TASK FORCE PRESENTATION

A BETTER CITY
I-90 GROUNDING FEASIBILITY STUDY

SEPTEMBER 17, 2015,
Revised September 22, 2015
OVERVIEW

• Viable At-Grade Plan
• Define Problem
• Assumptions
• Analysis
• Benefits
• Next Steps
<table>
<thead>
<tr>
<th>Item</th>
<th>EXISTING</th>
<th>ENF 11/14</th>
<th>ABC</th>
</tr>
</thead>
<tbody>
<tr>
<td>WORCESTER BRANCH RAIL</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>GRAND JUNCTION</td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>I-90 Masspike</td>
<td>8 @ 12’</td>
<td>8 @ 12’</td>
<td>8 @ 12’</td>
</tr>
<tr>
<td>SOLDIER’S FIELD ROAD</td>
<td>4 @ 10’-11’</td>
<td>4 @ 10’-11’</td>
<td>4 @ 10’</td>
</tr>
<tr>
<td>PAUL DUDLEY White</td>
<td>8’</td>
<td>8’ + 14’ ?</td>
<td>10’</td>
</tr>
</tbody>
</table>
134 Acres
1 Acre
1.1 miles
Tail
“Throat”
Calibrations
Opportunity

- ROW: Southerly
- ROW: Northerly
  - ENF 11/14
  - Riprap: +12’
  - Cantilever: +15’ (or something else)
Constraints on Viaduct Reconstruction

- Maintenance of Traffic (4 lanes each direction)
- Maintain MBTA Rail Line
- Maintain Grand Junction Connection
- Maintain Rail Connection to Houghton Chemical
- Limited ROW
PAUL DUDLEY WHITE SHARED USE PATH

CHARLES RIVER 12'±

52' - 4 LANCES WITH MEDIAN SOLDIERS FIELD RD.

massDOT
Massachusetts Department of Transportation
Highway Division
Riprap: +12'
Cantilever: +15'
ROW Southerly
Southern ROW
Retain I-90
SFR = -1'
260’
GJ & I-90 crossing
Over

Courtesy of Ari Ofsevit
Sloped Fill
600’ twice
No impact to BPY
Viable Plan

Diagram showing the layout of various segments labeled as BU ROW, WB, GJ, I-90 EB, I-90 WB, SFR: EB, SFR: WB, PDW/PP, with specific measurements indicated between each segment.
Summary

- ROW South: no change
- ROW North: 200’+12’+15’
- Retain Transportation Uses and Potential
- Retain Existing Capacity
- Beyond the Throat
- Improve Development and Place-making
- Reduce Construction Impacts and $$$
Next Steps