



# I-90 ALLSTON INTERMODAL PROJECT

Task Force Meeting

September 26, 2018

# Welcome



Today we are going to:

- Review the throat alternatives, both as presented in the DEIR and with new variants developed by the Independent Review Team
- Hear your ideas and concerns and explain next steps



# Independent Review Team Members

- **Facilitator: Professor Ilyas Bhatti**
  - Wentworth Institute of Technology
- **Project Director: Jack Wright**
  - Weston & Sampson
- **Design and Engineering Support: Howard Stein Hudson, Arup**
- **Environmental Permitting: Noble, Wickersham & Heart**

# Independent Review Team – Process

- **September 26:** Present design concepts at Task Force meeting
- **September 28:** Submit draft report to MassDOT
- **October 15:** Presentation to MassDOT/MBTA Boards and release of report for public comment
- **October 17:** Report presented at Task Force meeting
- **30-Day Comment Period**

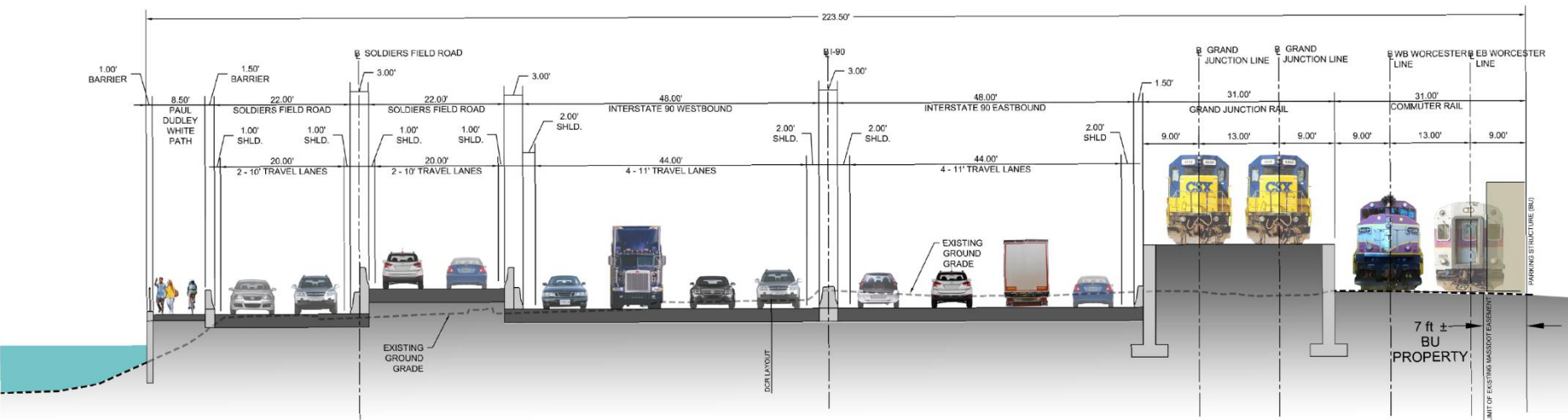


# Highway At-grade Family of Alternatives

# Highway At-grade Family: Key Components

- All elements at-grade
- I-90: 11-foot lanes, 2-foot shoulders
- Soldiers Field Road: 10-foot lanes, 1-foot shoulders
- Paul Dudley White Path – creates river impacts
- Varying effects on wetlands, waterways, open space
- Uses 0 – 6 feet of Boston University land
- Allows best north-south pedestrian/bicycle connections to the river

