



FINAL PUBLIC INFORMATION MEETING

January 14, 2014

AT

JACKSON MANN COMMUNITY CENTER

ALLSTON, MASSACHUSETTS

TIME: 6:00 PM

FOR THE PROPOSED

**Cambridge Street over I-90
Bridge Deck and Superstructure Reconstruction
Project No. 606376
Bridge No. B-16-056
Bridge Project Management**

IN THE CITY OF BOSTON, MASSACHUSETTS

**COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION**

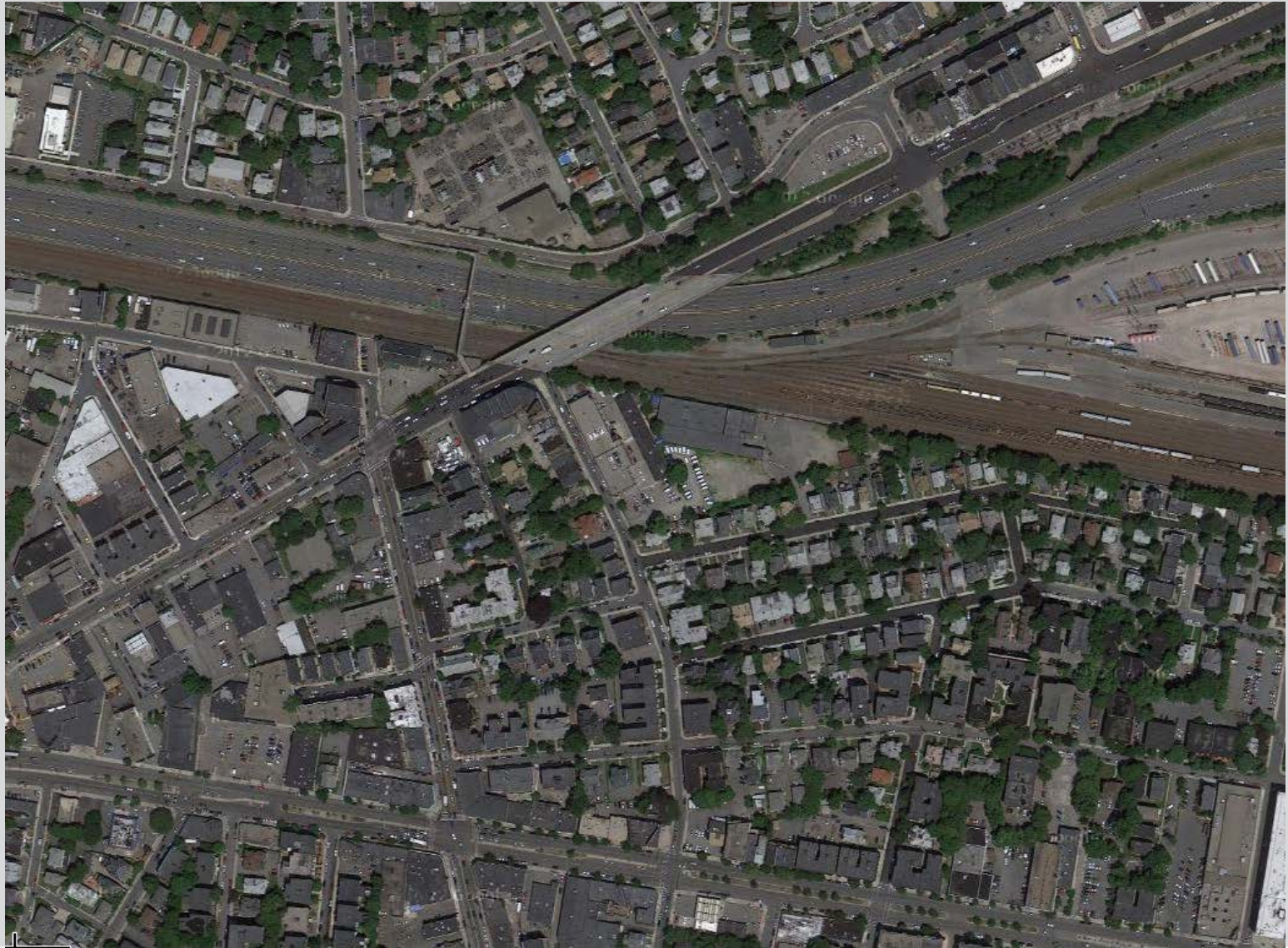
**FRANCIS A. DEPAOLA, P.E.
HIGHWAY ADMINISTRATOR**

**PATRICIA A. LEAVENWORTH, P.E.
CHIEF ENGINEER**

PUBLIC PROCESS

- MassDOT held a public hearing and solicited comments on June 18th, 2013.
- November 1, 2013 – At a site walk the request was made to investigate an alternate crossing location at the Mansfield Street stairs
- MassDOT held a public information meeting and solicited comments on November 19th, 2013

PROJECT LOCATION



PROJECT LOCATION



CAMBRIDGE STREET BRIDGE

- Built 1964
- Steel Stringer & Reinforced Concrete Deck
- 5 Spans – 475 Foot Total Length
- 91' – 9" Structure Width
- 3 Traffic Lanes in Each Direction
- 7 – 8 Foot Sidewalks in Each Direction
- Average Daily Traffic 27,500 (2007)

CURRENT CONDITIONS

- Bridge Deck– Poor Condition
 - *Holes in North Sidewalk*
- Bridge Superstructure – Satisfactory
- Bridge Substructure – Poor Condition
- No Roadway Shoulders

