

An Intermodal Transportation Project - Project Fact Sheet



- ➤ Location: the I-90 (Massachusetts Turnpike) Allston Interchange is located in Boston's Allston neighborhood. To the south lies Boston University, to the west is Allston Village, to the north is the Lower Allston neighborhood and to the east lies the Charles River. Portions of the interchange are located above and next to the now-vacant Beacon Park Yard, formerly operated by the CSX railroad.
- ➤ Role: The interchange plays a significant role in the region's economy and infrastructure network. Thousands of pedestrians, bicyclists, transit users and drivers pass through the various intersections and ramps associated with the site on a daily basis. The highway itself carries approximately 140,000 vehicles per day, meanwhile its location serves as a significant barrier to inter-neighborhood connections.
- ➤ **Project History:** The Allston Viaduct, which is immediately east of the Interchange, dates from 1965 and is nearing the end of its useful design life. The former toll plaza, dating to the 1965 Turnpike extension, has been removed. Since 2014, the project team has worked with the community to develop a design for the future of the interchange and viaduct. This includes a preferred concept for the project area along with three alternatives for the viaduct section, often referred to as the "Throat" due to its constrained width.
- ➤ Project Future and Opportunity: MassDOT has incorporated into its ongoing planning standards developed by the City of Boston's Planning and Development Agency (BPDA) to ensure that the site can host a broad variety of possible neighborhood outcomes, while continuing to perform essential intermodal transportation functions. These guidelines are outlined in the BPDA's Placemaking Study and include the development of properly sized blocks, the inclusion of multimodal connections throughout the site, new non-vehicular connections to the Charles River, Boston University and at the Franklin Street Footbridge, among others.
- ➤ A Different Kind of Project: MassDOT has conducted a robust community engagement process. Incorporated into the project are many community goals and all applicable MassDOT policy recommendations, such as the healthy transportation compact, complete streets engineering directive and the MassDOT separated bike lane planning and design guidelines including protected intersections. The preferred concept includes the conversion of the site to an "urban interchange" with a significantly smaller footprint and safer connections to neighborhood streets.
- ➤ **Project Status:** The project is currently compiling the Final Environmental Impact Report (FEIR). This document will establish a preferred alternative for the project including the "throat." The preferred alternative will be described in terms of user safety and benefits to the traveling public as well as historical and environmental impacts.

Key Dates:

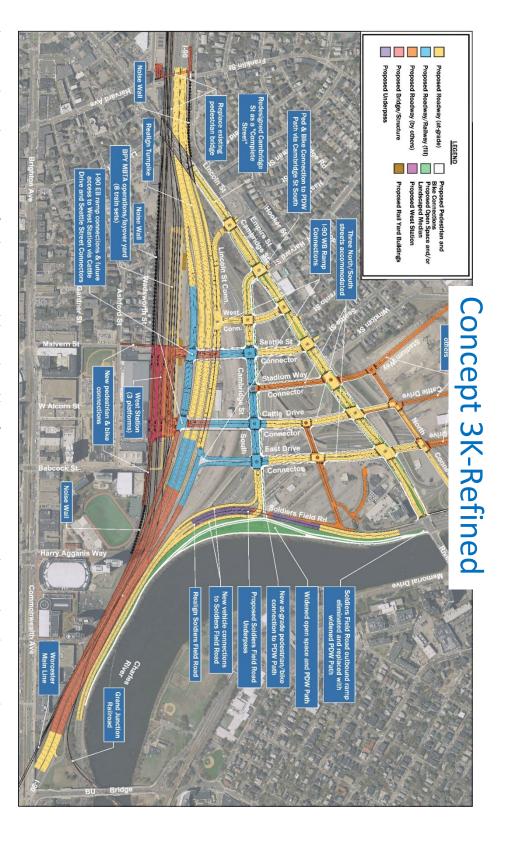
o Environmental/Permitting Filings: 2018, ongoing.

Preliminary Design: 2018, ongoingSubmission of FEIR: Spring 2019

o Submission of 25% design: Summer 2019

o Procurement: Fall 2019

o Anticipated Construction: 2020



neighborhood access from the streets behind Boston University. Beacon Park Yard parcel, Cambridge Street and Cambridge Street South are both "complete streets" with separated bicycle and pedestrian during December of 2017 and January of 2018. The captions overlaid on the graphic map the proposed urban interchange's major details. facilities, new north/south streets are accommodated, and new bicycle and pedestrian connections are made across the rail lines to allow These include: relocation of Soldiers' Field Road to provide a larger, riverside park with at-grade bicycle and pedestrian connections into the This image shows Alternative 3K-Refined as presented during the public information meetings used to introduce the DEIR to the community