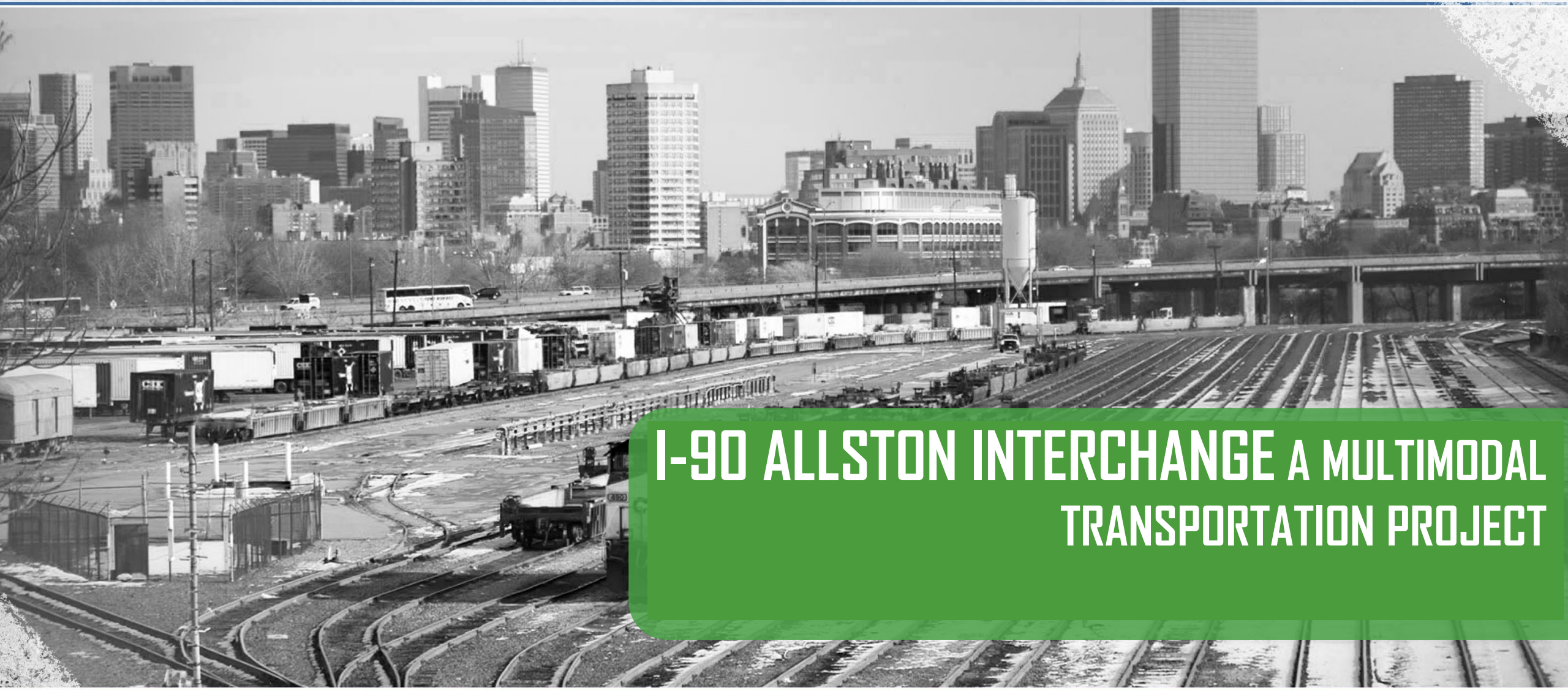


I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

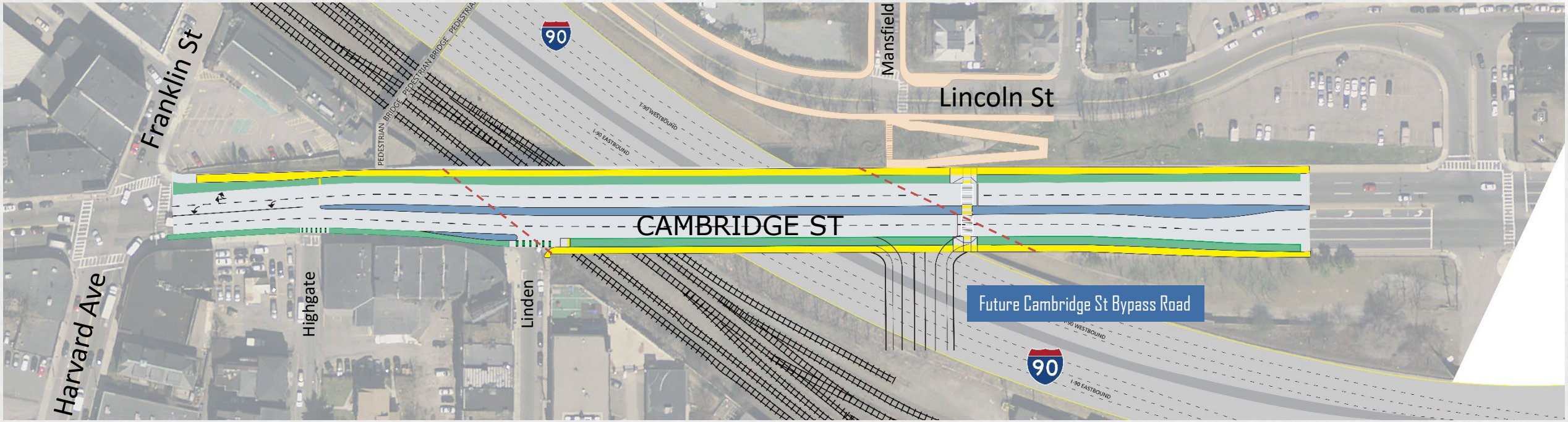
Today's Agenda

- Cambridge Street Bridge Design Update
- Viaduct Preservation Project Update
- Franklin Street Pedestrian Bridge Concepts
- NPC Update
- Multimodal Discretionary Grant Program (MDPG) Funding

Today's Agenda

- **Cambridge Street Bridge Design Update**
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Cambridge St Bridge Rehabilitation Update



Cambridge St Bridge Rehabilitation Scope

- Bridge Structure: New Deck, Steel Repairs, Clean and Paint; Substructure Repairs
- Franklin Ped Bridge: Substructure Repairs Only
- Cambridge St roadway approach construction limits from Harvard Ave to the Lincoln St bridge approach
  - Mill and Overlay pavement, restripe
  - Widen sidewalks
  - Add one-way cycle lane along sidewalk
  - Create new mid-block pedestrian crossing with HAWK signal
  - Median fence to prevent random crossings

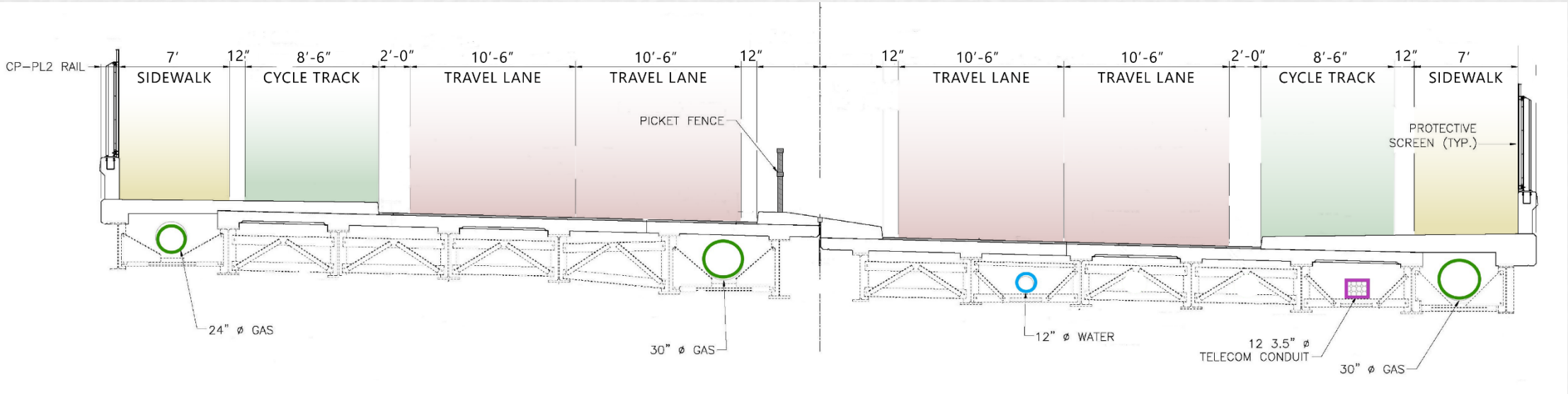




Bridge Section

Bridge Section Update:

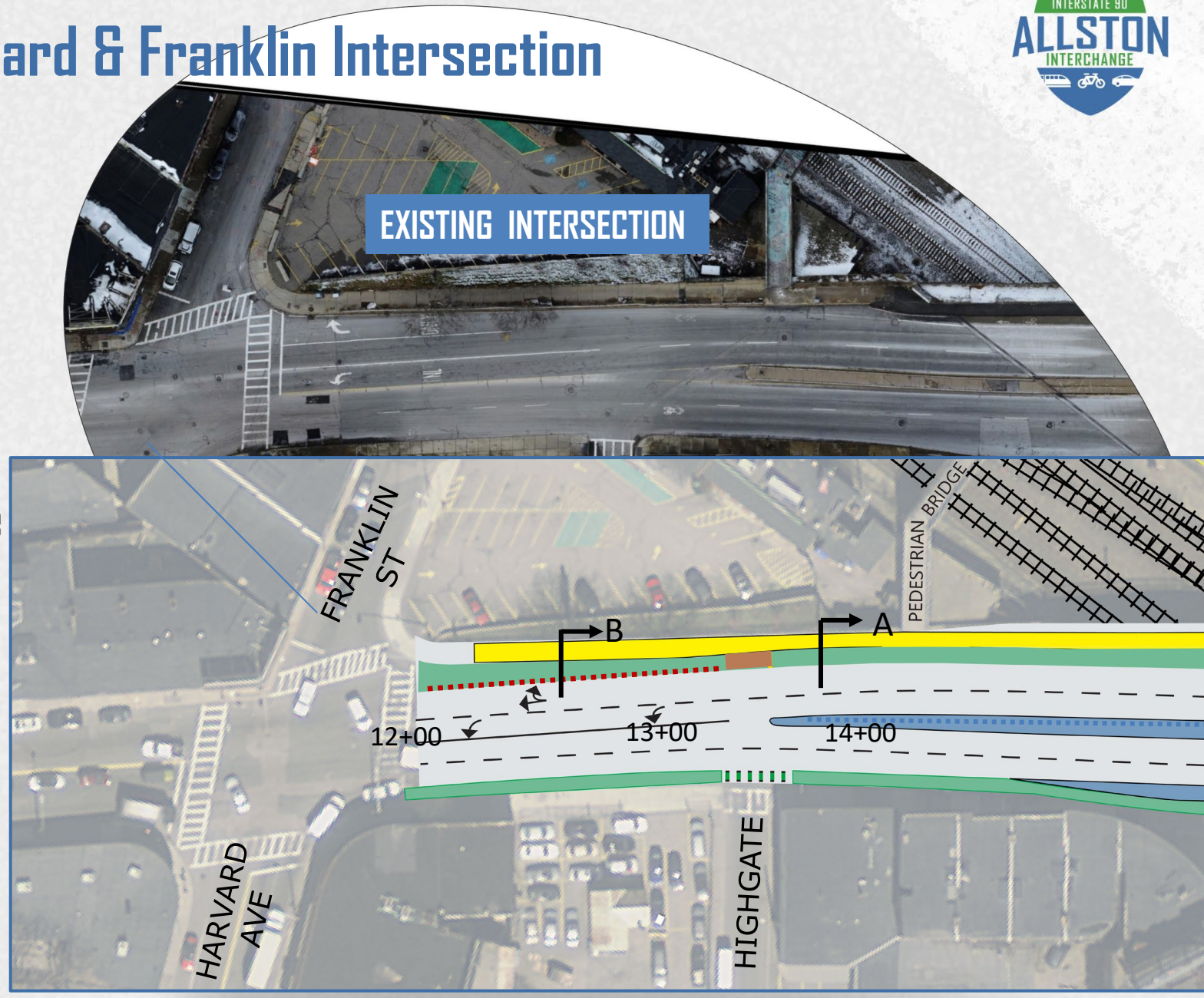
- Narrowed travel lanes from 11 to 10 ½ ft
- Narrowed shoulders to 2 ft
- Widened Cycle Track to 8'-6"
- Removed crash-worthy barrier at curb and replaced with outside barrier
- Gas, water to be replaced in kind in coordination with owners; comms supported in place



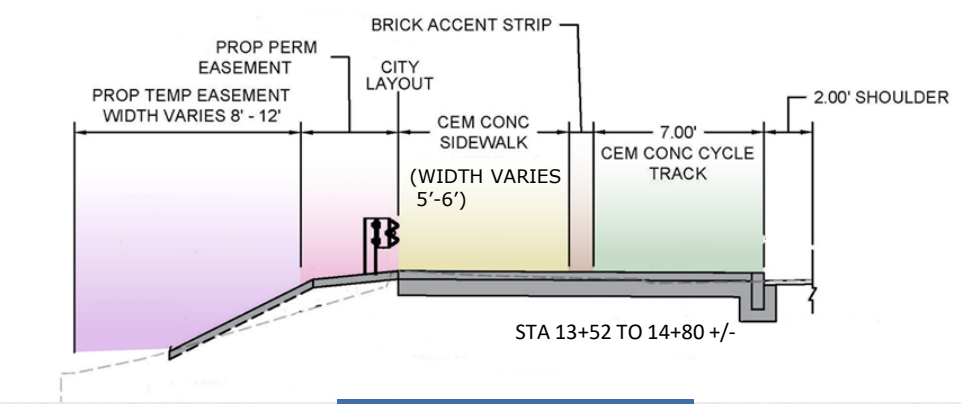
Cambridge St Update at Harvard & Franklin Intersection

Intersection Design Update:

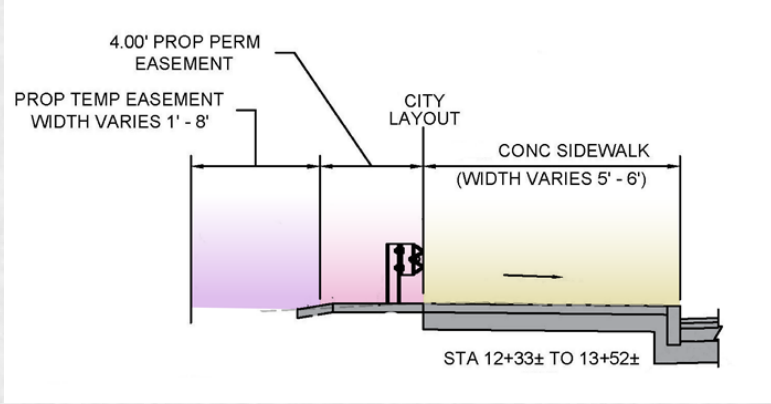
- Narrowed travel lanes to 10 ft
- Rt Turn Lane merged with WB Thru Lane
- WB buffered cycle lane to Harvard Ave