PROJECT ELEMENTS

CAMBRIDGE STREET BRIDGE

- Reconstruct Bridge Deck & Sidewalks
- Replace Bridge Bearings
- Repair Steel Stringers/Girders
- Repave Approach Roadways
- Reconstruct Approach Sidewalks
- Perform Substructure Repairs

FRANKLIN STREET PEDESTRIAN BRIDGE

- Repair Bridge Deck Joints & Substructure

DESIGN LIMITATIONS

- **Bridge Footprint/Maintenance Project & Limited Public R.O.W.**
 - *Makes for a Challenging Complete Streets Design for all Modes of Transportation*
- **Severely Skewed Bridge Structure**
- **Longitudinal Bridge Joint**
 - *Creates Two Bridge Decks (each carries NB or SB traffic)*
 - *Vertical Separation Between Each Deck*
 - *Complicates Mid-Block Crossing Design Elements*
- **Utility Bays Under Bridge Sidewalk**
 - *Create a “Hollow” Sidewalk*
 - *Limits Locations of Curb Lines and Accessible Curb Ramps*

PROJECT IMPROVEMENTS PREVIOUSLY SHOWN

- Rehabilitated Structure
- HL-93 Design Loading
- Seismic Capacity Upgrade (New Bearings)
- Roadway Shoulders Added
- Ornamental Bridge Lighting
- Bike Boxes at Lincoln Street and Harvard Ave Intersections

NEW PROJECT IMPROVEMENTS

- Low-Profile Curb-side Crash Barrier (BR-2)
- Aesthetically Improved Anti-Missile Fencing
- Cycle Track Added
- Mid-block Crossing at Mansfield Street Stairs
- Left Turn Onto Highgate Street has been Maintained
- Reduced Median Fencing (now approx. 600 LF; was approx. 1125 LF)
- Bicycle Striping Through Harvard Ave Intersection
- Unobstructed Pedestrian Zone

