



# I-90 ALLSTON INTERCHANGE

## A MULTIMODAL TRANSPORTATION PROJECT

METRO-WEST PARTNERSHIP  
NOVEMBER 23, 2021



# Agenda

- **Overview**
  - Project Site
  - Preferred Throat Treatment
  - West Station and Air-rights
  - Express Track and Buffer Path
- **Current Status**
  - Preservation Project
  - MEPA/NEPA
  - Initiating Transportation Mitigation Plan
- **Questions**

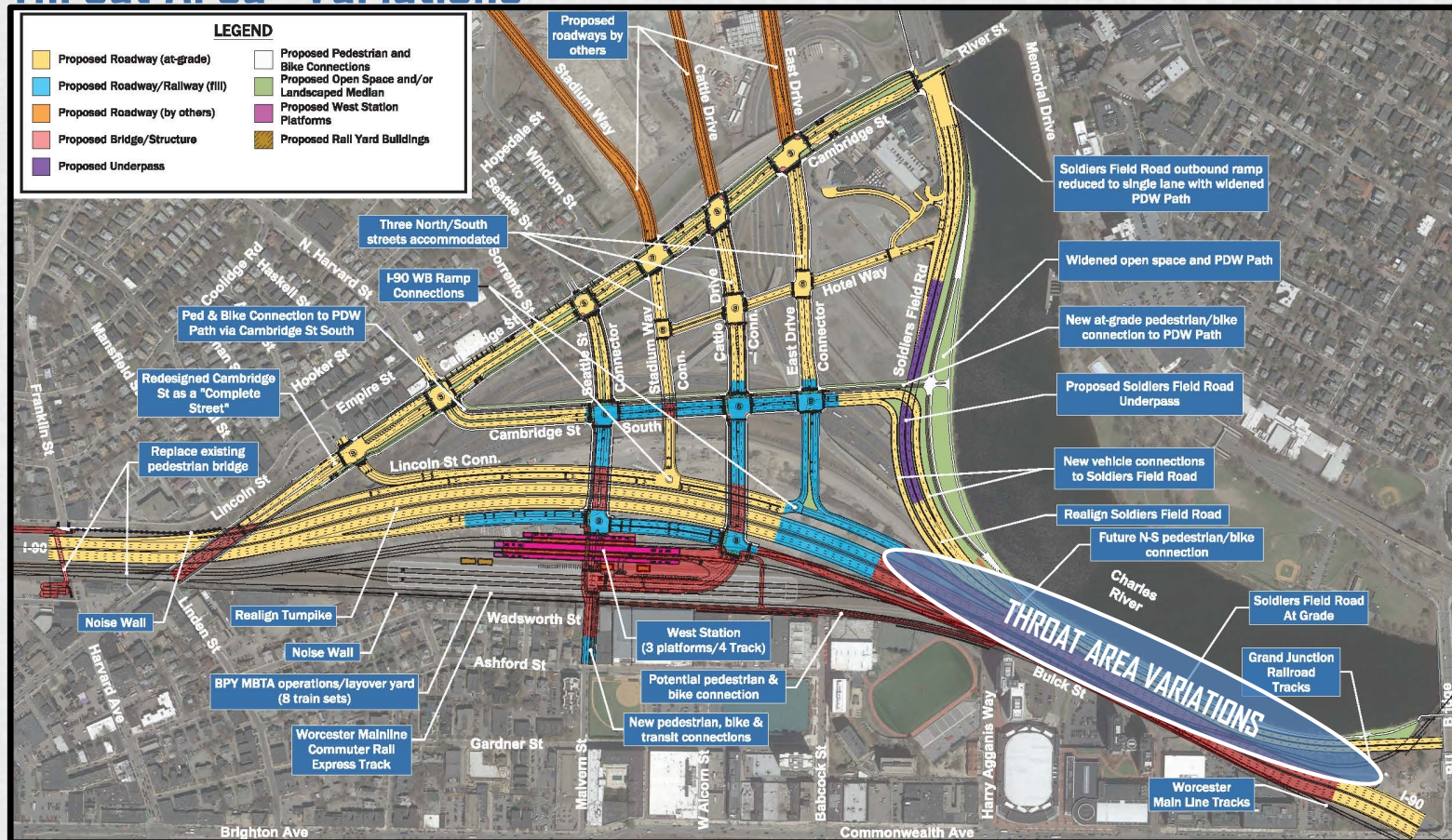


## Existing Conditions-Beacon Park Yard/I-90 Looking West





# Preferred Interchange 3L Re-alignment Alternative with "Throat Area" Variations





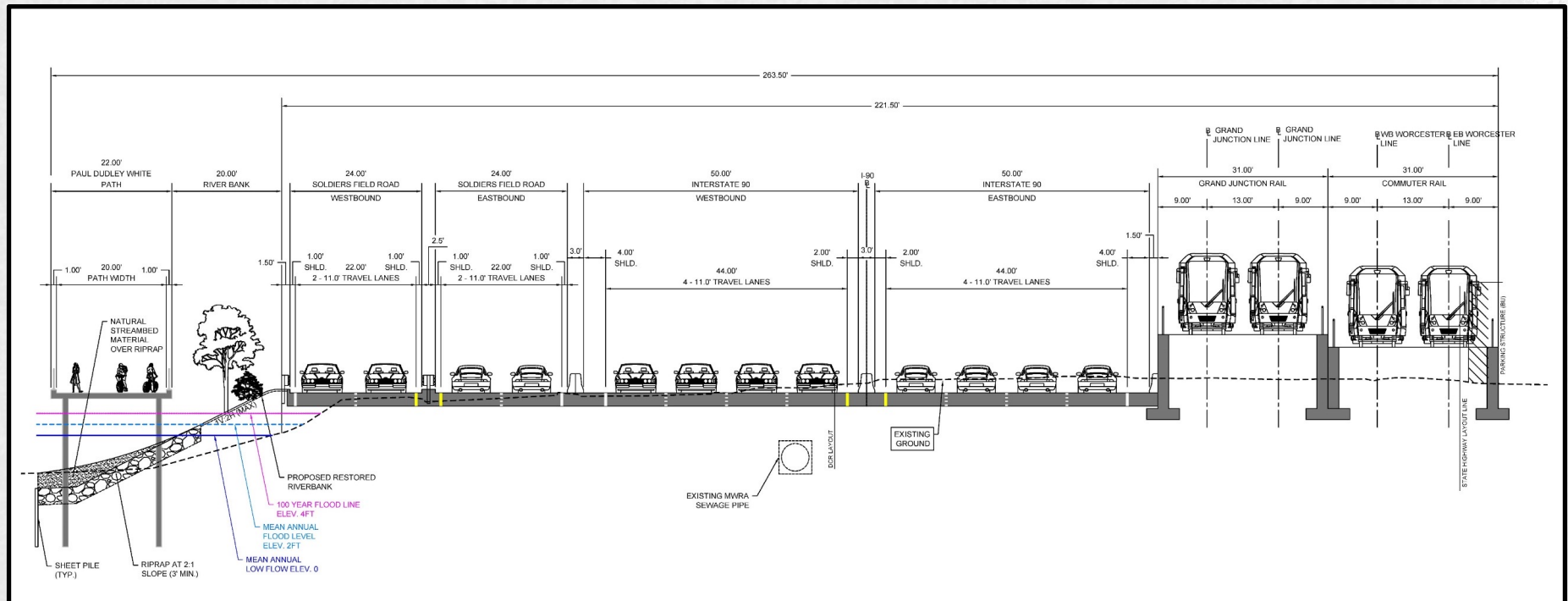
# Questions?