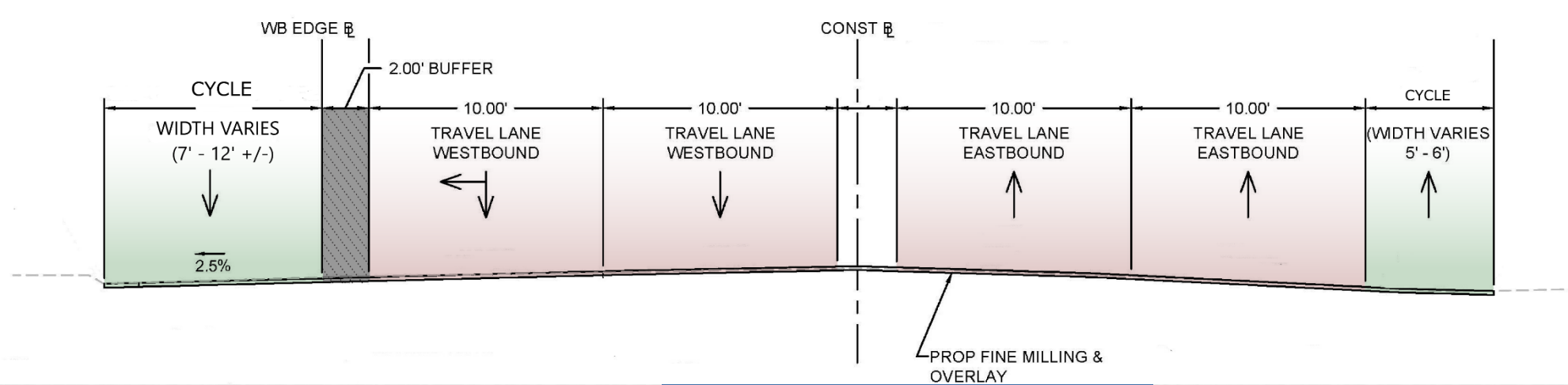
Cambridge St at Harvard & Franklin Section Improvements



Sidewalk Section A

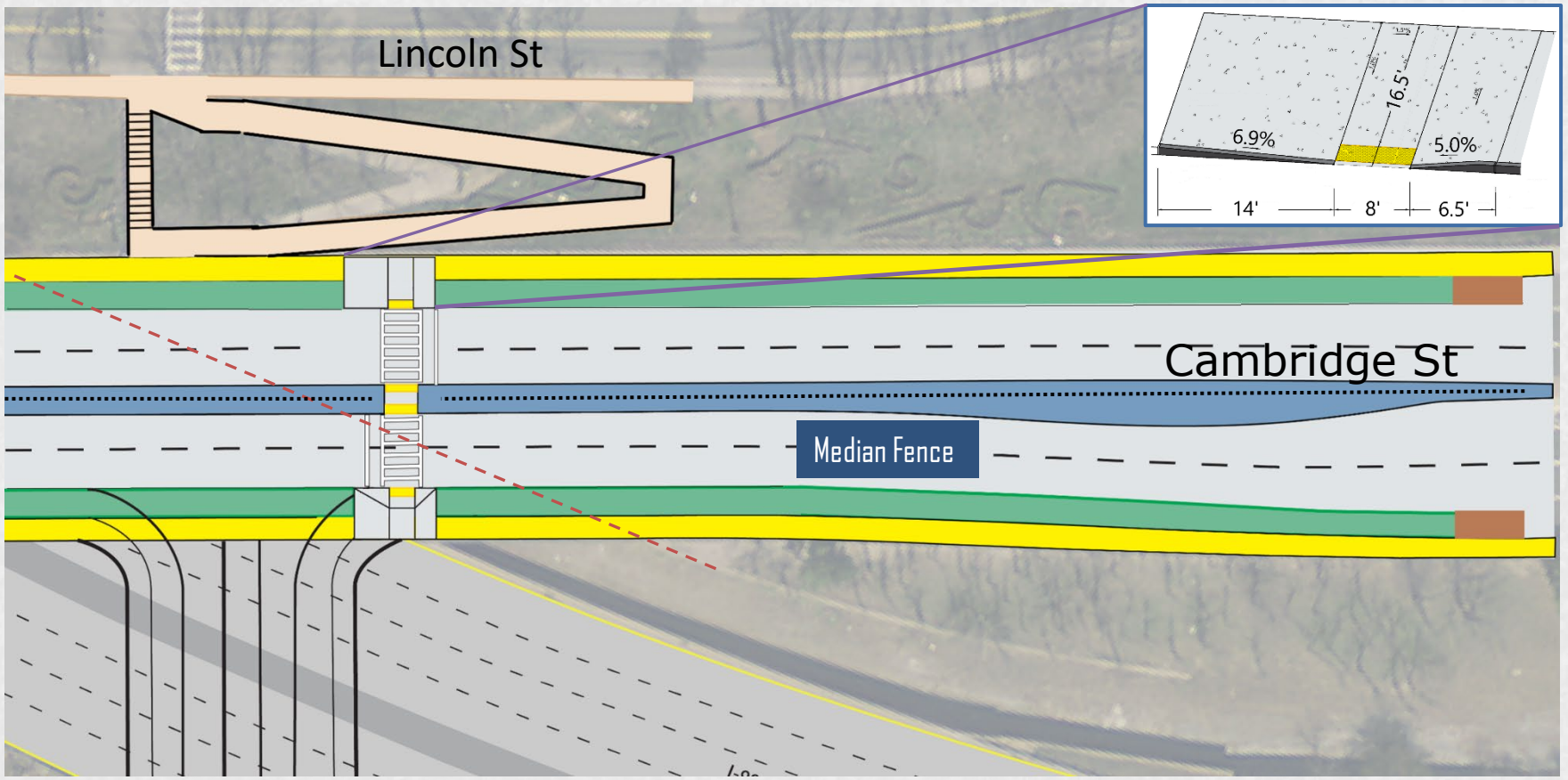


Sidewalk/Cycle Section B



Cambridge St at Harvard/Franklin

Pedestrian Crossing at Switchback

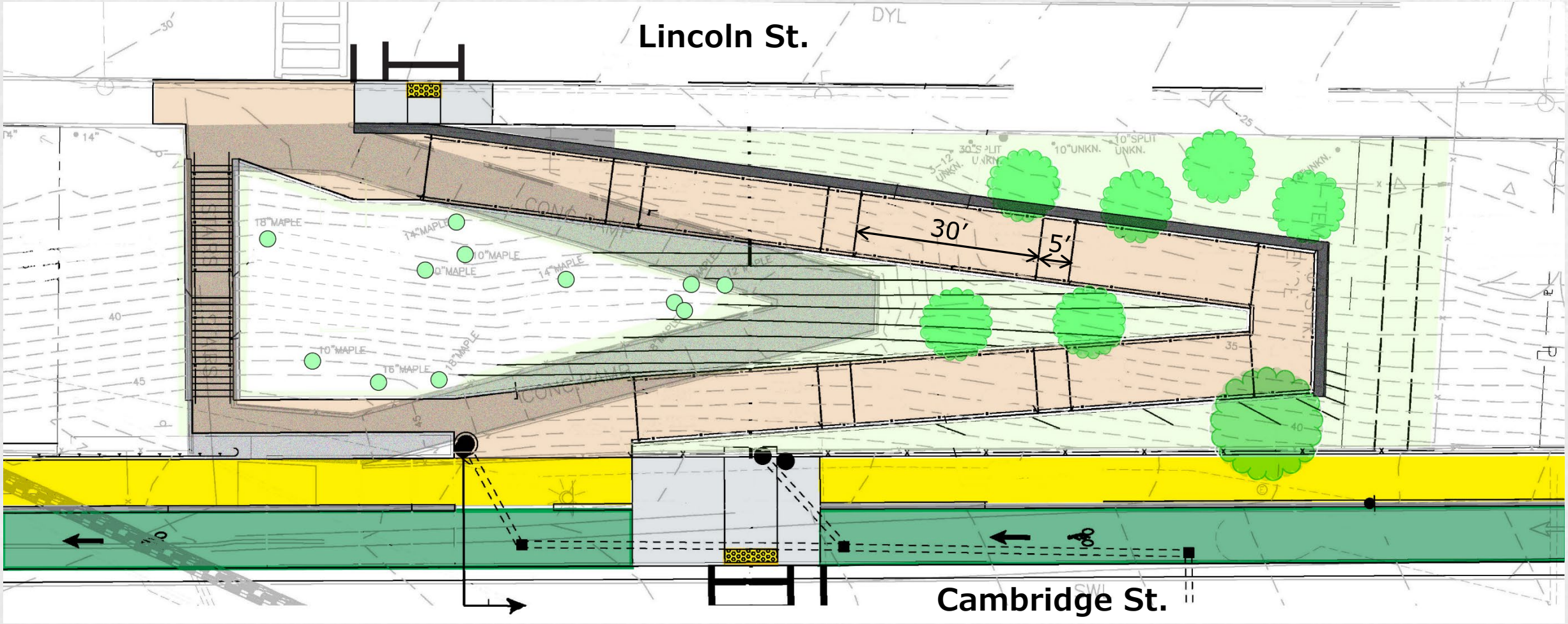


HAWK Signal Indications

Drivers		Pedestrians	
...will see this	...will do this	...will see this	...will do this
	Proceed with Caution		Push the Button to Cross
Flashing	Slow Down (Pedestrian has activated the push button)		Wait
	Prepare to Stop		Continue to Wait
	STOP! (Pedestrian in Crosswalk)		Start Crossing
Flashing	STOP! Proceed with Caution if Clear	Flashing 29	Finish Crossing But Do Not Start (Countdown Timer) Time Remaining to Cross
	Proceed if Clear		Push the Button to Cross

Source: NYS DOT

Switchback Ramp Option



Project Construction

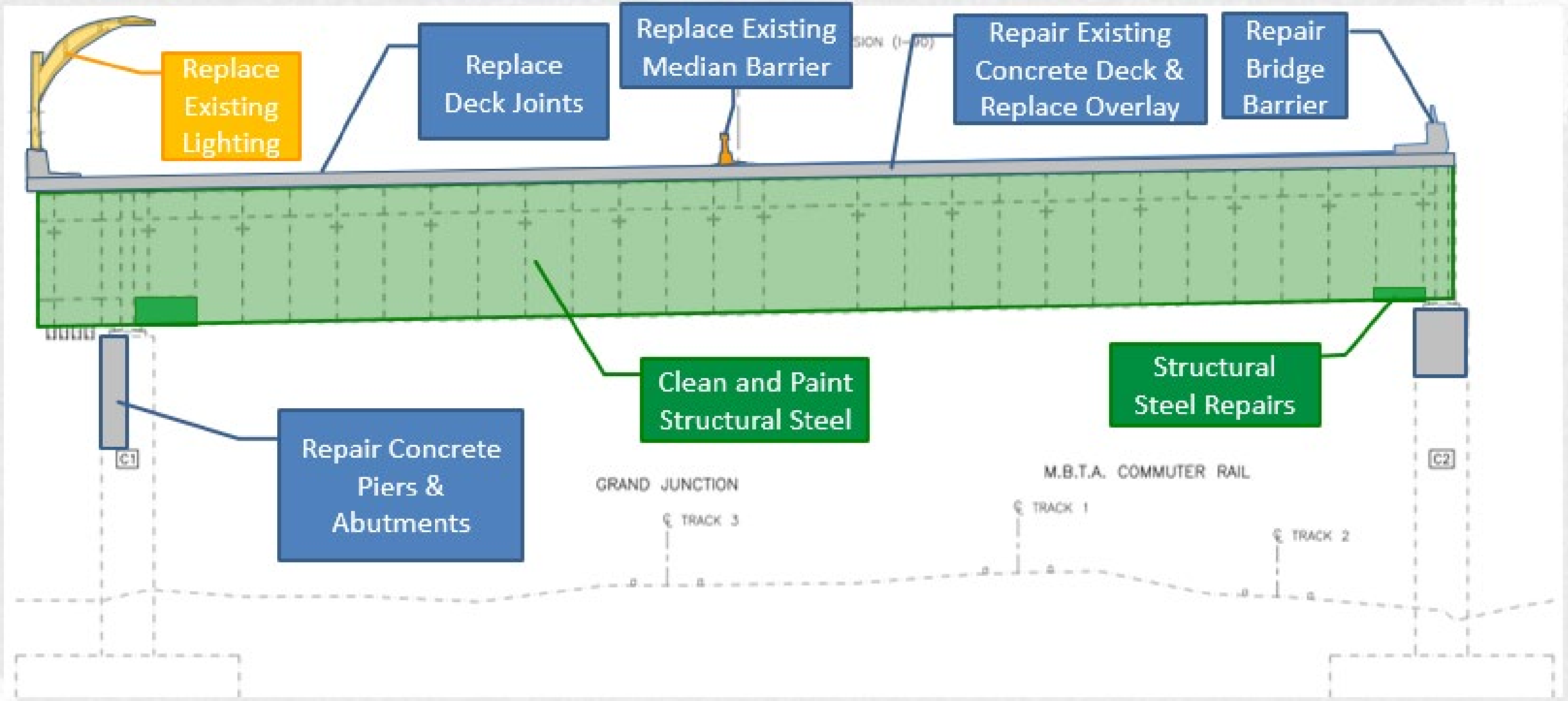
- Advertise: January 2023
- Construction NTP Spring 2023 – Coincident with Viaduct Repair Project
- Cambridge Street Temporary Traffic Impacts
  - Leaning towards 2-Stage Construction
  - Reduced lanes and sidewalks during construction
  - Franklin St ped bridge will be open and available at all times
- I-90 Temporary Traffic Impacts
  - Overnight lane closures
  - Short term lane closures for substructure repairs
- Worcester Line Impacts
  - Temporary use of east bay for abutment and pier repairs
  - Evening service disruptions for overhead work

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Viaduct Preservation Design Progress

