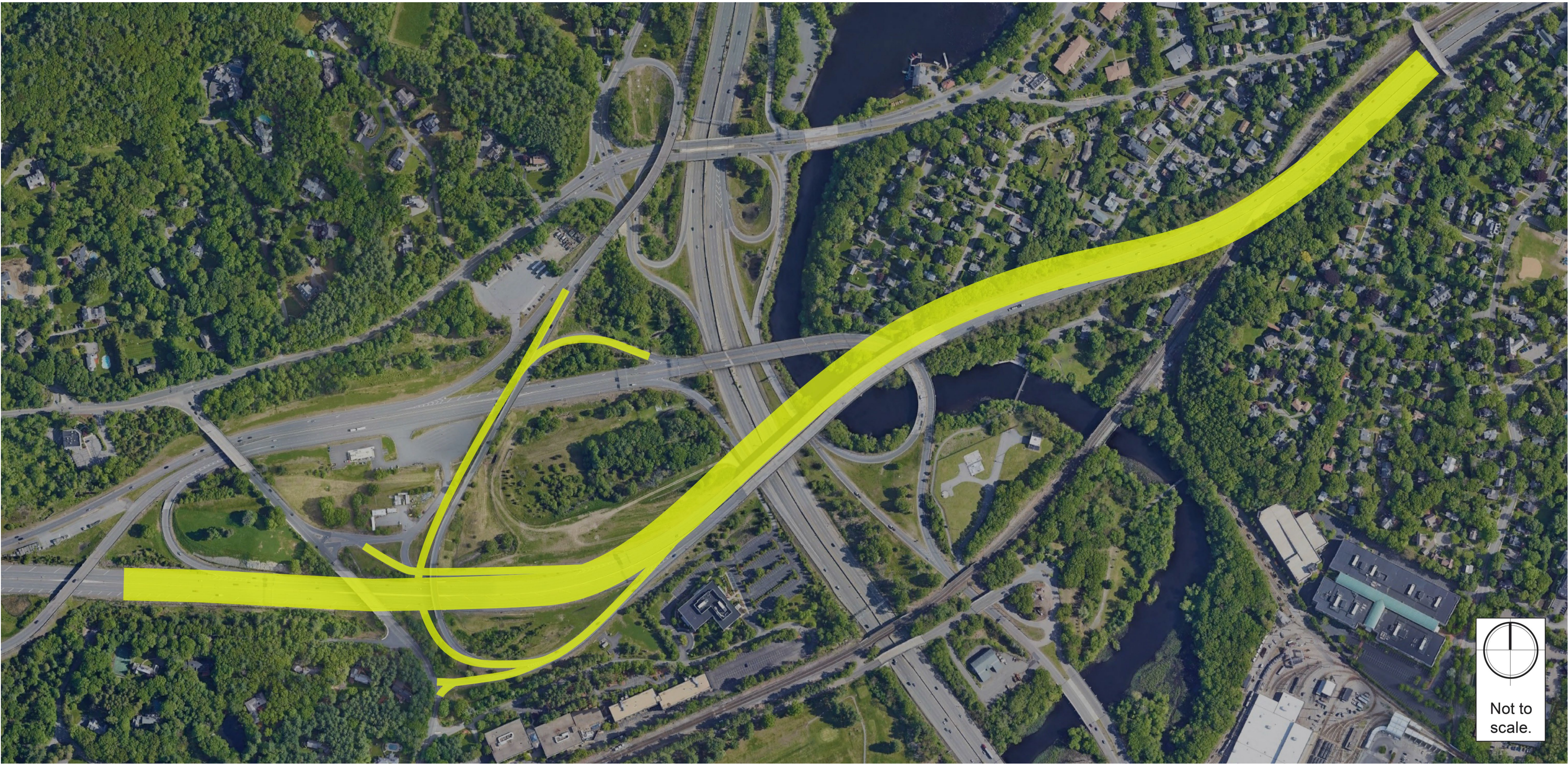
Option 1 New alignment to the South



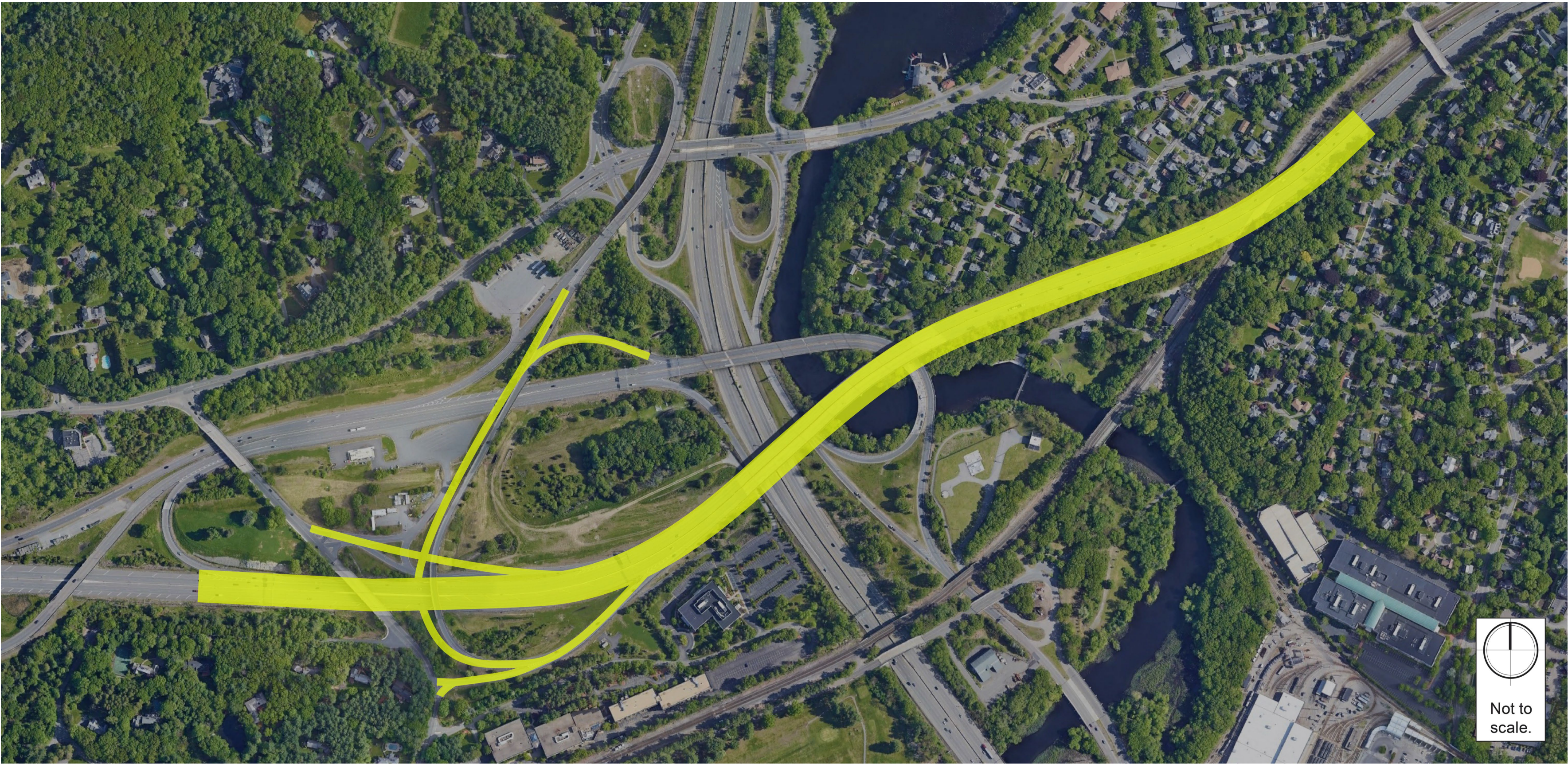
Option 2 Alignment partially South



Option 4 Alignment partially North



Option 3B Footprint alignment – partially South



Benefits of 3B

- **New bridges**
 - Extended service life
 - Reliable movement of vehicles and freight (avoid weight restrictions)
- **Added acceleration/deceleration lane and wider shoulders**
 - Improved safety and traffic congestion
- **Improved vertical clearance**
 - Improved truck movements
- **Seismic resistance**
 - Safety for critical infrastructure route
- **Noise Walls**
 - Improved residential quality of life
- **Environmental**
 - Minimize impacts to local resource areas



