

# Route 79/I-195 Interchange Improvements Study Fall River, Massachusetts



# Agenda

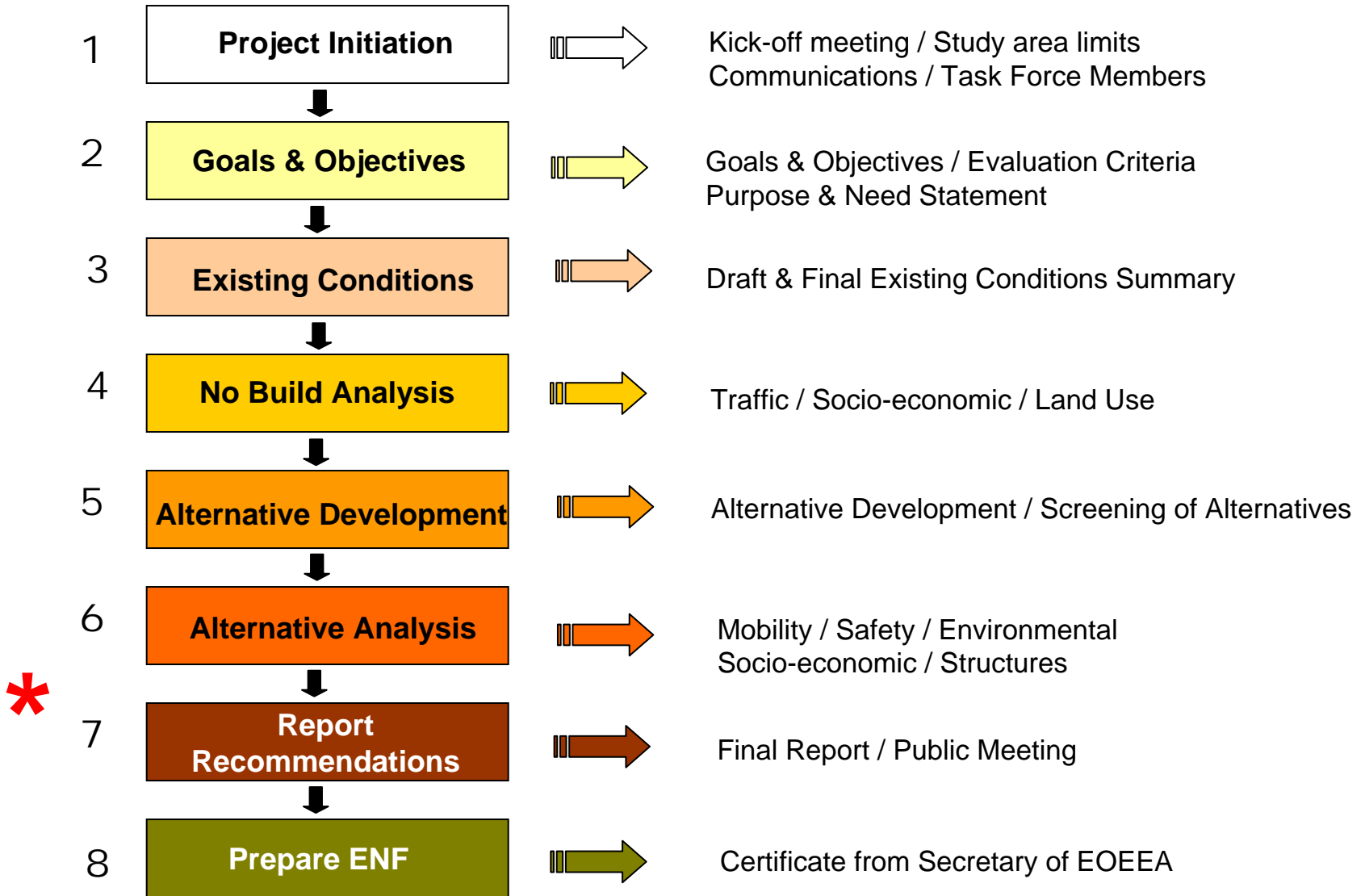
- 1. Refined interchange alternatives**
- 2. Updates**
- 3. Review of updated evaluation and key criteria**
- 4. Proposed fall 2010 work plan and preliminary project construction schedule**
- 5. Discussion of alternatives**