- **Scope of anticipated preservation work refresher:**

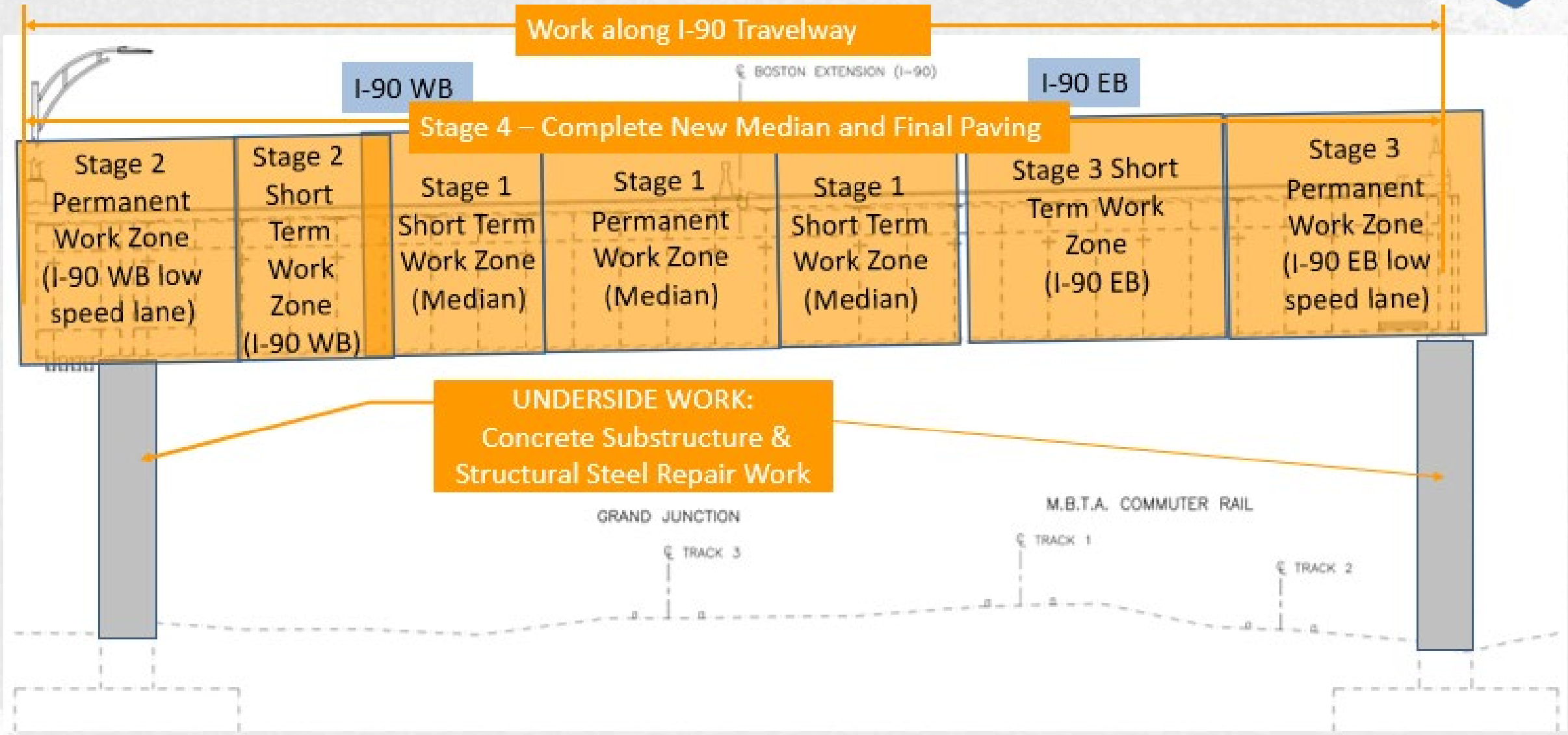


Viaduct Preservation Design Progress

- Deck Testing Results & Lighting System Evaluation Completed – November 2021
  - Replacement of Lighting System recommended
  - Replacement of existing concrete overlay with deck repairs recommended
- Preliminary Design Submission with Preliminary Cost Estimate – November 2021
- 75% Design Submission – April 2022 – Currently Resolving Comments



Viaduct Preservation Construction Sequence



Viaduct Preservation Work Schedule

- Expedite construction as much as possible to minimize duration and impacts to the extent possible
- I-90 Work Schedule Approach:
  - Utilize 6-day work week and double shifts in permanent work zones on I-90
  - Nightly lane closures on I-90 adjacent to permanent work zones
  - Use weekend nighttime closures with extended work hours
- Work adjacent to and over MBTA:
  - Utilize nighttime shifts outside of revenue operating hours
  - Include weekend shifts with extended available work hours as coordinated with MBTA

Viaduct Preservation Project Schedule

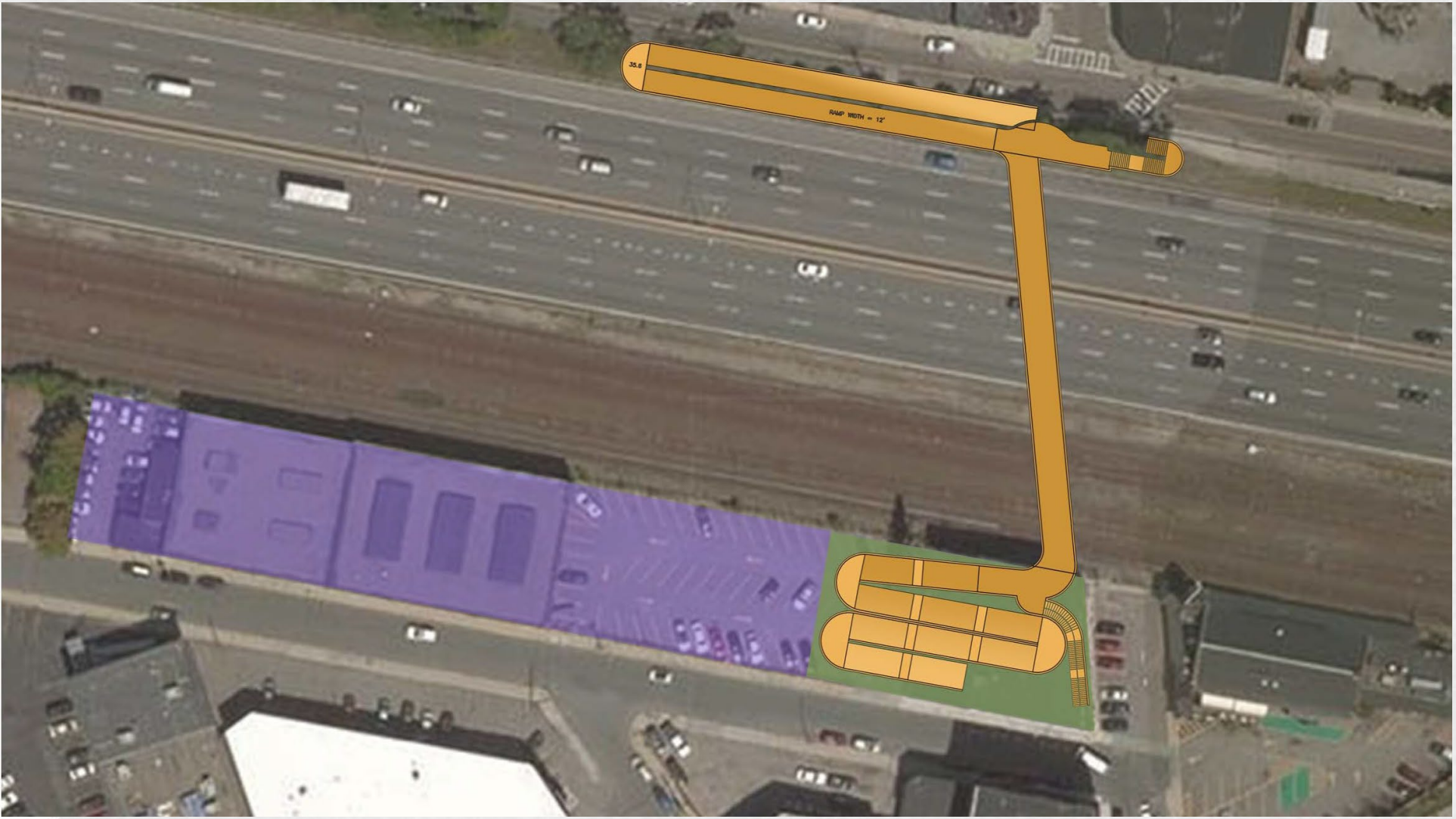
- 100% Design Submission – June/July 2022
- Advertisement for Construction Bids – September 2022
- Contractor selection before end of 2022
- Contractor to be in place and mobilize for 2023 Construction Season
- Substantial Preservation Project Completion - 2025



Today's Agenda

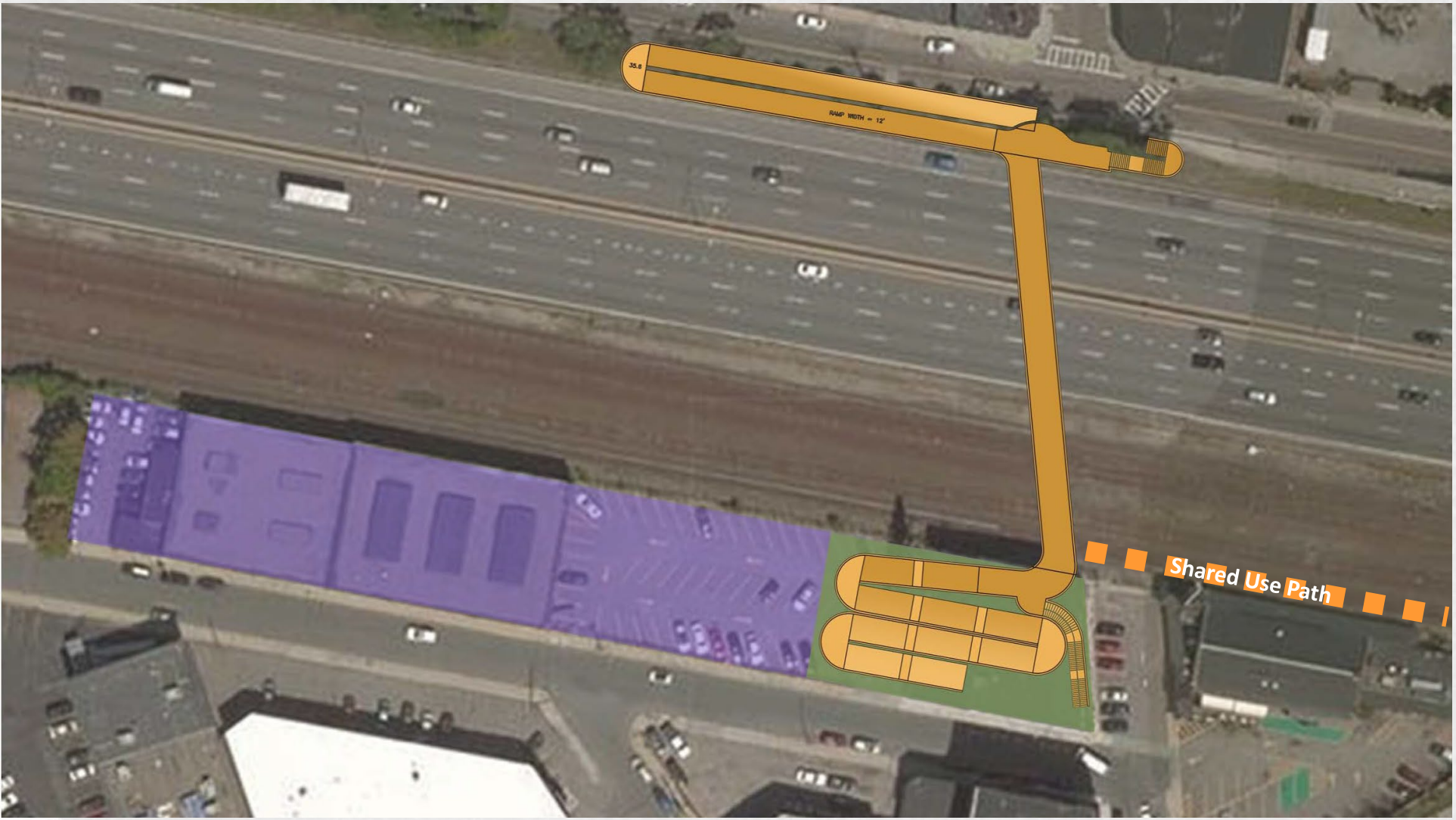
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Previous Option



Parallel to the Franklin Street corridor

Previous Option



Connection to Shared Use Path

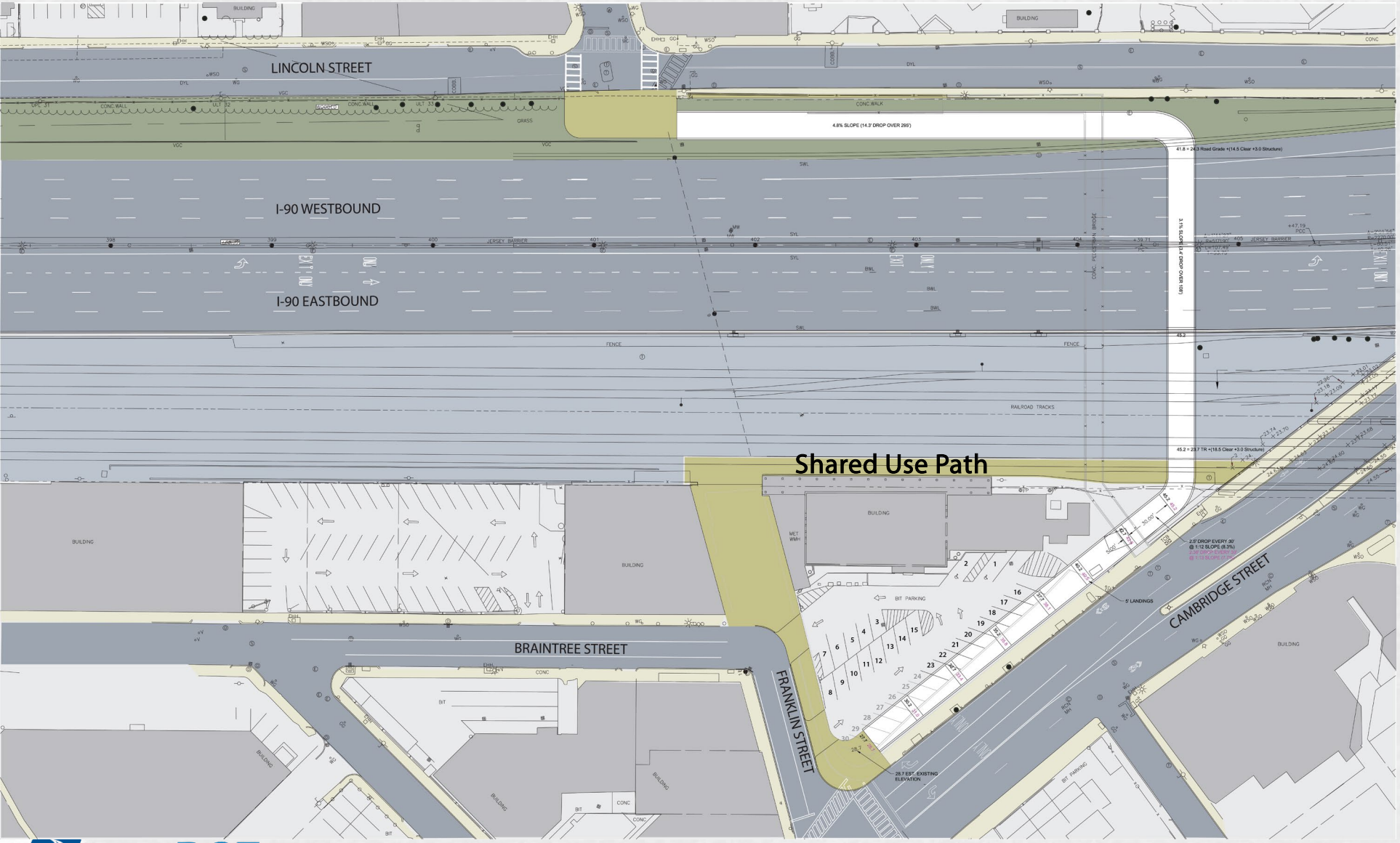
FRANKLIN STREET PEDESTRIAN BRIDGE OPTIONS

- 1 ACCESS RAMP @ former Allston Depot
- 2 SINGLE LOOP @ former Ace Ticket
- 3 ZIGZAG @ former Ace Ticket
- 4 SPIRAL @ former Ace Ticket