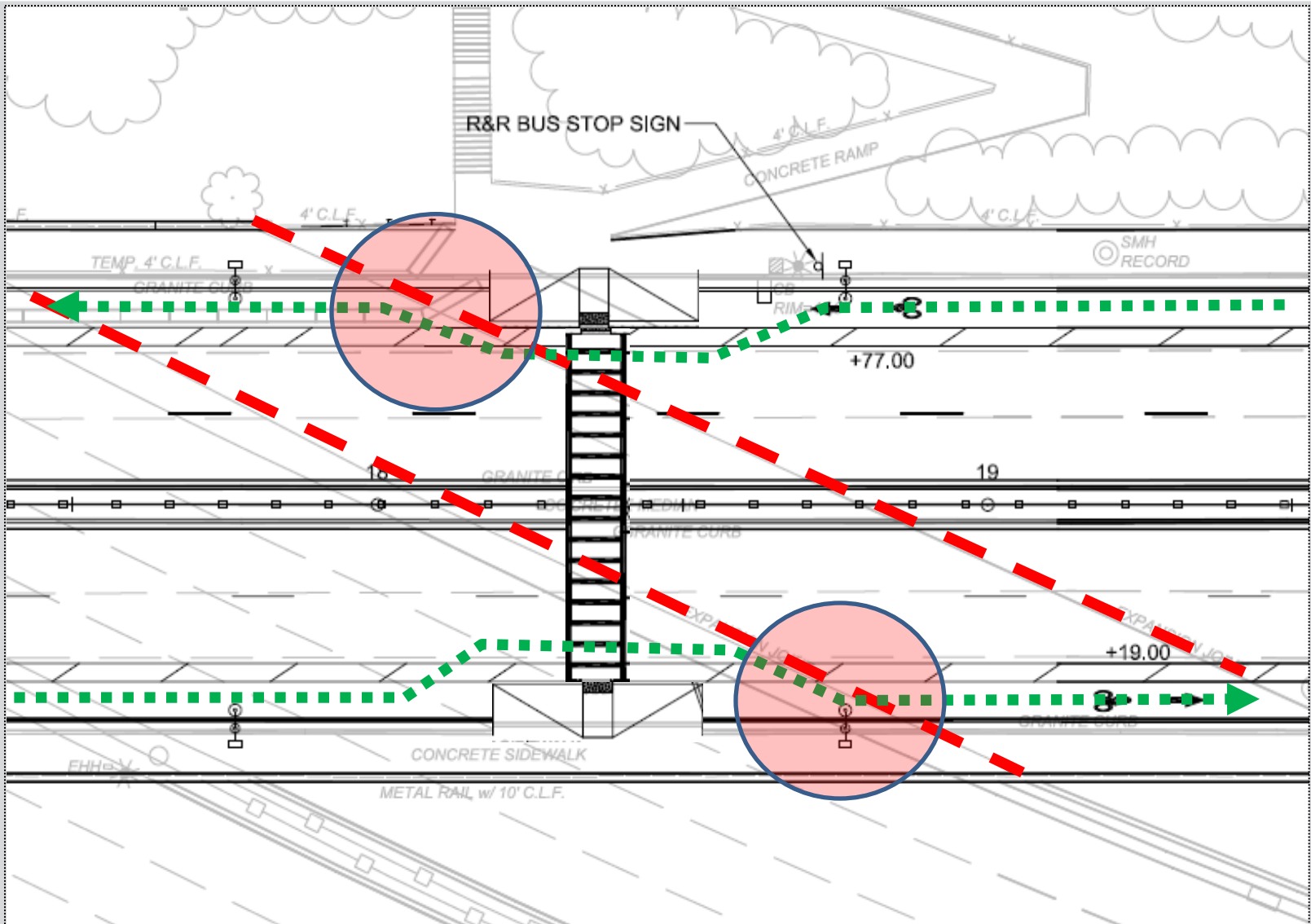
DESIGN COMPARISON

	NOVEMBER DESIGN	FINAL DESIGN
CARS		
Lanes	2	2
Left Offset	1 foot	1 foot
Lane Width	11 feet	11 feet
Shoulder	8 feet (bike lane and buffer)	3 feet (vehicular only)
BIKES		
Design Type	Bike Lane	Cycle Track
Width	5 foot lane w/ 3 foot buffer	7'-6" with ornamental lighting in curb line shy zone
Protected	NO	YES
PEDS		
East Sidewalk	9'-0"	6'-8.5"
West Sidewalk	10'-0"	7'-8.5"
Obstructed	YES - Ornamental Lighting (3.5' off curb)	NO
Unobstructed Clear Width	East: 5'-6" West: 6'-6"	East: 6'-8.5" West: 7'-8.5"
OTHER DESIGN ELEMENTS		
Median Fence	Approx. 1,125 LF	Approx. 600 LF
Crash Barrier	TL-4 with fencing	BR-2 (low profile along curb line)
Anti-missile fencing	Highway Standard	Aesthetically Improved
Left turn on Highgate	Removed	Maintained
Bikes - Through Harvard Ave	No Dedicated Striping	Striping Included
Mid-block Crossing	None	RRFB at Mansfield Street Stairs