**Modified At-Grade Option**  
(Looking West)



# Modified At-Grade Design Development

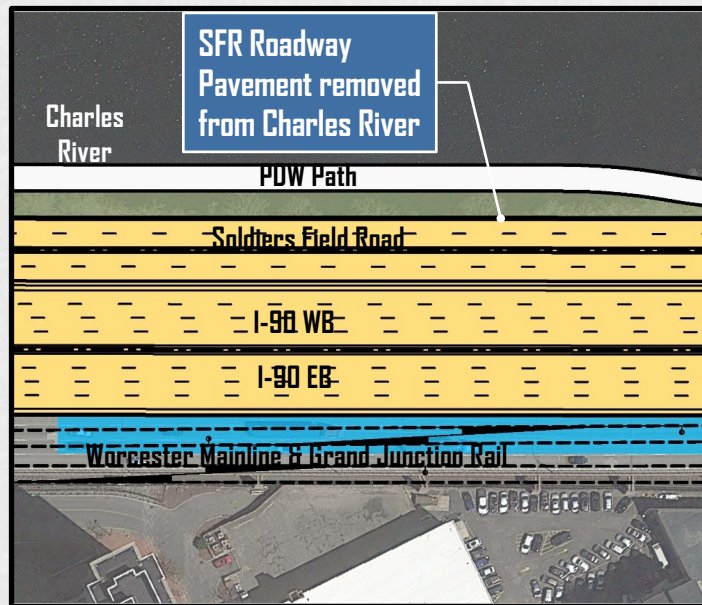


**CURRENT CROSS SECTION AT NARROWEST LOCATION OF THROAT AREA**  
(Looking East)

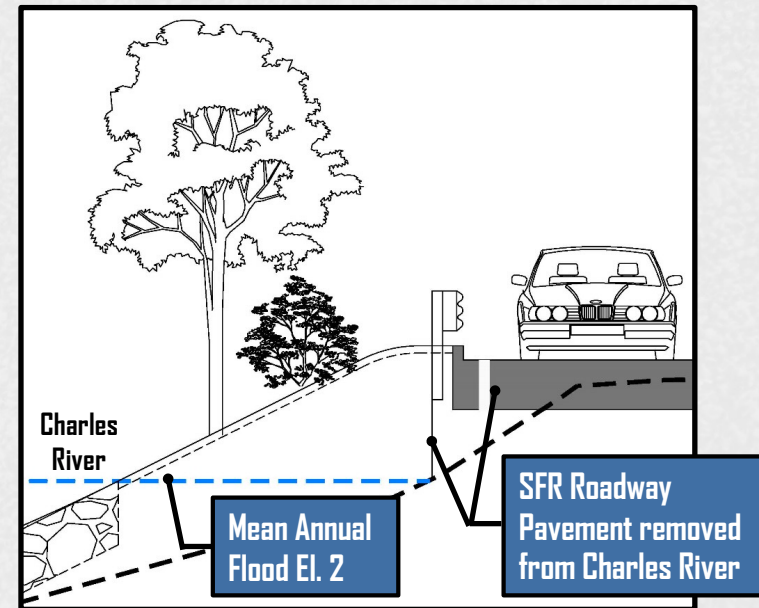


## Design Development (cont'd)

- Cross section to be reduced by 4 feet to allow for Soldiers Field Road roadway pavement to be removed from river (would not remove up to 1 acre of fill for shoreline improvements)



