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Allston Multimodal Project
Allston, Massachusetts
February 2019

Highway At-Grade Modified Hybrid

Figure 1 provides an overview graphic of I-90 Allston project configured as the Modified Highway At-Grade Hybrid alternative. This places the proposed Soldiers' Field Road Viaduct over I-90 east, closer to the Boston University.

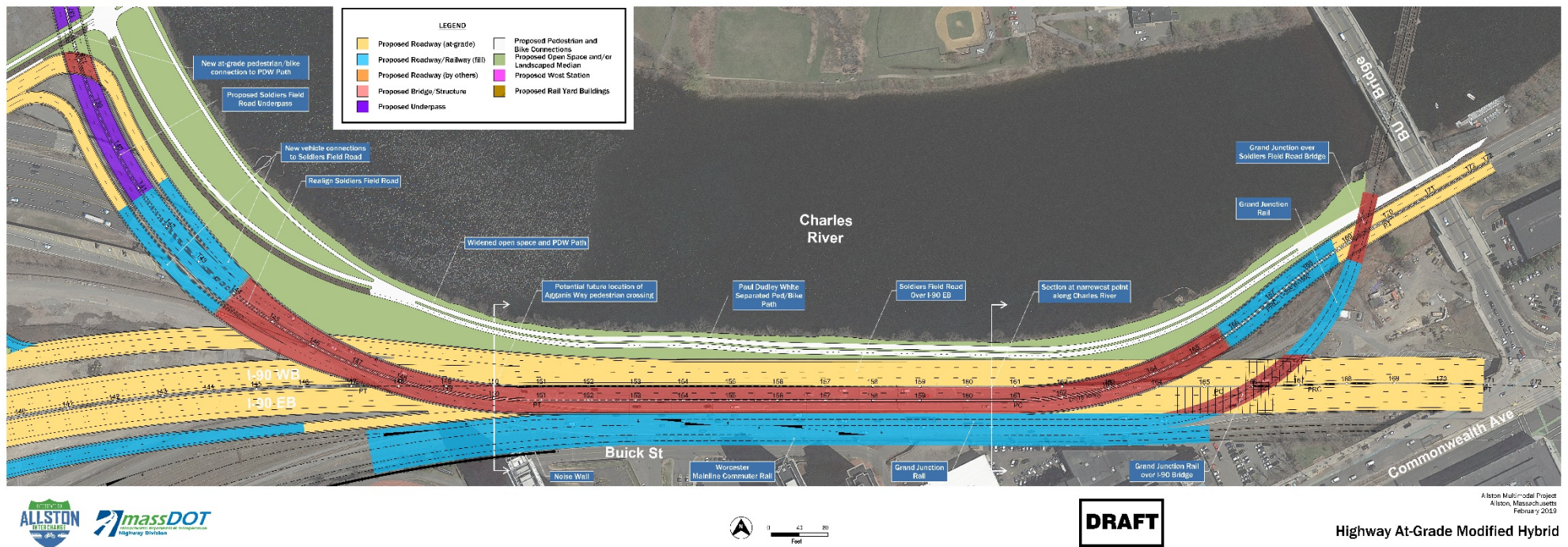
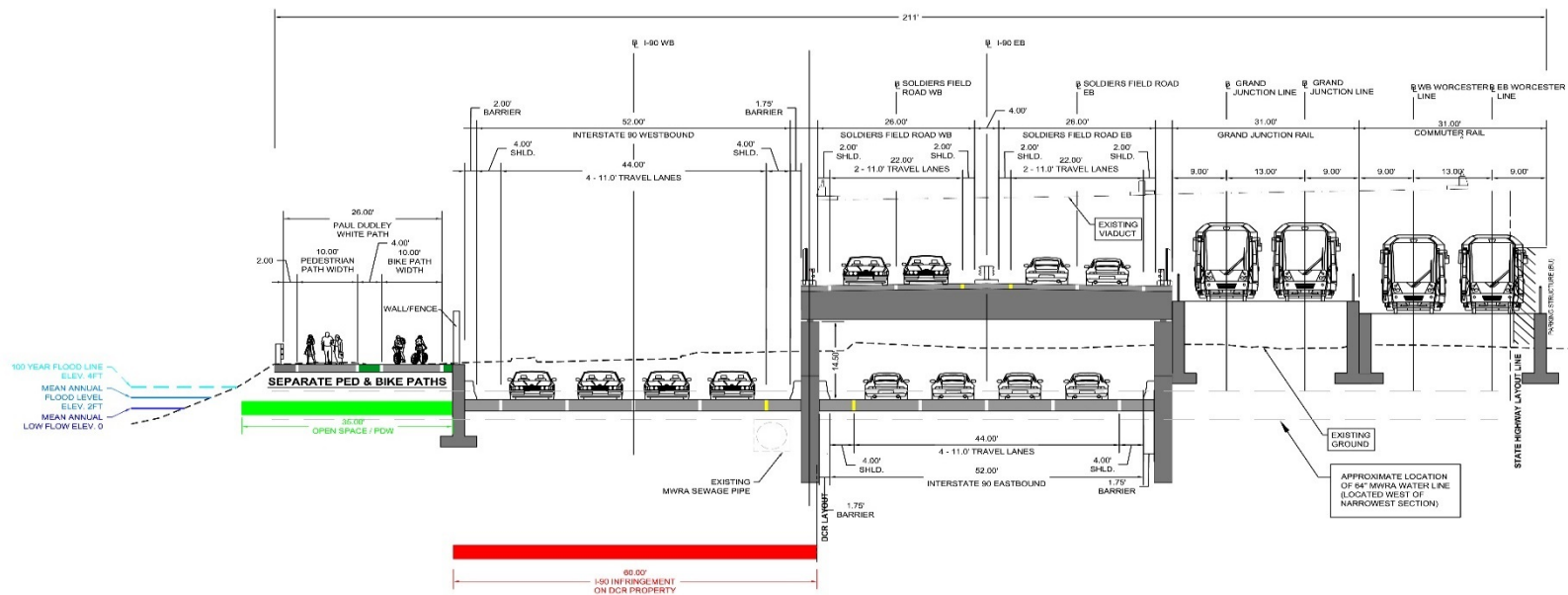


