

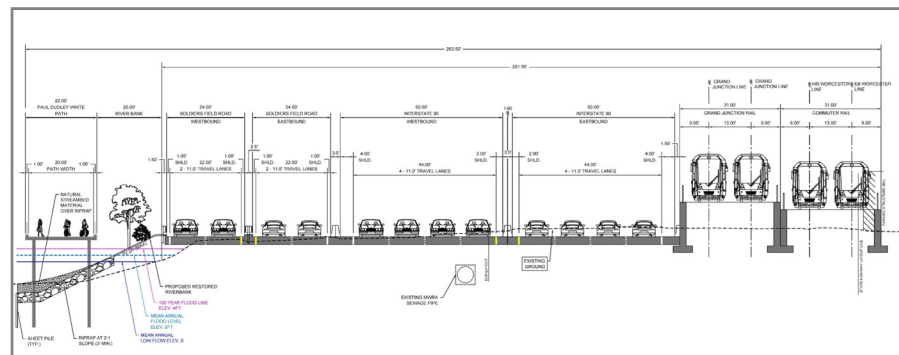
## Project Benefits

As a result of this project:

- Livability, connectivity, and open space will improve for residents of the Allston neighborhood.
- Regional mobility and roadway safety will improve with the straightening of I-90 and the creation of a new stop on the Worcester/Framingham Commuter Line called West Station.
- Replacement of the aging Allston Viaduct will decrease the need for traffic-impacting maintenance on this section of I-90.
- New open space along the Charles River will be created.
- Complete Streets improvements will be made to Cambridge Street.
- Bicycle and pedestrian connections will be enhanced.
- Significant transit enhancements will be made with the new West Station and Commuter Rail layover facility.

Specific benefits of the Modified At-Grade Option:

- Removing elevated bridge structure allows for an improved gateway into the city and enhanced neighborhood views.
- Incorporating a boardwalk in the Charles River improves views and creates more separation between Paul Dudley White Path users and Soldiers Field Road.
- Allows for an attractive and highly desired pedestrian/bicycle connection from Agganis Way to Charles River.



### Modified At-Grade Option Cross-Section



## More Information and Ways to Stay Informed

MassDOT is currently continuing applicable federal and state environmental permitting, which includes more opportunities for you to provide input on the project.

