

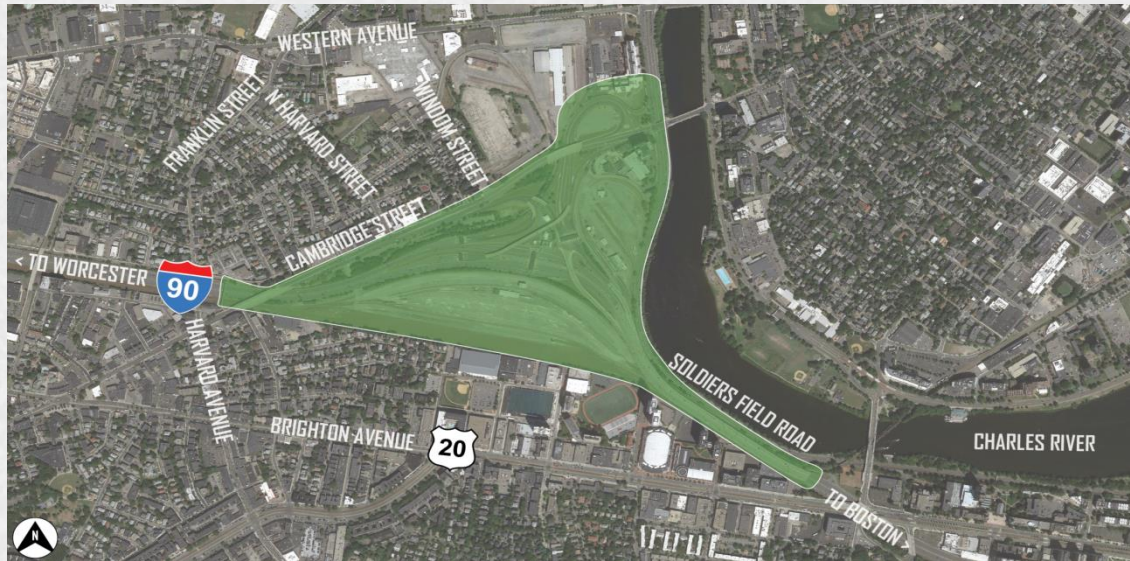
I-90 ALLSTON INTERCHANGE A MULTIMODAL TRANSPORTATION PROJECT

MassDOT Board and FMCB Joint Meeting
November 13, 2017

Meeting Agenda

- **Overview and History**
- Scope and Current Design
- Cost and Finance Plan
- Next Steps
- Schedule
- Questions/Comments