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1 ACCESS RAMP



1 ACCESS RAMP

<1:12 ramp, 16' wide

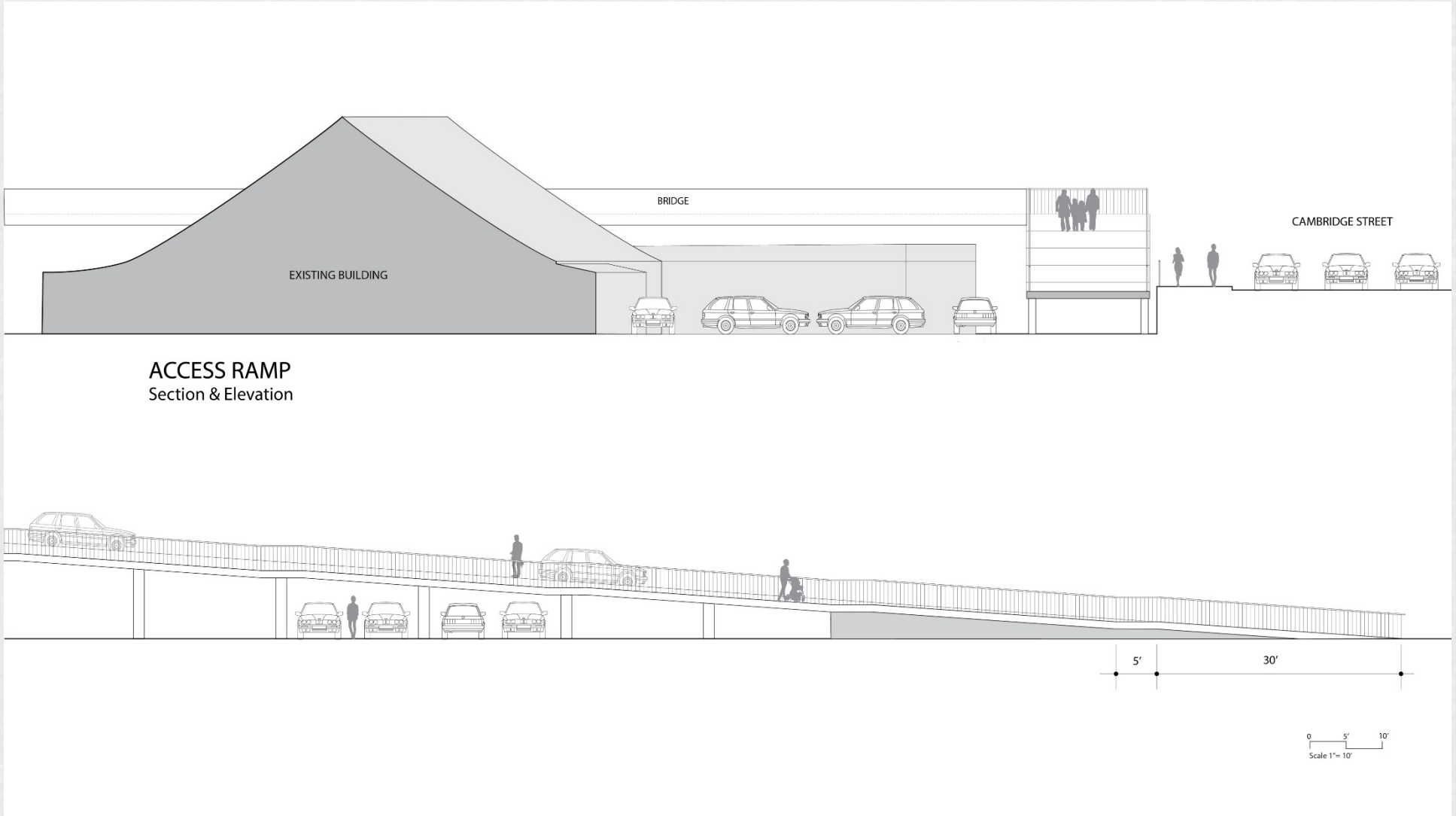
Advantages

- Similar to existing location
- Avoids taking at Braintree Street
- Good visibility for users

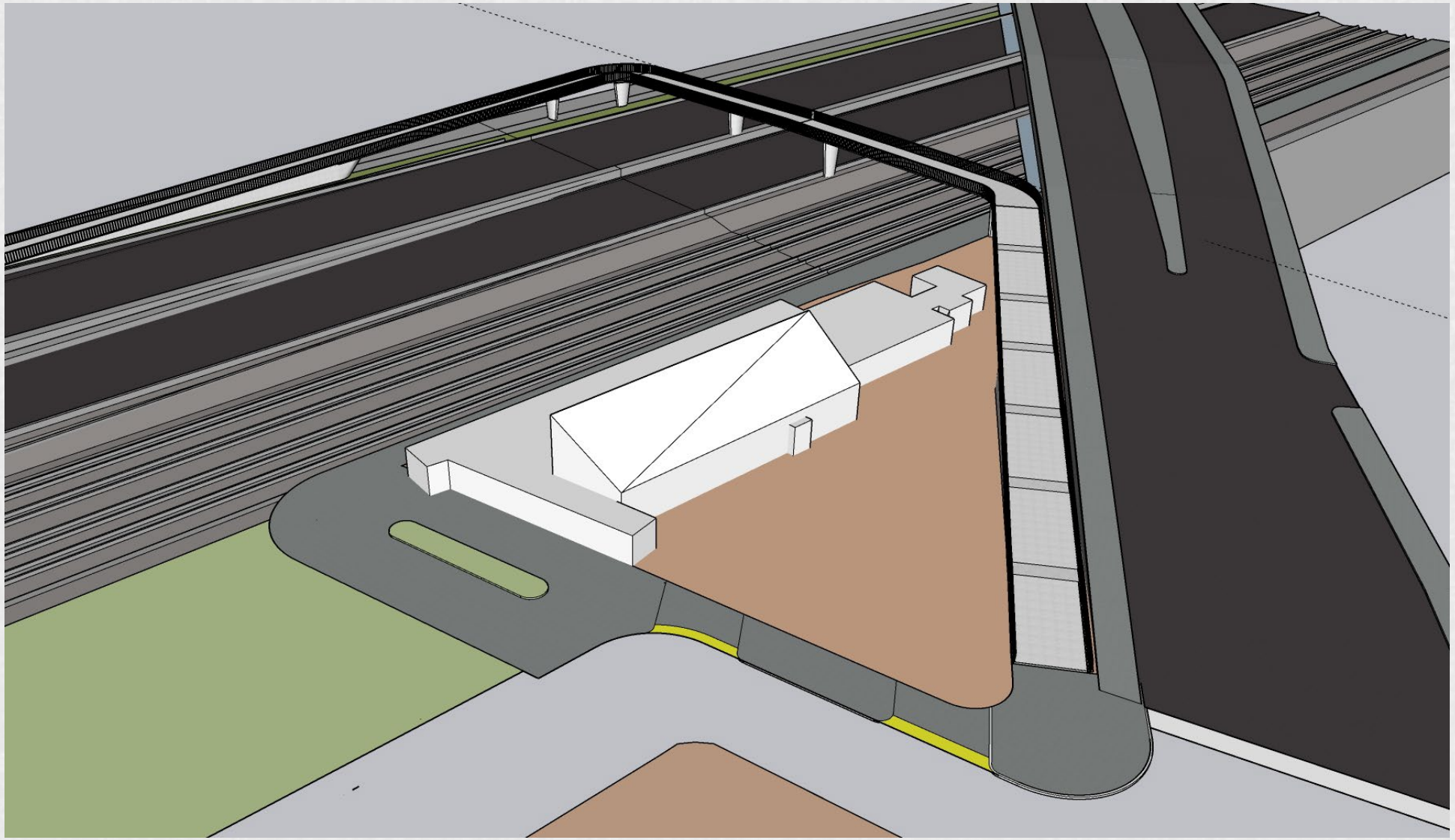
Disadvantages

- Requires a ramp
- No stair option
- No direct connection on Franklin Street
- Removes 11 parking spaces
- Uses land in a historic district Section 106 and 4(f) and local landmark