Project Scope

I-90 Newton-Weston





**What are the
environmental,
cultural
resource, and
community
impacts?**

Environmental Permitting

- **MEPA Bridge Exemption**
 - Functional Replacement in Existing Footprint
- **Natural Resources**
 - Bordering Vegetated Wetlands, Charles River, Bank, Buffer Zone
- **MassDEP and ACOE Coordination**
- **Secure all needed permits and temporary access for construction - no permanent ROW impacts**



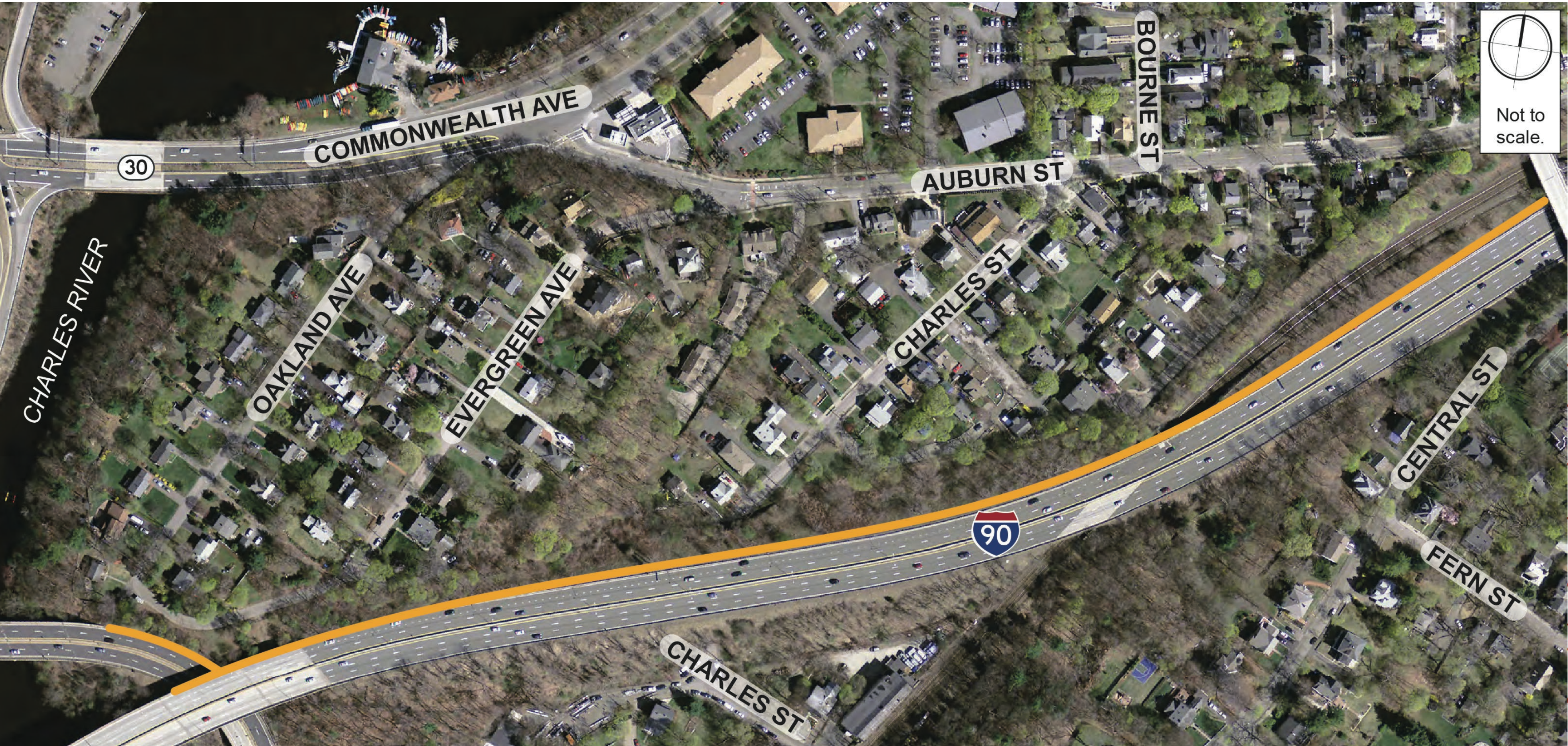
Other Considerations

- Coordination with MBTA to ensure effective commuter rail operation and passenger access to Riverside
- Stormwater management
- Coordination with other MassDOT projects
- Ensure continued east/west access for emergency services on I-90.