# DEIR Highway At-Grade Alternative





# DEIR Highway At-grade Alternative

## Looking northeast from Buick Street





# DEIR Highway At-grade Alternative

## Looking west from the Paul Dudley White Path





# DEIR Highway At-grade Alternative

## Looking south from Magazine Beach Park, Cambridge





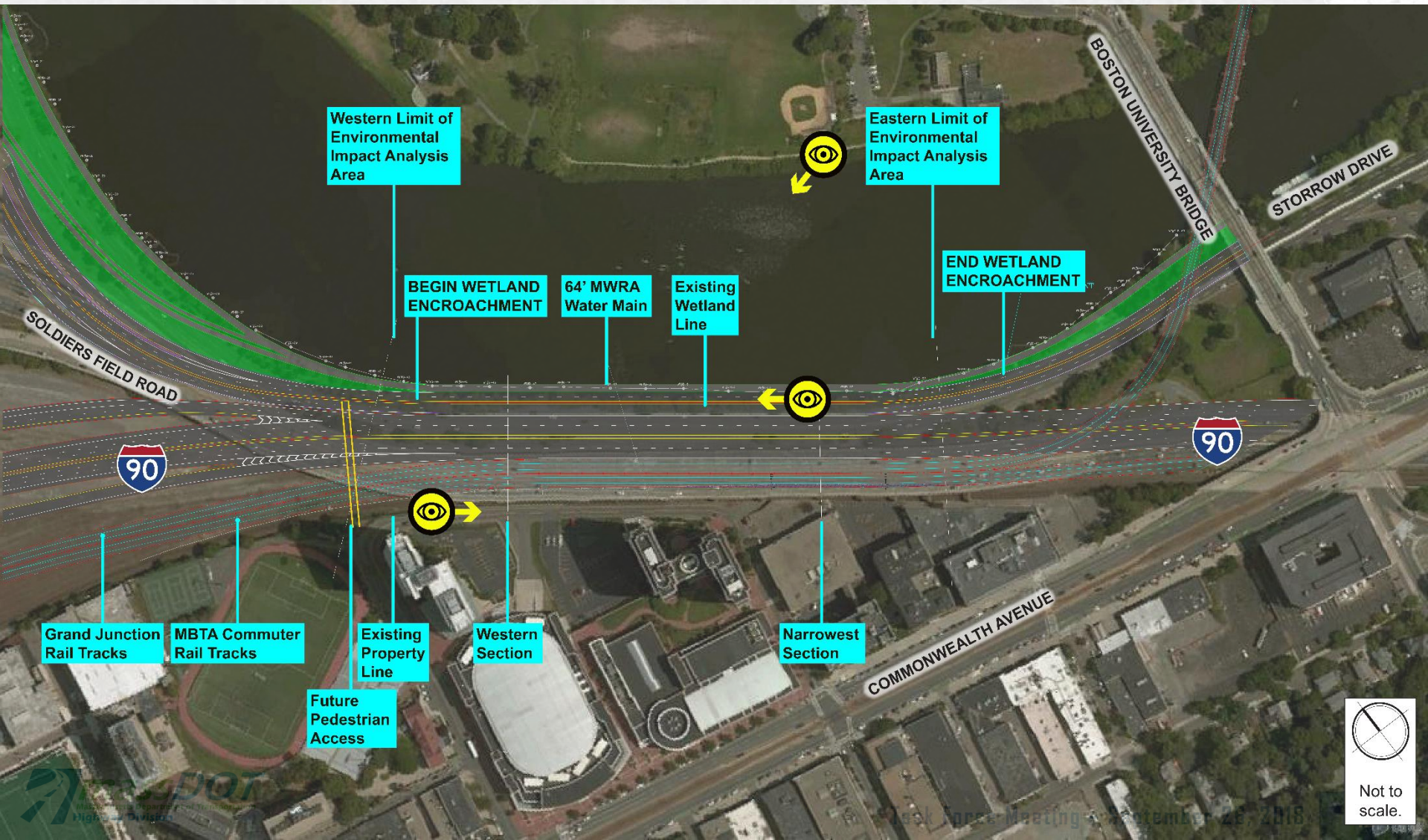
# Changes for Highway At-grade Variant

- **DEIR Highway At-Grade Alternative**
  - I-90 at-grade
  - Grand Junction on retained fill
  - Slightly elevated Soldiers Field Road for noise protection

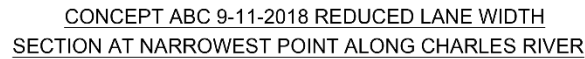
- **Highway At-Grade Variant**
  - Slope Grand Junction Line at 2% on fill and lower Grand Junction fly over I-90
    - Grand Junction crosses at lower elevation = less retained fill
    - Reduces Grand Junction closure and construction duration
  - Explored changing rail curves to utilize more BU property to stay away from river impacts
  - Explored permitting implications of variants of Paul Dudley White Path at river's edge