Figure 2 provides an zoomed-in detail graphic of I-90 Allston project configured as the Modified Highway At-Grade Hybrid alternative. This image shows the “throat” section up close with the proposed Soldiers’ Field Road Viaduct over I-90 eastbound, closer to Boston University. This image also shows how this version can maintain dual treadways for cyclists and pedestrians almost up to the point where the Paul Dudley White Pathway goes under the Boston University Bridge.



HYBRID - SFR STACKED OVER I-90EB
SECTION AT NARROWEST POINT ALONG CHARLES RIVER
APPROX. STA 160+50

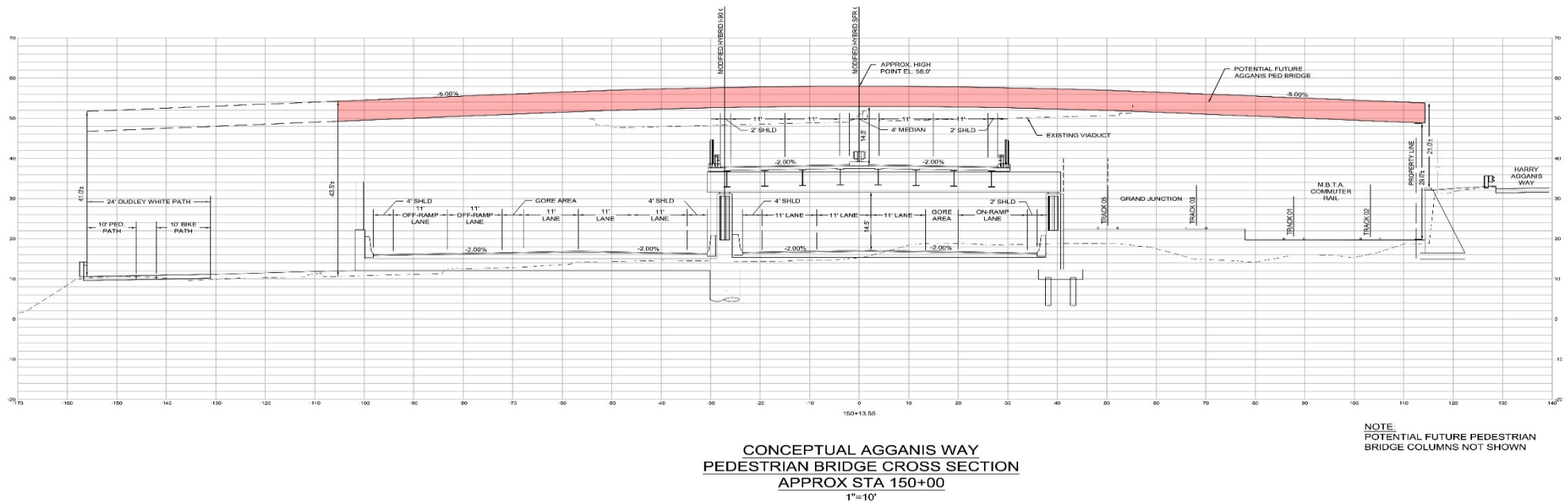


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Highway At-Grade Modified Hybrid Cross Section at Narrowest Point along Charles River

Figure 3 Cross section of the Modified Highway-At-Grade-Hybrid: reading from left to right, this image shows the Paul Dudley White Path, the westbound lanes of I-90 open to the air, an elevated Soldiers Field Road, I-90's eastbound