Overview

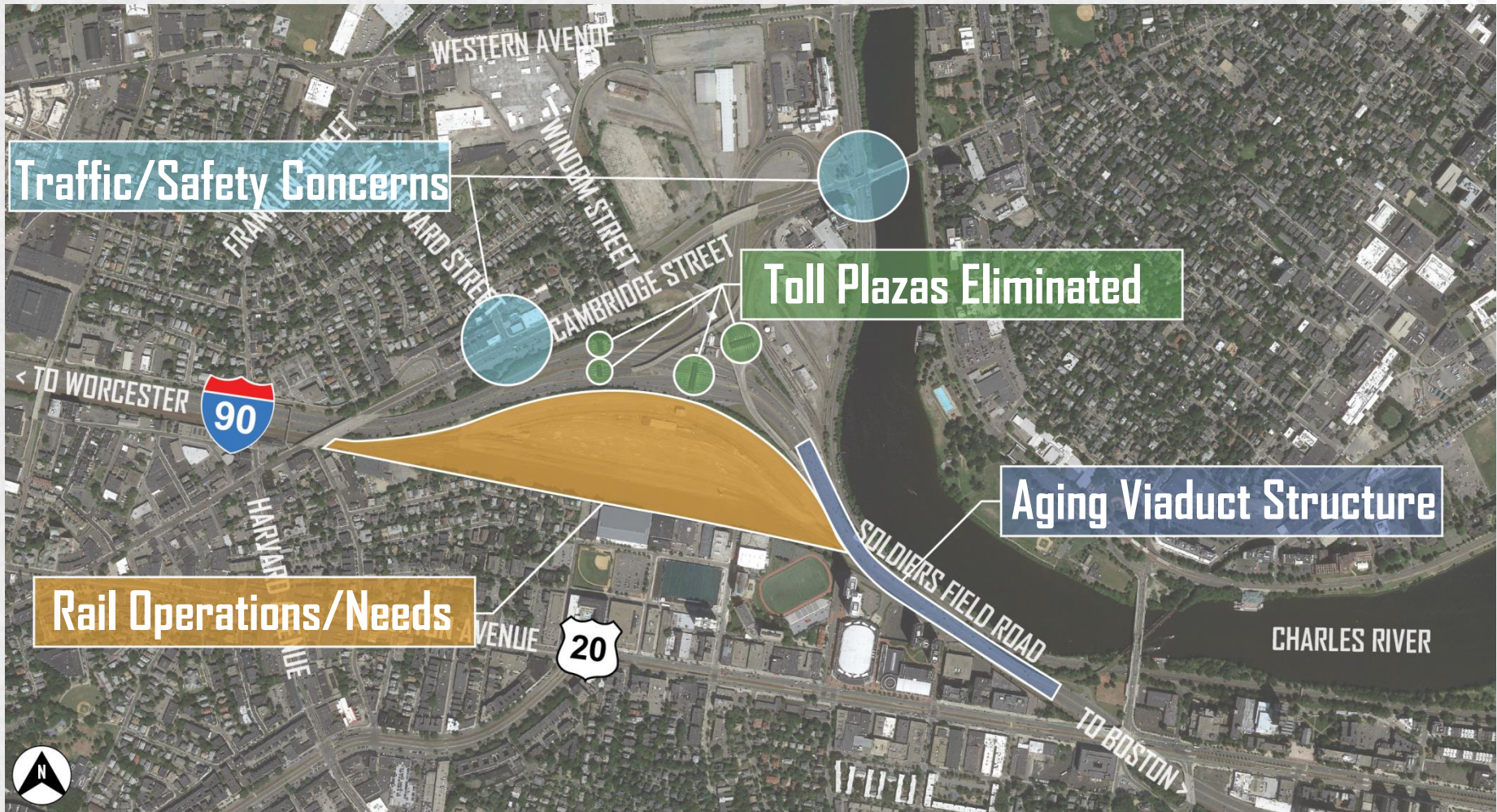


- The conversations to replace the I-90 viaduct began 20 years ago
- With the viaduct replacement, there are many other opportunities that can be realized
- The project is multimodal and currently includes:
 - New Interstate exits and changes to other roads
 - Commuter rail layover and new West Station
 - Bicycle and pedestrian facilities
- Replacing the deteriorated viaduct and moving the project ahead is critical

History: Beacon Park Yard Land Transactions

- The opportunity to complete the Project has been enhanced by at least four other major projects/activities that proceeded it:
 - In 2000 and 2003, Harvard University purchased the fee in the land from the Massachusetts Turnpike Authority in two transactions totaling \$226.7M;
 - In 2008, the Executive Office of Transportation reached agreement with CSX Transportation, Inc. in exchange for five (5) rights of way in the Commonwealth that resulted in CSX's relocation of Beacon Park Yard to Worcester and Westborough;
 - In 2009, Harvard reached agreement with CSX Transportation, Inc. to purchase CSX's easement interests in Beacon Park Yards; and
 - In 2017, MassDOT completed the implementation of the all electronic tolling project.

Project Purpose Summary



About the Task Force

- In 2014 MassDOT assembled a task force consisting of residents, business owners, and other local stakeholders with the goal to work through all details associated with the project.
- Task force members represent their specific neighborhoods, groups, or organizations concerns, in addition to informing community members of upcoming project announcements.
- Members of the Task Force are responsible for attending both team meetings and public information meetings.

Task Force Meeting History

- Since June 17, 2015 :
 - 22 meetings with the Task Force, including sessions with the BPDA to discuss the Place-making Study.
 - 7 Public Information Meetings, including 2 in Cambridge, and 2 in Brookline.
 - 1 site walk at the request of Task Force membership.
 - 2 meetings organized either fully or in part by Task Force membership and advocates interested in the project.
 - 1 City of Boston organized open house in Allston.

Task Force Shared Priorities

- ✓ *Improve safety for all modes: walking, cycling, driving, transit*
- ✓ **Realign I-90**
- ✓ **Context sensitive design or:**
 - ✓ **Lessen impact of interchange**
 - ✓ **Avoid inducing cut-through traffic with new configuration**
 - ✓ **Reconnect sections of Allston to each other and the River**
- ✓ **Protect abutting and adjacent neighborhoods during construction**
- ✓ **A more vibrant Cambridge Street that serves all modes**
- ✓ **Accessibility to transit access at future West Station**

Ongoing Deterioration of the Allston Viaduct

- The project's genesis continues to deteriorate
- Estimated Annual Cost to maintain \$ 800,000