Plan

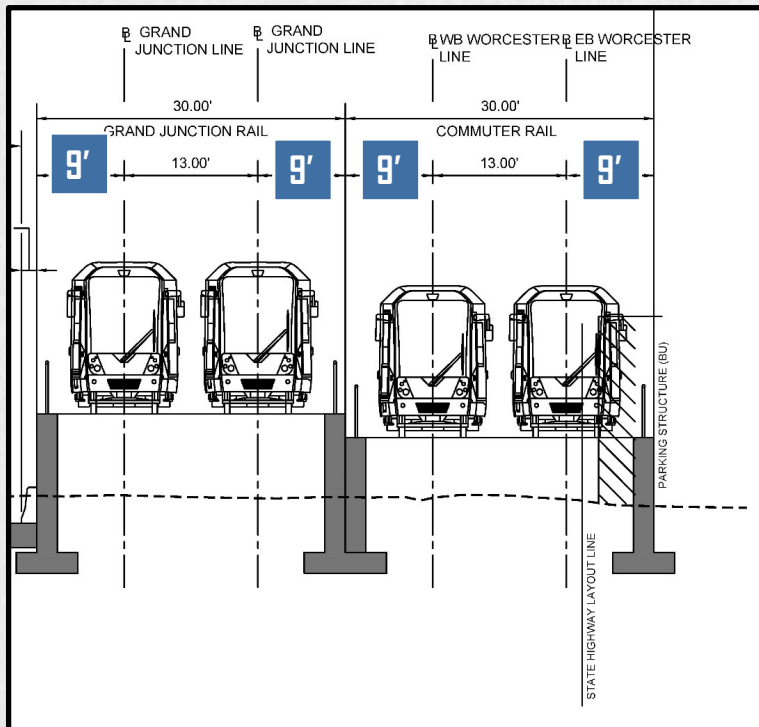


Cross Section

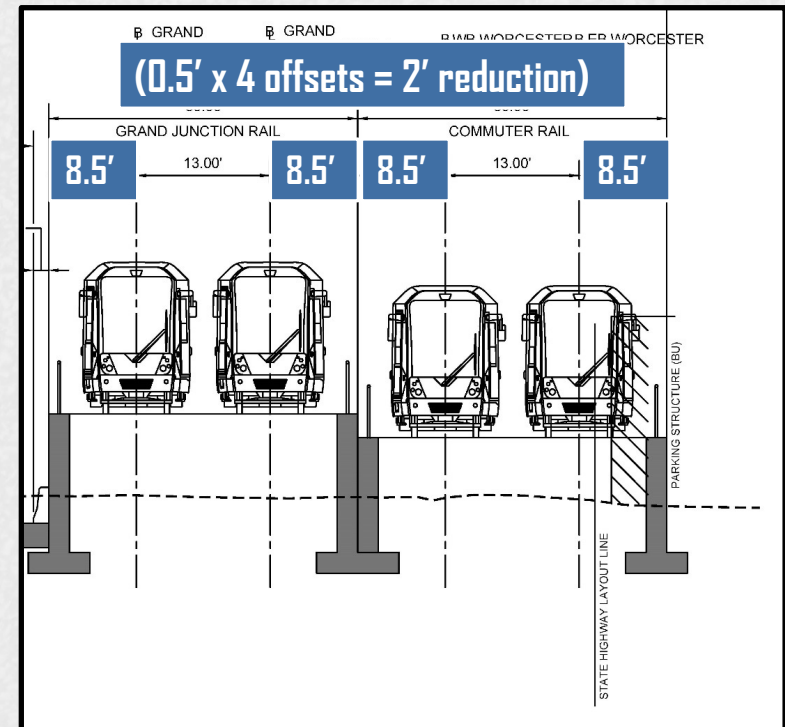


## Current Modified At-Grade Option Worcester Mainline & Grand Junction Cross Section