lanes under Soldiers' Field Road, the Grand Junction Line and the Worcester Main Line. Under this concept, a fence runs along the Paul Dudley White Pathway to prevent anything or anyone from falling onto I-90 westbound.

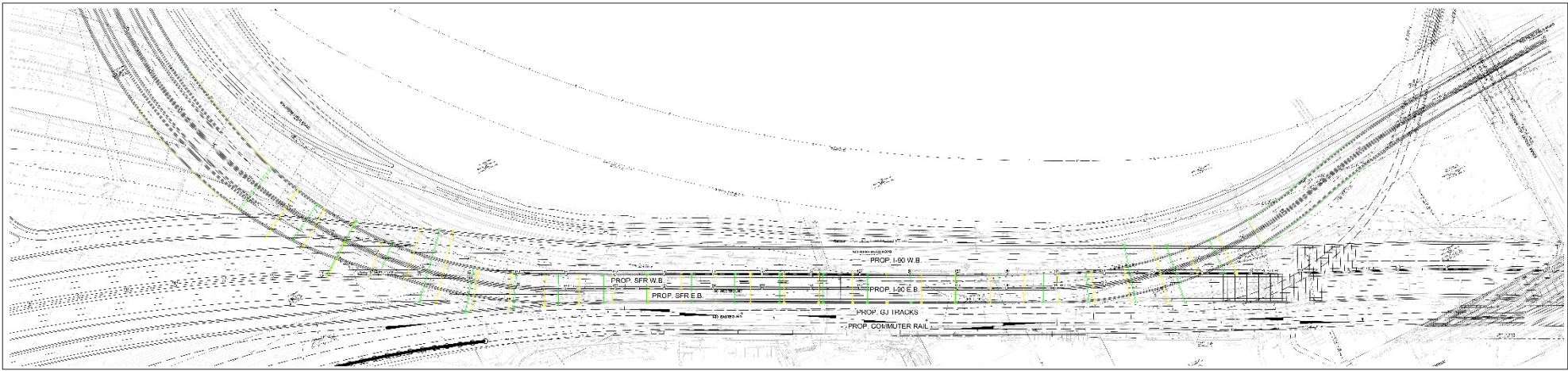


Modified Hybrid - Potential Future Agganis Way Pedestrian Crossing (I-90 At-Grade Profile)

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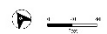
Figure 4 shows how the future Agganis Way pedestrian bridge would close over, from right to left, the Worcester Main Line, Grand Junction Line, the Soldiers' Field Road viaduct covering the eastbound lanes of I-90, and over the westbound lanes of I-90. Not shown is how the proposed pedestrian bridge would connect into the Paul Dudley White Pathway system. In this graphic, I-90 is placed at-grade without any additional lowering or "cutting." As such the pedestrian bridge must be higher to clear the Soldiers' Field Road viaduct.