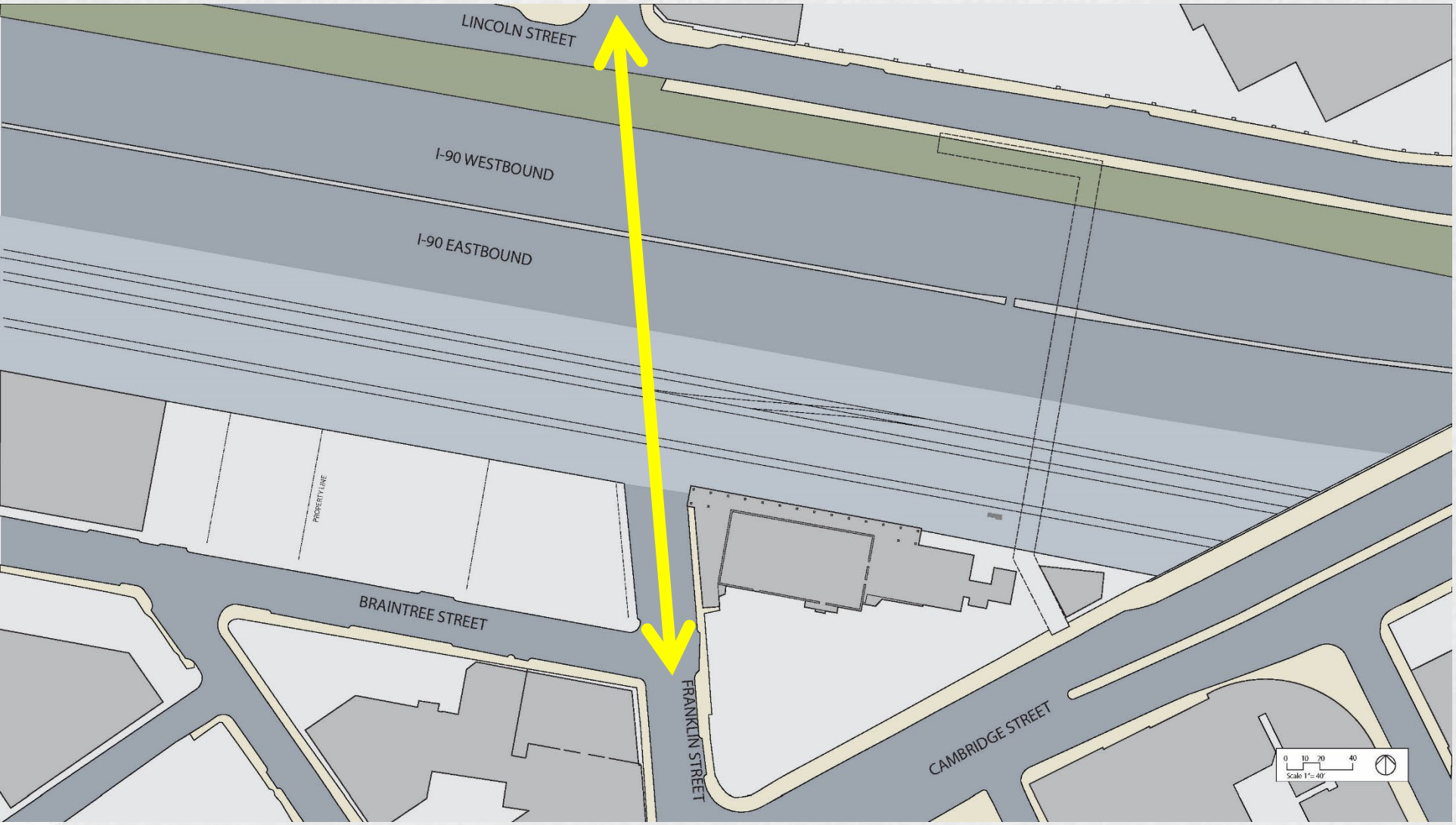
1 ACCESS RAMP



1 ACCESS RAMP



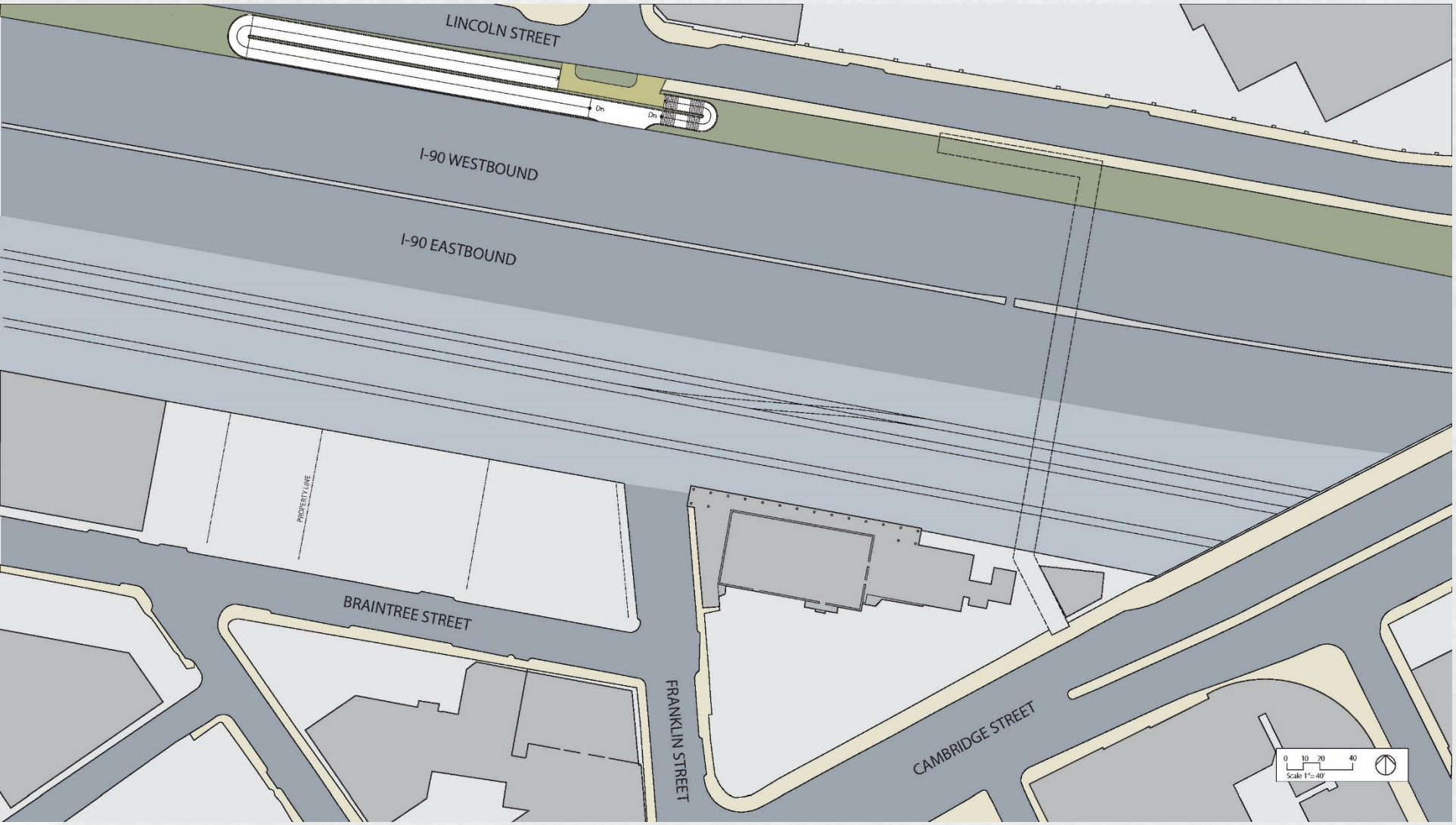
Franklin Street Desire Line



Franklin Street Bridge

- Strong Visual Connection along Corridor
- Intuitive Location

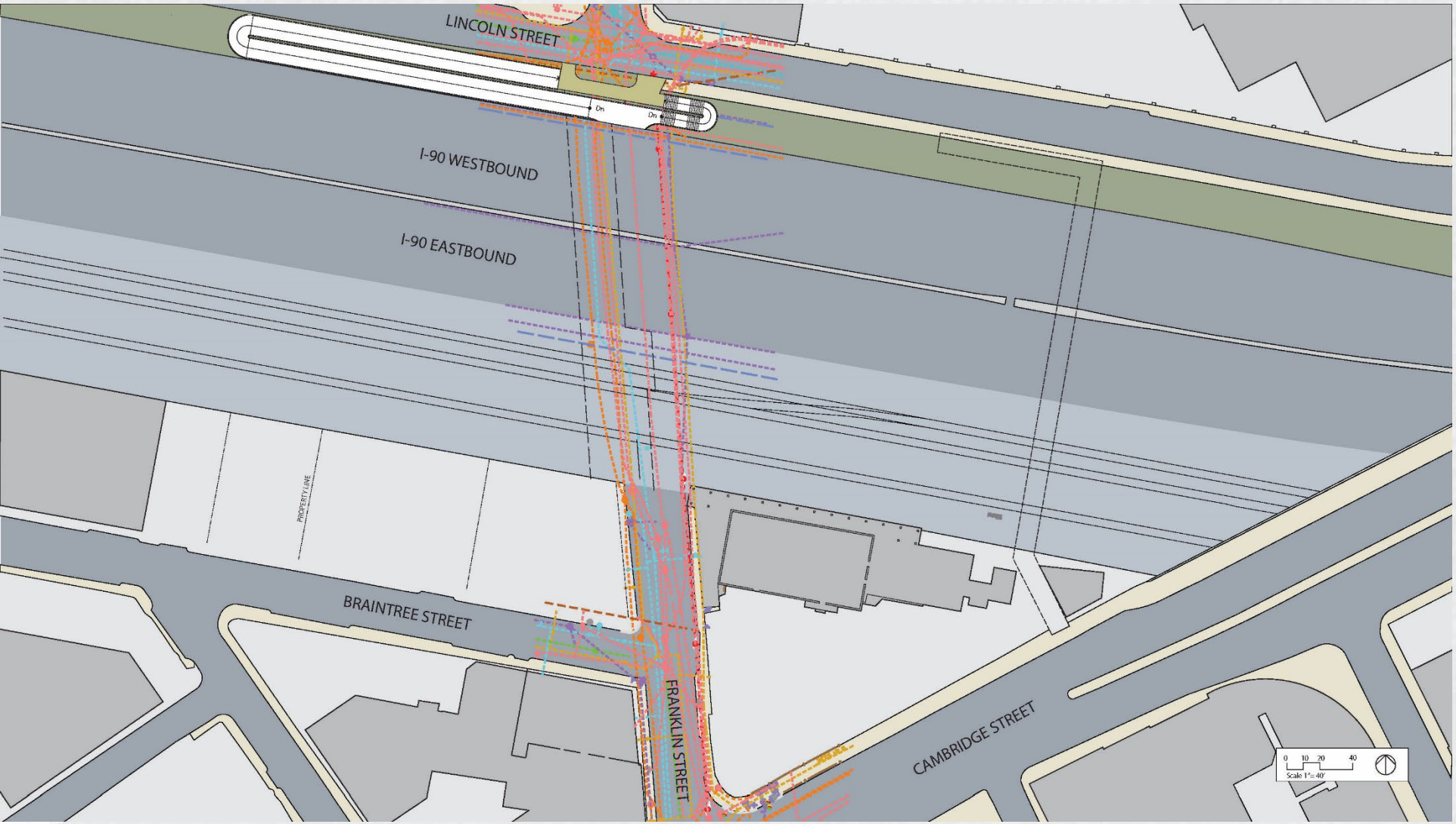
Lincoln Street Access



Constrained Space

- <1:20 slope
- 12' wide Stairs
- 8' wide Landing Plaza at Franklin Street

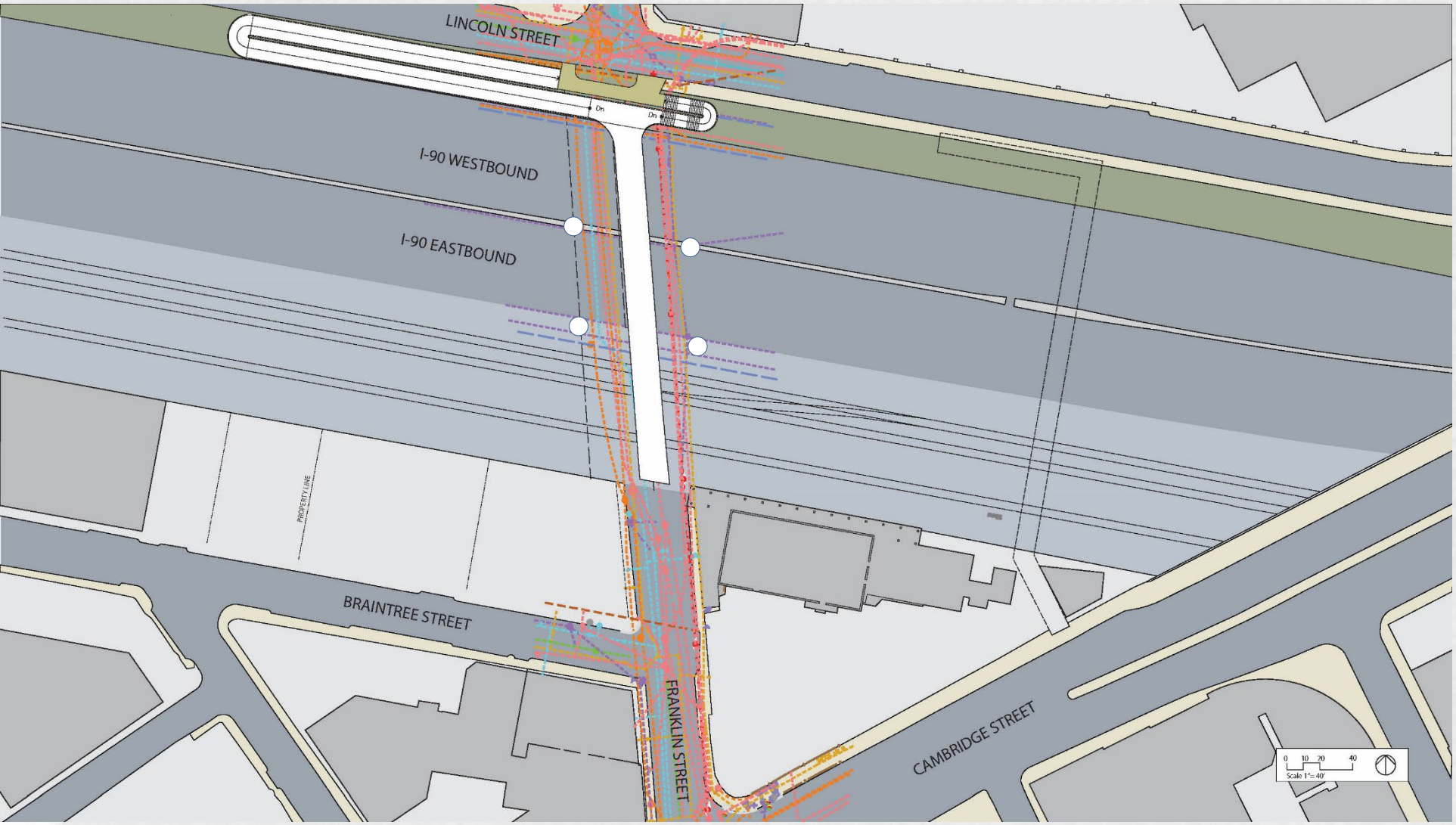
Utility Corridor



Utility Corridor

- Utilities limit landing space for bridge supports

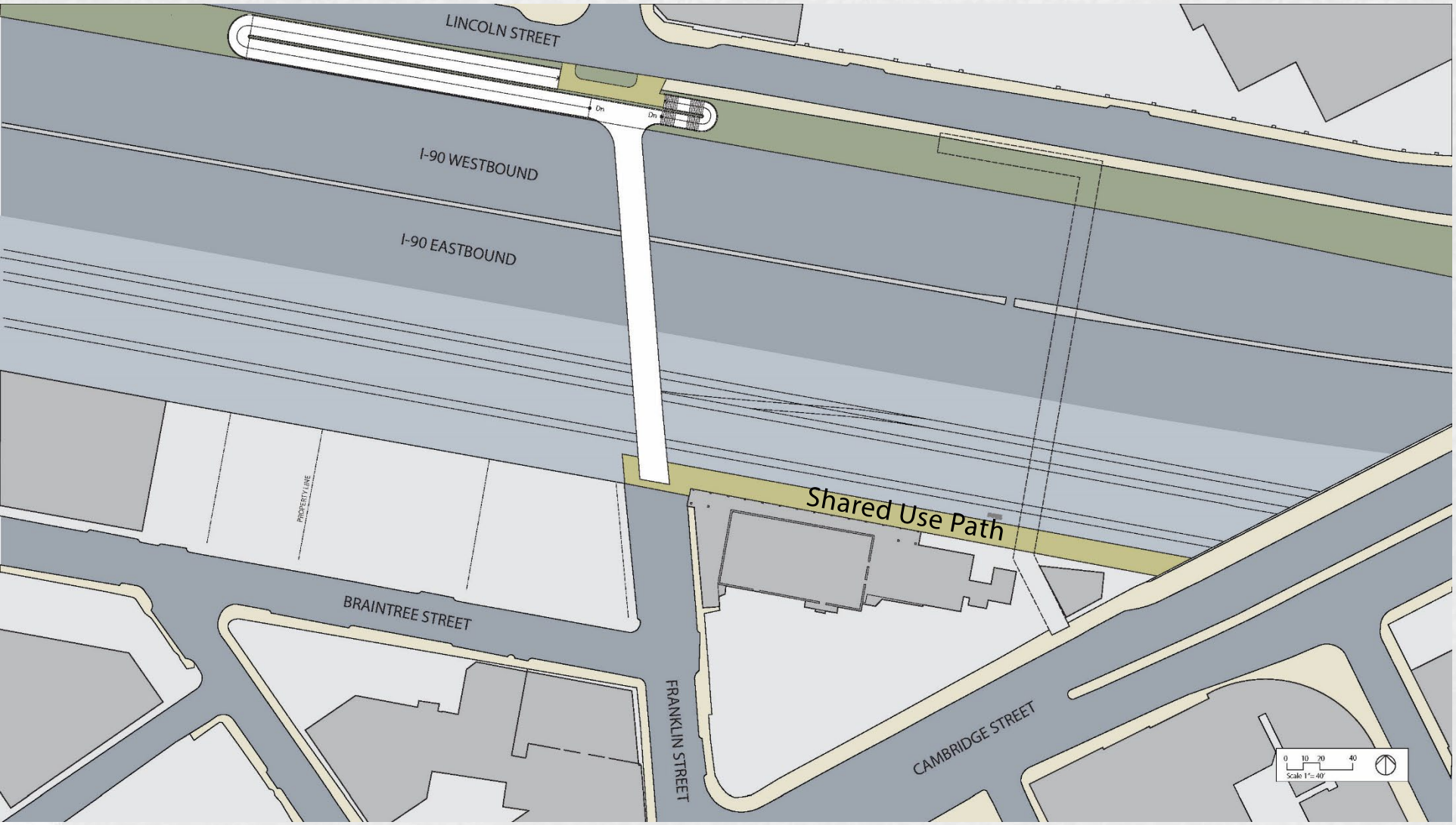
Bridge



Bridge

- Bridge supports will need to be located outside of utility corridor
- Cable-Stayed Bridge shown as placeholder

