



CENTRAL  
ARTERY/  
THIRD  
HARBOR  
TUNNEL  
PROJECT

# PROJECT SUMMARY

Every day thousands of motorists traveling through New England must first pass through Boston's I-93 Central Artery, one of the most congested and dangerous sections of interstate highway in the country. This bottleneck threatens to cripple the regional economy and further disrupt life for hundreds of thousands of travelers.

A Massachusetts plan to address these problems was approved by the Federal Highway Administration (FHWA) in December 1985 after years of careful study. It consists of two major components:

- Building a new eight- to 10-lane Central Artery, mostly underground, between the I-90 Massachusetts Turnpike and Charlestown. The existing six-lane elevated structure will remain open to traffic throughout the construction period. Only after the underground roadway is complete will the elevated artery be removed. In its place will be over 22 acres of new land suitable for low-rise development and recreational use.
- The extension of the I-90 Turnpike to Logan Airport via a Seaport Access Road passing through commercial land in South Boston and a four-lane tunnel across Boston Harbor.

Current plans call for utility relocation along the Central Artery to begin in 1989 and heavy construction on the Seaport Access Road and third harbor tunnel in 1991 with the third harbor tunnel opening to traffic in 1994 and both new highways (I-93 and I-90) operational in 1998.

Ninety percent of the cost of the project is eligible for federal funding.

Bechtel/Parsons Brinckerhoff, a joint venture formed by two of the country's most experienced engineering and construction firms, was selected in 1985 by the Commonwealth of Massachusetts to manage design and construction of the artery-tunnel. Project headquarters are located at One South Station, Boston, MA 02110.



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# PROJECT FUNDING

In April 1987, Congress passed a federal transportation appropriations bill which made the new Central Artery and third harbor tunnel project eligible for 90 percent reimbursement. This method of funding is the same type that built Interstate 91, Interstate 93, and other projects throughout the country.

The 90 percent federal share will come from the federal highway trust fund, which is financed by gasoline taxes. Massachusetts motorists have been making deposits to the fund for years and are now going to make a much-needed withdrawal.

The project falls into two highway funding categories:

- Interstate completion funds have been approved for over 75 percent of the \$4.4 billion project. The funding is structured to cover inflation's effects on project costs and will be available until the project is completed, giving Massachusetts unprecedented financial security on the project.
- A portion of the project, the section of the Central Artery between High Street and North Station, is eligible for 90 percent federal funding from two other sources: interstate reconstruction apportioned funds and interstate reconstruction discretionary funds, money made available to states for large reconstruction projects on the interstate system. The Central Artery meets the criteria established for this program to the letter.

Federal and state transportation officials expect to see a substantial increase in the amount of interstate reconstruction funding available to Massachusetts to pay for the new Central Artery. It is almost certain that the billions of dollars now used for new interstate completion will be shifted to pay for the repair of existing roads when the Congress reauthorizes the Federal Highway Act in 1992.

Federal highway funding has been a stable and strongly supported part of the nation's budget for decades, and it is not uncommon for a major transportation project to span more than one federal appropriations bill. In Massachusetts, for example, the Southwest Corridor Orange Line project and the Red Line extension to Alewife both passed through multiple federal funding acts.

The most important precedent to remember is that no approved interstate highway project has ever been left incomplete due to lack of funds in the history of the U.S. Interstate Highway Program.