- MassDOT met with MBTA to discuss potential reduction in GJR and WML clearance envelope from 9' to 8'-6" along tangent track only



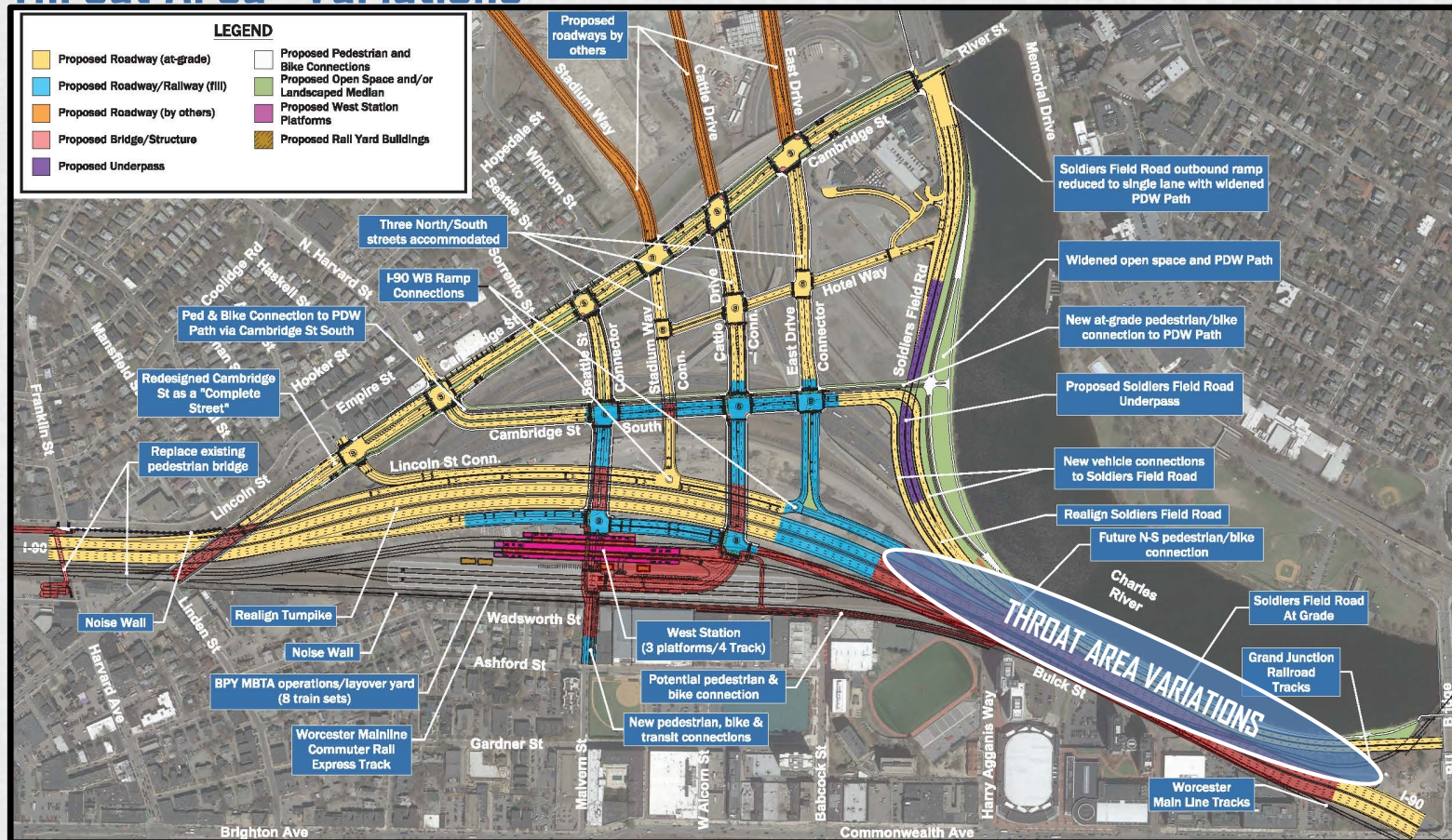
(Looking East)