Shared Use Path



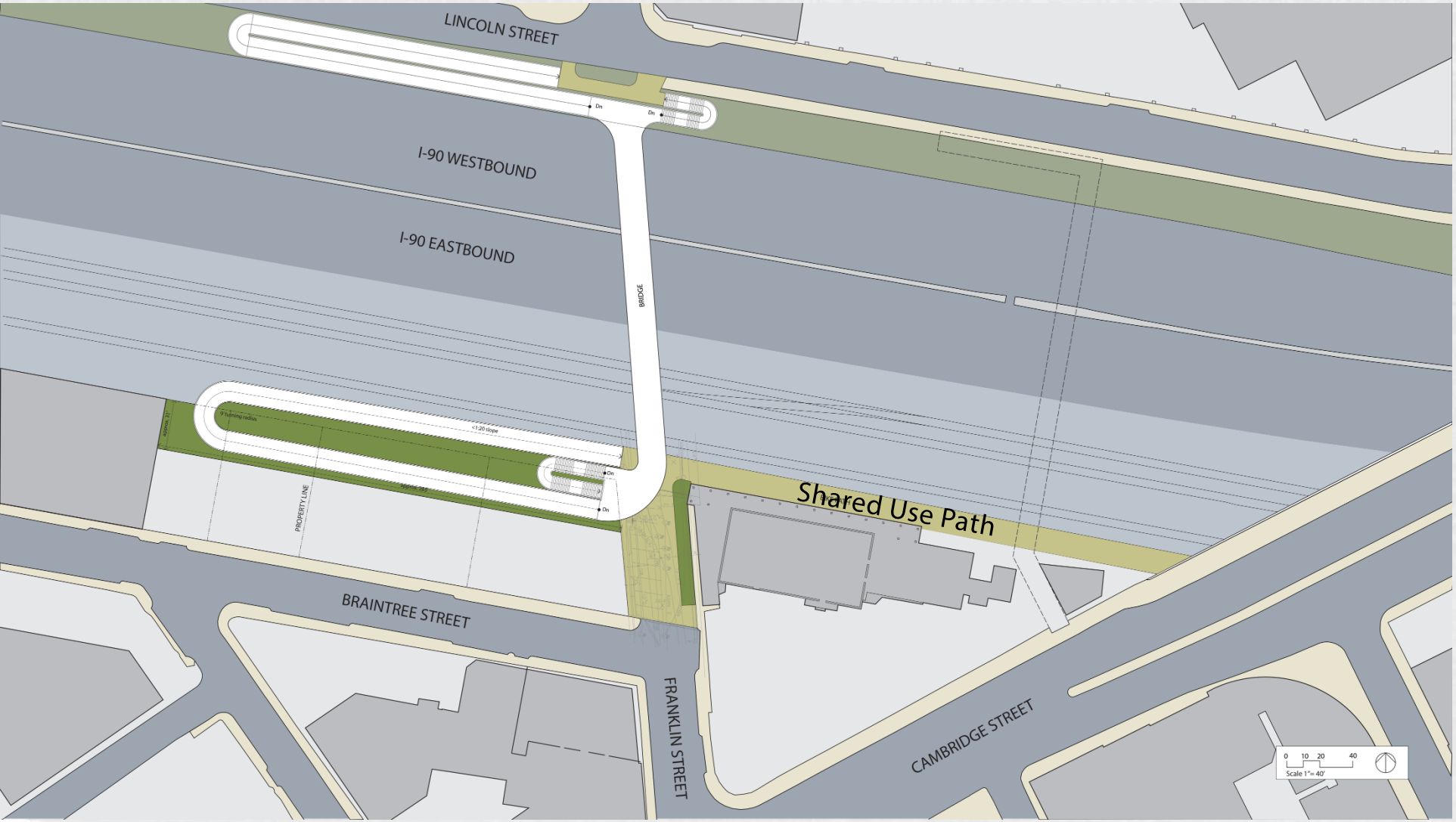
Shared Use Path

- Bridge will connect to shared use path as well as Franklin Street

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2 SINGLE LOOP



2 SINGLE LOOP
<1:20 slope, 16' wide

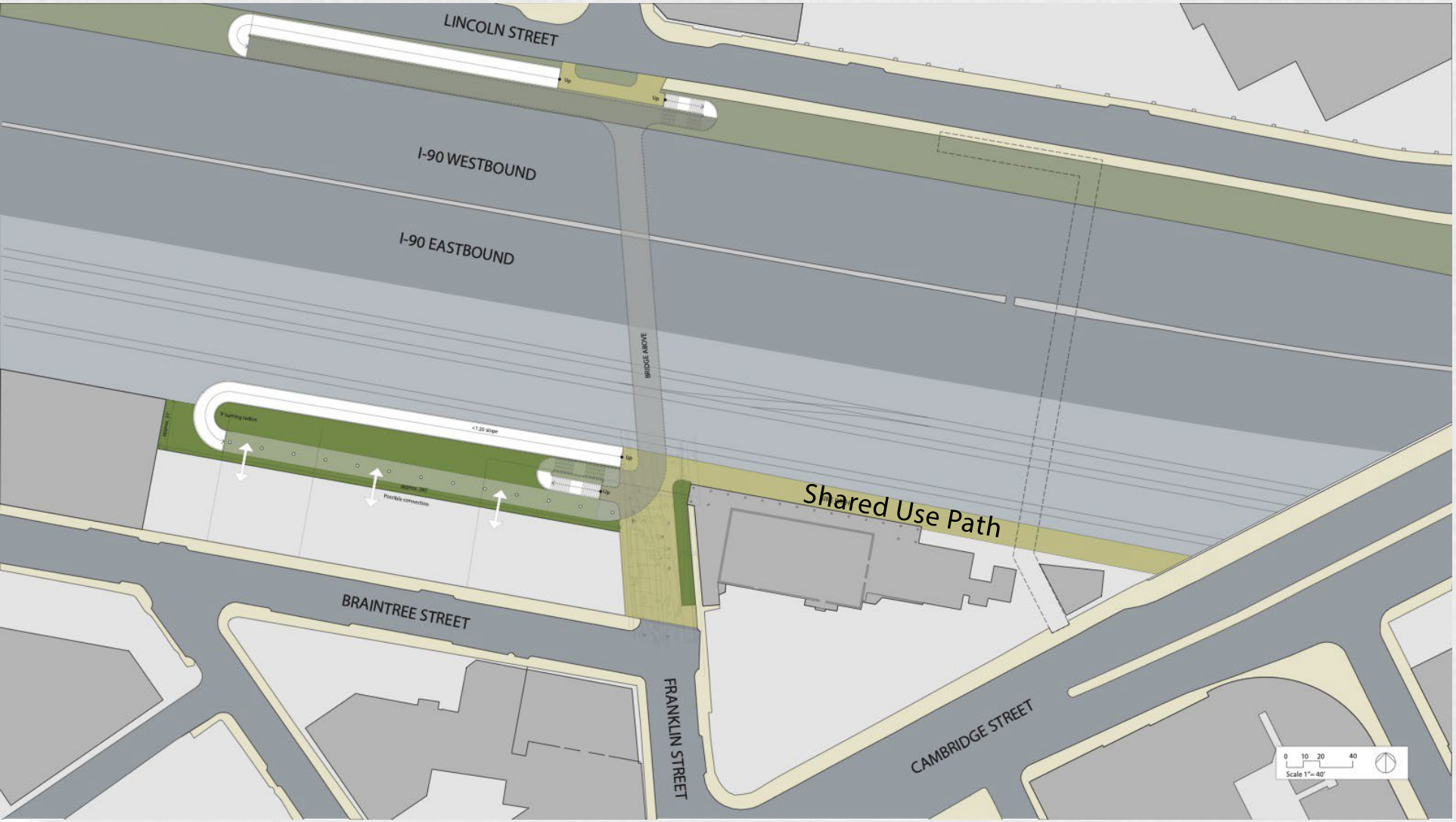
Advantages

- Maximizes development frontage along Braintree Street
- 16' wide walk
- Simple loop
- Provides stairs

Disadvantages

- Reduces visibility of users on slope
- Requires coordination to avoid dead end and unusable ground floor space

2 SINGLE LOOP



2 SINGLE LOOP
<1:20 slope, 16' wide

Advantages

- Maximizes development frontage along Braintree Street
- 16' wide walk
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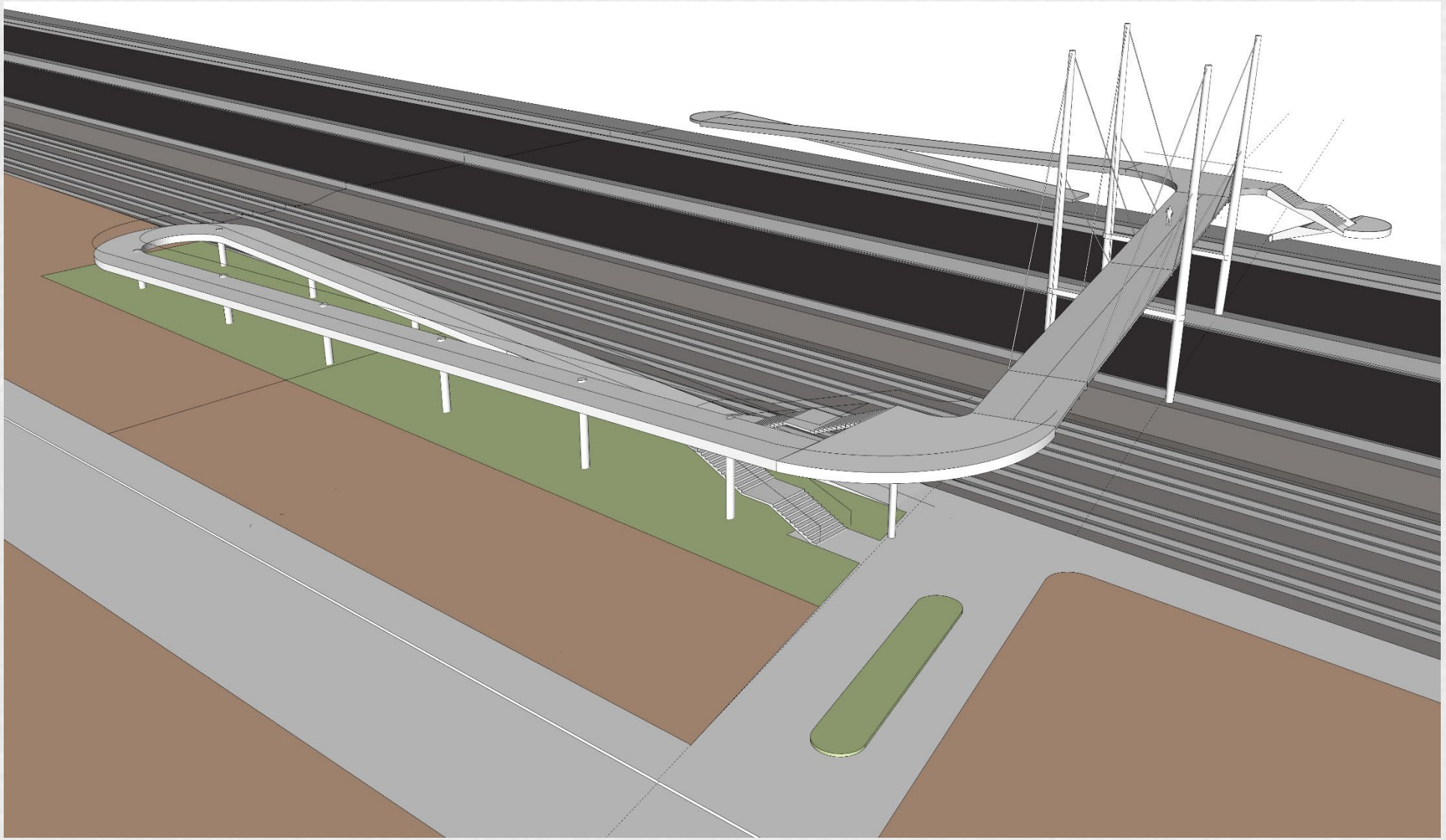
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2 SINGLE LOOP



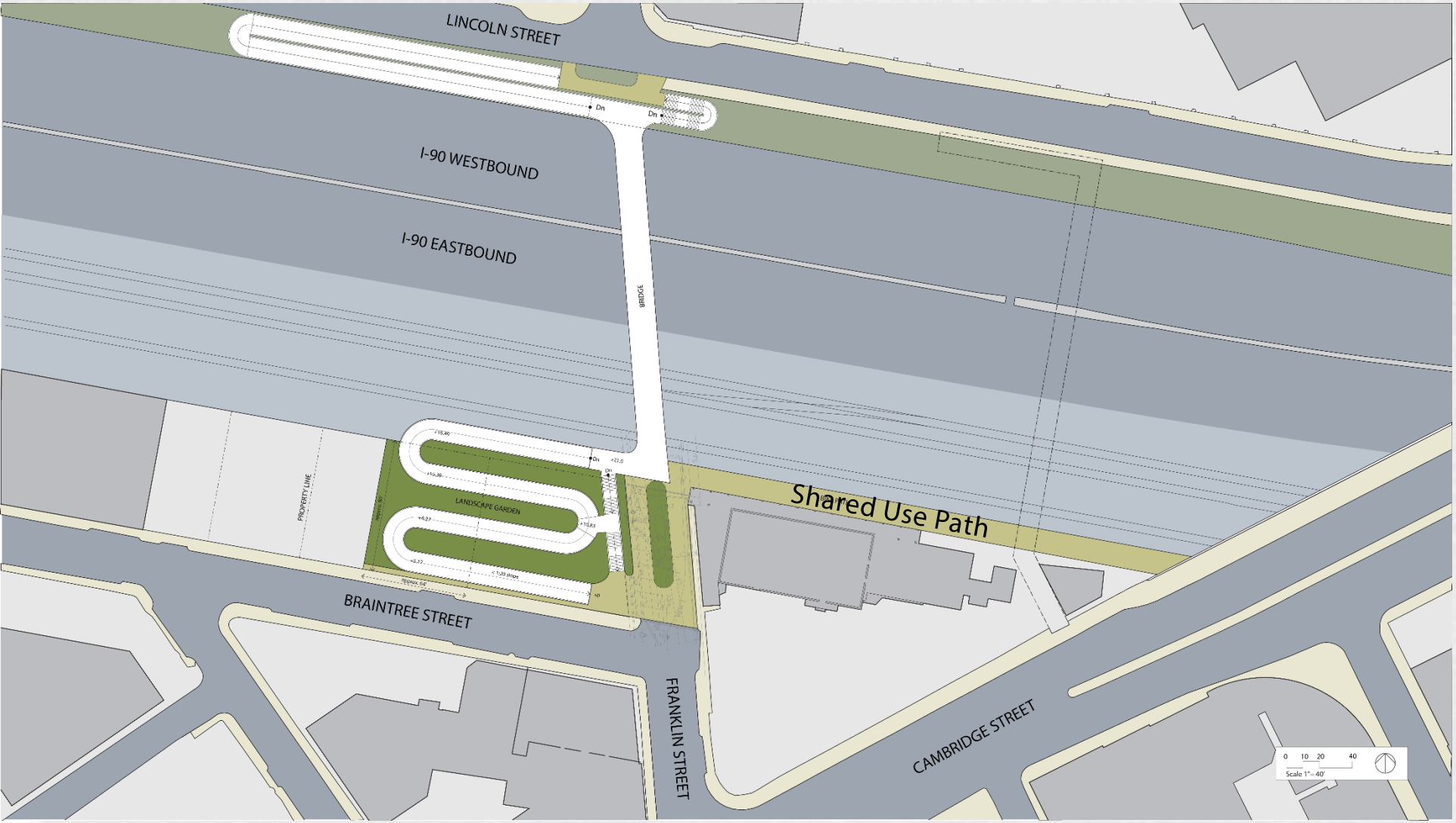
2 SINGLE LOOP



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3 ZIGZAG SLOPE



3 ZIGZAG SLOPE

<1:20 slope, 12' wide

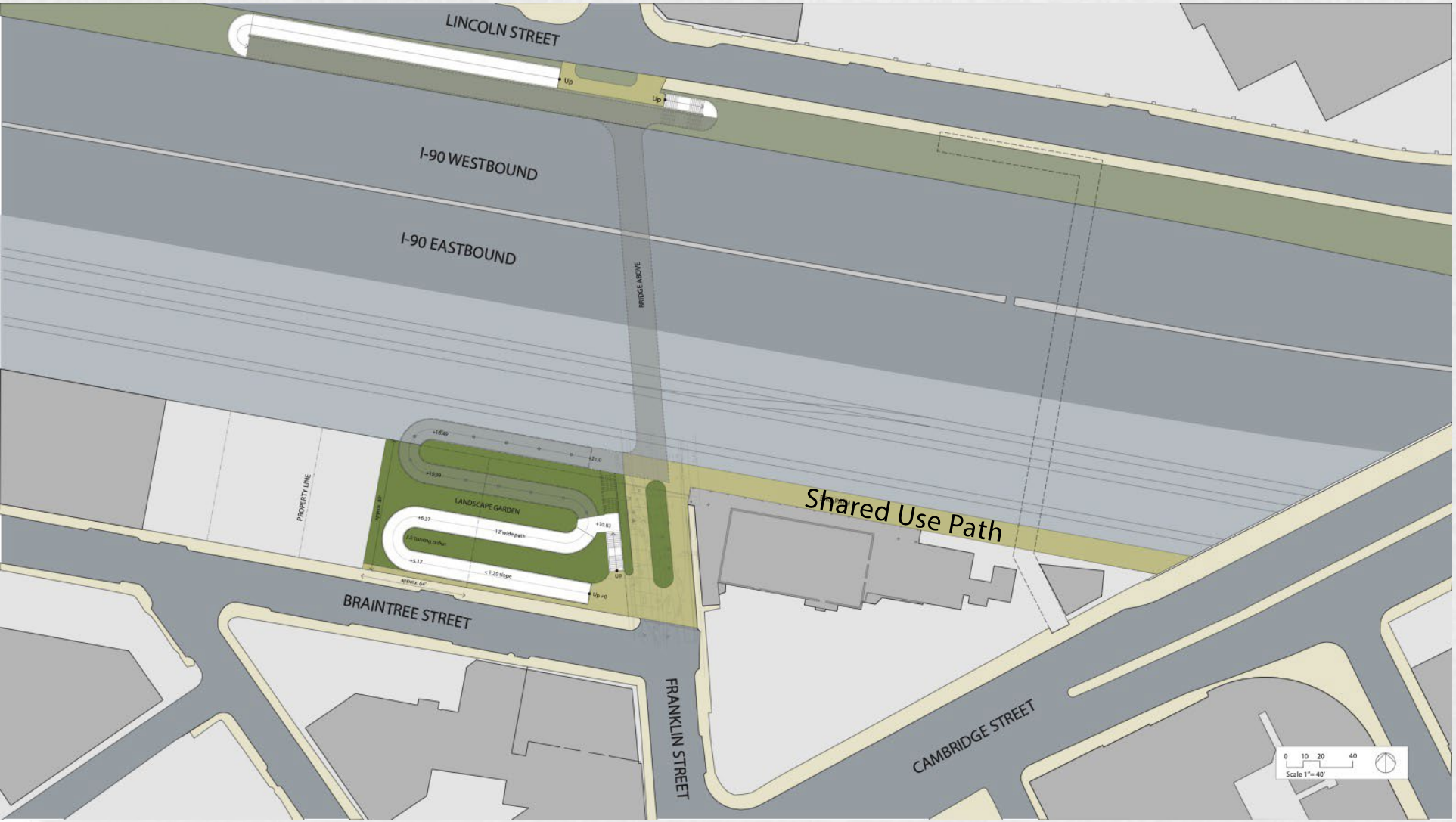
Advantages

- Sloped walk
- Provides stair
- Planting area
- Good visibility for users
- South facing slope