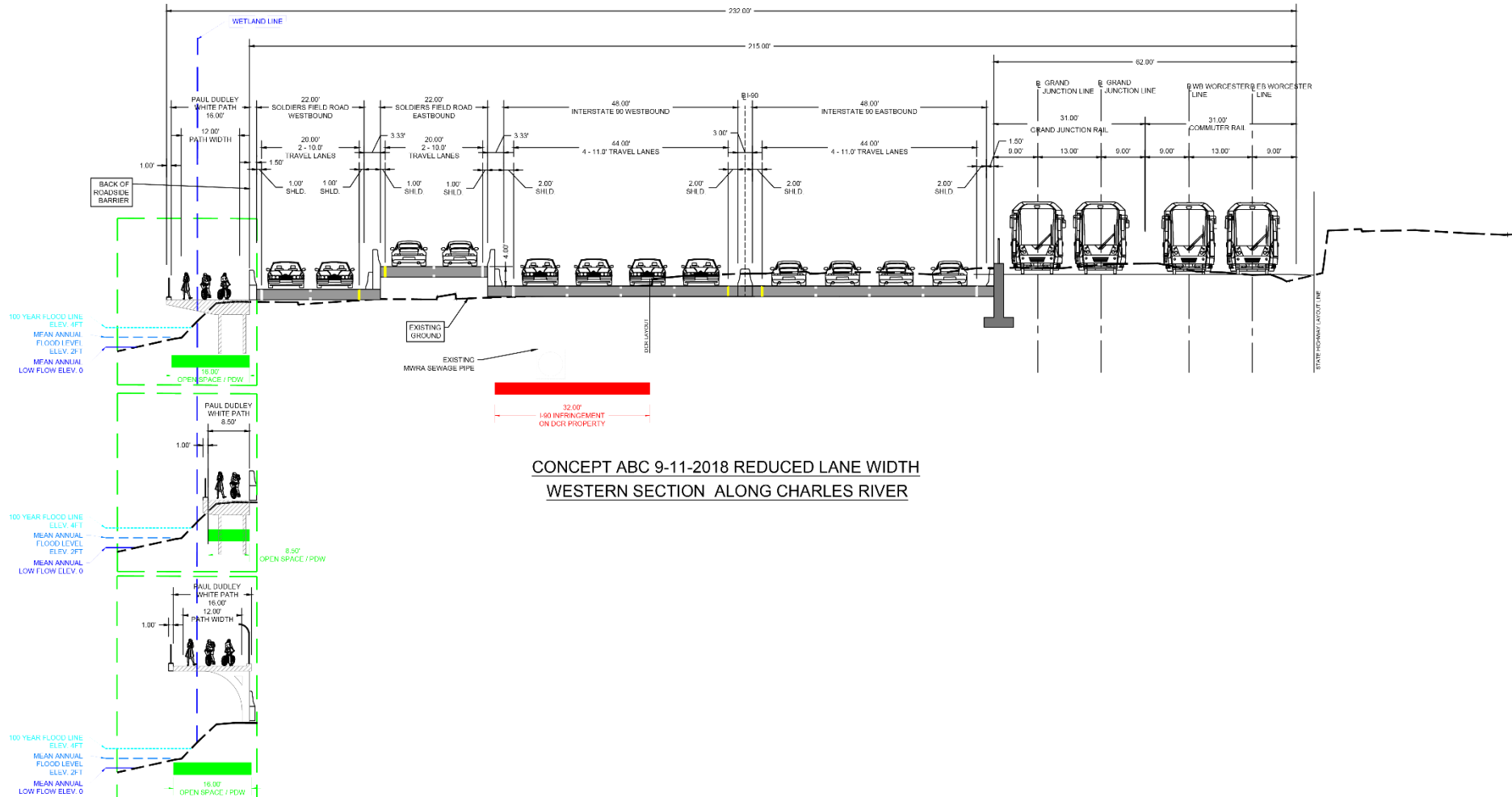
# Highway At-grade Variant



Not to scale.