(Looking East)

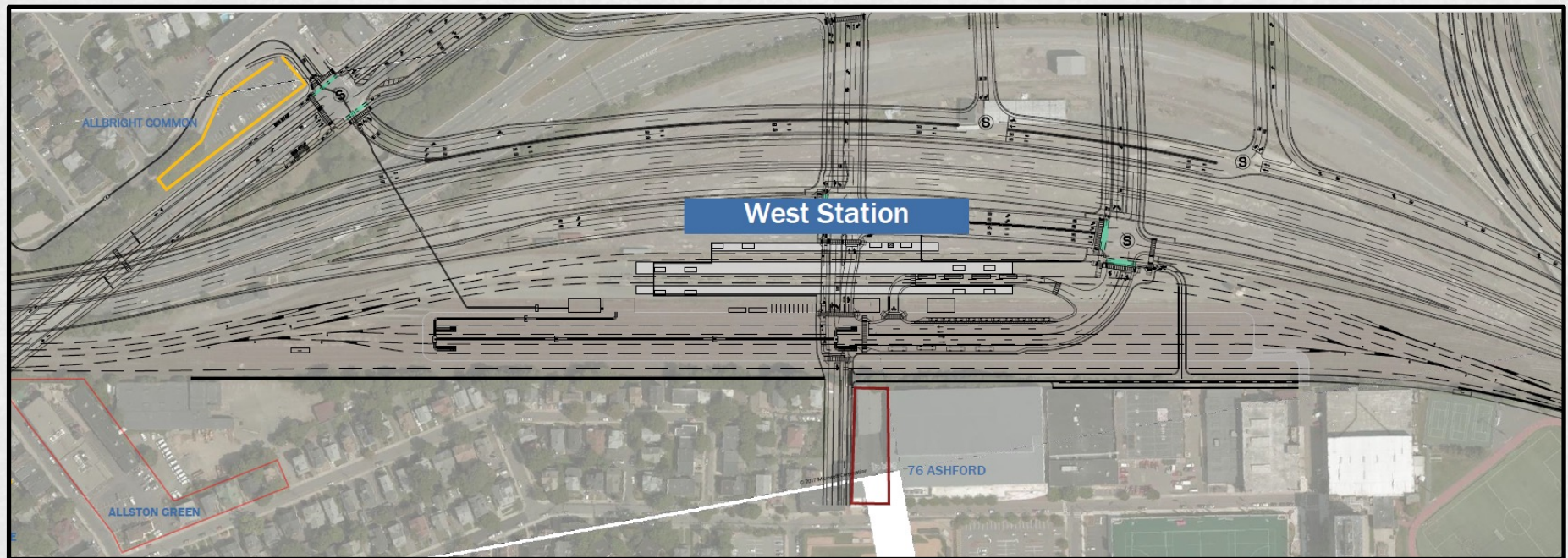


# Preferred Interchange 3L Re-alignment Alternative with "Throat Area" Variations



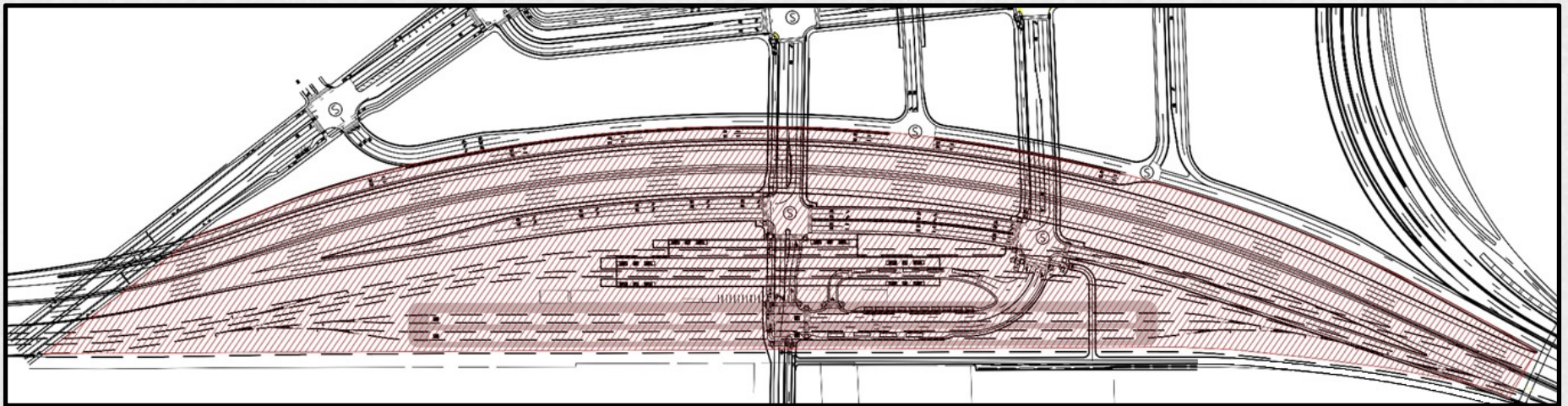


# Railroad Elements





# Air Rights Development Area

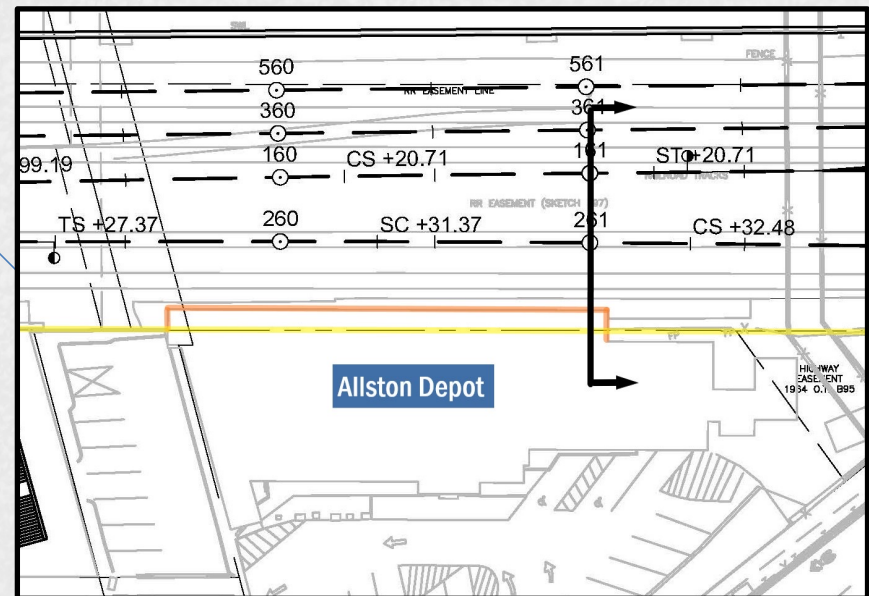


## Express Track with Buffer Path Option

- MBTA has acknowledged an opportunity to allocate corridor space for a buffer path since single express track analysis provides desired OTP under modeled event scenarios
- Space for both is very limited
  - Pinch Points at
    - Depot,
    - Bridge,
    - Main Line Easement Narrows
    - Transitway/West Station Area
  - BU Property Impacts