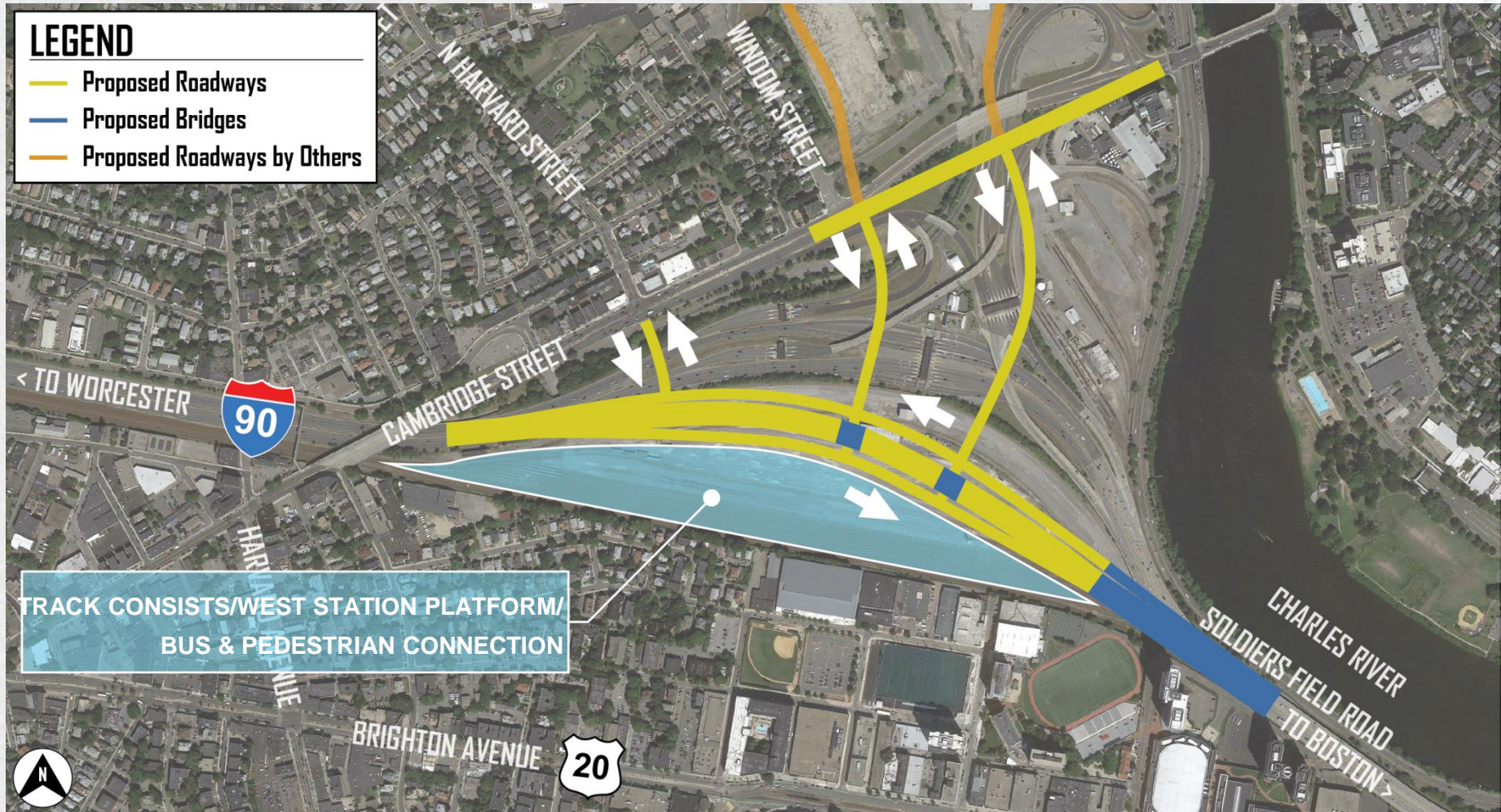
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Proposed Scope of Project