# Major Steps for Rte. 79/I-95 Interchange Study and Project

*Currently Underway*

STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6
<p><b>Value Engineering Study</b></p> <p>This study – required by FHWA – suggested investigating removing Rte. 79 Viaduct at the I-195 Interchange.</p> <p><i>April 2009</i></p>	<p><b>Feasibility Study</b></p> <p>Detailed review of Value Engineering Study to assess feasibility of removing Rte 79 Viaduct at the I-195 Interchange.</p> <p><i>July 2009</i></p>	<p><b>Planning – Alternatives Study</b></p> <p>The level of design at the end of this stage is “conceptual.”</p> <p><i>December 2009 – July 2010</i></p>	<p><b>State (MEPA) &amp; Federal (NEPA) Environmental Review</b></p> <p>This more detailed engineering and environmental analysis will take about 12 months and the level of design will be between 5% and 10% complete.</p> <p><i>August 2010 – May 2011</i></p>	<p><b>Preliminary Engineering</b></p> <p>This marks the first intensive design stage. This step will take about 12-14 months and the design at the end will be 25% complete.</p> <p><i>May 2011 – May 2012</i></p>	<p><b>Final Design or Design/Build</b></p> <p>This stage will take about 48 months.</p> <p><b>Construction complete Fall of 2016</b></p>

# Proposed Rte. 79 Interchange Study Work Flow



# Updates

- **Engineering Feasibility Report & IMR**
  - Reviewed by Highway Division for general feasibility
- **Environmental Review Process**
  - First focus is Massachusetts Environmental Notification Form to be filed late fall 2010
  - Federal Environmental Assessment will follow

# Refined Interchange Alternatives



# Existing Traffic Volumes (Fall 2009 ADT)




SB Viaduct



 < 5,000

 5,000-10,000

 10,000-15,000

 Greater than 15,000

Volume per Day (weekday)