LEGEND

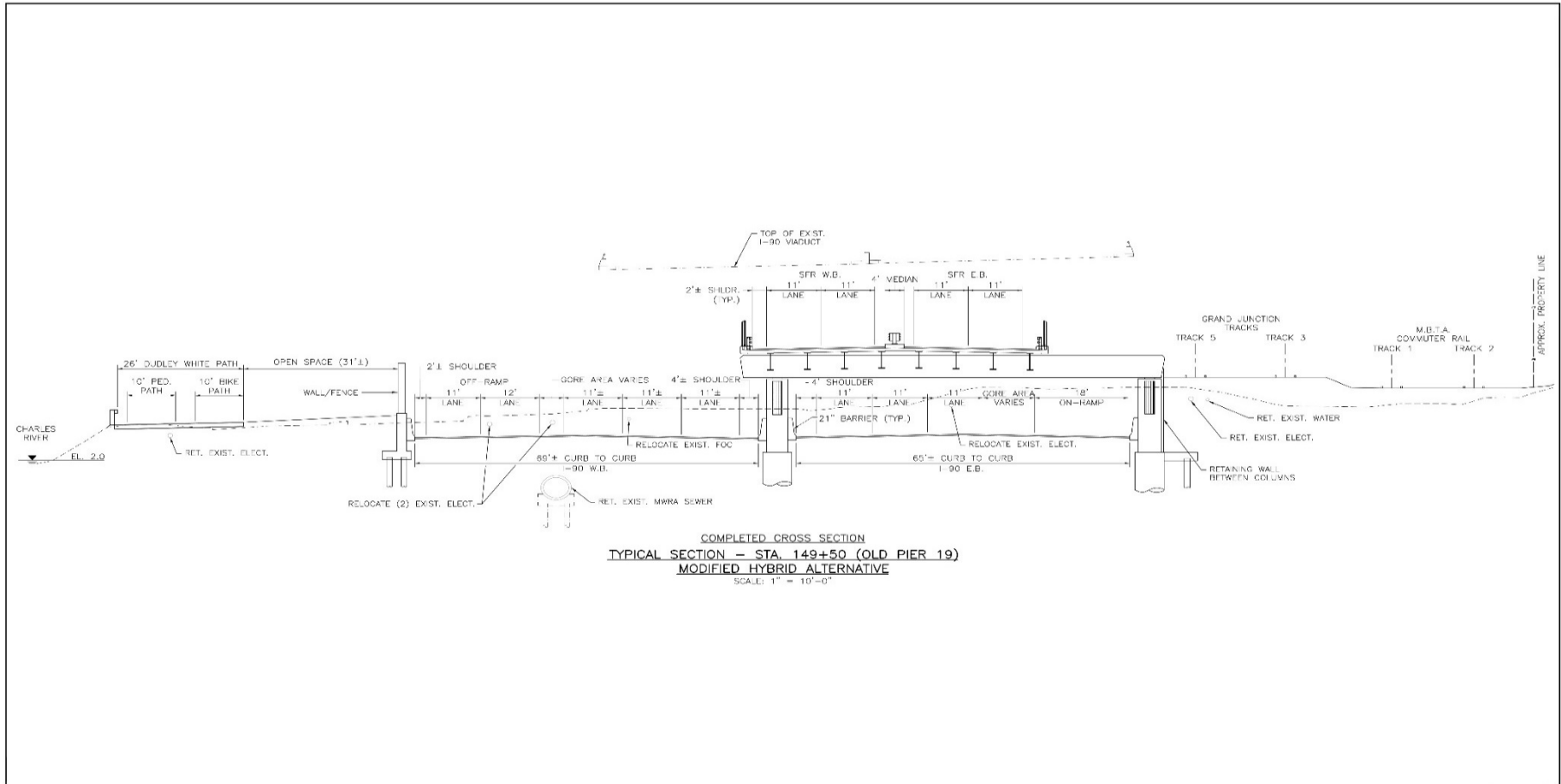
PROPOSED 10 FT. PILOT SPACING
PROPOSED 90 FT. PILOT SPACING