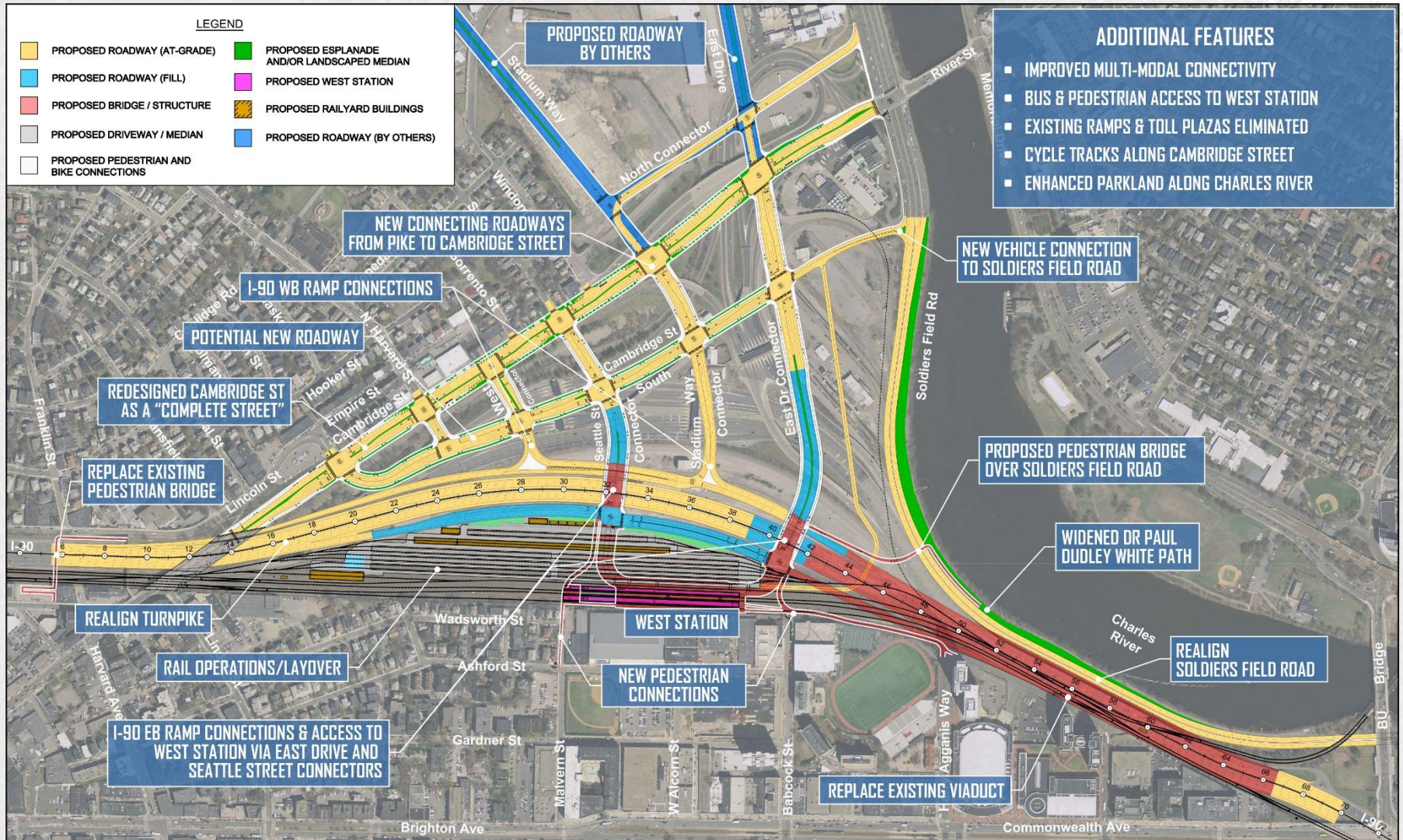
- Replace the structurally deficient Allston viaduct
- Realign I-90 and improve the interchange operation
- Ensure adequate commuter rail support facilities in Allston to support:
 - Existing south side operations
 - Additional Commuter Rail Layover space
 - The future South Station expansion
- Create a new, multimodal transit connection at West Station
- Ensure connectivity to Grand Junction Rail
- Reconstruct Cambridge Street/I-90 connections in conformance with MassDOT and BTDO
- Create major roadway “skeleton” for future neighborhood within Beacon Park Yard
 - Including cycle track from N. Harvard Street to Paul Dudley White Path via at-grade connection over Soldiers’ Field Road boat section
- Shift Soldiers’ Field Road to create additional parkland along the Charles River
- Create new bicycle/pedestrian connections from Commonwealth Avenue to Cambridge Street and the Charles River
- Replace Lincoln Street pedestrian bridge
- Construct appropriate noise barriers