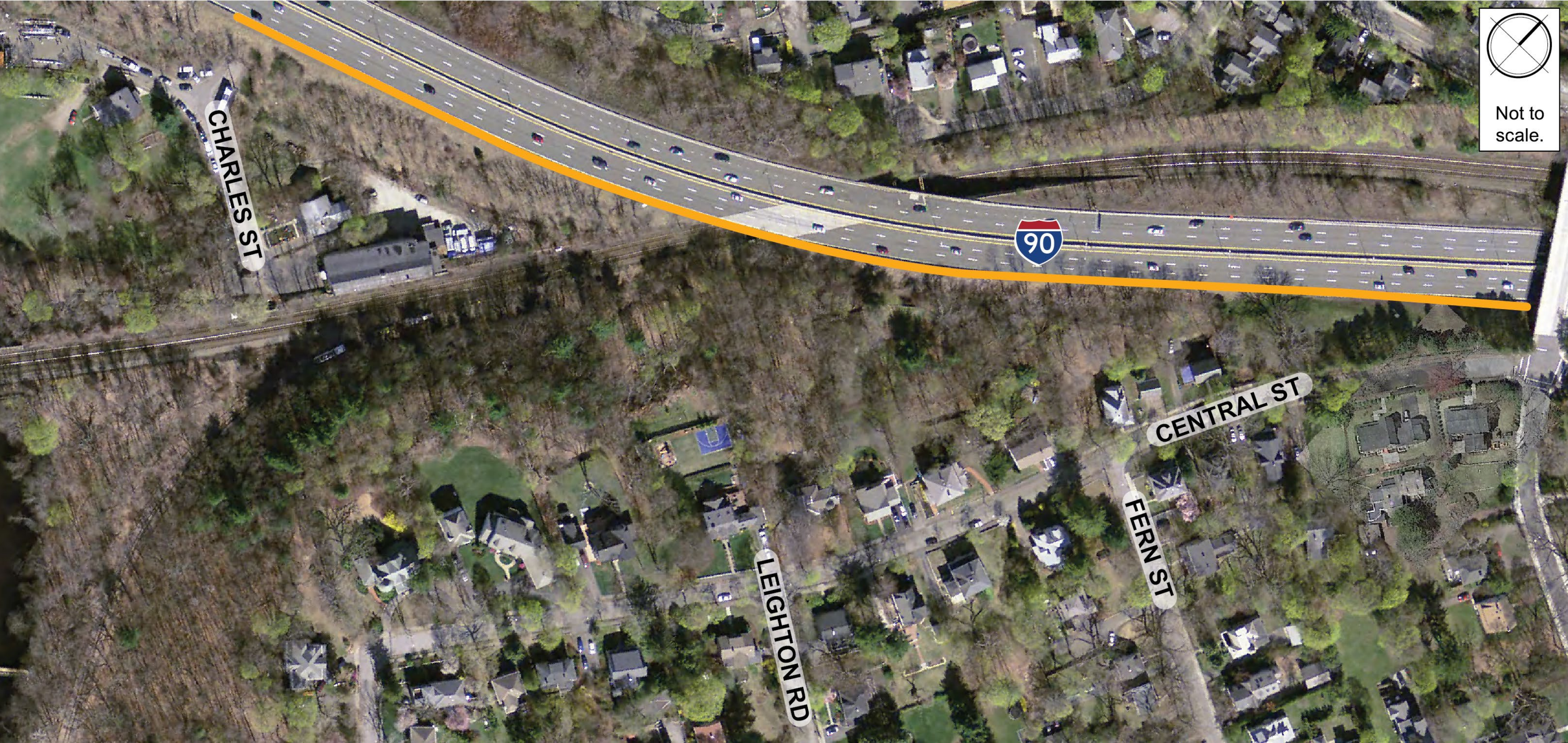
Recommended Noise Walls

Recommended Westbound barrier



Recommended Noise Walls (2)

Recommended Eastbound Barrier





**What is the
construction
approach?**

Proposed construction approach: Design Build

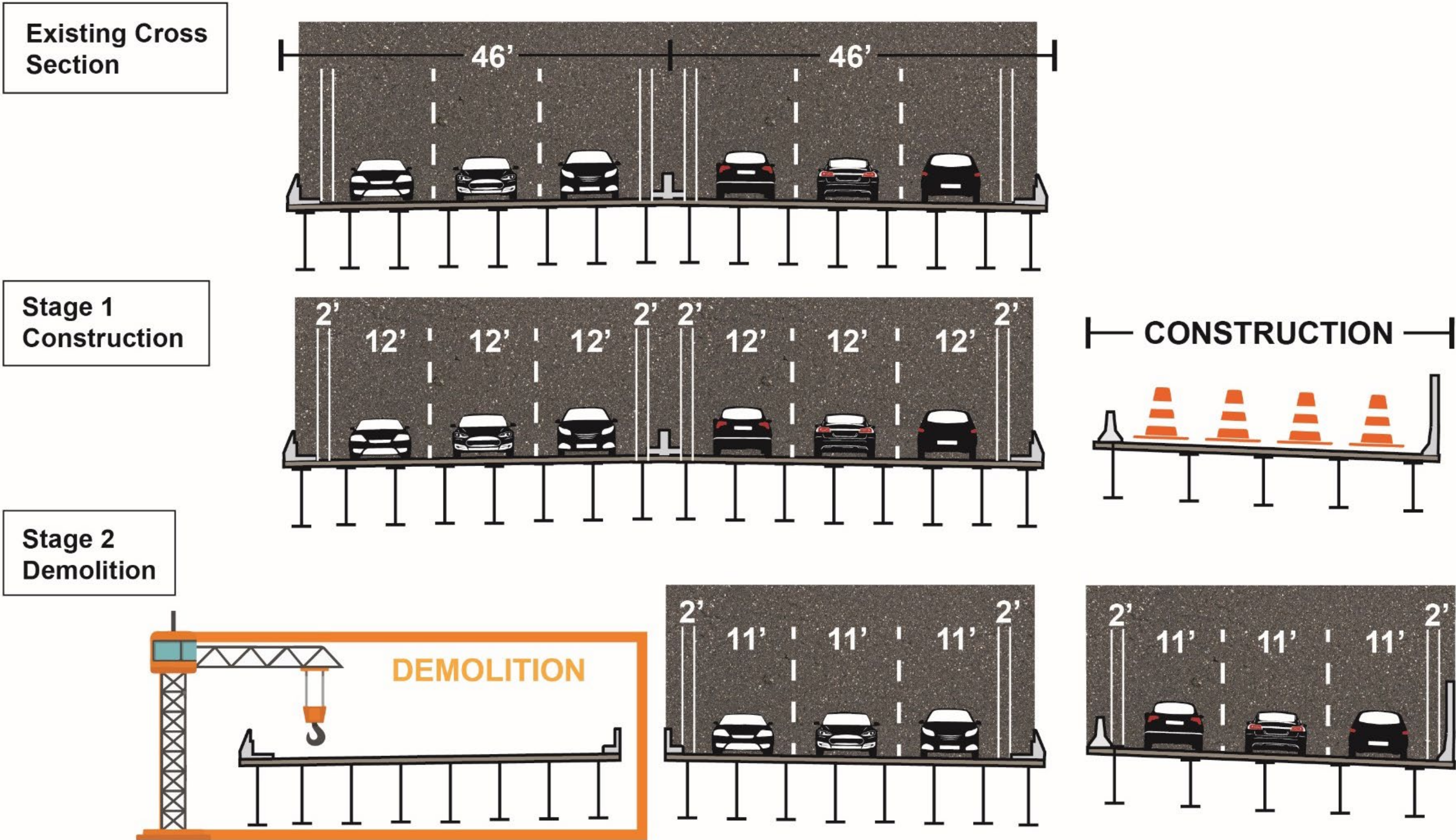
- Design-Build Best Value procurement
 - Short-List Best Qualified Teams
 - Shorten project duration
 - Promote innovation by teaming the engineer and the general contractor
- MassDOT's contract with the Design Builder will stipulate requirements for traffic management while also providing the DB flexibility to develop their own approach to staging.
- Incentives / Disincentives:
 - Ensures compliance with contract timelines

