



I-90 ALLSTON INTERCHANGE

A MULTIMODAL TRANSPORTATION PROJECT

TASK FORCE MEETING

JUNE 20, 2019 – FIORENTINO COMMUNITY CENTER

Meeting Agenda

- **Welcome & Introductions**
- **West Station Flip Analysis**
- **WB and EB SFR Viaduct Conceptual Staging Update**
- **Discussion**



Meeting Agenda

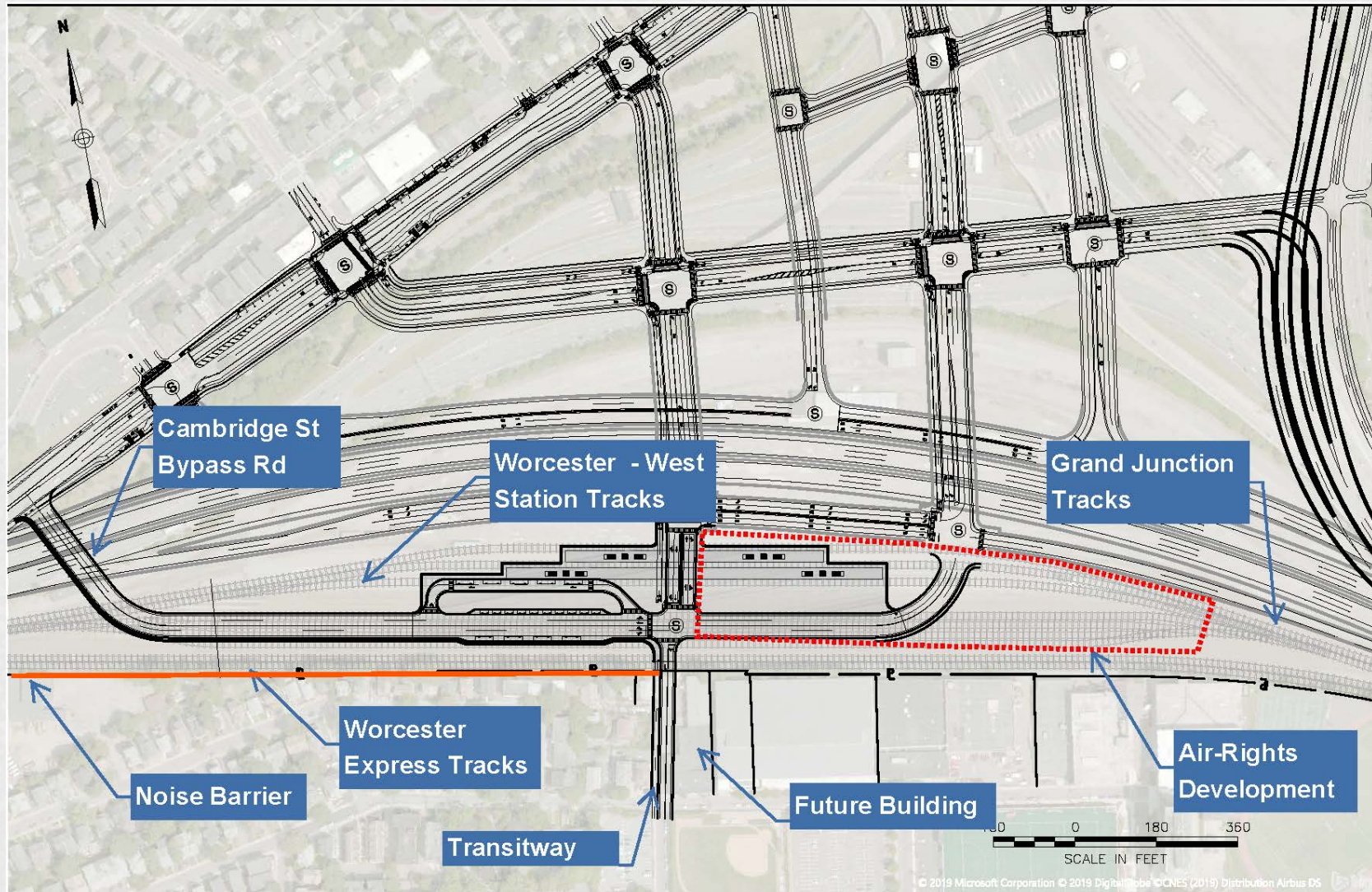
- Welcome & Introductions
- **West Station Flip Analysis**



West Station Flip Analysis

- Harvard approached MassDOT with an alternative West Station and BPY layout
- Harvard stressed technically feasible/economically viable project
 - The IRT Throat option afforded a superior air rights opportunity utilizing the east end of BPY
 - Future GJR passenger service envisioned as a key development need
- MassDOT & RROps expressed several operational concerns with Flip
 - Inferior yard operation
 - Compromised WML operation and customer convenience
 - Reduced multimodal access to Comm Ave transit operations
- Harvard creates multiple refinements
- MassDOT and Harvard tentatively accepted a Modified Flip to satisfy essential RR operations and while respecting Technical Feasibility and Economic Viability Air Rights thresholds