2014 Concept

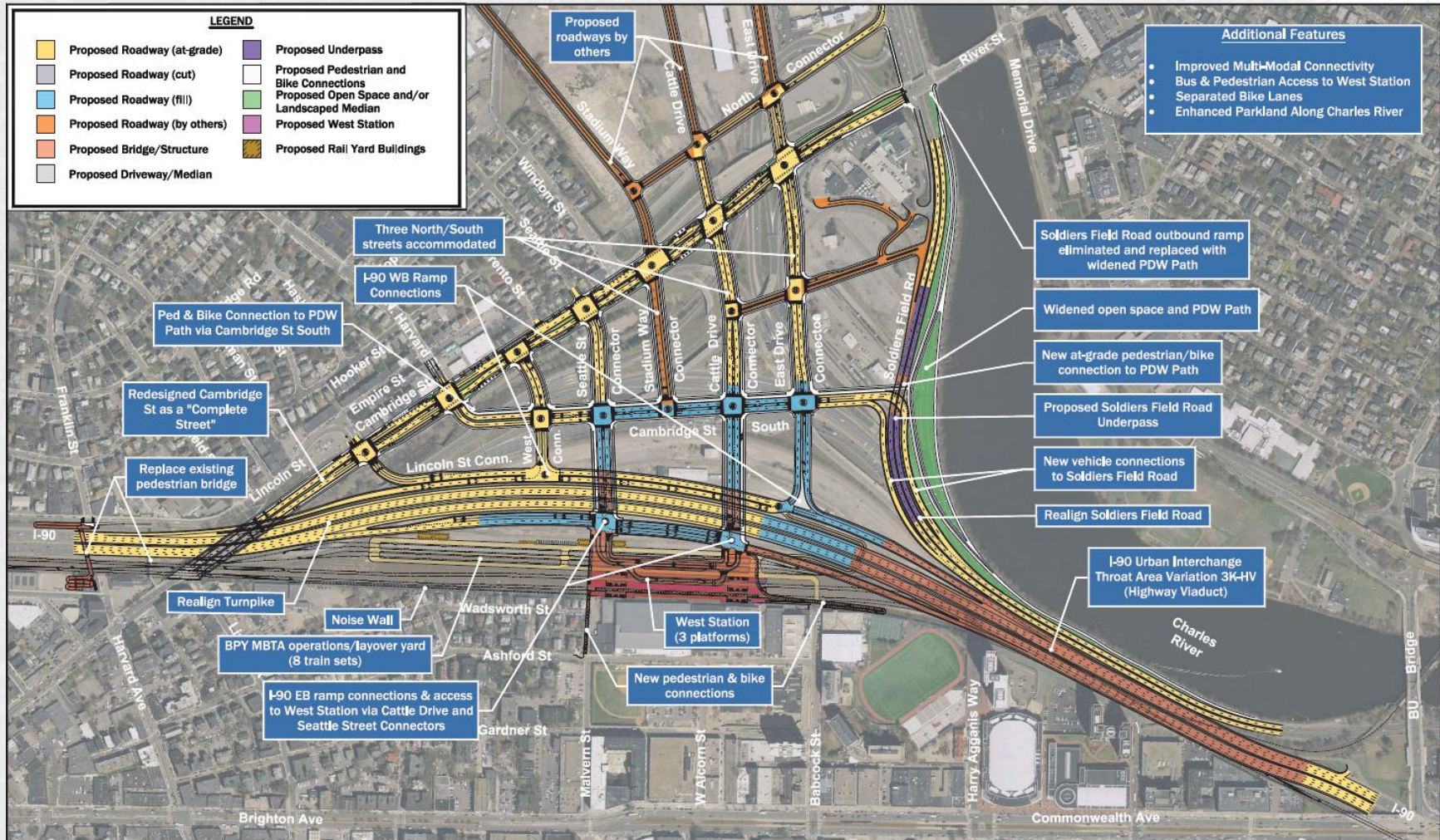


- Urban Interchange – 4/10/14 Public Information Meeting

ENF Preferred Urban Interchange Alternative



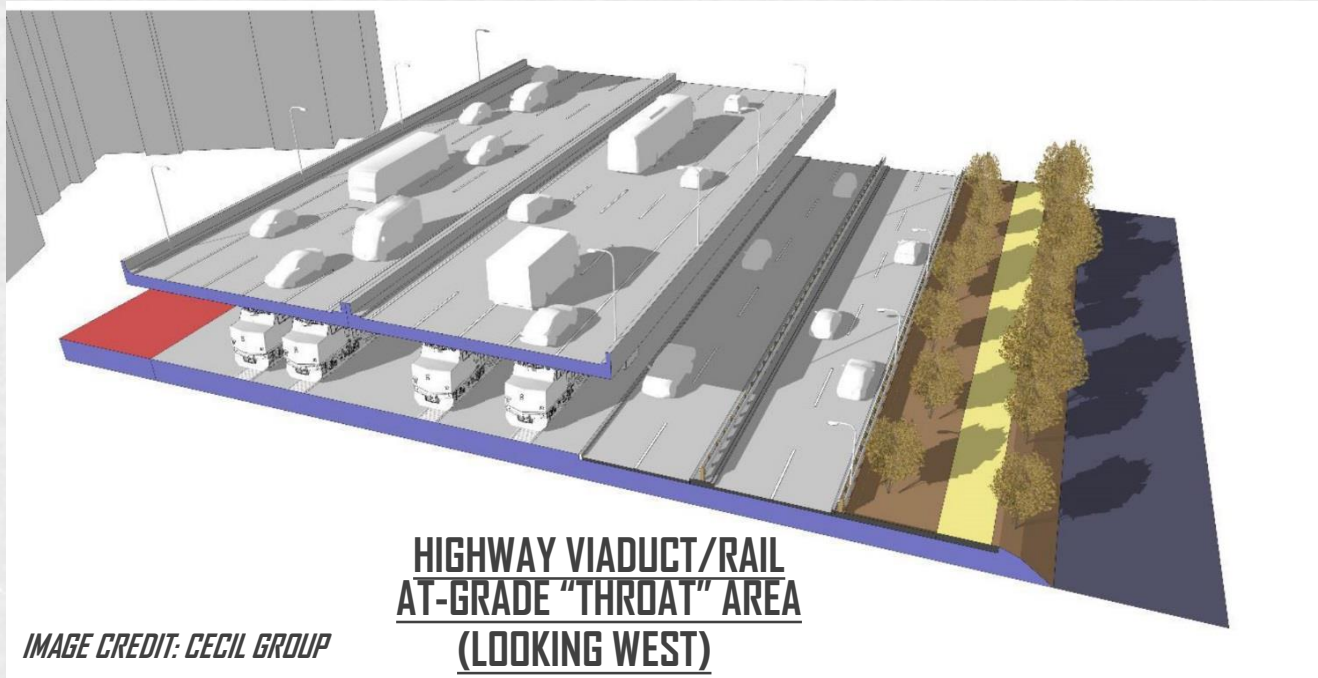
DEIR Preferred Urban Interchange Alternative