Potential Traffic Impacts

- **5 stages phased I-90 over I-95 bridge construction**
 - (Construction – Demo – Construction – Demo – Construction)
- **Maintain existing 3 lanes on I-90 throughout construction**
 - Travelling public: 160,000 on I-90 and Ramps
- **Lane shift on I-95 for pier work and bridge installation**
 - No construction lane reductions on I-95
 - Travelling public: 175,000 on I-95
- **Ramp G (From I-95 to I-90 Eastbound) built offline**
 - No construction lane reduction on Ramp G
 - Lesser impacts to other ramps
- **Accelerated replacement of I-90 over MBTA bridge**
 - I-90 reduced to 2 lanes (1 in each direction) for two extended weekends
- **Approximately 4.5 years total construction duration**

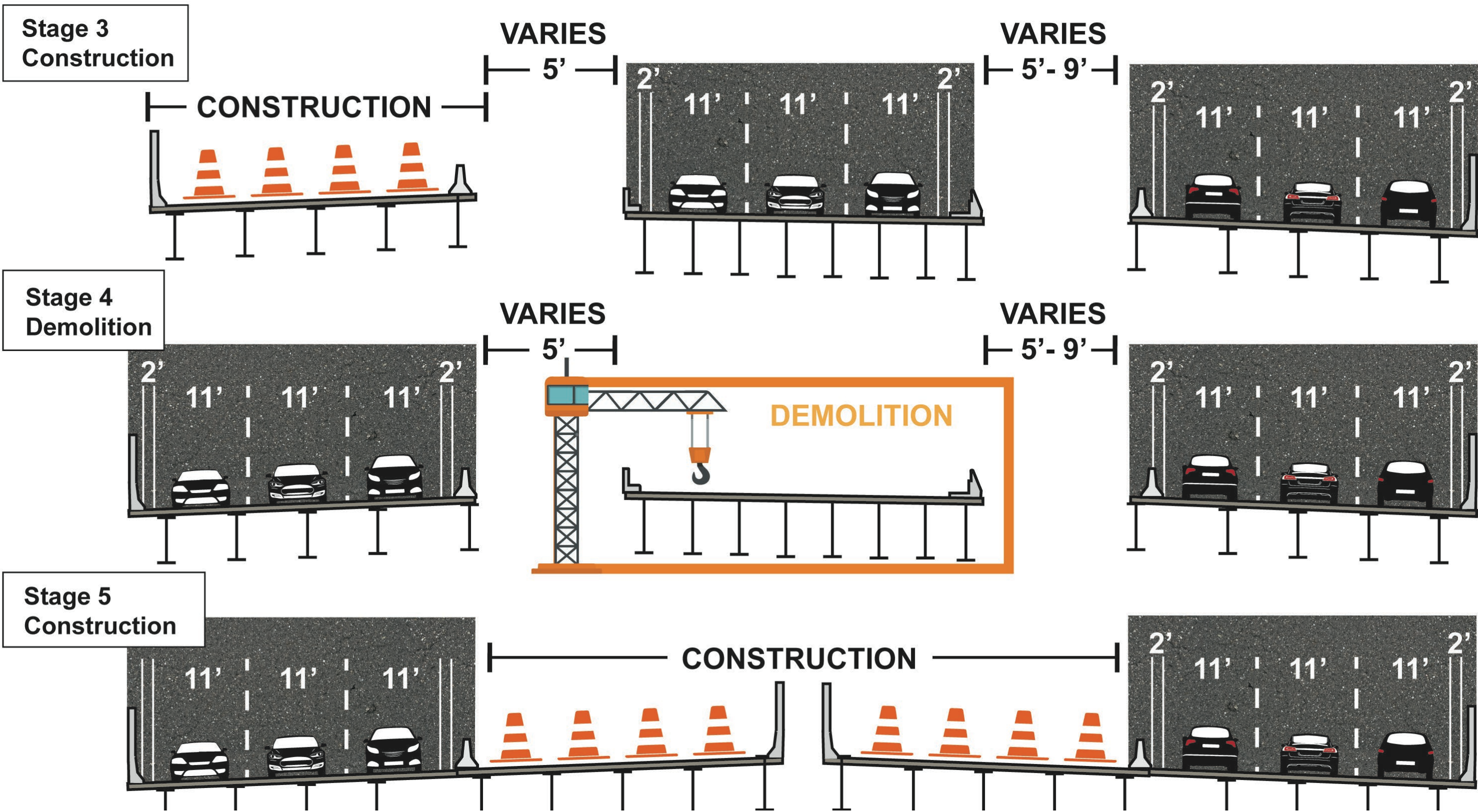
Anticipated Staging I-90

I-90 Mainline Bridge Construction- Looking Toward Boston (Eastbound)



Anticipated Staging

I-90 Mainline Bridge Construction- Looking Toward Boston (Eastbound)



Our next steps



Design Public Hearing
Summer 2022



Updated 25% Design
Submittal
April 2022



Design/Build Request
for Letters of Interest
Target Date: Early
2022



Design/Build Selection
and Award
Target Date: Late
2022



Construction Starts
Target Date: Early
2023



Construction
Complete
Target Date: 2027



**How will
we keep
Public
informed?**

Outreach Goals

- Tonight: feedback on the homework we've done (alternatives analysis)
- Comprehensive stakeholder outreach program
- Later in the project:
 - Work hours
 - Locations for VMS boards
 - Public outreach ahead of construction
 - Environmental concerns



2022 Public Outreach

Host Meetings	Direct Outreach	Provide Information