Modified Flip Option



Flip Comparison

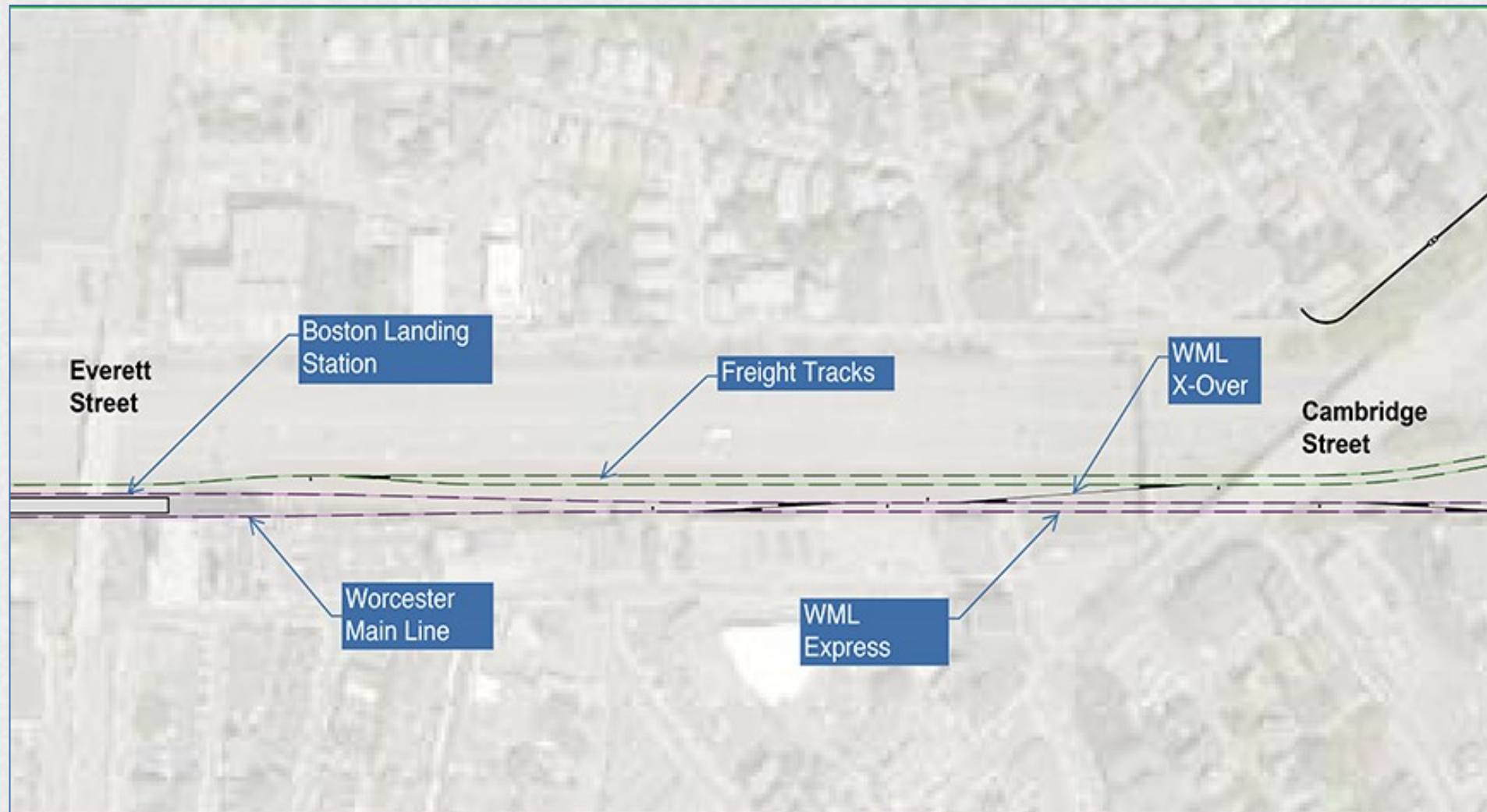


Feature	DEIR	Flip	Modified Flip
Tracks & Platforms	2 WML @79+ mph & 2 GJR; 3 platforms; walk-up access	2 WML 49 mph max; & 2 GJR; 3 island platforms	2 WML Express @79+ mph 1 WML & 2 GJR station 2 island platforms
Rail Service	Favors maintaining/ expanding service along WML	Favors future GJR service & directs all WML trains to station	Balances future GJR service expanding high speed & express ability along WML
Rail Flexibility	Offers universal flexibility among WML, Layover yard and GJR	Offers limited flexibility between WML, Layover yard and GJR	Offers universal flexibility among WML, Layover yard and GJR
Layover Yard	4 tracks/8 layovers, access via GJR	4 tracks/8 layovers access via WML	4 tracks/8 layovers access via flip WML
Bus Access	Access from Bus Loop and Transit way	Access from Camb. St bypass w/transitway connection	Access from Camb St bypass w/transitway connection
Pedestrian Access	South via Malvern and Babcock; north via bus loop	South via Malvern; north via Camb. St bypass; west via path from Franklin St	South via Malvern; north via Camb. St bypass
Air Rights	Limits opportunities due to access constraints	Camb. St bypass provides access to land area east of station and yard	Camb. St bypass provides access to land area east of station and yard