- **3K-Refined – November 30, 2017 DEIR**
 - Including "throat" variants: Highway Viaduct (HV), Amateur Planner (AMP), & A Better City (ABC)

DEIR Throat Variations-Highway Viaduct/Rail At-Grade

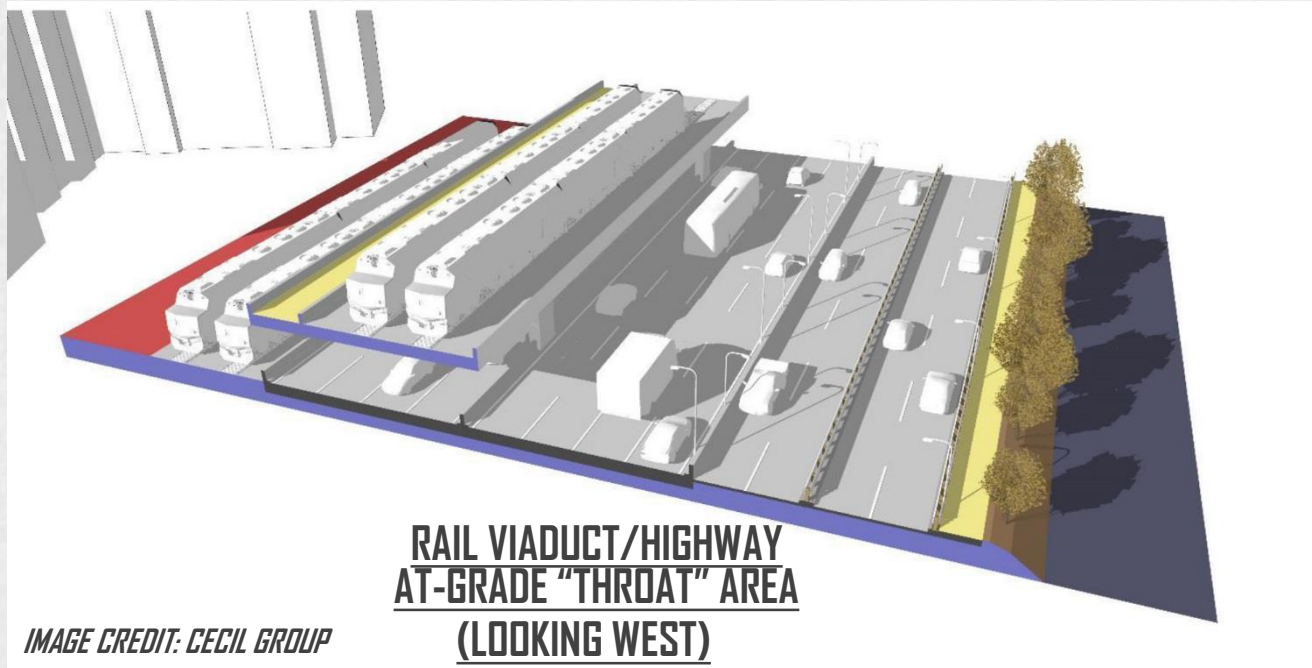
- Replacement of I-90 Viaduct
- Widened PDW Path with Additional Open Space
- Flexibility for Future Rail Expansion and Maintenance
- Opportunity for Improved I-90 Shoulder Widths for Safety, Operations, Stormwater Management and Maintenance



DEIR Throat Variations-Rail Viaduct/Highway At-Grade



- Removes I-90 Viaduct and replaced with At-Grade I-90
- Requires GJ over SFR Bridge Replacement/Adds GJ Flyover Bridge and Rail Viaduct Over I-90 with Pedestrian Path
- Requires Mainline Commuter Rail to be Depressed
- Increased Environmental Permitting Challenges



