Welcome & Introductions

- Michael Clark – Transportation Planner (MassDOT)
- Ethan Britland – Project Manager (MassDOT)
- Mark Arigoni, L.A. – Principal-in-Charge (MMI)
- Van Kacoyannakis, P.E. – Traffic (MMI)
- John Hoey – Facilitator (MMI)
- Sarah Paritsky – Public Involvement (Regina Villa)
Welcome & Introductions
Overview of Public Informational Meeting #1 & Working Group Meeting #4
Summary of Work Completed to Date
Refinement of Evaluation Criteria
Refinement of Alternatives
Next Steps
Review of Public Informational Meeting #1

- Study Purpose & Process
- Public & Stakeholder Involvement Process
- Regional & Primary Study Areas
- Goals & Objectives
- Evaluation Criteria
- Existing Conditions - Issues, Constraints, & Opportunities
- Public Health – Integrated Health Impact Assessment (HIA)
- (2040) Future “No Build Conditions

January 28, 2016
Summary of Work Completed Since Last Working Group Meeting

- Continued Fine Tuning the Evaluation Criteria
- Completed Initial Public Informational Meeting
- Completed Future No Build Traffic Micro-Simulations
- Continued Refinement of Preliminary Alternatives & Discussion of Potential Impacts & Benefits of Each
- Continued Process of defining short and mid-term solutions to improve safety, health and traffic flow

January 28, 2016
Refinement of Evaluation Criteria

- Significant MASSDOT & MASSDPH Coordination

Massachusetts Department of Public Health
Bureau of Environmental Health

- Comprehensive Evaluation Criteria that include Health Pathways within…..
  - Mobility & Accessibility, Safety, Environmental Effects
  - Land Use & Economic Development
  - Community Effects, and Cost
# Refinement of Evaluation Criteria

## Mobility & Accessibility (Sample)

### Roadway Operations Functionality, Travel Time, Ped/Bike Functionality

### Description, Data, Source/Tool, Health Pathway

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Data</th>
<th>Source/Tool</th>
<th>Health Pathway</th>
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**January 28, 2016**
Alternatives Development

- Reassessment (Impacts & Benefits) & Refinement of Preliminary Concepts Presented/Discussed at Working Group Meeting #4

- Elimination & Regrouping of Alternatives Developed
Alternatives Removed

- Significant Impacts, Limited Improvements
- Alternatives removed from further consideration in this study
  - I-91 North & Southbound Split (East & West Side)
  - New Route 5 Bridge Connection (East & West Side)
  - I-91 relocated to Route 5 Corridor, connection to MassPike (West Side)
  - Tunnel Only Option

January 28, 2016
North & Southbound Split

**Potential Benefits**
- Removes overhang variance / physical impairment of I-91 viaduct structure
- Narrowing I-93 NB corridors improvements only in city of Springfield side of river
- Room for 2 or 3 lanes at Long Meadow curve & smooth out Route 3 merge

**Potential Impacts**
- Significant route 3 impacts (Hyde Park Road) (Commercial / residential property)
- New I-91 Southbound Bridge
- Reconstruct I-290 & I-91 interchange
- Stormwater / groundwater control
- Water table
- Required exhaust retention
- Existing Army Corp of Engineers on both sides of river
- Extensive utility relocation
- Run take downs
- Neighborhood erosion / property acquisitions
- Designated park land effects
- No direct connection to I-290 Southbound

**Legend**
- Green: Current I-91 alignment with modifications to maintain 3 lanes in each direction & taper grade to proposed condition
- Red: I-91 Northbound & Southbound split (depresses / tunnels)
- Yellow: Modify / construct roadway / roadway infrastructure
- Green: Designated park land

MassDOT

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# Route 5 Realignment

## Potential Benefits
- Removes overhead visual and physical impairment of I-91 viaduct structure
- Relieves Route 1 and bridge / I-91 congestion
- Separates Route 1 and I-91 congestion
- Maintains 3 lanes on I-91 corridor
- At-grade connection over depressed I-91
- Reduces wildlife sources
- Creates green development corridor along city riverfront