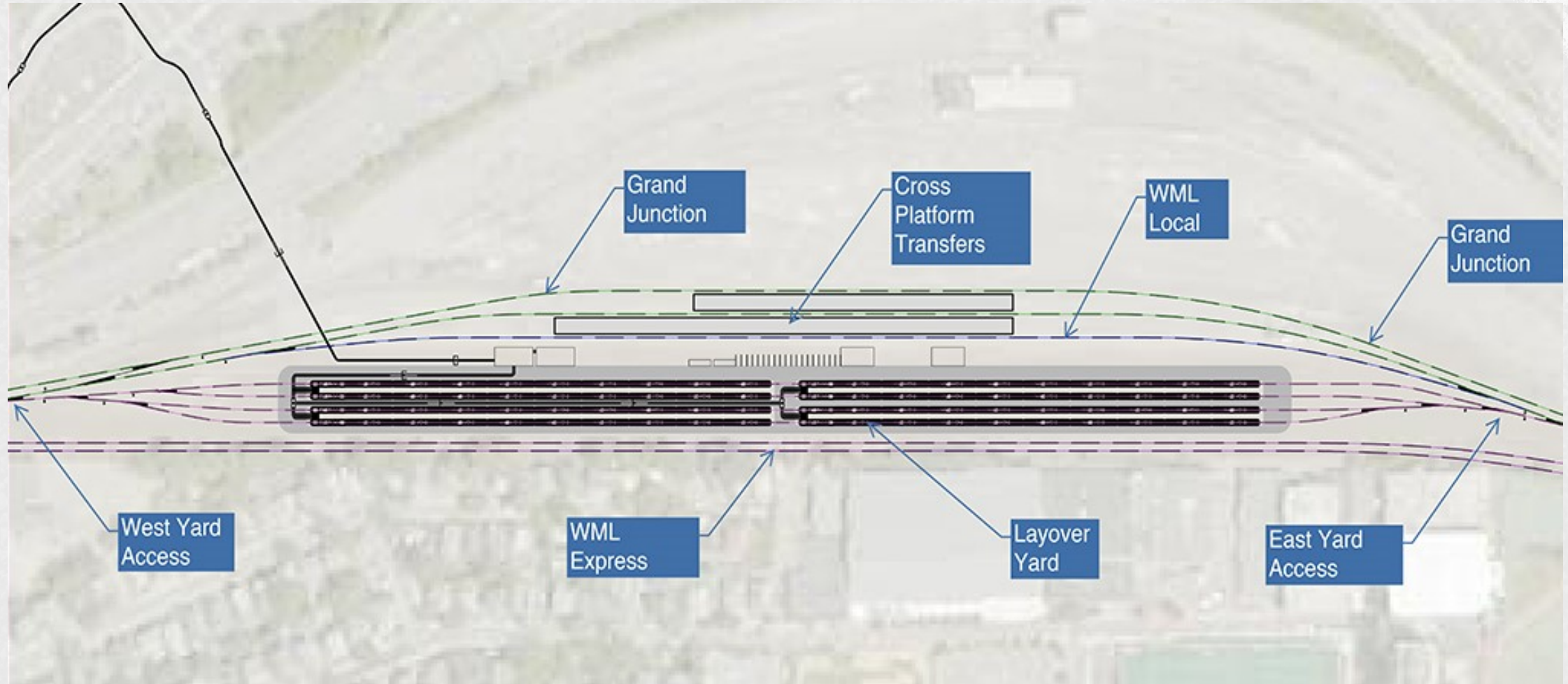
Key Features

- Independent access provided for mainline and freight trains, possibly Grand Junction with flexibility in CP-3 & CP-4
- Maintains higher speed rail on tangent track
- Carry freight access through the rail yard (avoid West Station) and onto Grand Junction
- Provide cross platform transfer between Worcester and GJR
- Create functional yard
- Respect development rights at 76 Ashford St