# Refinements:

## Alt. 1: Rte. 79 viaduct removed; 3 Rte. 79 signals

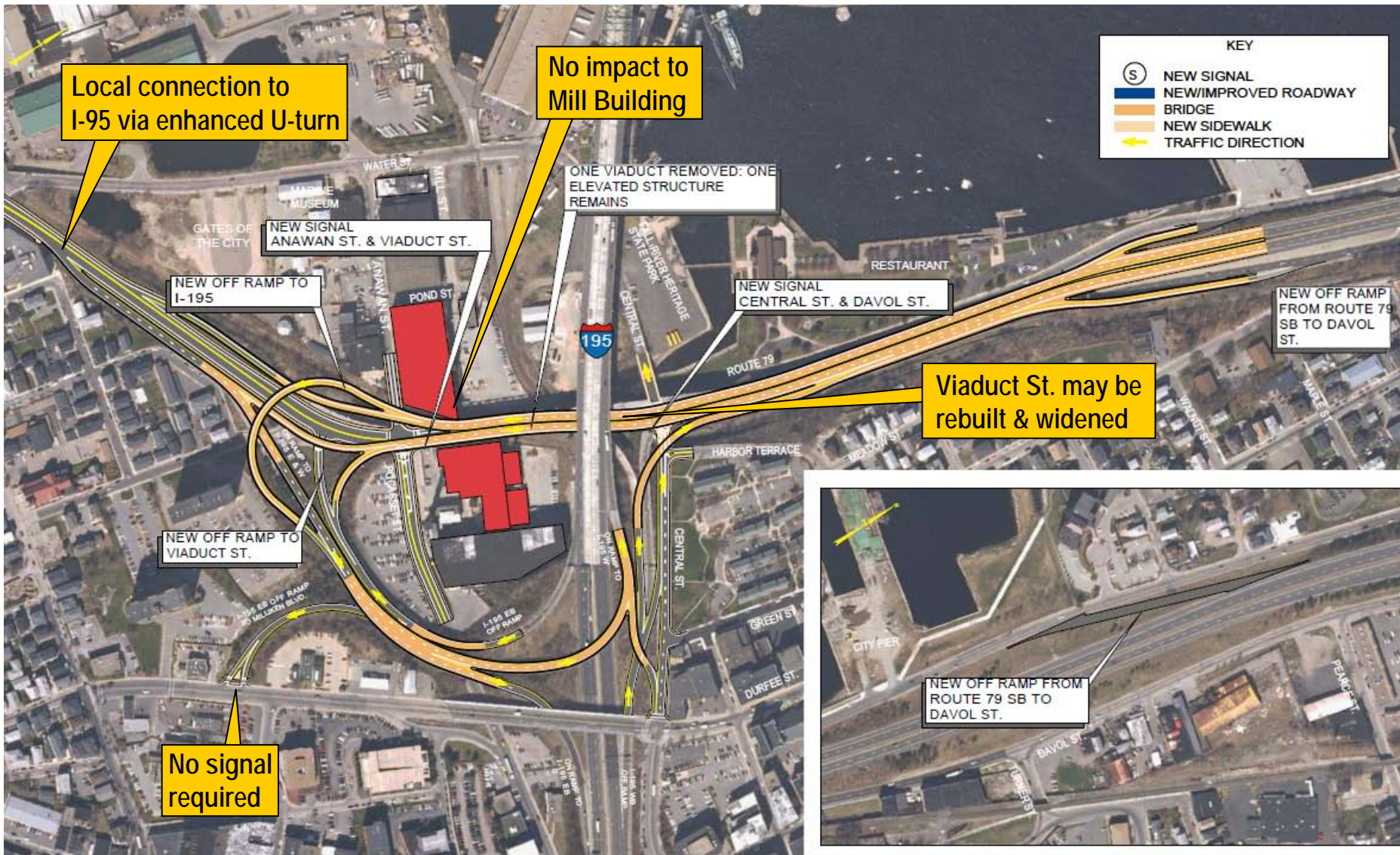


# Key Issues: Alternative 1

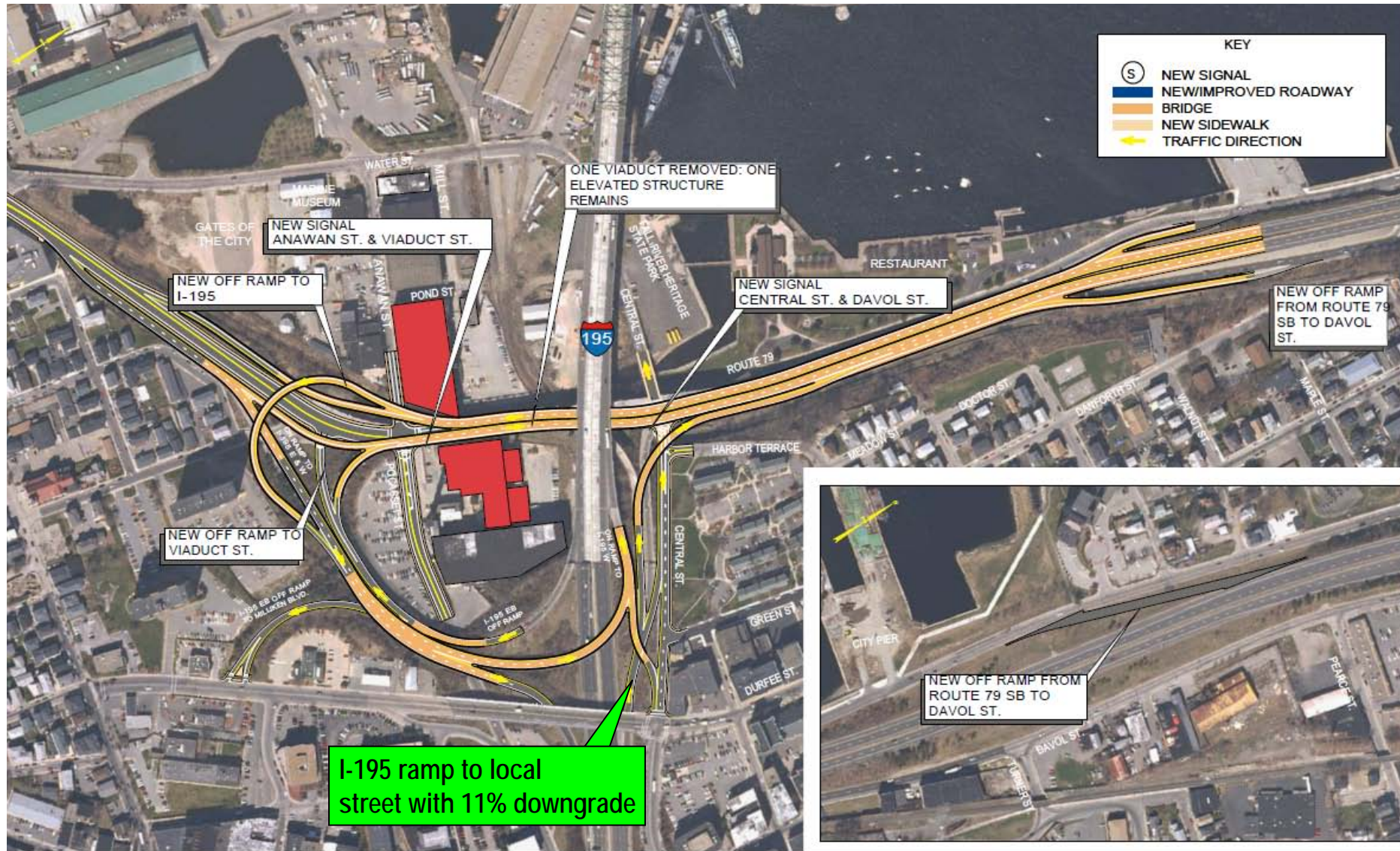


# Refinements:

## Alt. 2: Rte. 79 NB & SB consolidated; NB level removed



# Key Issues: Alternative 2

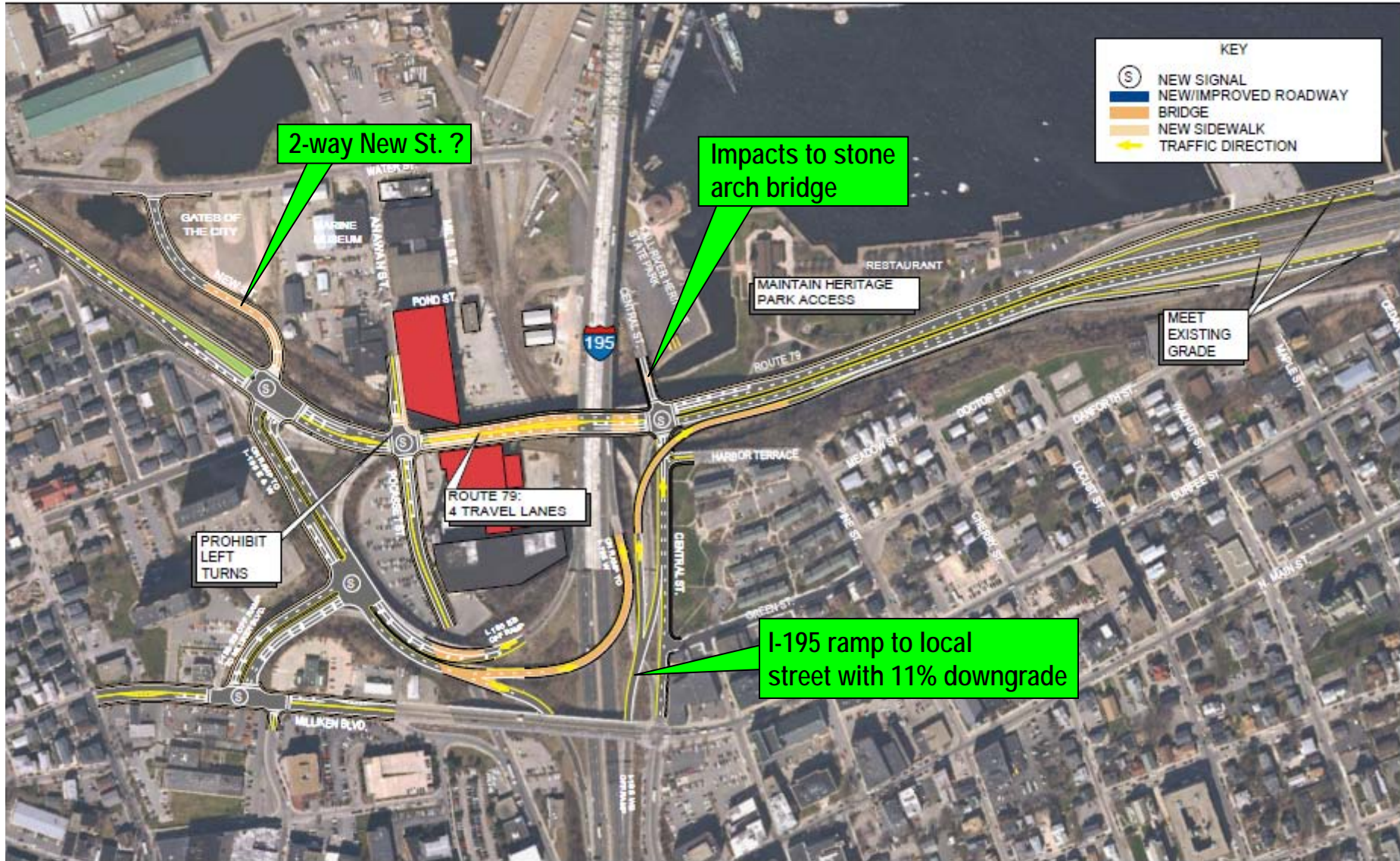


# Refinements:

## Alt. 3D: Rte. 79 viaduct removed; Rte. 79-Milliken Connector

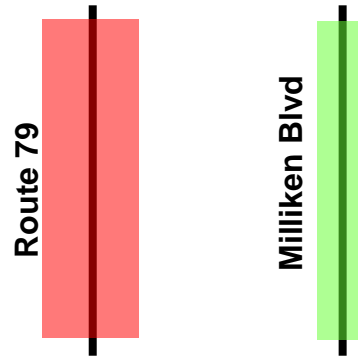


# Key Issues: Alternative 3D

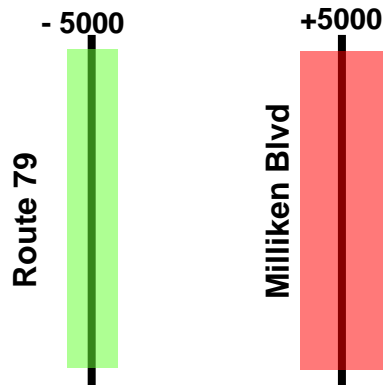


# Traffic Volume Intensity Shift Between Alt 1 & Alt 3

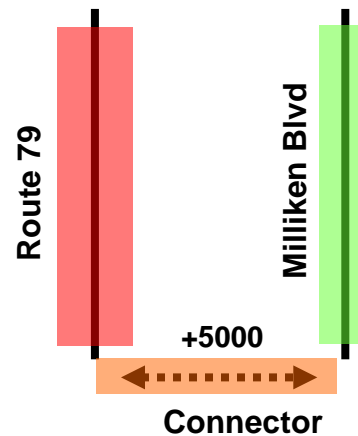
**Alternative 1**  
AM-PM Volume Intensity



**Old Alternative 3**  
AM-PM Volume Intensity



**New Alternative 3D**  
AM-PM Volume Intensity



# Refinements

## Alt. 4: Rehabilitation



# Key Issues: Alternative 4



# Comparison of Travel Times

*Minutes of Travel for Movements Indicated: year 2030, PM Peak Hour*