**RAIL VIADUCT/HIGHWAY
AT-GRADE "THROAT" AREA
(LOOKING WEST)**

IMAGE CREDIT: CECIL GROUP

DEIR Throat Variations - Highway/Rail At-Grade

- Removes I-90 Viaduct and replaced with At-Grade I-90
- Requires GJ over SFR Bridge Replacement/Adds GJ Flyover Bridge over I-90 and GJ Retained Structure
- Increased Environmental Permitting Challenges



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Base Construction Costs

- Preliminary Concept Costs reported in DEIR
- Phased construction according to priority and project funding
- Need to update and refine cost estimates based on concept refinements

Major Elements	No Build	3K-HV	3K-AMP	3K-ABC
Phase 1: Highway/Viaduct/Interchange	175.6M	457.5M	352.7M	359.6M
Phase 2: Rail Operations/Layover	82.0M	82.4M	82.0M	138.6M
Phase 3: West Station		95.6M	304.0M	96.2M
Sub-Total	257.6M	635.5M	738.7M	594.4M
Escalation 3.5 %/year mid-point constr.	58.0M	143.0M	190.9M	133.7M
Contingencies 35% of Base + Escalation	110.5M	272.4M	325.3M	254.8M
Total	426.1M	1.0B	1.2B	982.9M

Developing a Finance Plan

- Parallel staff effort being launched to develop a Finance Plan
- Will examine public financing, public-private partnerships, and third-party contributions
- Toll revenues can only be used on the tolled facility and likely cannot be used for rail, bike, and pedestrian facilities

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Commenting on the DEIR

- DEIR files with Executive Office of Energy and Environmental Affairs on 11/30/17
- Comment period runs from 12/6/17 thru 1/05/18; however, key stakeholders will receive the DEIR in November
- Notice in environmental monitor will be on 12/6/17
- Notification will be backed up by newspaper advertisements and email blasts to stakeholder database
- Print DEIR versions will be made available at the following locations:
 - Honan (Allston) Branch of the Boston Public Library
 - Brighton Branch of the Boston Public Library
 - Central Square Branch of the Cambridge Public Library
- Electronic versions will be available on request from public involvement
- A DEIR Public Information Meeting will be held in December TBD

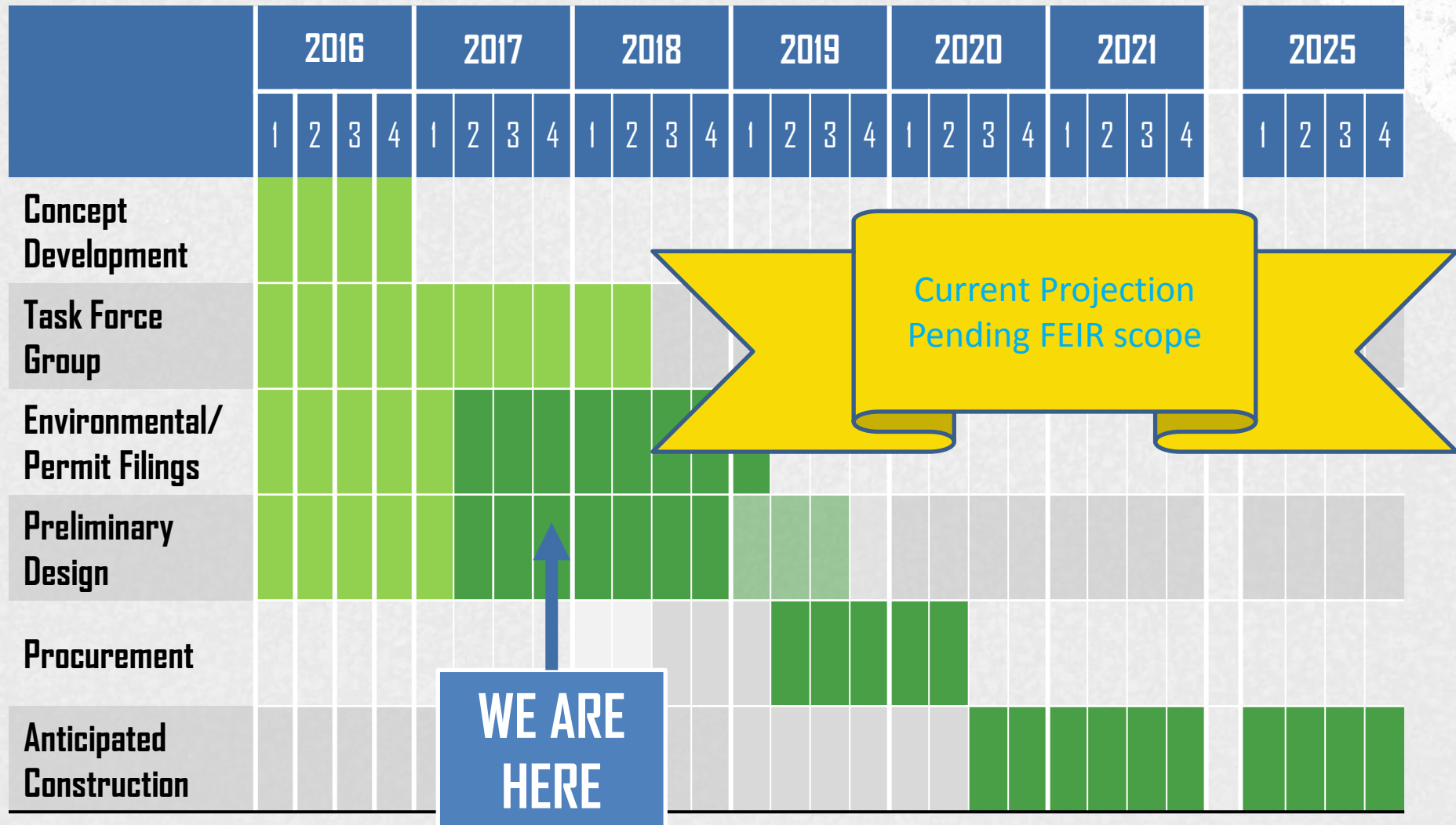
What Comes After the DEIR?