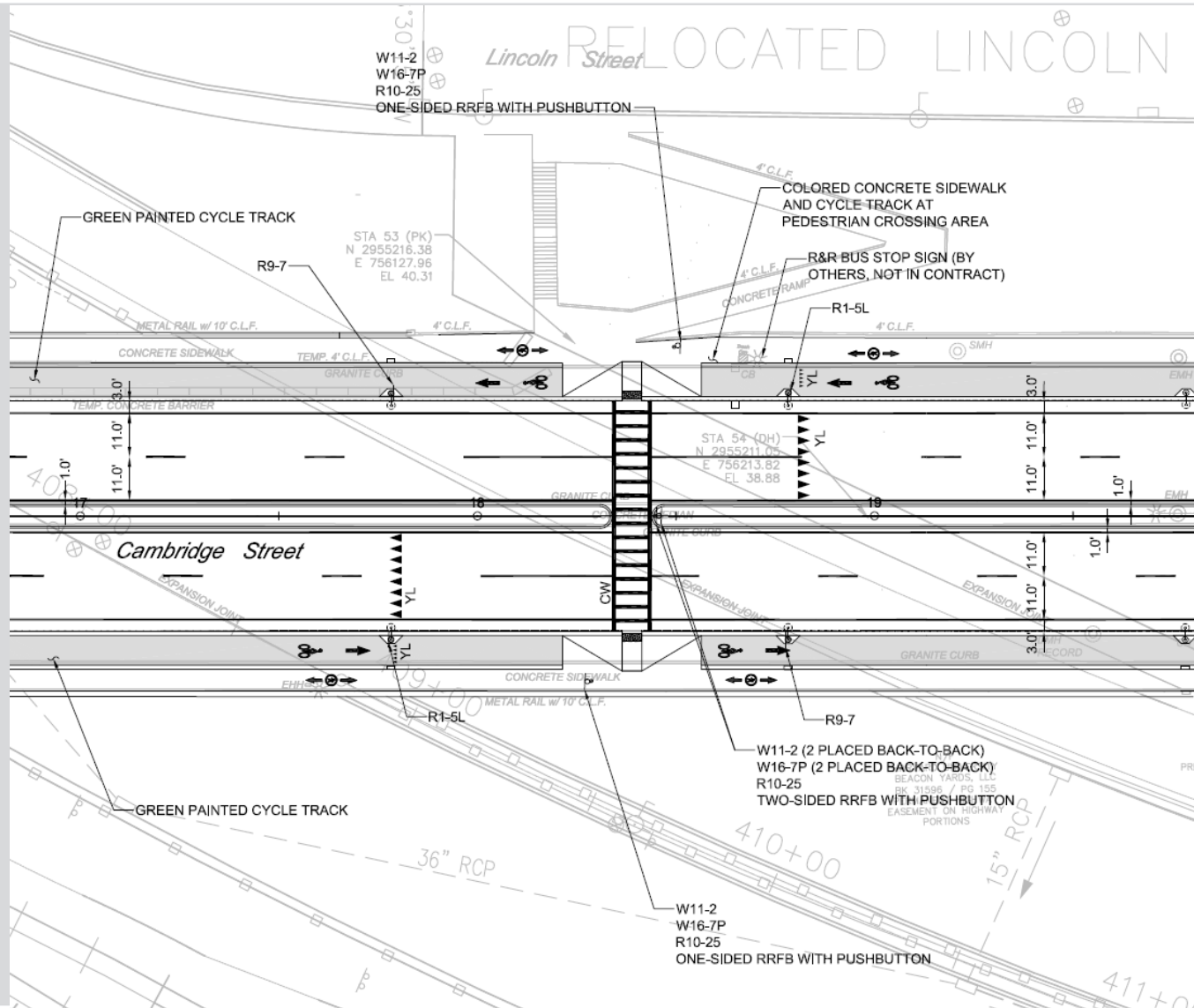
NEW ANTI-MISSILE FENCE DESIGN



MID-BLOCK CROSSING



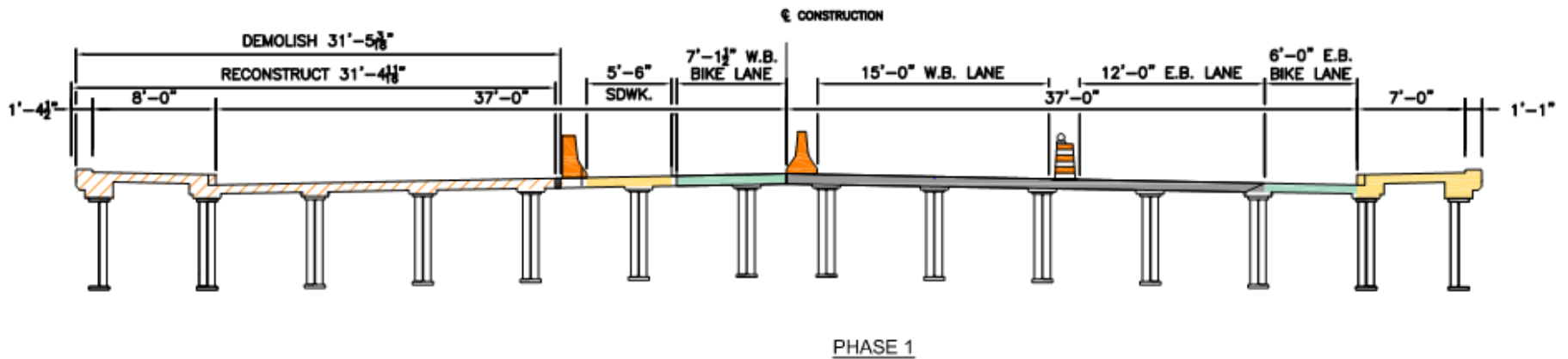
MID-BLOCK CROSSING – FINAL DESIGN



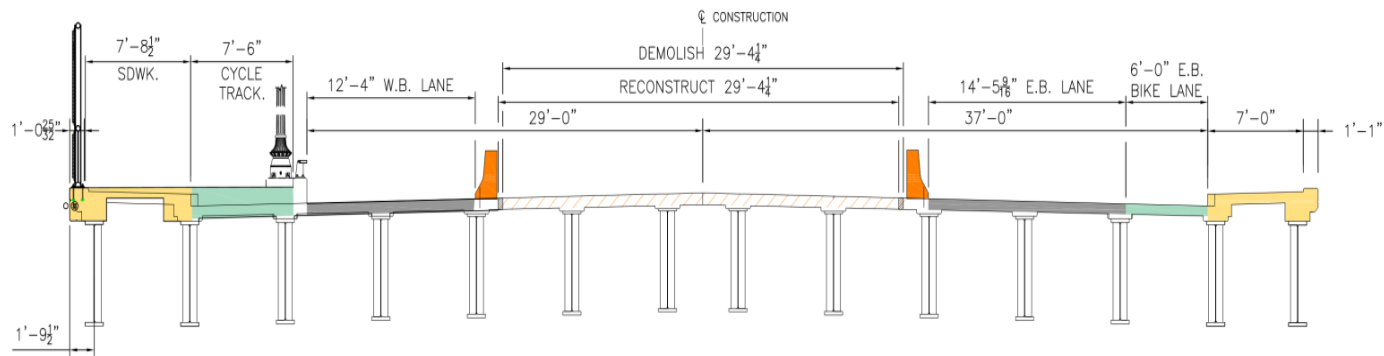
CONSTRUCTION

- **\$10 Million Construction Cost**
- **2 Year Construction Duration**
 - *Advertise in January 2014*
 - *Construction to begin in Spring/Summer 2014*
- **Three Construction Phases**
 - *Phase 1 – Northerly 1/4 of Bridge*
 - *Phase 2 – Center 1/4 of Bridge & Pedestrian Bridge*
 - *Phase 3 – Southerly 1/2 of Bridge*

CONSTRUCTION STAGING (Phase 1)