Modified Flip - West



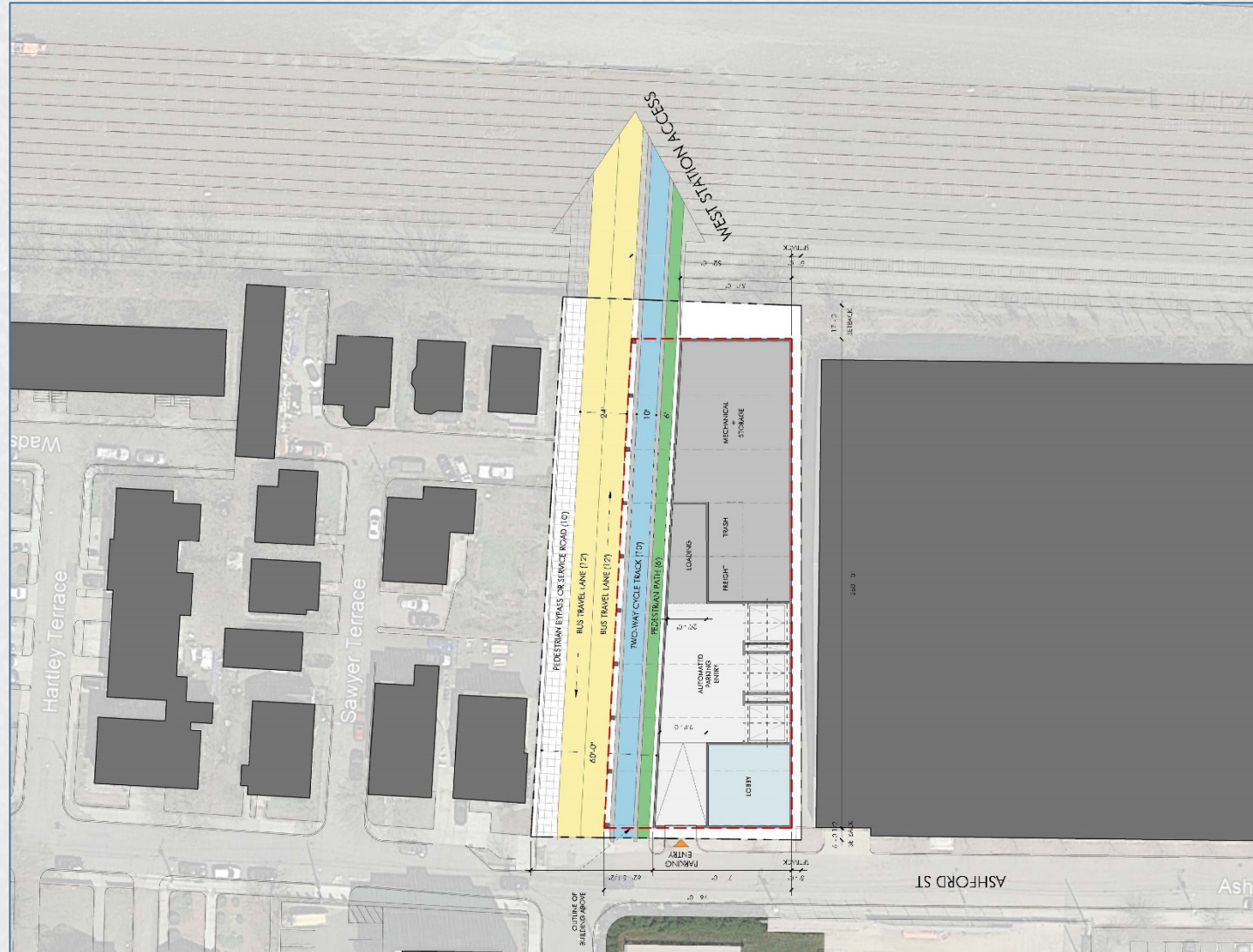
Modified Flip – Yard & Platforms



Modified Flip - East



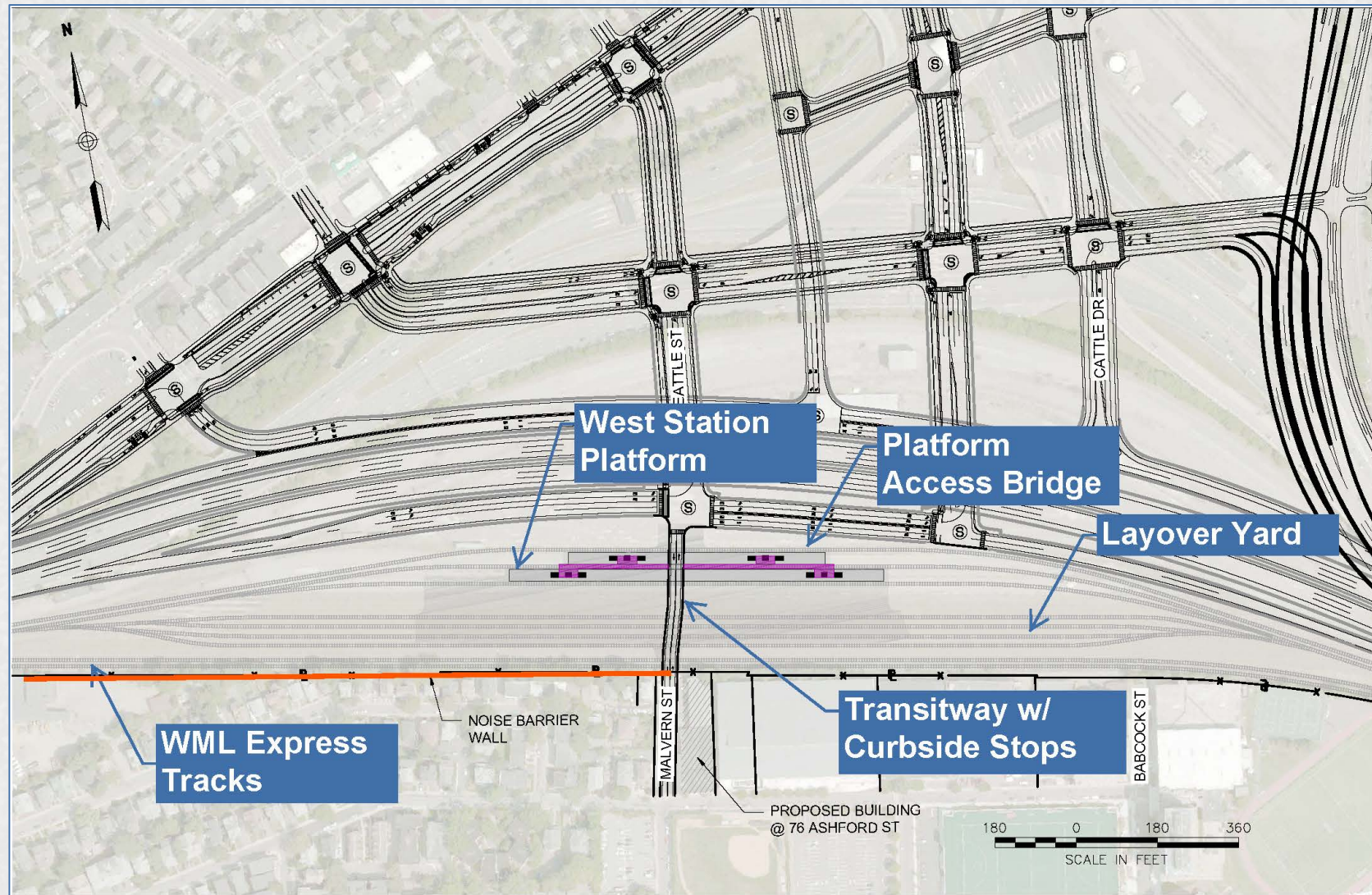
Transitway at 76 Ashford Street



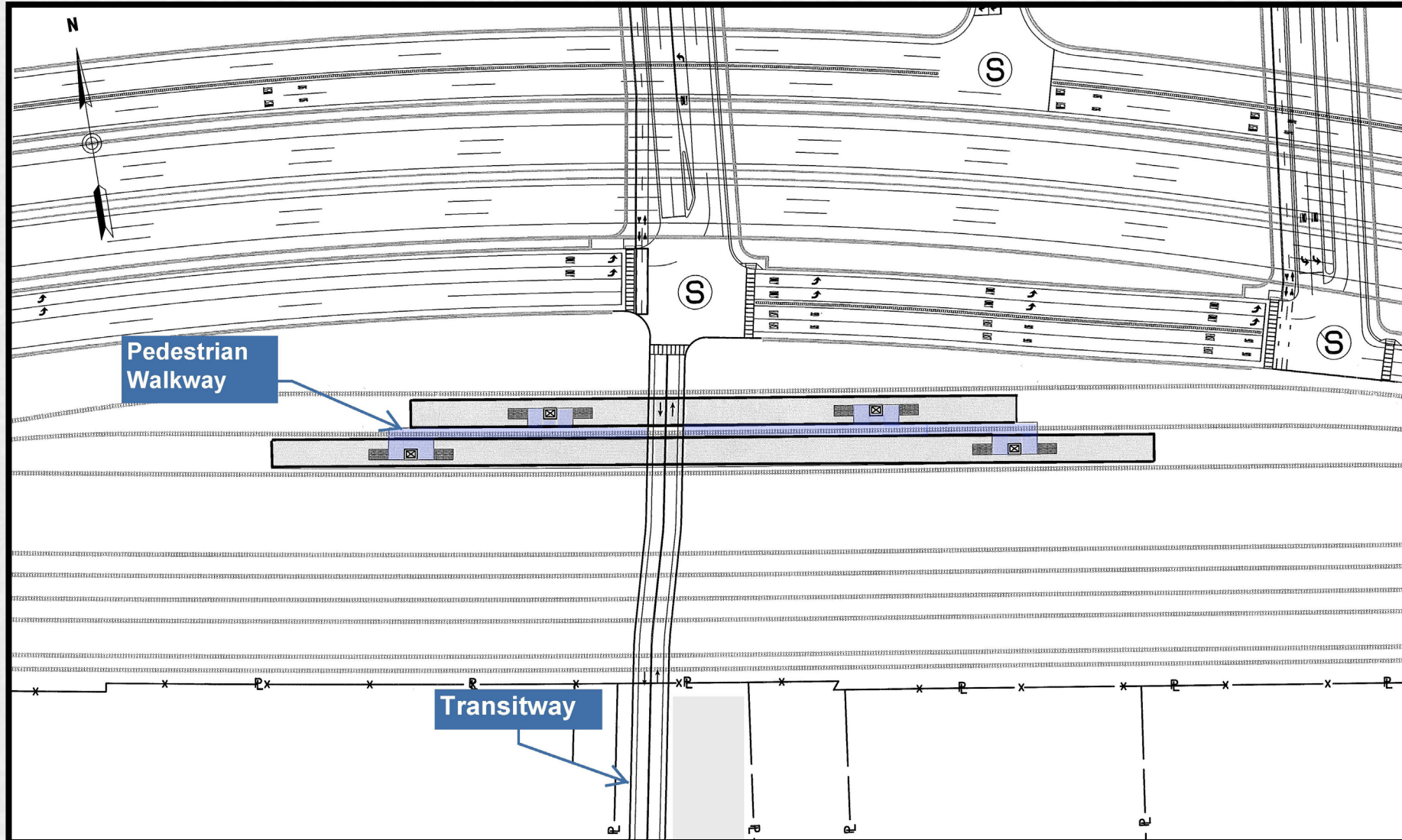
MassDOT Early Build Concepts

- Discussing with HU
- Desire to build functional facilities w/o impacting future build
- Considerations
 - Maintain transportation services
 - Platform positioning
 - Future construction access
 - Avoid demolition