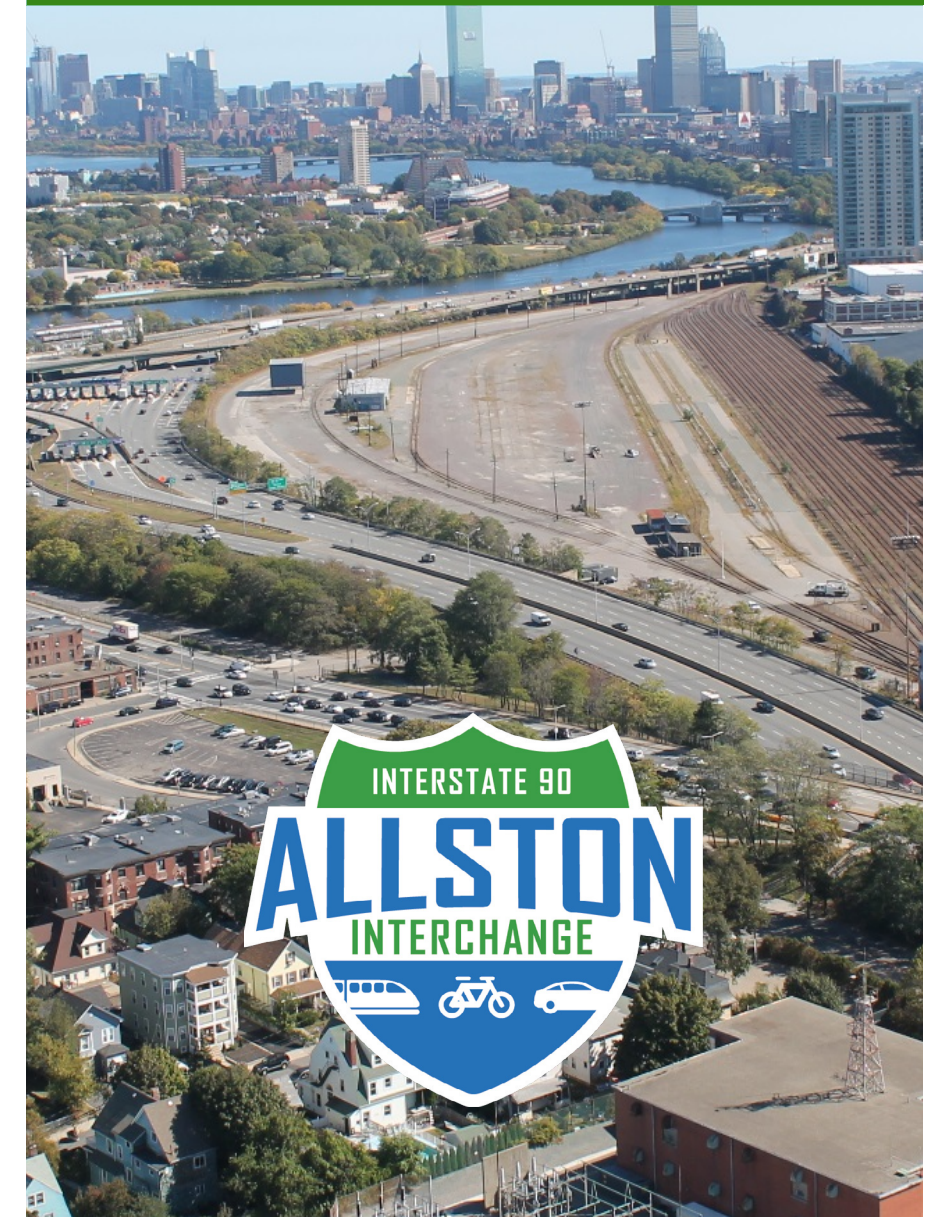
To learn more about the project and view project documents including past meeting presentations and minutes, or to be added to the project email list, visit the project website: [www.mass.gov/allston-multimodal-project](http://www.mass.gov/allston-multimodal-project)

Or contact the project team at [I-90Allston@dot.state.ma.us](mailto:I-90Allston@dot.state.ma.us).



### Rendering of Modified At-Grade Option

# Allston Multimodal Project



Project Background

The Allston Viaduct, which carries the Massachusetts Turnpike (I-90) from the Allston Interchange to the Commonwealth Avenue Bridge, is nearing the end of its useful lifespan, and must be replaced. All Electronic Tolling allows for the Turnpike in Allston to be straightened and multimodal connections to be improved.

Since the spring of 2014, MassDOT and its Design Team have been developing a concept to replace the Allston Interchange. The team is working with a Task Force composed of local residents, advocates, elected and appointed officials, representatives of local institutions and businesses, and the Allston community at-large.

As of September 2021, MassDOT has identified the Modified At-Grade Option as the area of focus for the Allston I-90 Multi-Modal Project. MassDOT will file a Notice of Project Change (NPC) to bring State and Federal environmental processes into alignment. MassDOT is also advancing a project to repair the existing viaduct to ensure the structure continues to carry roadway and rail traffic safely. Repairs to the viaduct are anticipated to begin in late 2022.