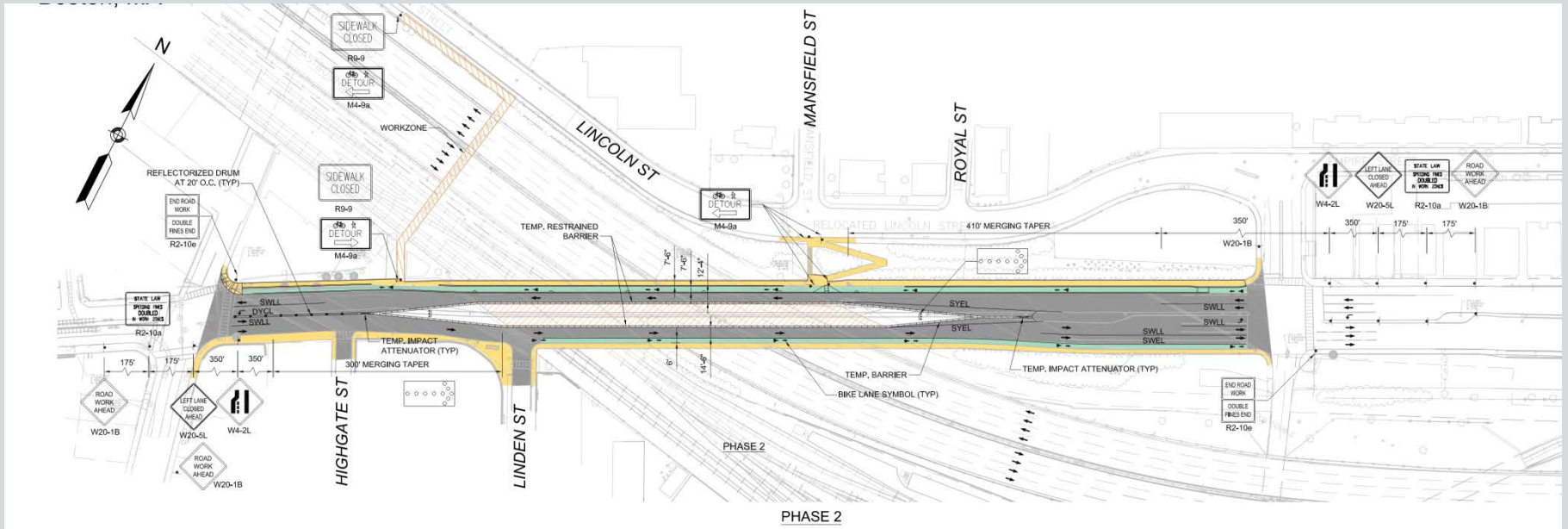


CONSTRUCTION STAGING (Phase 2)

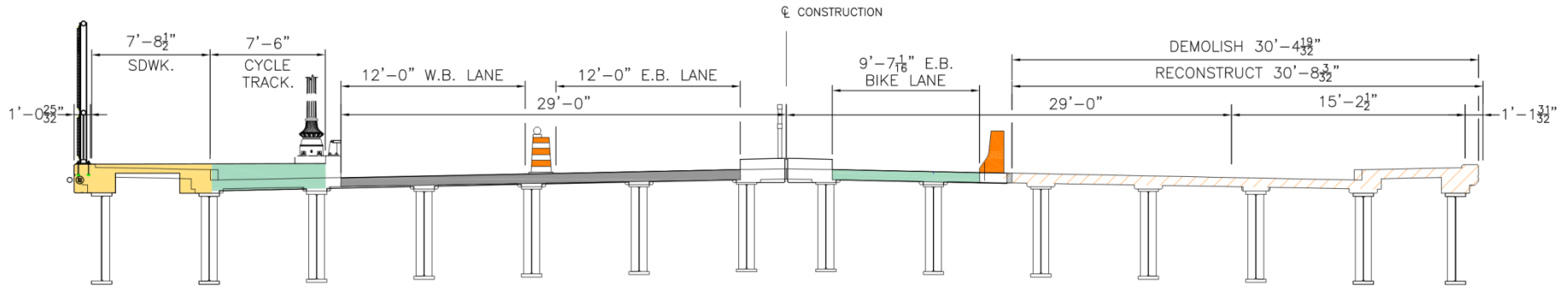


PHASE 2

CONSTRUCTION STAGING (Phase 2)