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# IMPORTANT PROJECT FACTS

- All six lanes of the elevated Central Artery will remain open, with traffic moving as it does today, until the new underground highway is ready.
- The Sumner and Callahan Tunnels will remain open during construction.
- No homes or North End businesses will be taken. And unlike earlier proposals, the new tunnel surfaces at Logan Airport, avoiding the East Boston residential neighborhood.
- Most construction will be completely underground, underwater, or away from existing streets, highways, and residential areas.
- Barges instead of trucks may be used to transport the approximately ten million cubic yards of excavated and dredged materials expected to be dug up for the new artery and tunnel. Four barge locations are being studied. The capacity of each barge is equal to 100 truckloads and it is estimated that during the peak years of construction, the barge plan may reduce truck traffic by almost 1000 trips per day.
- During the construction period, the \$4.4 billion project is expected to generate an additional \$4 billion in related economic benefits and provide over 7,700 jobs during peak years.
- The joint venture of Bechtel/Parsons Brinckerhoff (B/PB) has been hired by the Massachusetts Department of Public Works to manage the design and construction of the artery-tunnel project. B/PB has had a major role in the design and construction of most of the recent subway systems in America and has designed more than 25 immersed tube tunnels worldwide. B/PB is an expert in managing large projects in cities where life must go on during construction.
- The Commonwealth of Massachusetts and local contractors are experienced at managing large construction projects, such as the recent Southeast Expressway reconstruction by the MDPW, and Southwest Corridor project and Red Line extension by the MBTA, while minimizing disruptions.

# Feds eye more funds for artery

By LAURA BROWN

MASSACHUSETTS could gain more than \$34 million per year in added federal funding for the Central Artery project under highway legislation drafted by two Virginia Republicans.

Matching bills filed by Rep. Frank Wolf and Sen. John Warner would revamp the way federal interstate highway money is doled out to the states to help urban areas facing gridlock problems, a Wolf aide said yesterday.

Bay State officials said they support the "trend" of increased highway funding for urban areas, but would not endorse the legislation until they have read the fine print.

"There is a good chance if this bill passes, it will provide added money for Massachusetts, but we want to make sure

## Bill would give state \$34M a year

it doesn't take away other money," said Larry Carpman, a spokesman for Massachusetts' Democratic Sen. John Kerry.

The bills mark the first congressional attempt to reshape the expiring federal highway program that has been used to pay for the construction of new interstate roads across the country. Originally created in 1956, the interstate construction program is slated to end in 1992.

Massachusetts was one of the last states to qualify for 90 percent federal money under the program to build portions of the massive \$4.4 billion Central Artery-Third Harbor Tunnel project. The state is guaran-

teed funding for those portions even if costs increase.

But Congress exempted a one-mile stretch of the depressed artery between High and Causeway streets, valued at roughly \$660 million, from the construction funding pot.

The state is still authorized to pay for that part of the artery from another pot of federal money called the interstate reconstruction fund — also 90 percent federal — but that money is doled out to the state each year in small sums on a formula basis.

The Wolf/Warner plan — dubbed Gridlock Relief for Interstates Program, or GRIP — would channel \$2 billion of the money now used for interstate

building to the states on the same kind of formula basis to unplug congestion on roads built over the past 30 years.

"The idea was this is one area under the current program that's being neglected," said Wolf aide Ed Newberry.

Figures released by Wolf and Warner show Massachusetts would reap more money from the plan than any other state in the nation except California.

Newberry said the House bill is pending in the Public Works and Transportation Committee and hearings probably will be held in September or October.

He described the bill's supporters as "a very bipartisan

mix" that includes "close to 10 percent of the House."

Other transportation observers in Washington say the bill may be more controversial than Newberry indicated.

"It's going to be fine in the larger metropolitan areas, but I don't know how it'll play in the smaller rural areas," said Bill Higgins, director of congressional relations for the American Association of State Highway and Transportation Officials.

A Federal Highway Administration official said the Bush administration plans to file its own legislation to revamp the interstate construction fund, and will probably reduce the number of funding programs, rather than increase them.

"This is clearly going to be the first of many bills," said artery spokeswoman Claire Barrett.



## New park at Copley Square is unveiled

By BEVERLY FORD

THE NEW Copley Square Park, a grassy sanctuary amid the towering skyscrapers of Boylston Street, was unveiled in grand style yesterday with a day of festivities that included concerts, speeches and a 2,000-pound cake.

"I think this is beautiful," said Gov. Michael Dukakis, surveying the 2.4 acre tree-lined park, which has been under renovation since 1987.



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THE COMMONWEALTH OF MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS  
CENTRAL ARTERY (I-93)/THIRD HARBOR TUNNEL (I-90) PROJECT  
SUPPLEMENTAL FEIS

BECHTEL/PARSONS BRINCKERHOFF  
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