## Potential Impacts
- Significant excavation & structural retaining walls
- Reconstruct I-91 Exits & On/Ramps
- Reconstruct I-91 & 1-91 Interchange
- Loss of parking razors (1-91 on/off ramps)
- Existing Army Corp Levee System on both sides of River
- Railroad is a constraint to Riverfront access
- Excess water utility relocation
- Promenades
- Neighborhood disruption / property acquisitions
- Designated park land effects

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**Legend**
- CURRENT I-91 ALIGNMENT WITH MODIFICATIONS TO MAINTAIN 3 LANES IN EACH DIRECTION & TAPER GRADE TO PROPOSED CONDITION
- I-91 DEPRESSED SECTION
- ROUTE 5 WITH MODIFICATIONS FOR REALIGNMENT INTO ROUTE 57
- MODIFY / CONSTRUCT HIGHWAY / ROADWAY INFRASTRUCTURE
- DESIGNATED PARK LAND
I-91 on West Side (Utilizing Route 5 Corridor to MassPike Ramps)
Tunnel Only Section

POTENTIAL BENEFITS
- REMOVES CEROHEA VISUAL / PHYSICAL IMPEDIMENT OF I-91 VIADUCT STRUCTURE
- MAINTAINS EAST / WEST COLUMBUS AVENUE
- ESTATES CONSTRUCTION 6-X LAMIN SOUTHWEST SEGMENT (3 LAMNS)

POTENTIAL IMPACTS
- SHORTER EXIT / ON-RAMP FROM DOWNTOWN (REMOVAL OF EXITS 5 & 6 POTENTIALLY)
- TEMPORARY CONSTRUCTION IMPACTS
- SWEEPAGE / GROUND WATER CONTROL
- SIGNIFICANT MAINTENANCE COSTS
- RECONSTRUCT 3-295 & 3-91 INTERCHANGE
- REQUIRED EXHAUST TREATMENT
- RAILROAD IS A CONSTRAINT TO REARFRONT ACCESS
- EXISTING APARTMENT BLDG. ON BOTH SIDES OF RIVER
- EXTENSIVE UTILITY RELOCATION
- ROW TAKING
- NEIGHBORHOOD DISRUPTION / PROPERTY ACQUISITIONS
- DEGRADED PARK LAND URBAN
- AGGREGATE HARDWARE VEHICLES

LEGEND
- CURRENT I-91 ALIGNMENT WITH MODIFICATIONS TO MAINTAIN 3 LANES IN EACH DIRECTION & TAPER GRAD TO PROPOSED CONDITION
- I-91 TUNNEL SECTION
- MODIFY / CONSTRUCT HIGHWAY OR ROADSIDE INFRASTRUCTURE
- DEGRADED PARK LAND URBAN

CONCEPT - TUNNEL SECTION

January 28, 2016
## Tunnel Only Section

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<thead>
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<th>POTENTIAL IMPACTS</th>
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<td>• OMITS EXITS / ON-RAMP TO DOWNTOWN (REMOVAL OF EXISTS 5 &amp; 6 POTENTIALLY)</td>
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<td>• MAINTAINS EAST / WEST COLUMBUS AVENUE</td>
<td>• TEMPORARY CONSTRUCTION IMPACTS</td>
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<td>• RELIEVES CONGESTION I-91 SOUTHERN SEGMENT (3 LANES)</td>
<td>• STORMWATER / GROUNDWATER CONTROL</td>
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<td>• WATER TABLE</td>
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<td>• SIGNIFICANT MAINTENANCE COSTS</td>
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<td>• RECONSTRUCT I-291 &amp; I-91 INTERCHANGE</td>
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<td>• EXISTING ARMY CORP LEVEE SYSTEM ON BOTH SIDES OF RIVER</td>
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<td>• DESIGNATED PARK LAND EFFECTS</td>
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</table>
Regrouping of Alternatives Developed

- At-Grade Highway
- Relocated Rail Line (West Side)
- Relocated Highway (West Side)
- Reconstructed Elevated Structure (Modern Viaduct)
- Sunken or Tunnel, or Combination
- Enhanced Existing Viaduct (Short, Mid-term, Long-term)
At-Grade Section Example
## At-Grade Section

### POTENTIAL BENEFITS

- REMOVES OVERHEAD VISUAL / PHYSICAL IMPEDIMENT OF I-91 VIADUCT STRUCTURE
- REDUCES MAINTENANCE OF ELEVATED VIADUCT STRUCTURE
- RELIEVES SOUTH END BRIDGE / I-91 CONGESTION (3 LANES)
- MAINTAINS 3 LANES AT SOUTHERN I-91 SECTIONS