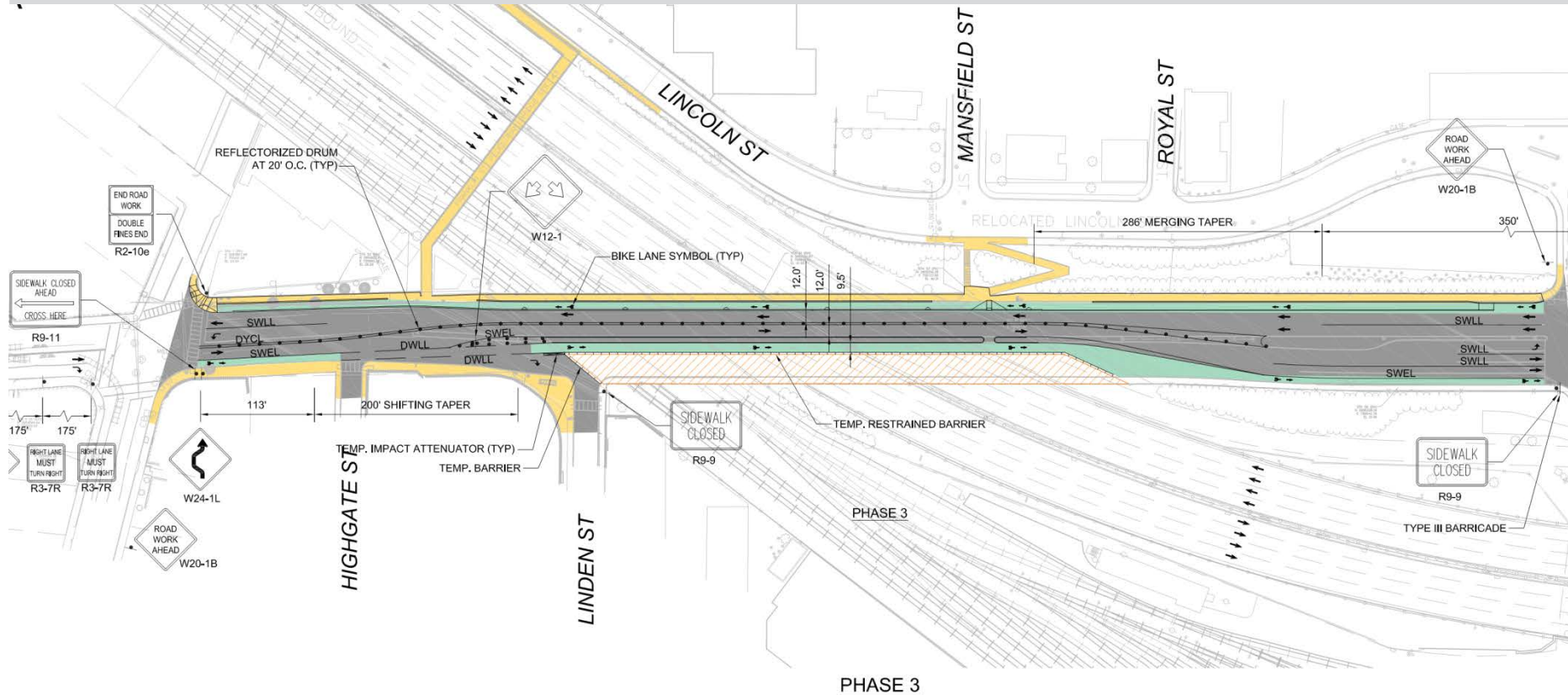


CONSTRUCTION STAGING (Phase 3)



PHASE 3

CONSTRUCTION STAGING (Phase 3)



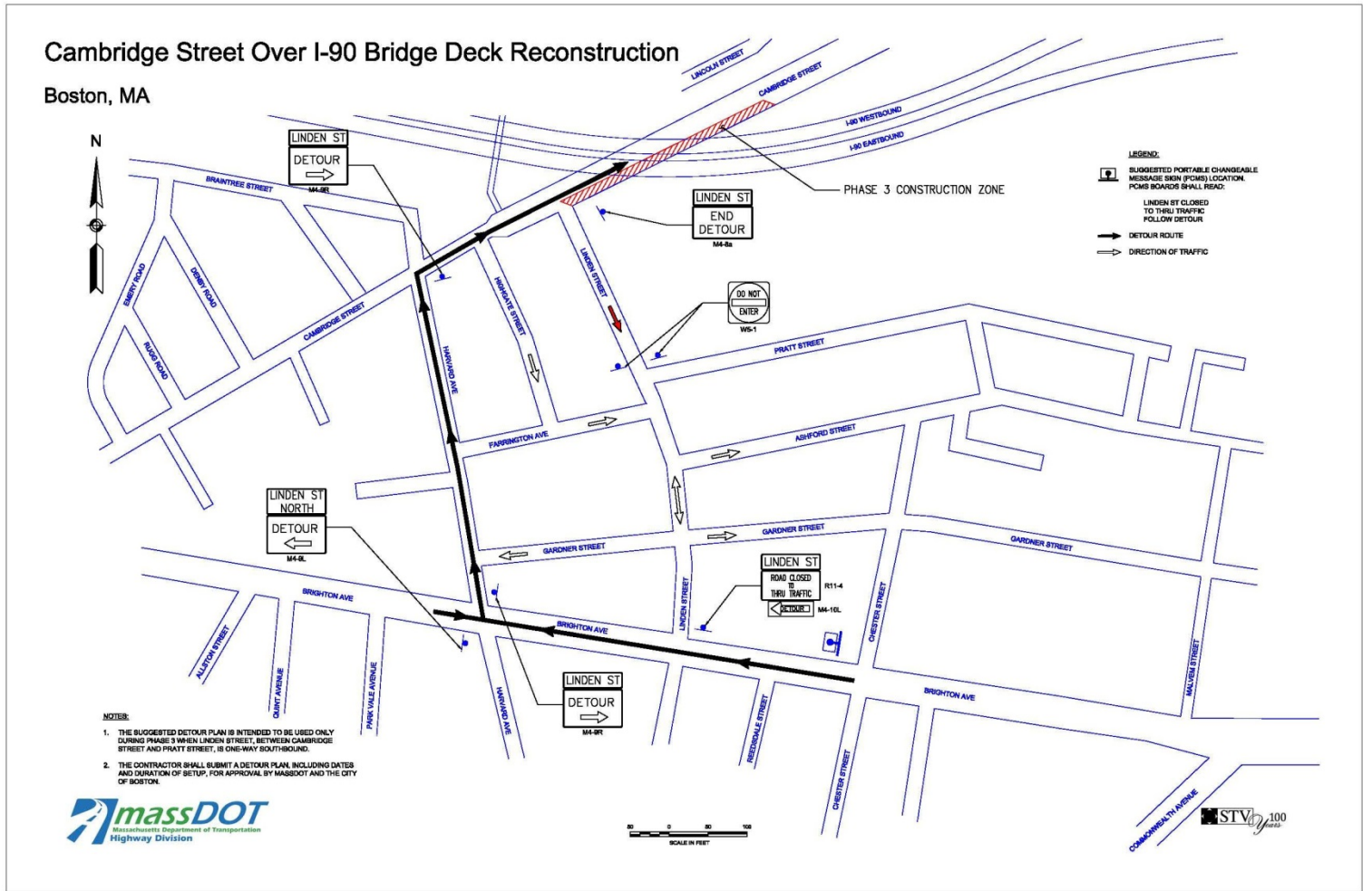
LINDEN ST. / CAMBRIDGE STREET INTERSECTION