Disadvantages

- 12' wide walk
- Multiple turns
- Requires more area taking

3 ZIGZAG SLOPE



3 ZIGZAG SLOPE

<1:20 slope, 12' wide

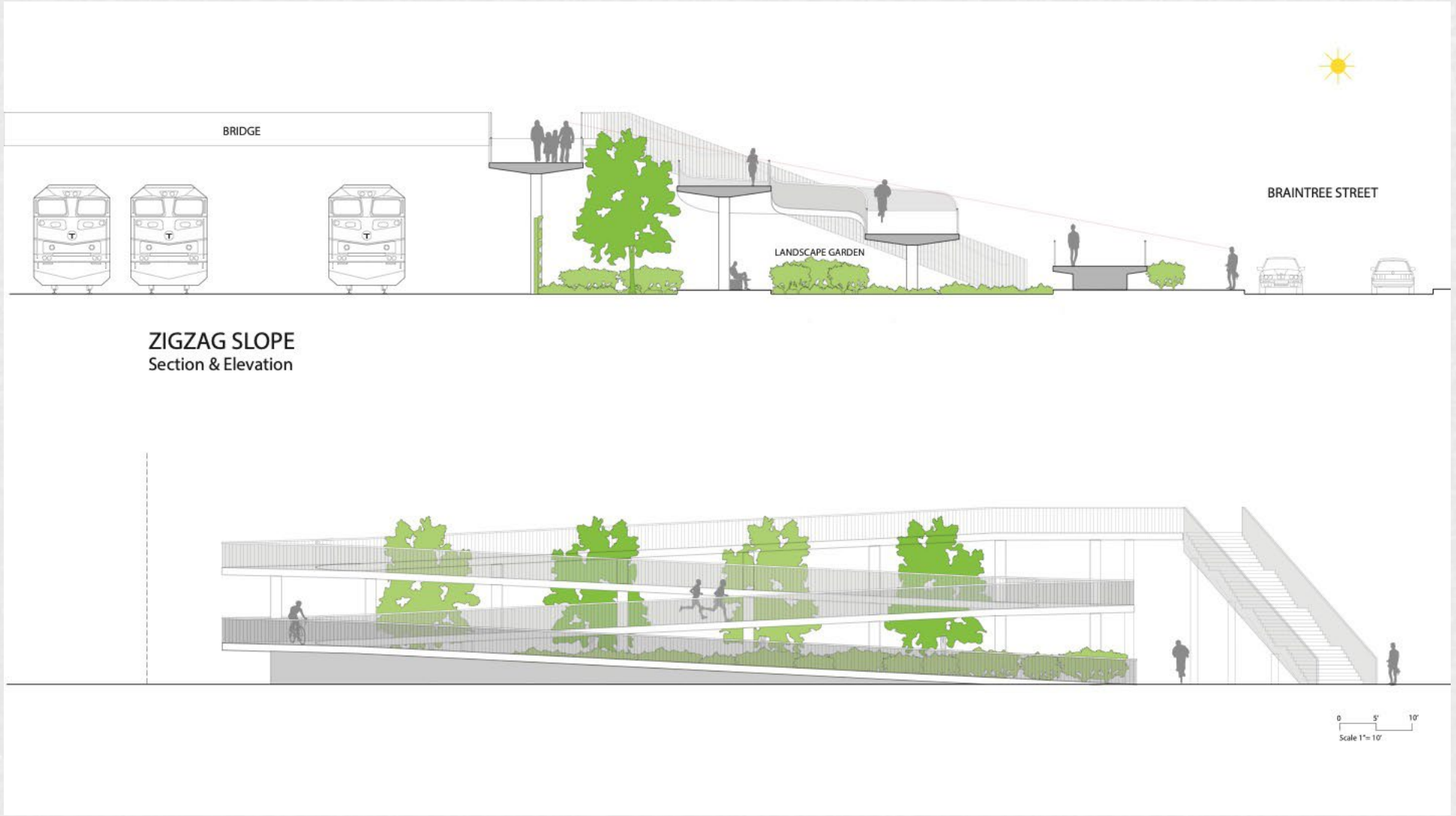
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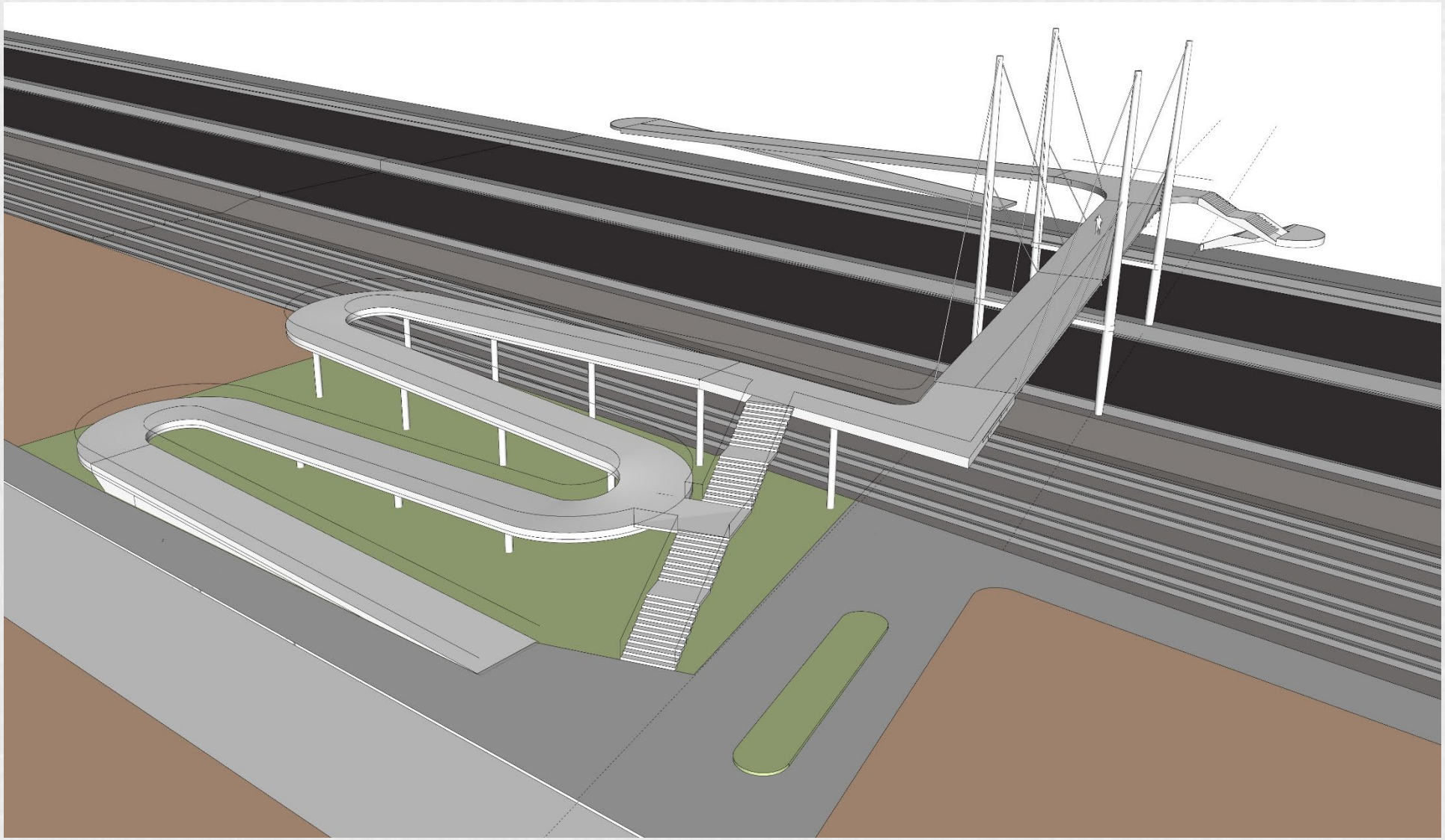
Disadvantages