### POTENTIAL IMPACTS

- HIGHWAY TRAFFIC / NOISE AT CITY STREET LEVEL
- NEW OVERPASSES FOR CITY STREETS CONNECTION TO WEST COLUMBUS FRONTAGE ROAD & RIVER (VEHICULAR & PEDESTRIAN)
- NEED TO CROSS - RAIL LINE WITH I-91
- LOSS OF PARKING GARAGES (I-91 N & I-91 S)
- RECONSTRUCT I-291 & I-91 INTERCHANGE
- EXISTING ARMY CORP LEVEE SYSTEM ON BOTH SIDES OF RIVER
- NO CONNECTION FROM I-291 TO MEMORIAL BRIDGE
- RAILROAD IS A CONSTRAINT TO RIVERFRONT ACCESS
- EXTENSIVE UTILITY RELOCATION
- ROW TAKINGS
- NEIGHBORHOOD DISRUPTION / PROPERTY ACQUISITIONS
- DESIGNATED PARK LAND EFFECTS
## Relocated Railroad
### I-91 on former Rail Right-of-Way

<table>
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<th>Potential Benefits</th>
<th>Potential Impacts</th>
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<tr>
<td>Remove visual impedance of viaduct</td>
<td>Decrease construction delay</td>
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<tr>
<td>Remove rail corridor as impediment between city of Springfield and river</td>
<td>Relocation of rail to west side of river</td>
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<tr>
<td>Relieve south end bridge / I-91 congestion</td>
<td>Reconstruct I-91 &amp; 95 interchange</td>
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<tr>
<td>Maintain 3 lanes on I-91 corridor</td>
<td>Existing Army Corp levee system on both sides of river</td>
</tr>
<tr>
<td>Create green development corridor along city riverfrontage</td>
<td>Extensive utility realignment</td>
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</table>

**LEGEND**
- Concept I-91 alignment with modifications to maintain 3 lanes in each direction & taller grade to proposed corridor
- I-91 depressed section (former rail alignment)
- Access road for frontage areas
- CSR roadway with modifications to existing railroad
- NTDY / construct highway / roadway infrastructure
- Designated park land

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## Relocated Railroad
I-91 on former Rail Right-of-Way

### POTENTIAL BENEFITS

- Remove visual impediment of viaduct
- Removes rail corridor as impediment between city of Springfield and river
- Relieves south end bridge / I-91 congestion
- Maintain 3 lanes on I-91 corridor
- Create green development corridor along city river frontage

### POTENTIAL IMPACTS

- Depressed construction
- Relocation of rail to west side of river
- Reconstruct I-291 & I-91 interchange
- Existing Army Corp Levee system on both sides of river
- Extensive utility relocation
- Row takings
- Neighborhood disruption / property acquisitions
- Designated park land effects
Railroad Relocation Example
(New Bridge)
Railroad Right-of-Way Example
I-91 on West Side (Three New Bridges Option)

Potential Benefits:
- Removes overhead visual / physical impediment of I-91 viaduct structure
- Removes traffic / noise from City of Springfield side of river
- Green Corridor / Redevelopment Opportunities along I-91 East Bank
- Relieves I-91 Southern Section (Longmeadow Curve) Traffic Congestion
- Maintain 3 Lanes on I-91 Corridor

Potential Impacts:
- Merger of I-91 & Route 6 Traffic
- Tunnel, I-91 under Route 5 Commercial Area (Cost & ROW)
- Reconstruct I-291 & I-91 Interchange
- Stormwater / Groundwater Control
- Water Table
- Required Exhaust Mitigation
- Existing Army Corp Levee System on both sides of river
- Extensive Utility Relocation
- ROW Takings
- Neighborhood Disruption / Property Acquisitions
- Designated Park Land Effects

Legend:
- Current I-91 Alignment with Modifications to Maintain 3 Lanes in Each Direction & Taper Where to Proposed Corridor
- Access Road for Fringe Areas
- CSX Railroad with Modifications to Existing Railroad
- Modify / Construct Highway or Roadway Infrastructure
- Designated Park Land
### POTENTIAL BENEFITS
- Removes overhead visual / physical impediment of I-91 viaduct structure
- Removes traffic / noise from City of Springfield side of River
- Green corridor redevelopment opportunities along East Bank
- Relieves I-91 southern section (Longmeadow Curve) traffic congestion
- Maintain 3 lanes on I-91 corridor