- Executive Office of Energy and Environmental Affairs Scope Final Environmental Impact Report (FEIR) to MassDOT
- MassDOT will use commentary from coordinating agencies and public to help:
 - Further develop 3K-refined
 - Select a Preferred Alternative for the “throat” area
- MassDOT will continue:
 - Public outreach including work with Task Force
 - Coordination with Boston, Brookline, & Cambridge
 - Coordination with Harvard and Boston universities
- Schedule requires completion of MEPA process in early 2019

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Schedule



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Question & Comments

Patricia Leavenworth, PE, **MassDOT, Chief Engineer**

10 Park Plaza, Boston, MA 02116

Attn: Bridge Project Management - Project File No: 606475

Michael O'Dowd, **Project Manager**

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Michael.O'Dowd@state.ma.us



Appendix



Task Force Members (as of March 2017)



- Gerald Autler
- Harris Band
- Joseph Beggan
- Andrew Bettinelli
- Jorge Briones
- William Brownsberger
- Mark Ciommo
- Henrietta Davis
- Bill Deignan
- Sal DiDomenico
- Anthony D'Isidoro
- Brian Doherty
- Paola Ferrer
- Richard Fries
- Jim Gillooly
- Anabela Gomes
- Vineet Gupta
- Karl Haglund
- Kevin Honan
- Bruce Houghton
- Marc Kadish
- Wendy Landman
- Elizabeth Leary
- Oscar Lopez
- David Loutzenheiser
- Sean Macaluso
- Wayne MacKenzie
- Mary Maguire
- Clancy Main
- Pallavi Mande
- Boston Planning and Development Agency
- Harvard University
- Harvard University
- Office of Senator Brownsberger
- MBTA
- State Senate
- Boston City Council
- Cambridgeport Resident
- City of Cambridge
- State Senate
- Allston Civic Association
- Boston Building Trade Council
- Community Member
- MassBike
- Boston Transportation Department
- Brighton Allston Improvement Association
- Boston Transportation Department
- Department of Conservation and Recreation
- House of Representatives
- Houghton Chemical
- Allston Board of Trade
- WalkBoston
- Boston University
- Representative Honan's Office
- Metropolitan Area Planning Council
- Office of Senator DiDomenico
- Community Member
- AAA Southern New England
- Office of Councilor Ciommo
- Charles River Watershed Association
- Harry Mattison
- Ken Miller
- Galen Mook
- Michael Moran
- Tom Nally
- Paul Nelson
- Ari Ofsevit
- Warren J. O'Reilly
- Richard Parr
- John Pourbaix
- Susanne Rasmussen
- Tad Read
- Carol Ridge-Martinez
- Jessica Robertson
- Stefanie Seskin
- Steve Silveira
- Margaret Van Deusen
- Emma Walters
- Jillian Zywiec
- Harris Band
- Community Member
- Federal Highway Administration
- Community Member
- House of Representatives
- A Better City
- MASCO
- LivableStreets
- Mayor's Office of Neighborhood Services
- Community Member
- Construction Industries of Massachusetts
- City of Cambridge
- Boston Planning and Development Agency
- Allston-Brighton CDC
- Community Member
- Boston Transportation Department
- Boston University
- Charles River Watershed Association
- Allston Village Main Streets
- Mass Motor Association
- Harvard University