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**Highway At-Grade
Modified Hybrid
Concept SFR Viaduct
Foundation Layout**

View of the viaduct from the
MassDOT website
For info 2123

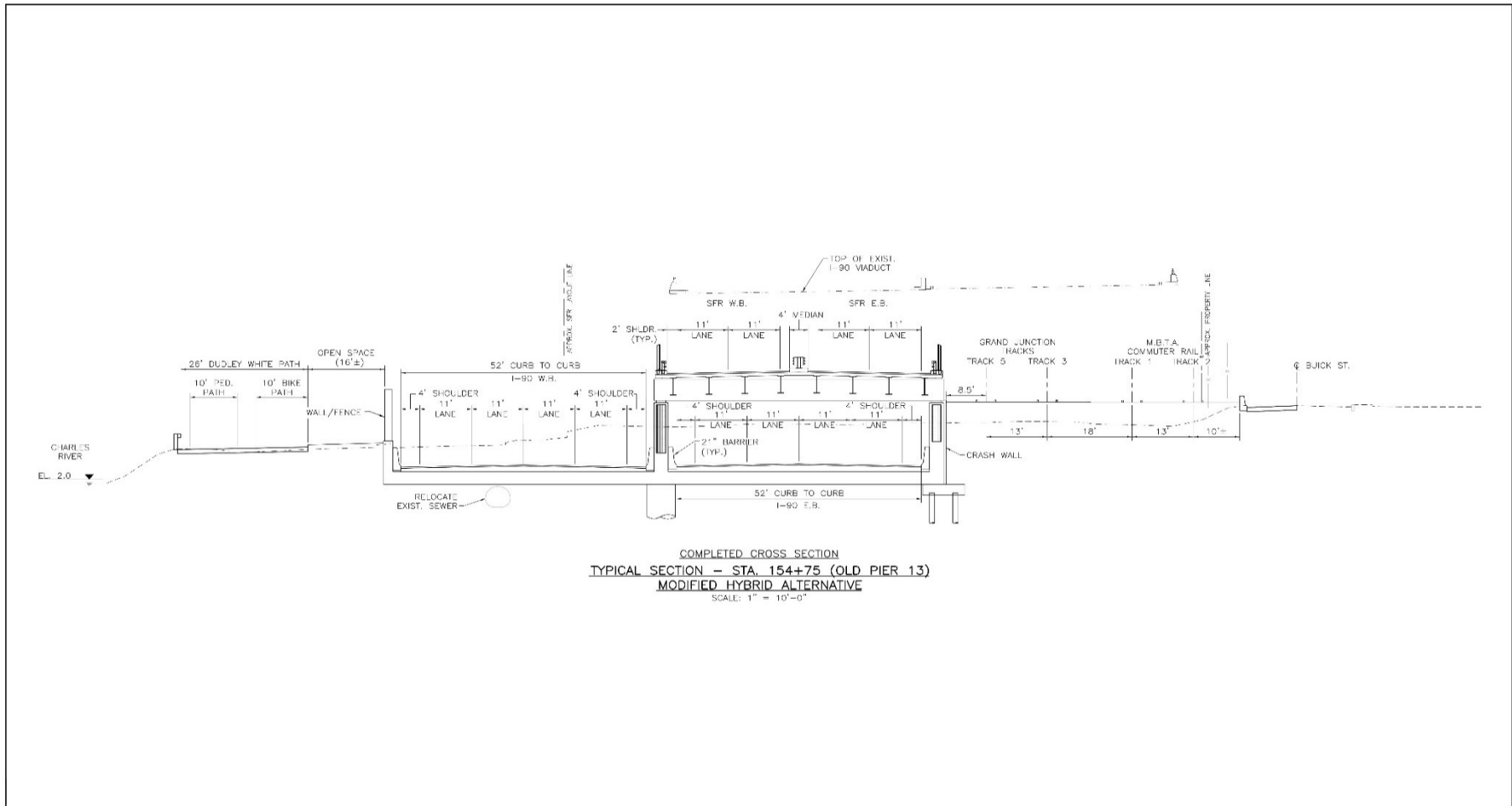


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Figure 5 shows a typical cross section of the Highway At-Grade Hybrid if Soldiers Field Road is placed over I-90 eastbound. Left to right, the image shows a dual treadway Paul Dudley White Path, an open space buffer, a barrier to prevent anything or anyone from falling onto the westbound lanes of I-90, I-90 westbound open to the air, I-90 eastbound with the Soldiers' Field Road viaduct above it, the Grand Junction Line, and the Worcester Main Line.