### POTENTIAL IMPACTS
- Merger of I-91 & Route 5 traffic
- Tunnel I-91 under Route 5 commercial area (cost & ROW)
- Reconstruct I-291 & I-91 interchange
- Stormwater / groundwater control
- Water table
- Required exhaust mitigation
- Existing Army Corp levee system on both sides of river
- Extensive utility relocation
- ROW takings
- Neighborhood disruption / property acquisitions
- Designated park land effects
Reconstructed Elevated Section

**Potential Benefits**
- Super-elevated viaduct allows for more light under & faster through to I-91 Exit
- Maintaining street level infrastructure
- Signature structure
- Keep I-91 north & south garage in same locations
- Relies on existing bridge / I-95 connection (3 lanes)
- Reduce maintenance cost with new construction techniques

**Potential Impacts**
- Significant structure
- Construction duration
- Maintain highway viaduct above / maintenance costs
- Railroad is constraint to riverfront access
- Reconstruct I-91 & I-95 interchange
- Existing army corps levee system on both sides of river
- Extensive utility relocation
- ROW takings
- Neighborhood disruptions / property acquisitions
- Designated park land effects
## POTENTIAL BENEFITS

- **Superelevated Viaduct Allows for More Light Under & Vision Through to Rive Side**
- **Maintains Street Level Infrastructure**
- **Signature Structure**
- **Keep I-91 North & South Garages in Same Locations**
- **Relieves South End Bridge / I-91 Congestion (3 Lanes)**
- **Reduce Maintenance Cost with New Construction Techniques**

## POTENTIAL IMPACTS

- **Significant Structure**
- **Construction Duration**
- **Maintain Highway Viaduct Above / Maintenance Costs**
- **Railroad is Constraint to Riverfront Access**
- **Reconstruct I-291 & I-91 Interchange**
- **Existing Army Corp Levee System on Both Sides of River**
- **Extensive Utility Relocation**
- **Row Takings**
- **Neighborhood Disruptions / Property Acquisitions**
- **Designated Park Land Effects**

*January 28, 2016*
Elevated Section Example
## Sunken, Depressed, or Tunnel

### Potential Benefits
- Remove overhead visual/physical impairment of I-91 Viaduct Structure
- Relieves South End Bridge/1-91 Congestion
- Maintain 3 lanes on I-91 Corridor
- AT-grade connection over depressed I-91
- Modern noise source
- Create green development corridor along city river frontage

### Potential Impacts
- Significant excavation & structural retaining walls
- Reconstruct I-91 exit & on-ramps
- Reconstruct I-290 & I-91 interchange
- Loss of parking garages (I-91 N & I-91 S)
- Existing Army Corp levee system on both sides of river
- Railroad is a constraint to riverfront access
- Extensive utility relocation
- Row takeowns
- Neighborhood disruption / property acquisitions
- Designated park land effects

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**Legend**
- **Current I-91 Alignment with Modifications to Maintain 3 Lanes in Each Direction & Taper Roads to Proposed Condition**
- **I-91 Depressed Section**
- **Modify / Construct Highway or Roadway Infrastructure**
- **Designated Park Land**

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**MassDOT**

**Milone & MacBroom**

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## Sunken, Depressed or Tunnel

### POTENTIAL BENEFITS
- Removes overhead visual / physical impediment of I-91 Viaduct structure
- Relieves South End Bridge / I-91 congestion
- Maintain 3 lanes on I-91 corridor
- At-grade connection over depressed I-91
- Hidden noise source
- Create green development corridor along city river frontage

### POTENTIAL IMPACTS
- Significant excavation & structural retaining walls
- Reconstruct I-91 exits & on-ramps
- Reconstruct I-291 & I-91 interchange
- Loss of parking garages (I-91 N & I-91 S)
- Existing Army Corp levee system on both sides of river
- Railroad is a constraint to riverfront access
- Extensive utility relocation
- Row takings
- Neighborhood disruption / property acquisitions
- Designated park land effects
Sunken Section Example
Sunken Section Example