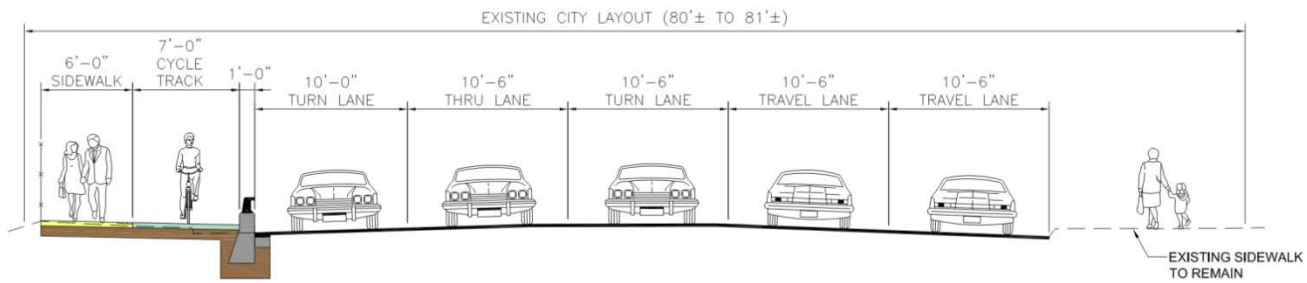
LINDEN STREET DETOUR (Phase 3)

Cambridge Street Over I-90 Bridge Deck Reconstruction

Boston, MA

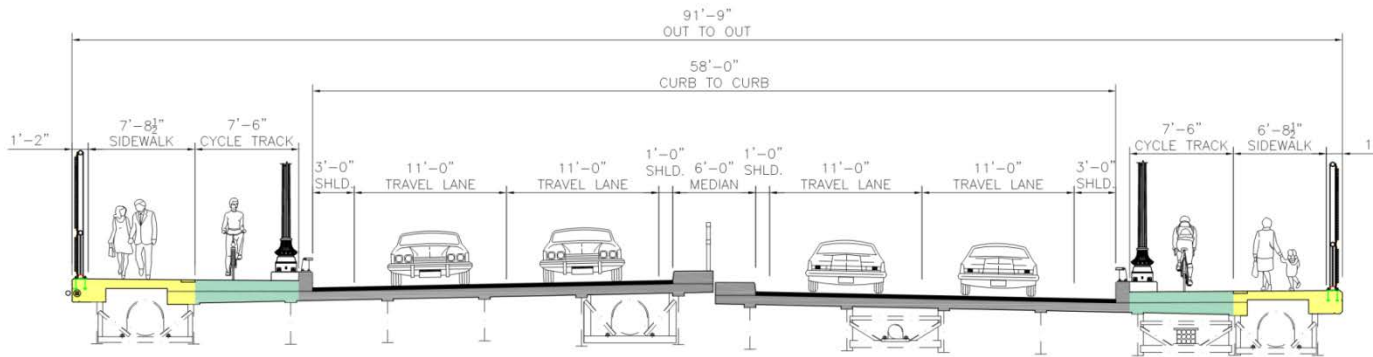
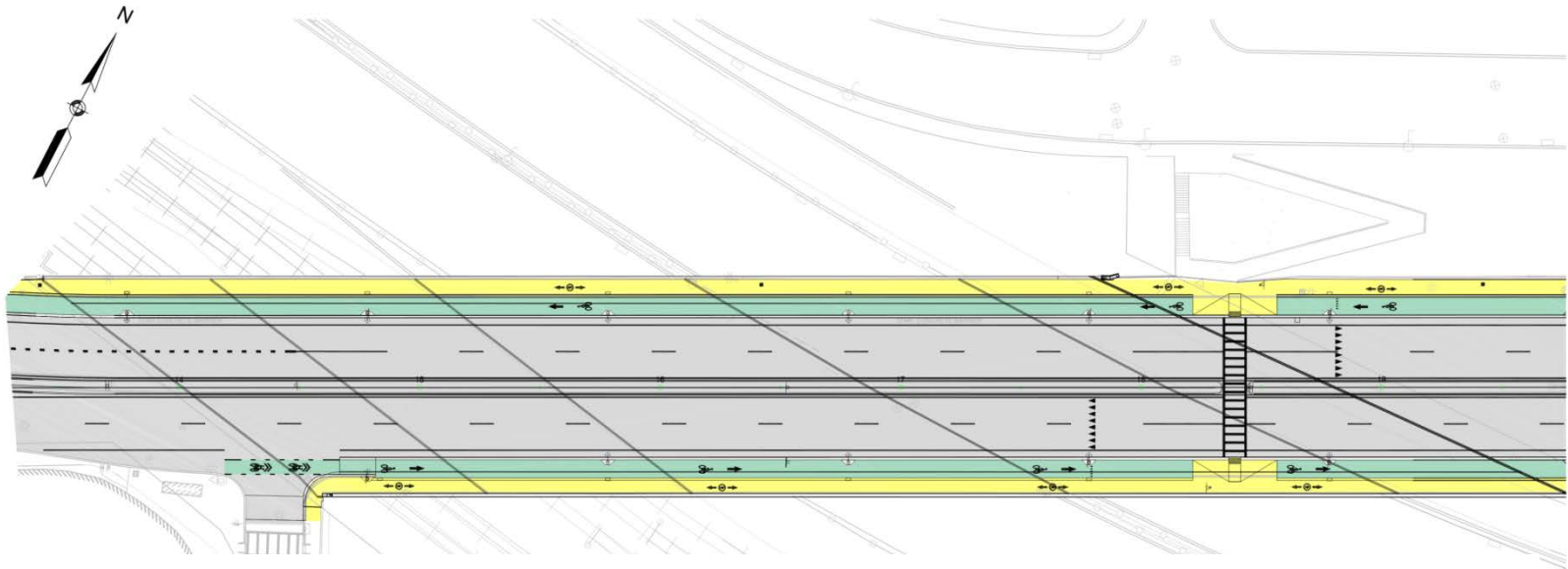