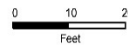
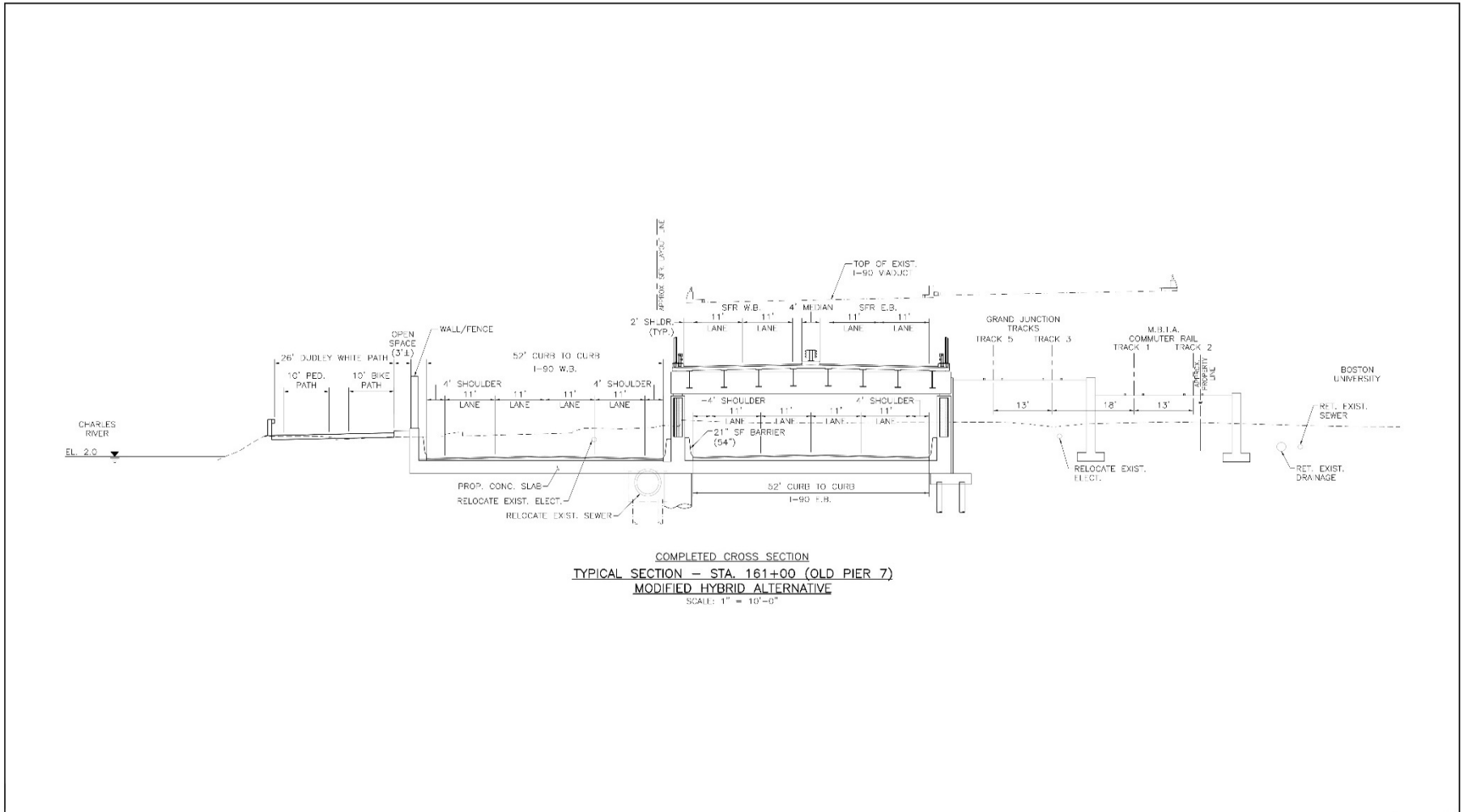