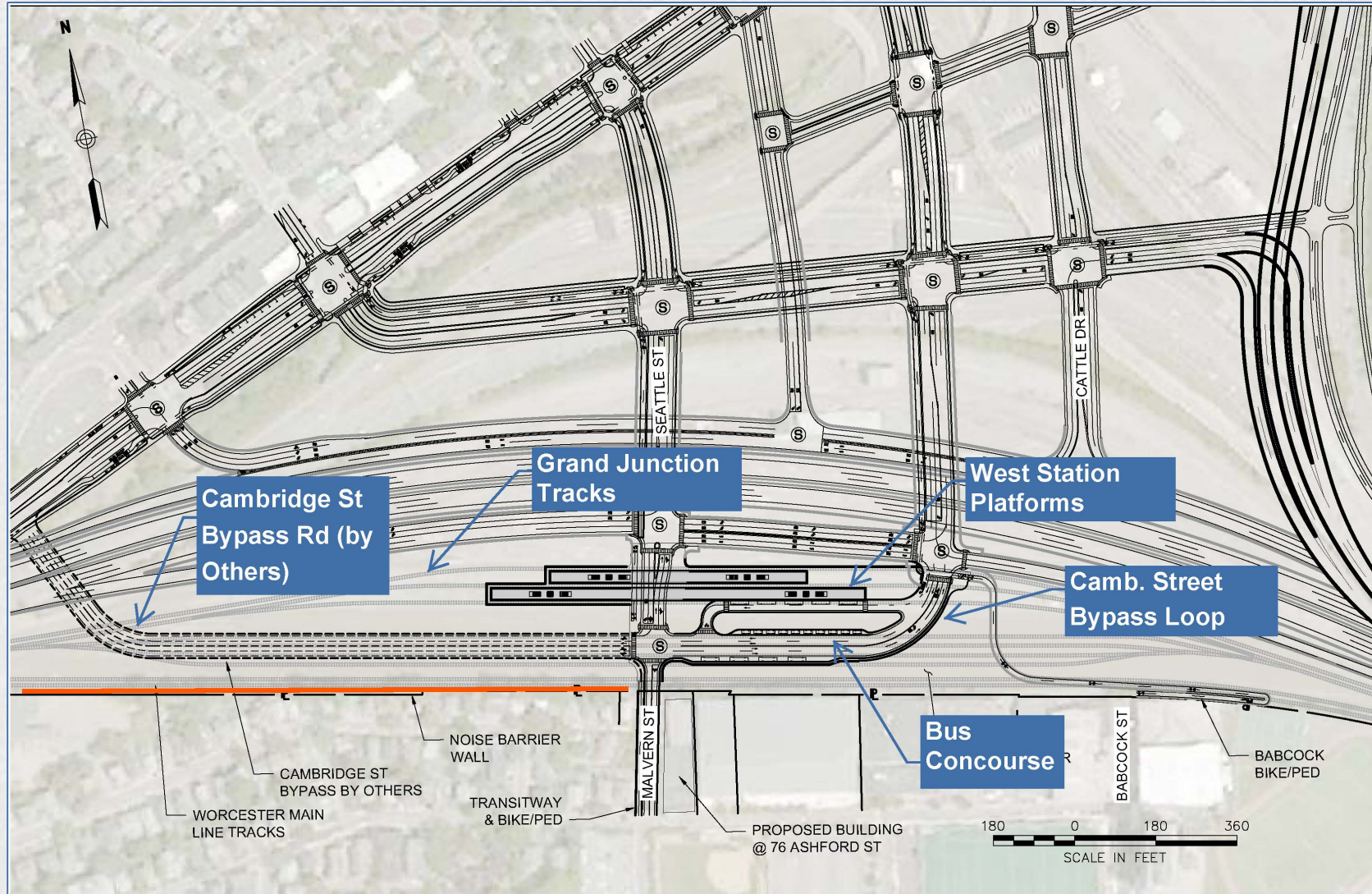
MassDOT West Station – Curbside Bus



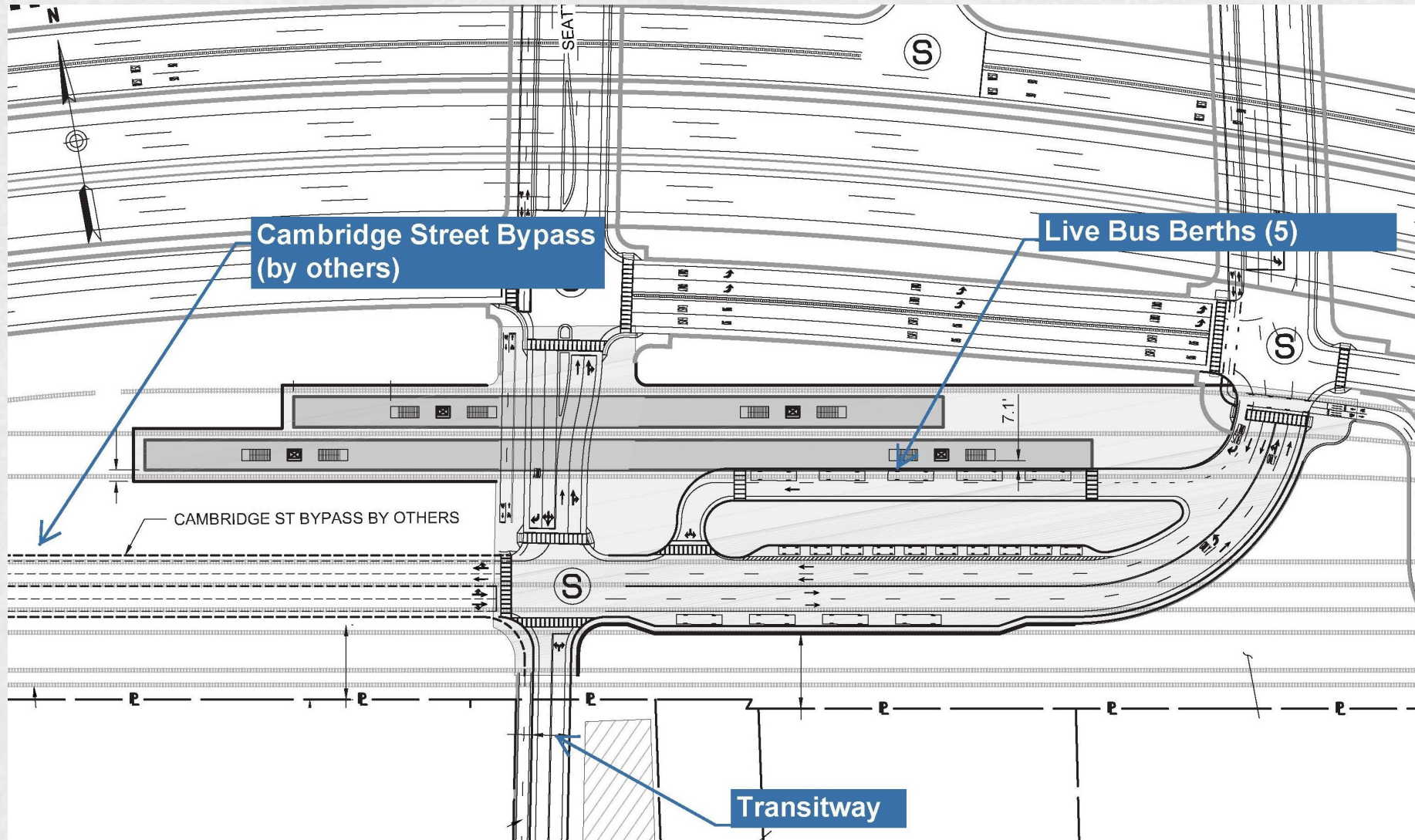
Curbside Bus



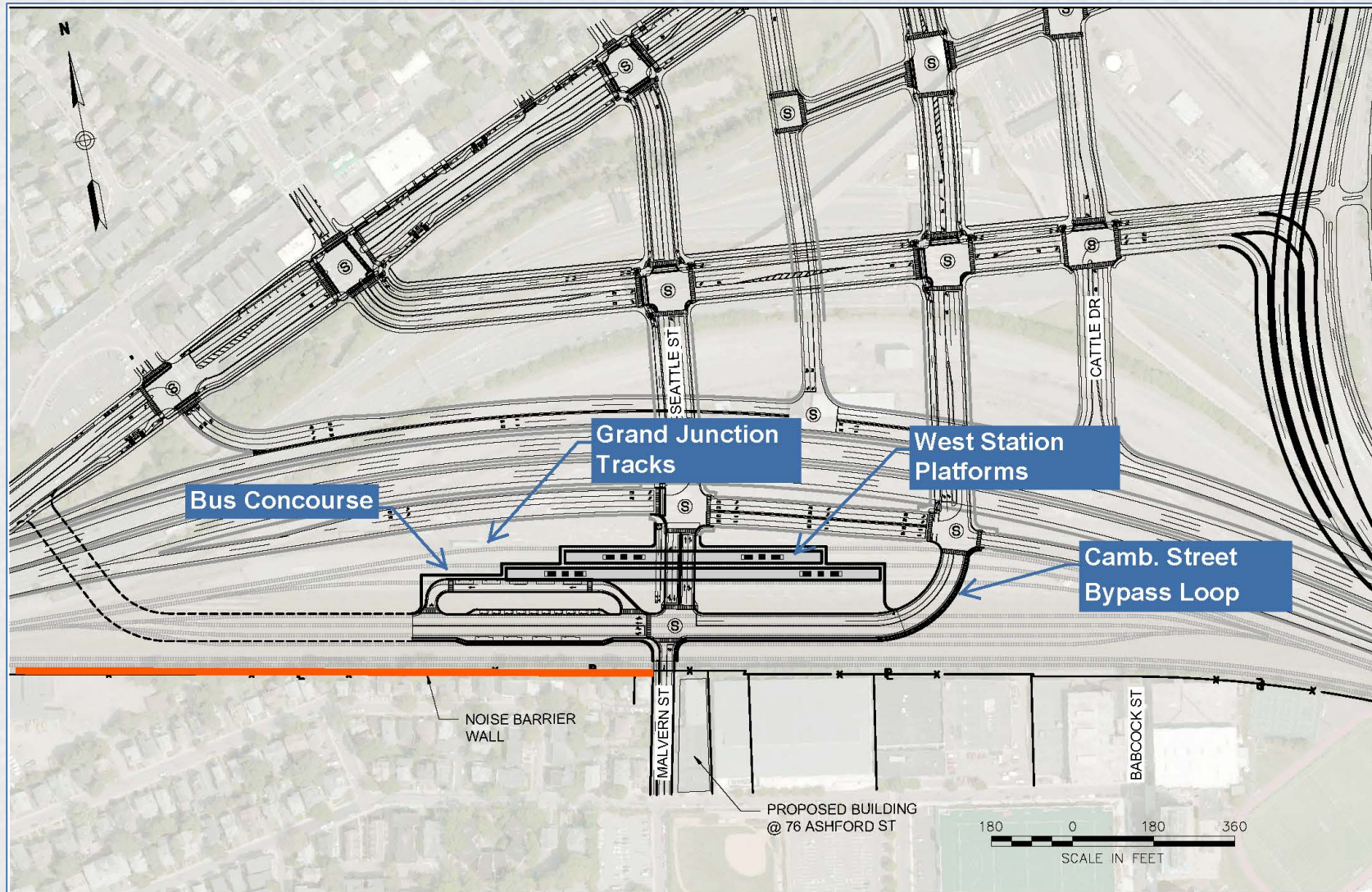
MassDOT West Station – East Bus Concourse Option