	I-195 WB to Waterfront	I-195 WB to Downtown	I-195 EB to Waterfront	I-195 EB to Downtown	Peak Periods Annual Time Savings (Hours)
No-Build	2.7	7.5	4	1.9	0
Alt 1	1.5	6.8	1.9	1.9	-57,000
Alt 2	1.7	9.4	3.3	1.9	-31,000
Alt 3	1.5	6.8	2.6	2.7	-62,000
Alt 4	3.2	7.5	3.6	1.9	-63,000

**Best Case**

**Worst Case**

# Evaluating the Alternatives: Key Criteria

1. ***Safety:*** Improve interchange & local intersections
2. ***Mobility:*** Maintain regional connections, travel time, acceptable LOS at local intersections
3. ***Pedestrian/Bicycle:*** Improve access & circulation
4. ***Local Business:*** Improve access to waterfront & downtown
5. ***Environmental:*** Minimize impacts; enhance area
6. ***Local/Regional Goals:*** Consistent with City Master Plan & regional planning agency plans
7. ***Cost:*** Minimize future maintenance cost

# Proposed Fall 2010 Work Plan

- Resolve key issues
- Identify project to present in state ENF – Dec. 1
- File ENF for agency and public review – Dec. 31
- Public MEPA consultation meeting – January 2011
- Public comment period in January 2011



# Discussion and Next Steps

- **Review: Draft Purpose and Need for the project**
  - Address structural deficiencies; **address safety problems**; maintain acceptable levels of service in the local and regional project area; benefit existing historic, cultural, and recreation facilities; and reduce maintenance costs while remaining consistent with local, regional, and statewide transportation plans.
  - Need is demonstrated by the poor condition of the viaduct, substandard geometrics, and the number of bridges classified as structurally deficient.
  - Goals include:
    - Improve visual appearance of waterfront
    - Minimize negative local business and commercial impacts (during and post-construction)
    - Revitalize the waterfront
    - Enhance access to the downtown
    - Minimize business relocations and property takings
- **How well do the alternatives address the Purpose and Need Statement?**

# Discussion



# Questions