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Figure 6 shows a cross section, near Buick Street, of the Modified Highway At-Grade Hybrid if Soldiers Field Road is placed over I-90 eastbound. Left to right, the image shows a dual treadway Paul Dudley White Path, an open space buffer, a barrier to prevent anything or anyone from falling onto the westbound lanes of I-90, I-90 westbound open to the air, I-90 eastbound with the Soldiers' Field Road viaduct above it, the Grand Junction Line, and the Worcester Main Line. As the cross section location moves east, towards downtown Boston, the open space buffer between the Paul Dudley White Pathway and the Soldiers' Field Road viaduct narrows.



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Figure 9 shows a cross section, near the Boston University Bridge, of the Modified Highway At-Grade Hybrid if Soldiers Field Road is placed over I-90 eastbound. Left to right, the image shows a dual treadway Paul Dudley White Path, an open space buffer, a barrier to prevent anything or anyone from falling onto the westbound lanes of I-90, I-90 westbound open to the air, I-90 eastbound with the Soldiers' Field Road viaduct above it, the Grand Junction Line, and the Worcester Main Line. As the cross section location moves east, towards downtown Boston, the open space buffer between the Paul Dudley White Pathway and the Soldiers' Field Road viaduct narrows.

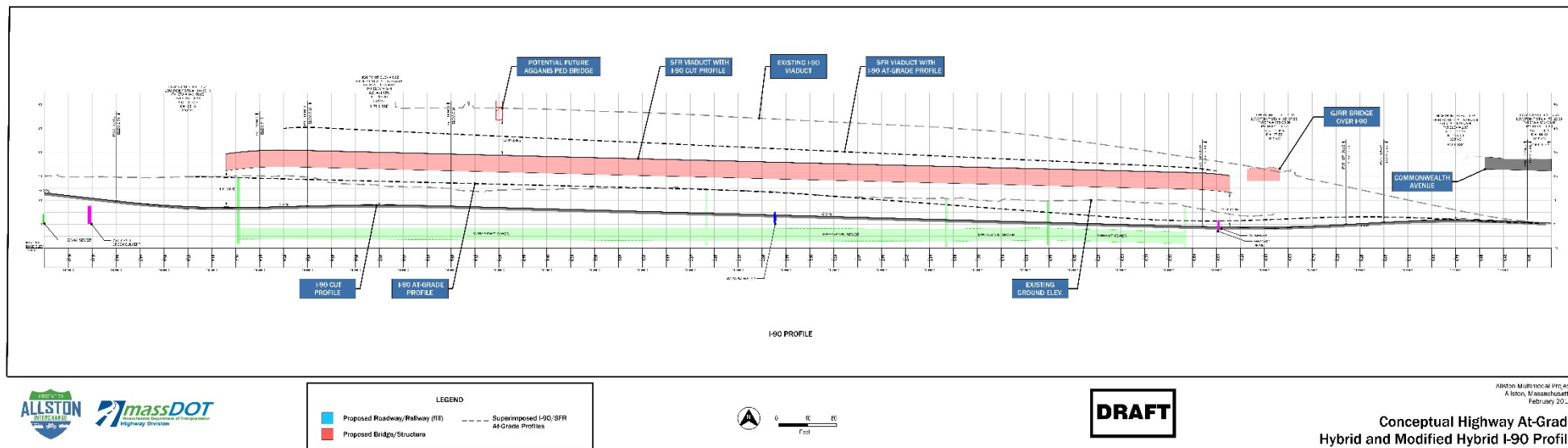


Figure 10 shows the differing profiles of the Soldiers' Field Road Viaduct if I-90 is placed at-grade without any additional lowering of the interstate. Placing I-90 at-grade forces Soldiers' Field Road and the Agganis footbridge to be higher to provide adequate highway clearance. By cutting or lowering I-90, the Soldiers' Field Road Viaduct and Agganis Way Footbridge can be lower though some utility impacts are triggered.