PROJECT FINAL CONDITIONS (West of Bridge)



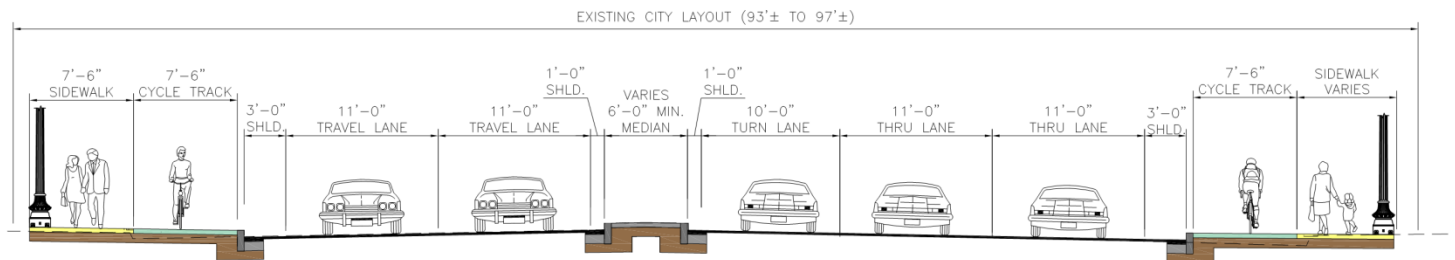
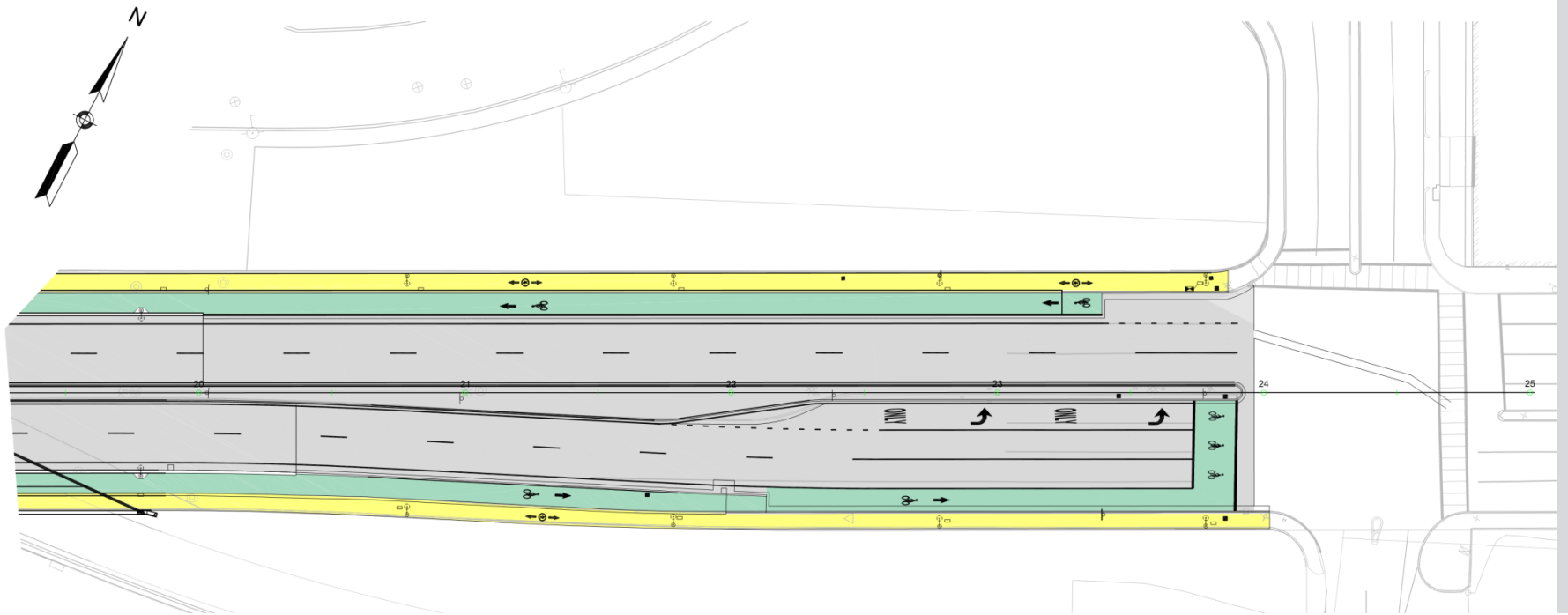
CAMBRIDGE STREET (WEST OF BRIDGE)

PROJECT FINAL CONDITIONS (Bridge)



CAMBRIDGE STREET BRIDGE

PROJECT FINAL CONDITIONS (East of Bridge)



CAMBRIDGE STREET (EAST OF BRIDGE)

EXISTING CONDITIONS



FINAL CONDITIONS



FINAL CONDITIONS



FINAL CONDITIONS



FUTURE MassDOT COMMITMENTS

- Full evaluation of existing pedestrian and bicycle facilities between North Allston and Allston Village as part of I-90 Viaduct Interchange Improvement Project scope
 - *Design will include “new, modern pedestrian and bicycle accommodations”*
- Full evaluation and design of Cambridge Street corridor mitigation required as a result of the I-90 Viaduct Interchange Improvement Project

QUESTIONS ?