Before

After

January 28, 2016
Sunken/Tunnel Example
Sunken/Tunnel Example
Enhance Existing

POTENTIAL BENEFITS
- LIMITED / NO CONSTRUCTION IMPACTS
- RELIABLE DECK REPLACEMENT (200 YEARS)
- RELIEVED SOUTH EWS BRIDGE / I-91 CONGESTION
- MAINTAIN 3 LANES ON S-2E CORRIDOR
- NO NEW ROW IMPACTS
- NO MAJOR UTILITY IMPACTS

POTENTIAL IMPACTS
- MAINTAIN OVERHEAD VISUAL / PHYSICAL IMPREEMENT OF S-04 VIADUCT STRUCTURE
- CONTINUING VIADUCT MAINTENANCE
- CONNECTION FROM I-91 WESTBOURG & MEMORIAL BRIDGE NOT EXISTENT
- RAILROAD IS A CONSTRAINT TO REDEVELOPMENT ACCESS

LEGEND
- CURRENT 3-LANE ALIGNMENT WITH MODIFICATIONS TO MAINTAIN 3 LANES IN EACH DIRECTION & 100 FEET OF PASSAGE PATHWAY
- MEDIFF / CONSTRUCT HIGHWAY OR ROADWAY INFRASTRUCTURE
- DESIGNATED PARK LAND

January 28, 2016
**Enhance Existing (Deck Replacement)**

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<td>• RELIEVES SOUTH END BRIDGE / I-91 CONGESTION</td>
<td>• RECENT DECK REPLACEMENT (20+ YEARS)</td>
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<td>• MAINTAIN 3 LANES ON I-91 CORRIDOR</td>
<td>• CONTINUAL VIADUCT MAINTENANCE</td>
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<td>• NO NEW ROW IMPACTS</td>
<td>• CONNECTION FROM I-291 WESTBOUND &amp; MEMORIAL BRIDGE NOT-EXISTENT</td>
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<td>• NO MAJOR UTILITY IMPACTS</td>
<td>• RAILROAD IS A CONSTRAINT TO RIVERFRONT ACCESS</td>
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I-91 Lane Drop, South End Bridge, & Route 83 Connection
I-91 Lane Drop, South End Bridge, & Route 83 Connection

January 28, 2016
Direct Route 5 to 57 from South End Bridge

Direct Route 5 south to 57 connection over rotary

New South End Bridge

New Bridge over Westfield River
I-91 and 291 Connection

- Over the top from 291 to 91 south (right side)
- Split exit to serve Memorial Bridge (right side)
- Over R.R. Tracks
- Works with an Elevated Viaduct only
Short-Term & Medium-Term Recommendations

- Pavement Marking and Signing Improvements
- Signal Optimization, timing changes
- Signage for Walkability
- Minor Geometric Improvements, Auxiliary Lanes, Improved Radii at Intersection Corners
- Improved Wheelchair Ramps and ADA Accessibility at Intersections
- Improvements to Crossings with Railroad at Riverfront Park
- Provide Bike Lanes and/or Shared Bike Routes
- Enhanced Under Viaduct Pedestrian Plazas (Lighting)
Maintaining Project Schedule

<table>
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<tr>
<th>Task 1</th>
<th>Study Area, Goals &amp; Objectives, Evaluation Criteria, and Public Involvement Plan</th>
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<tr>
<td>Task 2</td>
<td>Existing Conditions, Future No Build Conditions and Issues Evaluation</td>
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<td>Task 3</td>
<td>Alternatives Development</td>
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Working Group Meeting

Public Meeting
Next Steps

- Define Set of Preferred Alternatives
- Finalize Evaluation Criteria
- Define Short-term and Medium-term Alternatives to Improve Safety, Traffic Flow and Health-based on 2040 No-Build Micro-Simulations
- More Detailed Development of Preferred Alternatives
- Conduct Additional WG Meetings (March)
- Next Public Meeting (April)
Working Group Member Comments/Questions are Encouraged, but orderly. Thank you.
Contacts:

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Phone: 857-368-8840  
Email: ethan.britland@state.ma.us

Michael Clark, Transportation Planner  
Phone: 857-368-9800  
Email: michael.clark@state.ma.us

Study Website Link:  
www.massdot.state.ma.us/i91viaductstudy