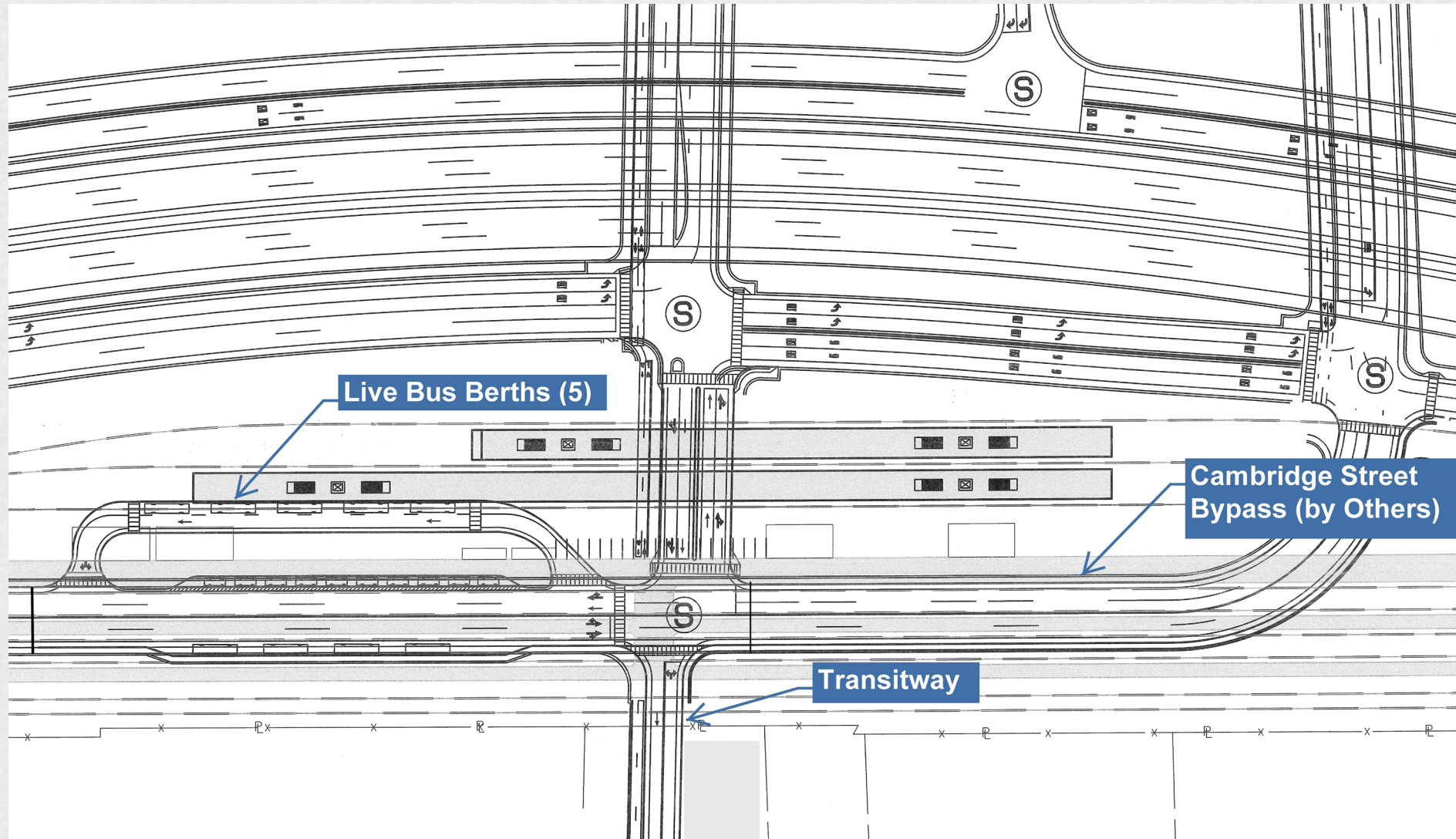
East Concourse Option



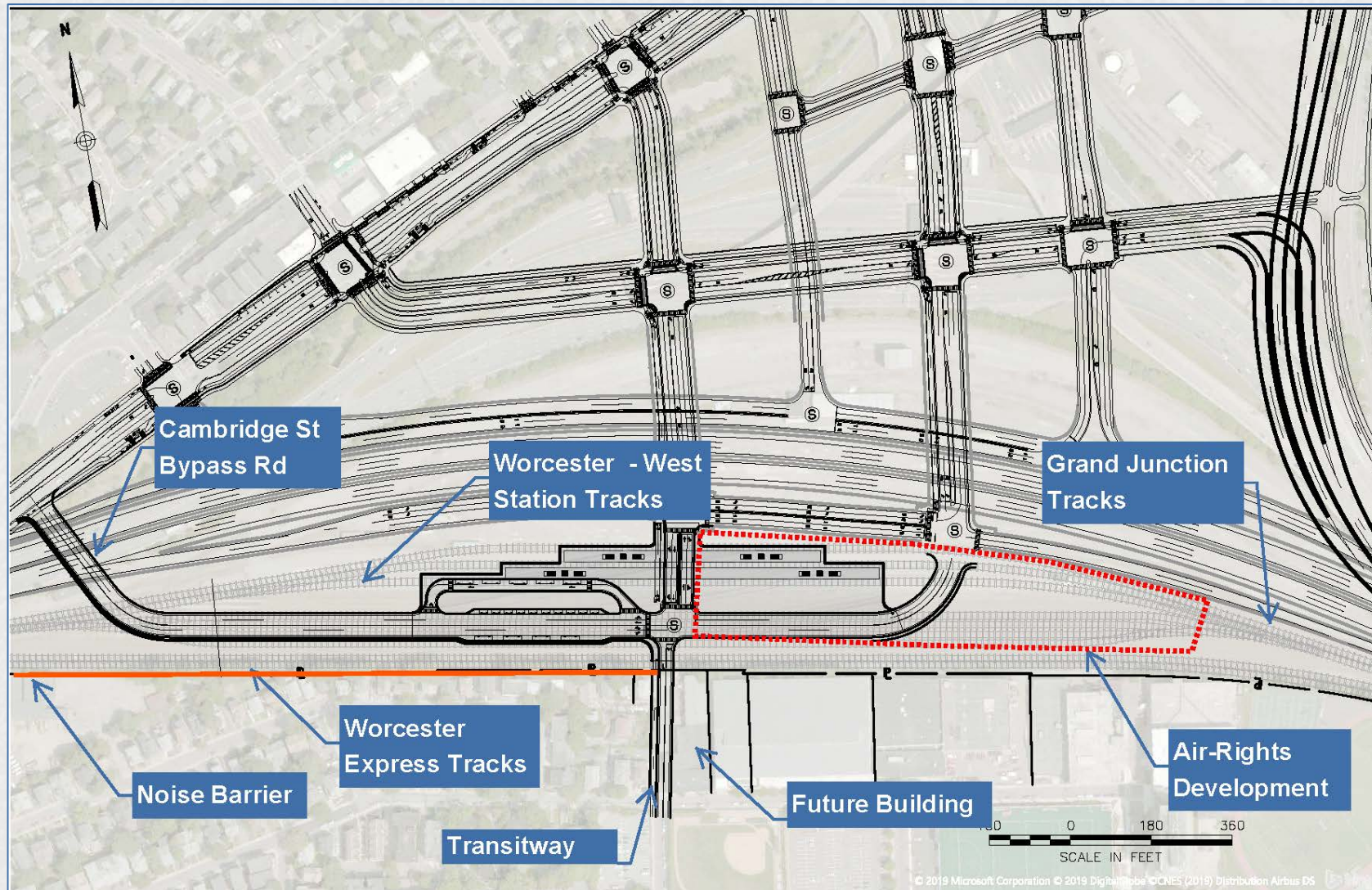
MassDOT West Station – West Bus Concourse Option