- 12' wide walk
- Multiple turns
- Requires more area taking

3 ZIGZAG SLOPE



3 ZIGZAG SLOPE



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4 SPIRAL



4 SPIRAL

<1:20 slope, 12' wide

Advantages

- Sloped walk
- Simple loop
- Provides stair
- Planting area

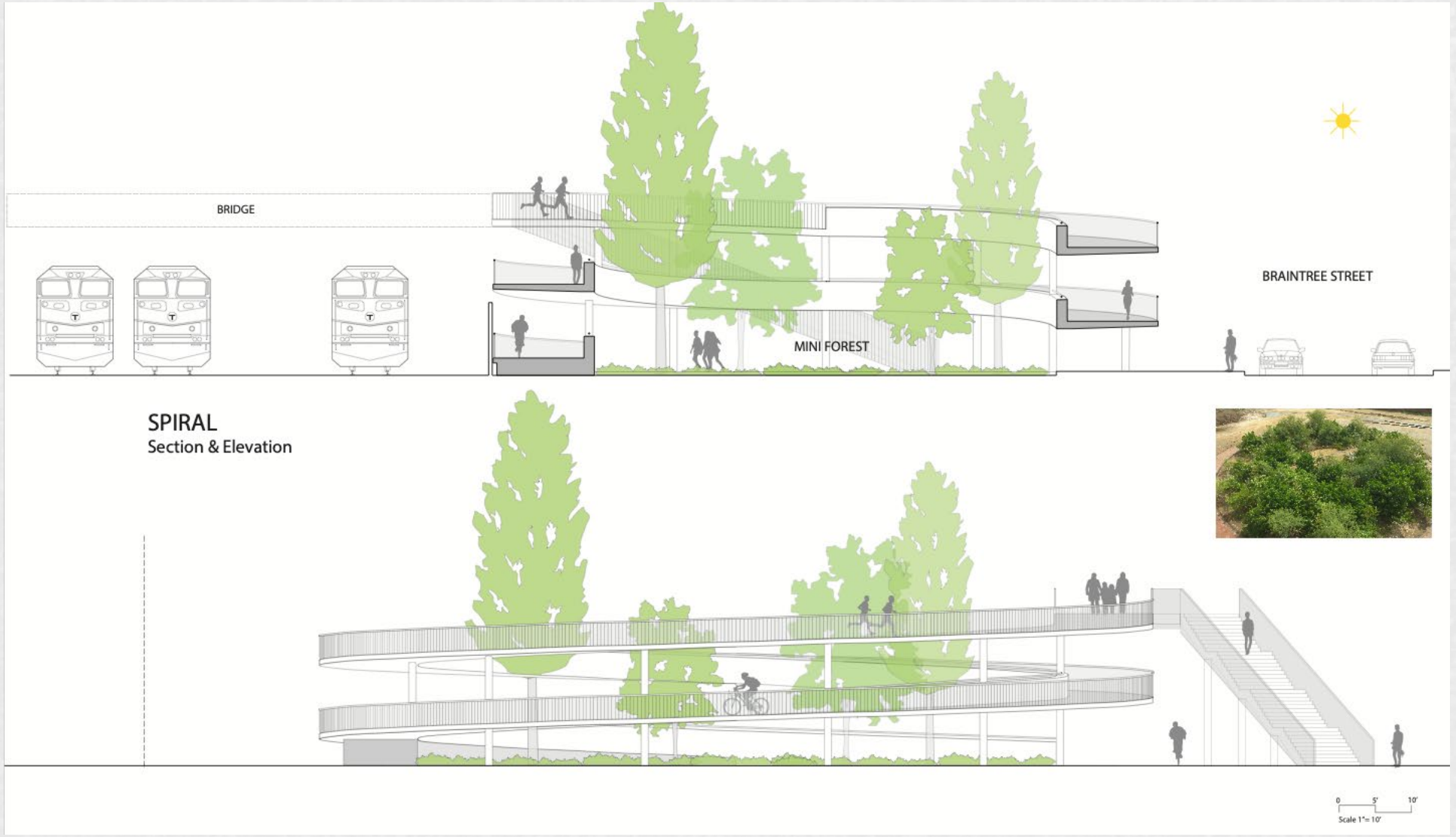
Disadvantages

- 12' wide walk
- Partial sheltered walk
- Requires second level construction

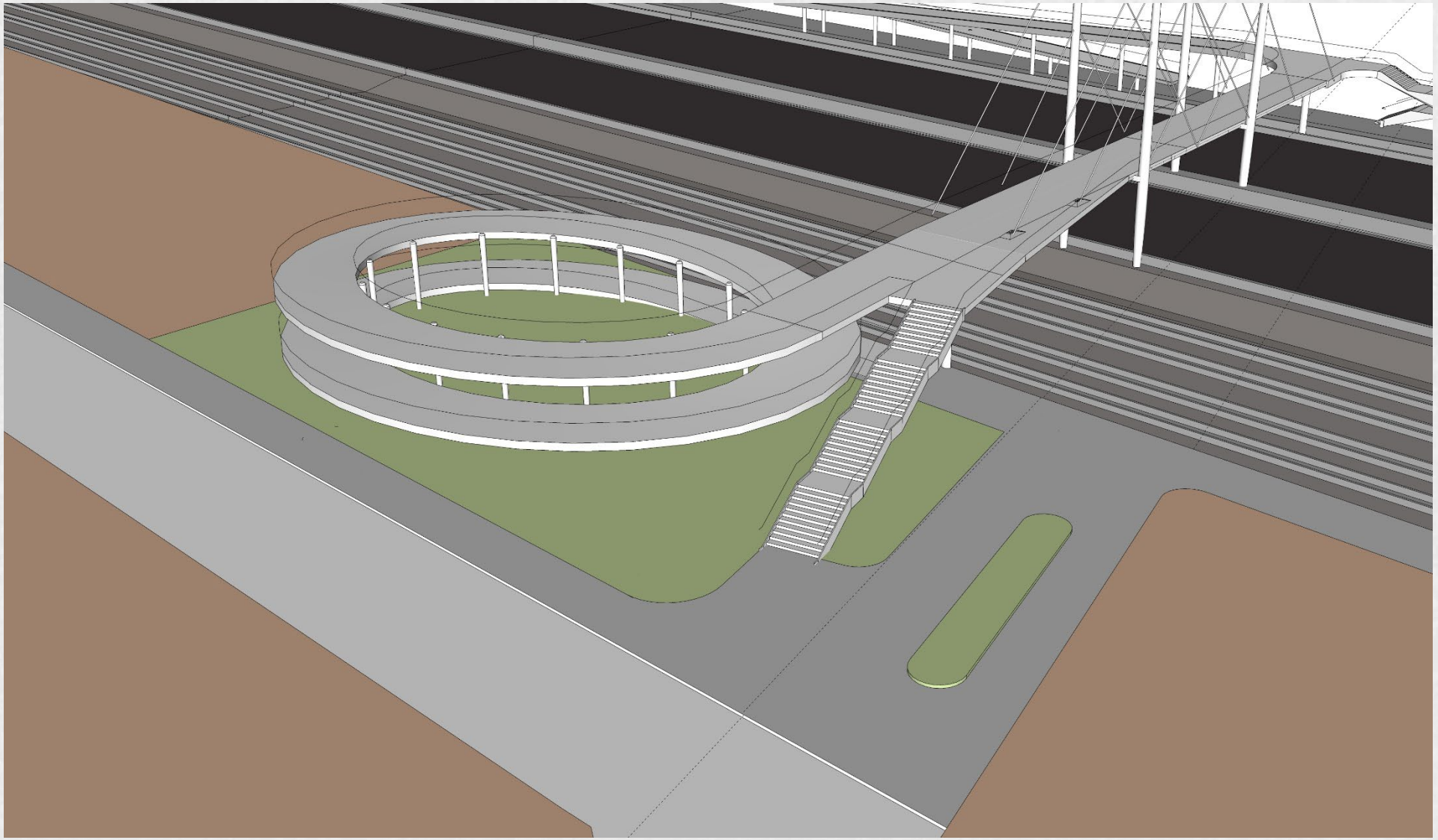
4 SPIRAL


LINCOLN STREET
I-90 WESTBOUND
I-90 EASTBOUND
BRIDGE
Shared Use Path
PROPERTY LINE
approx. 60'
BRAINTREE STREET
FRANKLIN STREET
CAMBRIDGE STREET
0 10 20 40
Scale 1"= 40'

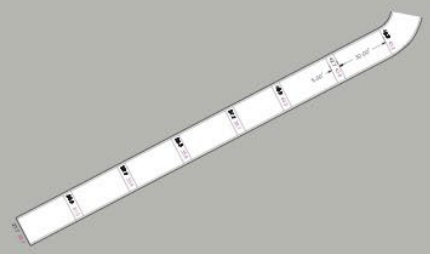
4 SPIRAL


BRIDGE
MINI FOREST
BRAINTREE STREET
SPIRAL
Section & Elevation
0
5'
10'
Scale 1"= 10'

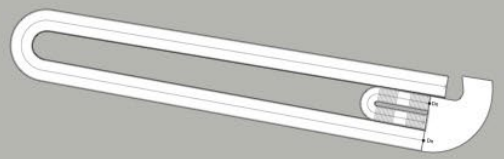
4 SPIRAL



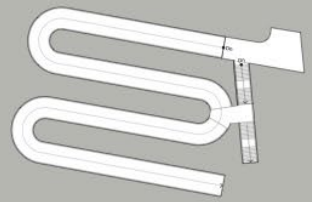
SUMMARY



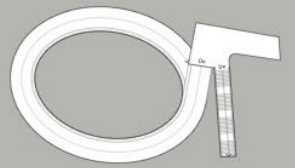
1 ACCESS RAMP



2 SINGLE LOOP



3 ZIGZAG SLOPE



4 SPIRAL

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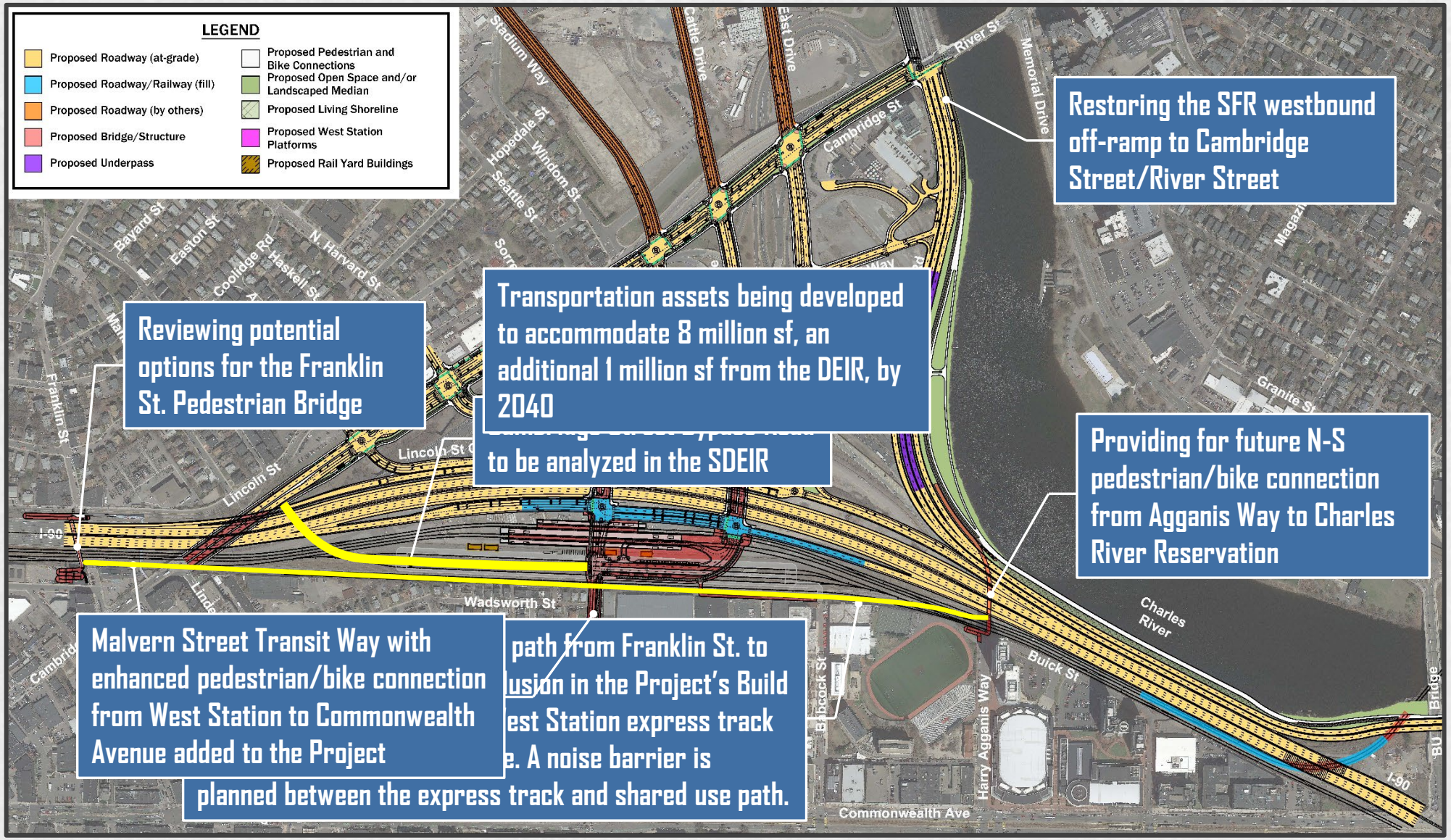
Purpose of the Notice of Project Change (NPC)

- The purpose of this document is to update the status of the Project in the state environmental review process (MEPA) to align with the advancements made to the Project since publication of the 2017 DEIR.
- MassDOT intends to follow-up this NPC with a Supplemental Draft Environmental Impact Report (SDEIR) in the MEPA process.
- The NPC also provides a preliminary analysis of environmental effects associated with the Throat Area options which will be expanded upon in the SDEIR.
- This NPC does not discuss potential regulatory mitigation measures for adverse impacts in detail; those will be described in the SDEIR.

Contents and Organization of the NPC

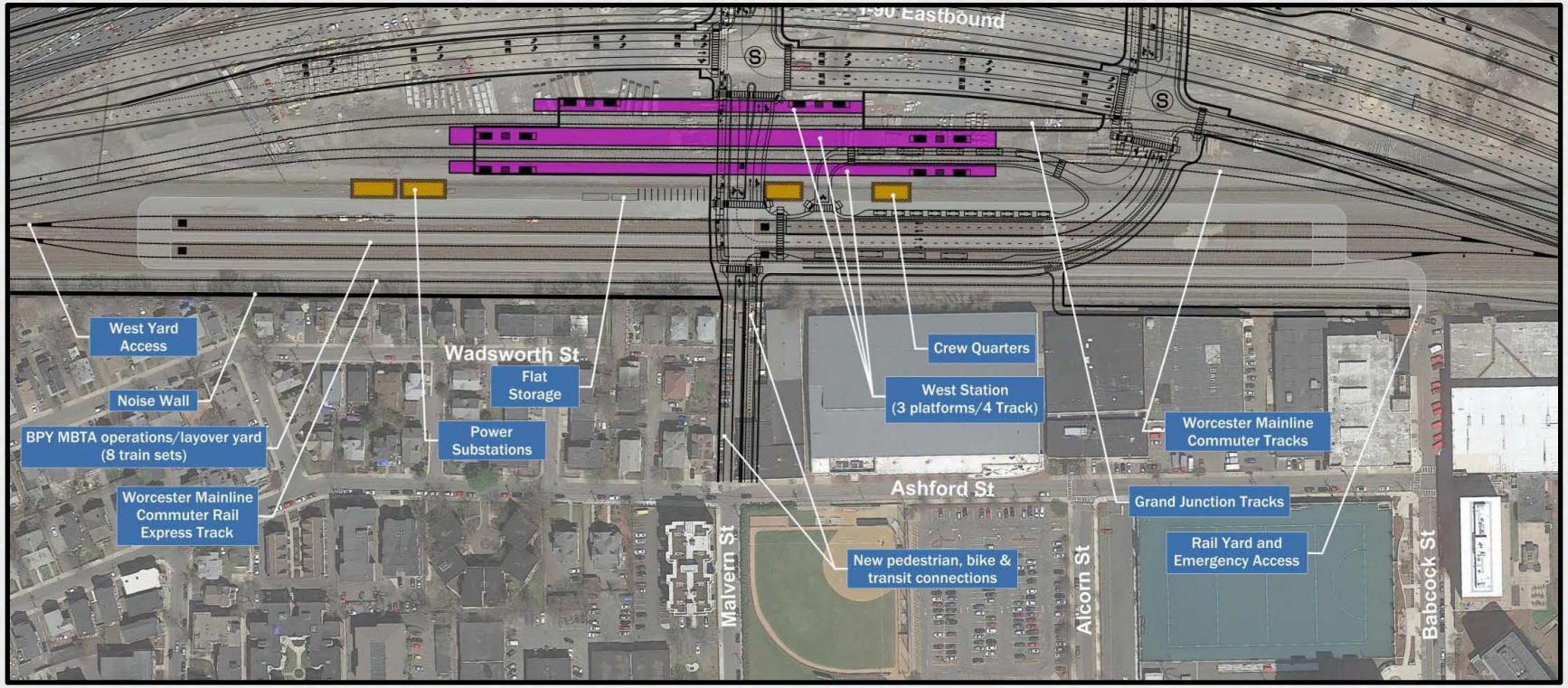
- Description of the Project as Most Recently Reviewed in 2017 Draft Environmental Impact Report (DEIR)
- Description of Material Changes to the Project as Previously Reviewed in 2017 DEIR
  - Updates to the Project Purpose and Need
  - Updates to the design and scope of Project Alternatives
  - Preliminary Analysis of Environmental Impacts associated with Build Alternative Throat Area options
- Response to Secretary's Certificate and agency and public comments received on the DEIR

MassDOT's Preferred Interchange 3L Re-alignment Alternative



Updates to West Station

- Modified Flip West Station and Rail Layout modified for 4 track & 3 platform operation
- Includes express track to the south to accommodate more express trains in future
- Accommodates shared use path from Franklin St. to Agganis Way for potential inclusion in the Project's Build Alternative
- Allows for future two-track urban rail service to Cambridge



Updates to the Throat Area

- MassDOT has continued to refine design of the Throat Area options to present an optimized design for each option.
- MassDOT will focus on advancing the Modified At-Grade design for the I-90 Allston Multimodal Project which comes after significant stakeholder engagement as well as input and support from elected officials and the Project Task Force.
- MassDOT will continue to assess each alternative considered in detail in the SDEIR so readers can evaluate their comparative merits.

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Multimodal Discretionary Grant Program (MDPG) Funding

- MPDG Notice of Funding Opportunity (NOFO) Announced in March, 2022
  - Included the National Infrastructure Project Assistance program or "MEGA" program, along with INFRA and RURAL programs
  - MEGA supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits
- $1 billion available in MEGA funding in FFY 2022 (50% of funds for projects $100m-$500m, 50% for projects over $500m); future grant rounds are anticipated
- The Allston Multimodal Project is eligible for MEGA funding under assets on the NHS, public transportation improvements, and total project cost
- MEGA funding may be used for up to 60% of total project cost; total federal participation is capped at 80% of project cost

Multimodal Discretionary Grant Program (MDPG) Funding

- MEGA Grant Project Outcome/Merit Criteria:
  - 1) Safety; 2) State of Good Repair; 3) Economic Impacts; 4) Climate, Resiliency and the Environment; 5) Equity, Mobility and Quality of Life; and 6) Innovation
- MassDOT and the City of Boston developed a joint application and received letters of support from third parties and elected officials
- Application was submitted to USDOT on May 23, 2022
- Application included:
  - Project Narrative
  - Benefit Cost Analysis
  - Readiness Assessment/Project Milestone Schedule
  - Supporting Appendices such as supplemental safety data; equity and EJ analysis; travel time data; emissions data; anticipated permits/approvals and a data collection plan

Multimodal Discretionary Grant Program (MDPG) Funding

- MassDOT and the City of Boston applied for the maximum amount of funding for the project in a multi-year funding request to USDOT
  - Requested 60% of the total project cost through MEGA, or $1.191 billion of the $1.985 billion project, for non-construction and construction activities
  - Proposed 40% of remaining funding through a combination of Commonwealth, City of Boston, and Third-Party contributions
  - Included a 35% contingency for both non-construction and construction activities
- Should MEGA funding not be provided, additional federal funding will be sought through federal aid apportionments and Bipartisan Infrastructure Law (BIL) grant opportunities
- Awards are anticipated in Fall 2022

Questions

- Cambridge Street Bridge Design Update
- Viaduct Preservation Project Update
- Franklin Street Pedestrian Bridge Concepts
- NPC Update
- Multimodal Discretionary Grant Program (MDPG) Funding