<ul style="list-style-type: none">• Virtual legislative briefings• Virtual stakeholder and community group briefings• Virtual public meetings• Virtual 25% Design Public Hearing	<ul style="list-style-type: none">• Emails to EZ-Pass holders	<ul style="list-style-type: none">• Dedicated project website• Project email listserv will provide regular project updates

How will we keep public informed?

- Design Public Hearing
 - Summer 2022
- Dedicated project website
 - <https://www.mass.gov/newton-weston-bridge-replacement-and-rehabilitation-at-i-90i-95>
 - Project email for two-way communication between the project team and community
 - I-90Newton-Weston@dot.state.ma.us
- Traffic impact advisories sent to project email subscribers
 - [Subscribe to receive project updates](#)
- Coordinate with navigation companies



**Subscribe to
Email List**



**Visit Project
Website**

Contact Information

To receive project updates, attend public information meetings, and get more information on the project, contact the team:

Valerie Kilduff, MassDOT, Design Build Project Manager

- Project email: I-90Newton-Weston@dot.state.ma.us
- Project Website: <https://www.mass.gov/newton-weston-bridge-replacement-and-rehabilitation-at-i-90i-95>



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Questions and
discussion

Questions and answers



- “Raise your hand” to be unmuted for verbal questions



- Submit your questions and comments using the Q&A button



- 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.**

Contact Information

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Thank you

*Newton-Weston Bridge
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Valerie Kilduff email: I-90Newton-Weston@dot.state.ma.us

