



MWRA's Metropolitan Water Tunnel Program Potential Traffic Impacts Fact Sheet

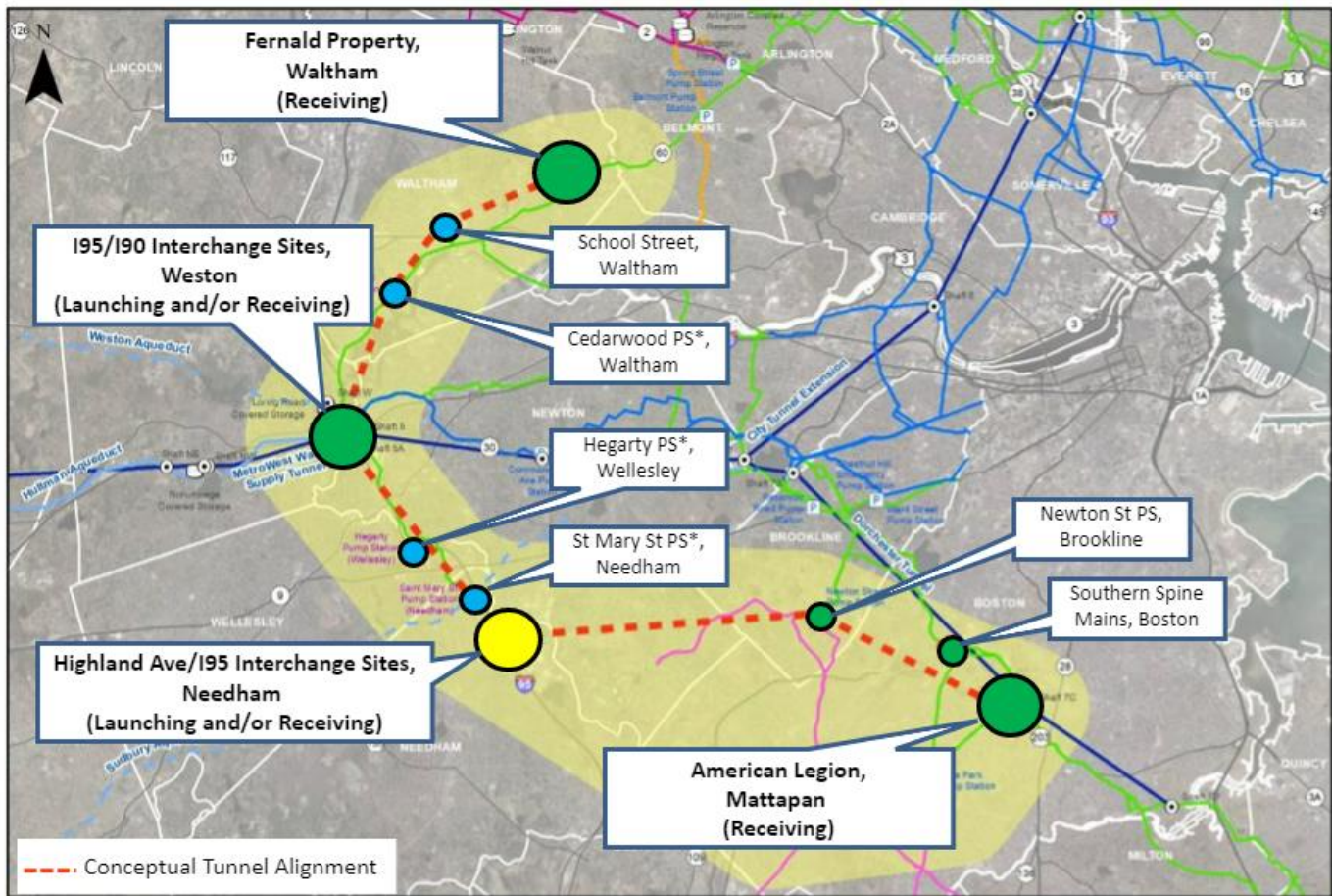
Through the Metropolitan Water Tunnel Program, the Massachusetts Water Resources Authority (MWRA) will construct two new water supply tunnels that will allow our aging existing water tunnel system to be rehabilitated without interrupting service. Implementing the Program will require construction of deep shafts, tunnels, and near surface valve vaults, and pipeline connection facilities.

Most of the construction will take place below the surface, as the tunnel boring machine (TBM) excavates through rock up to 400 feet underground. However, several shafts will connect the tunnel to the surface. Near these shaft sites, you may notice an increase in truck traffic. Truck routes have been identified and evaluated through the Environmental Impact Review (EIR) process, which included a Traffic Impact Analysis of potential impacts and strategies to avoid, minimize, and/or mitigate any impacts. This *Fact Sheet* describes the potential traffic impacts during construction of the Program.

Where will the construction take place?

Even though the new water supply tunnels will be mostly constructed several hundred feet below ground, surface-level construction will take place primarily around seven launching/receiving shaft sites and six connection shaft sites. The location of each shaft site was selected to avoid and minimize construction truck traffic in addition to considerations for environmental, social, and community impacts.

The conceptual tunnel alignment is shown below.



PS – pumping station
* Non-MWRA pumping station

What will happen first?

About a month before construction begins, MWRA's contractor will begin to mobilize to the launching shaft sites. This short-term process includes some site clearing, fencing, establishing gates at access points, bringing in construction trailers, and other activities to set up the sites. They will also begin to bring in pieces of equipment in preparation for shaft and tunnel construction. At the receiving and connection shaft sites, equipment and materials will be also put in place for construction.

You may begin to see an increase in truck traffic along the truck routes between the access point(s) to each site and the nearest major highway.

What will happen during construction?

The primary traffic generated during construction would be construction worker trips to and from the shaft sites and trucks hauling materials and equipment to and from the sites. It is likely that this increased traffic will be focused around the beginning and ends of workday shifts. Construction workers will be able to park on site at the launching and receiving shaft sites. At the smaller connection sites, there is less space and some construction workers may not be able to park on site. MWRA will work with the host community to develop appropriate mitigation measures.

During the periods of tunnel excavation, trucks will follow the established truck routes when the contractor delivers equipment and materials to the site and for hauling away excavated material from tunnel mining. This activity will be mostly focused around the launching and receiving sites. Trucks will go through a wheelwash to minimize dust in the area.

At some connection shaft sites, limited surface piping construction will be needed to connect the new tunnels with existing MWRA or community water infrastructure. This will involve limited areas of roadway construction. MWRA will work with the community and the Massachusetts Department of Transportation (MassDOT) to develop appropriate traffic management measures, including lane closures, sidewalk closures, and detours.

Construction is estimated to take approximately 8 to 12 years and is planned to occur within the 2027 to 2040 timeframe. Traffic levels will vary during construction, with some connection shaft locations having periods of little traffic and other locations, primarily launching and receiving shafts, having periods of higher traffic levels.

MWRA expects that the proposed new deep-rock tunnel system will be placed into service before or around 2040 and that the system will have a useful life of more than 100 years, providing vital water infrastructure for generations to come.

Impact Management Commitments

MWRA is committed to working with communities and stakeholders to manage impacts related to the Program. The Program is intended to benefit the community with as minimal traffic impacts as practical. Specific details, including traffic management plans for maintaining access for all modes of transportation (vehicle, transit, bicycle, and pedestrian), will be developed in the final design process. Typical traffic patterns will be restored after construction is complete.



For more information about the Metropolitan Water Tunnel Program please visit www.mwra.com/mwtp.html or contact our Communications Team at tunnels.info@mwra.com.