# Sections Study – Allston Depot



## Express Track & Operational Analyses

- **Without the Express Track**
  - Travel times increase
  - Track speeds modestly decrease
  - Longer delays were experienced during Perturbed Scenarios without the ability to bypass a significant delay via the Express Track
- **With the Express Track**
  - Track speed increased under randomized operations and perturbed scenarios
  - Allows following trains to bypass a significantly delayed train (Train Event scenarios)
  - Best utilized by peak direction service from Track 2



## I-90 Viaduct Preservation Design Progress

- Based upon a review of the February 2021 Inspection findings and 2019 Load Rating information, a list of recommended repairs has been developed and repair details and plans are currently being developed
- List of anticipated preservation work includes:
  - Deck joint repair or replacement
  - Bridge railing/barrier repairs (and localized replacement)
  - Structural Steel Repairs
  - Selective cleaning and painting of structural steel (i.e. – near deck joints)
  - Concrete patching/repairs to abutments, pier bents and columns (substructure)
  - Repairs/replacement to bridge deck drainage system (scuppers and downspouts)
  - Repairs to existing lighting system (under evaluation)
  - Bridge Deck repairs and localized replacement (extent of repairs under evaluation)

## Additional Evaluation and Testing of Structure

**Ground Penetrating Radar (GPR)**



**Bridge Deck Cores for Testing**

- Performed Additional Testing of the Bridge Deck
- Awaiting results from Testing and Coring Program to aid in Bridge Deck Repair Recommendations
- Also currently performing field evaluation of lighting system to determine repair needs



## Preservation Work to Facilitate Multimodal Project

- Repair work removed from Scope of Work for the Design-Build team
- Median Barrier removal – Replacement with Bolt Down System to facilitate implementation of Multimodal project stage construction
- Evaluation of Construction Staging Concepts – Lessons Learned





## Preservation Schedule

- Deck Testing Results & Lighting System Evaluation – Late October/Early November 2021
- Preliminary Design Submission with Preliminary Cost Estimate – November 2021
- Final Design Submissions – Late Winter & Spring 2022
- Advertisement for Construction Bids – Late Spring/Early Summer 2022
- Contractor to be in place and mobilize by the end of 2022



## MEPA/NEPA timetable

- In mid-December, MassDOT expects to file a Notice of Project Change (NPC) requesting to be scoped for a Supplemental Draft Environmental Impact Report (SDEIR)
  - A Public Information meeting will be held sometime in December to review and discuss the Draft NPC
  - The NPC will describe the material changes since the filing of the DEIR in November 2017; define the current three alternatives and No Build; and respond to public comments provided on the previous DEIR
- Once a Scoping Certificate is received on the Supplemental DEIR, MassDOT will develop a single document which will serve as a combined DEIS/SDEIR
- The NEPA Draft Environmental Impact Statement will include a full evaluation of all reasonable alternatives identified during scoping as well as a draft set of proposed mitigation measures to mitigate the project's environmental and traffic impacts
- The current schedule calls for the DEIS/SDEIR to be released for public review and comment in Summer 2022

## Initiating the development of a transportation mitigation plan

- Many commenters raised the issue of how MassPike commuters, Worcester commuter rail riders and others will commute and travel to and from communities west of Boston during the project's 6-7 year construction period
- MassDOT agrees that we need to have a plan in place that addresses all forms and types of travel during the construction period in advance of the project in order to identify and implement needed early actions and investments
- The plan needs to include (but is not limited to):
  - Maintenance of maximum number of travel lanes on I-90 and Soldiers Field Road
  - Maintenance and, if feasible, expansion of commuter rail service on the Framingham/Worcester line
  - Development and implementation of additional strategies to encourage telework/remote work and provide additional transit options
  - Bicycle and pedestrian access through the project site during construction
- MassDOT also agrees with commenters who suggested the need for a separate group focusing on the travel needs of Metrowest and Central Massachusetts travelers during construction