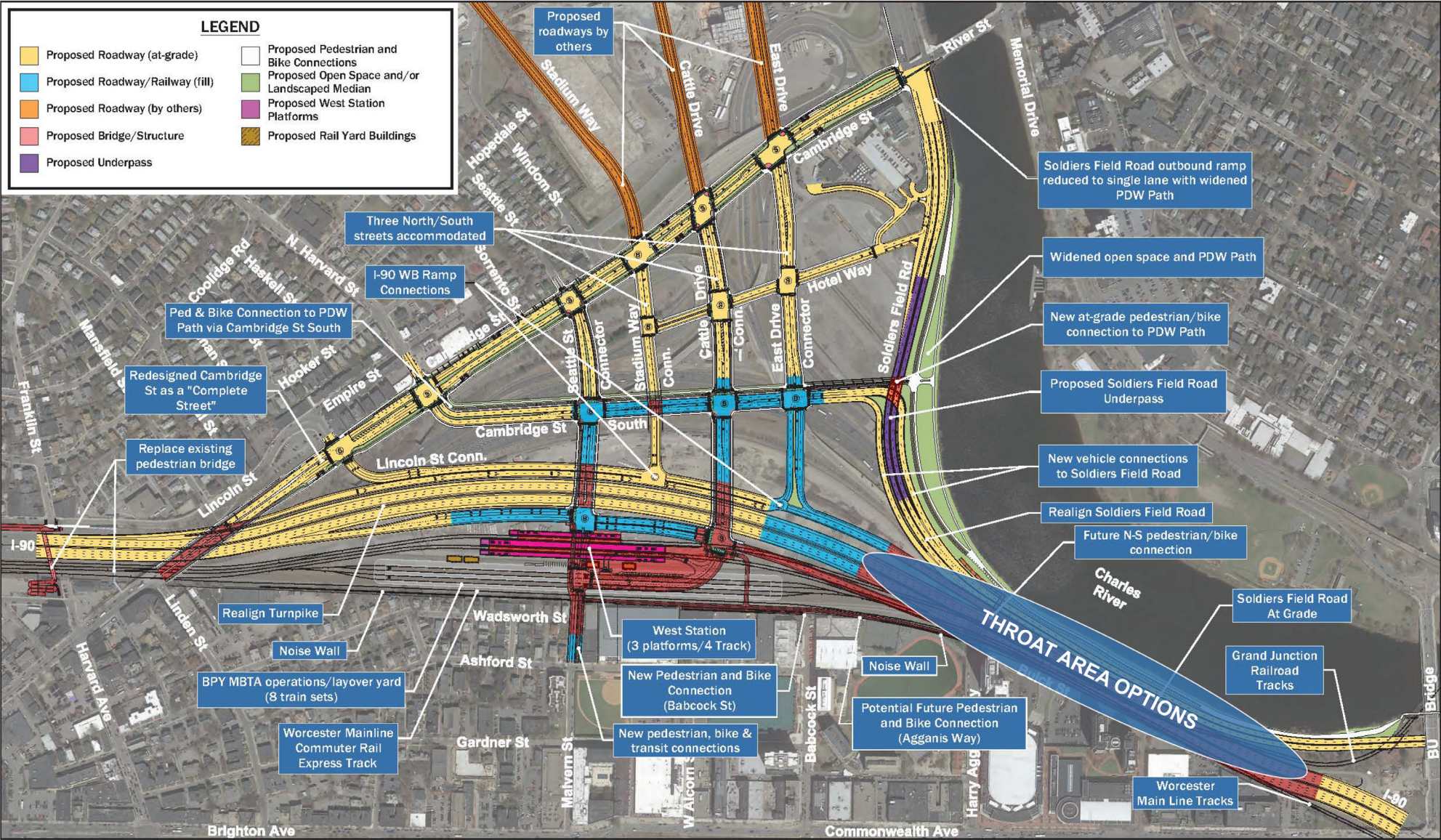
Environmental Documentation Preview

In August 2020, the Scoping Summary Report was published. It summarized and responded to public comments on the NEPA report. It found that the public no longer favored the Soldiers Field Road Hybrid Option. This option would have required a temporary trestle in the Charles River during 8-10 years of construction, a timeframe many commenters identified as too long.

Based on the feedback received, the project team:

- Implemented a Major Preservation/No Build option for the viaduct
- Identified 3L Realignment Alternative as the Build Alternative for the interchange
- Revised the Modified At-Grade and Modified Highway Viaduct options to:
  - Be able to include a future north-south pedestrian / bike connection from Agganis Way to the Paul Dudley White Bicycle Path.
  - Address visual impacts with aesthetic treatments
  - Revised West Station and layover yard rail design to include 4 tracks and 3 platforms

In September 2021, the Modified At-Grade Option was chosen as the agency's path forward. This determination was made based on the comments received on the Scoping Summary Report. All three Throat options will undergo the environmental analysis and permitting process required by NEPA, but the At-Grade Option will be the area of focus. While logistical challenges remain for this option, MassDOT is committed to addressing them.



Project Timeline