West Bus Concourse



Full Build Concept with Development Area



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SFR Hybrid Option Constructability

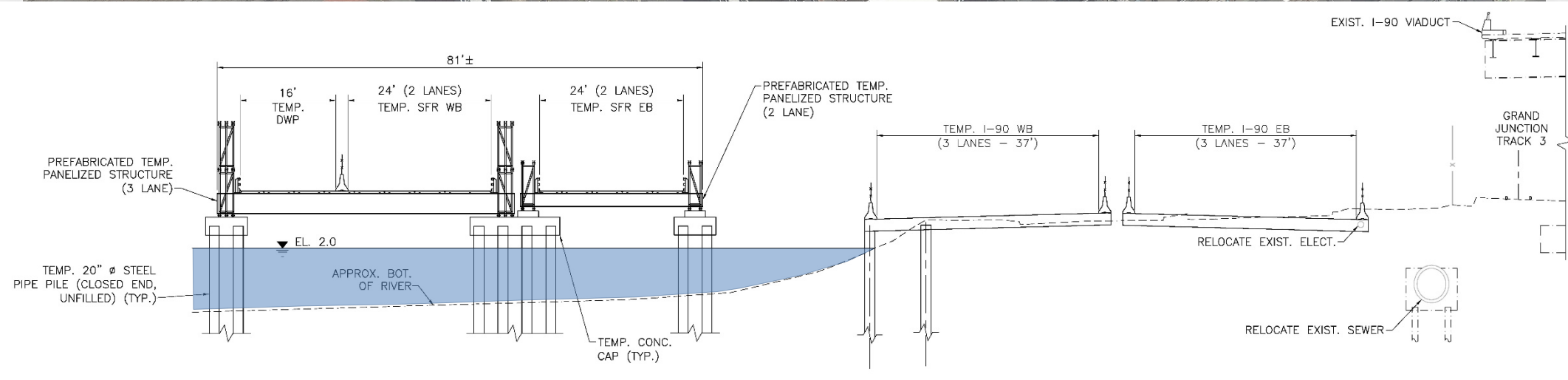
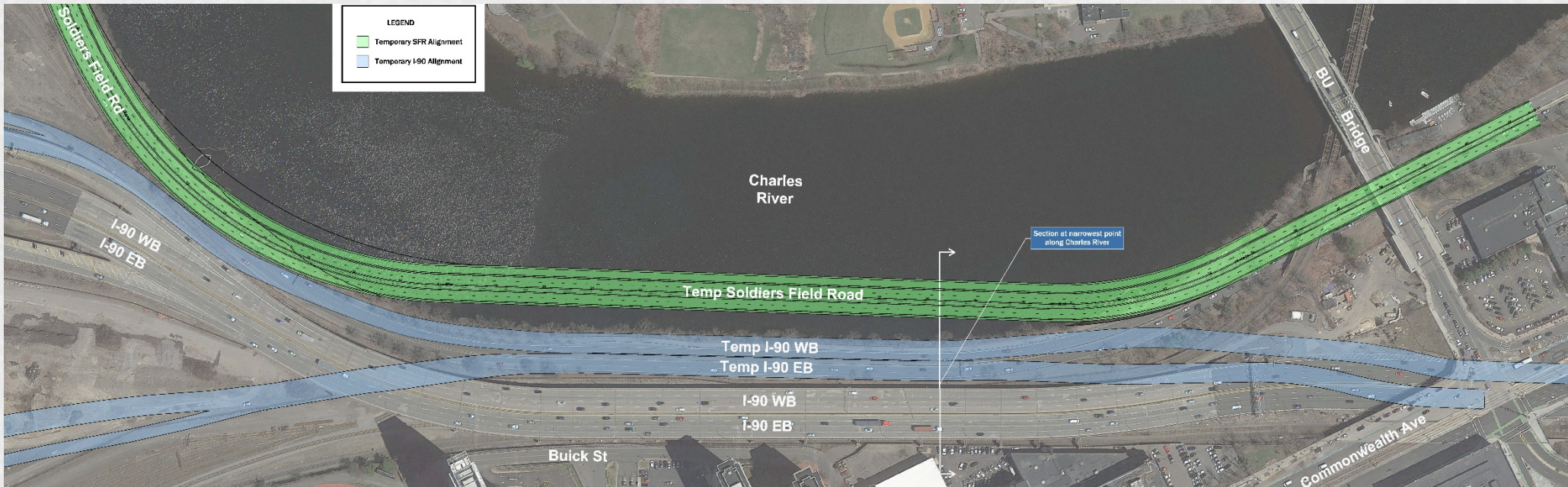


- For all options under consideration, required to keep all modes of travel open during construction
 - Paul Dudley White Path
 - 6 I-90 travel lanes 3 lanes EB/3 lanes WB
 - 4 SFR travel lanes 2 lanes EB/2 lanes WB
 - Minimize single track operations on WML Commuter Rail between Boston Landing and Commonwealth Ave. (CP 4 and CP 3)
 - Grand Junction Rail closed for majority of construction duration
 - Site investigations for temporary Commuter Rail Layover location
- Temporary realignment of SFR and PDW is required during construction
- Duration of construction: 8-10 years

Current Throat Area Construction Staging Study

- Additional Temporary Impacts placing Soldiers Field Road and PDW on temporary trestle structure within the River potentially resulting in the following:
 - PDW Path maintained for majority of construction duration
 - Safer work zones for equipment and access
 - Safer operations of all travel modes during construction
 - Increases duration of 2 track Worcester Mainline services between Boston Landing and Comm Ave
 - Improves constructability of Grand Junction Bridges over I-90 and SFR
 - Improves constructability of SFR Viaduct transitions outside tangent portion of throat
 - Improves temporary I-90 alignments horizontal and vertical geometry
 - Improves constructability of major utility relocations
 - Potentially decreases overall construction duration

SFR Hybrid Option Temporary Structures



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