# Highway At-grade Variant

## Looking northeast from Buick Street





# Highway At-grade Variant

## Looking west from the Paul Dudley White Path





# Highway At-grade Variant

## Looking south from Magazine Beach Park, Cambridge



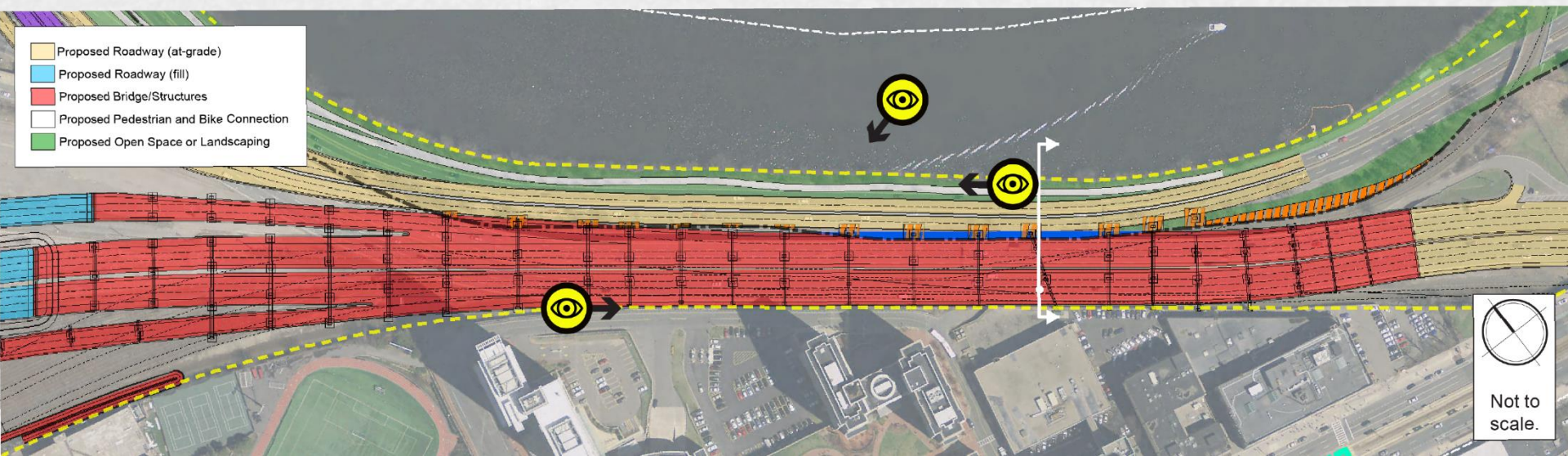
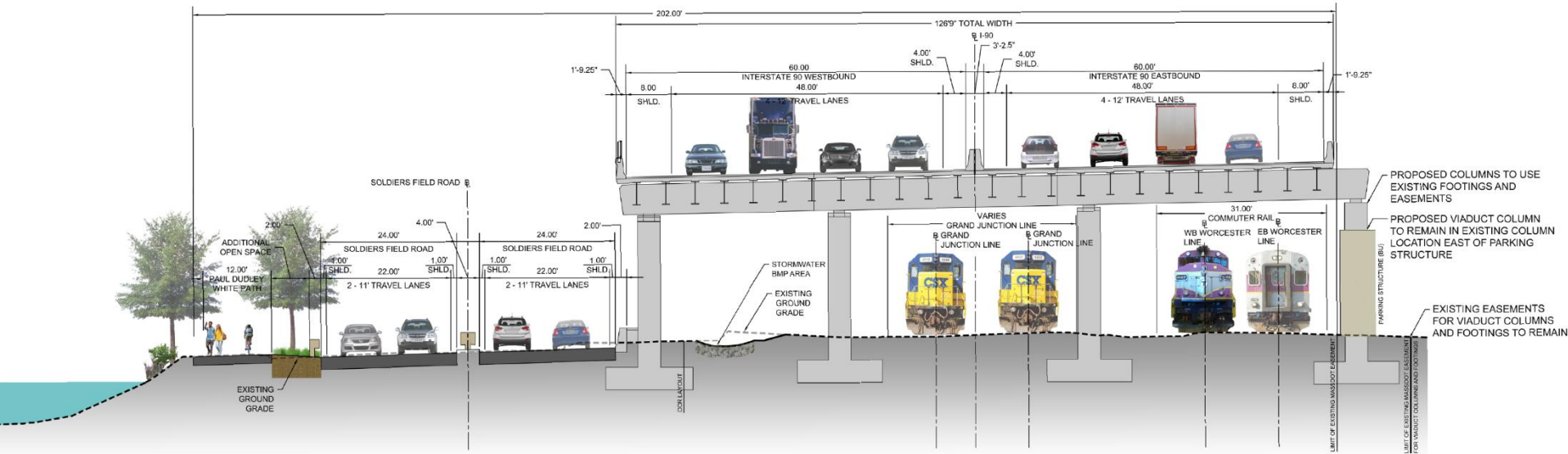
## Hybrid Family of Alternatives



# Highway Viaduct Family: Key Components

- Elevated I-90: 12-foot lanes, 4-foot (inside) and 8-foot(outside) shoulders
- I-90 structure
  - height = 28 feet above rail (minimum), width = 127 feet, closest distance to river = 82 feet
- Rail and Soldiers Field Road at-grade
- Difficult north-south pedestrian-bicycle connections
- Room for expanded open space
- Expanded Paul Dudley White Path
- Does not require any property from Boston University

# DEIR Highway Viaduct Alternative





# DEIR Highway Viaduct Alternative

## Looking northeast from Buick Street





# DEIR Highway Viaduct Alternative

## Looking west from the Paul Dudley White Path





# DEIR Highway Viaduct Alternative

## Looking south from Magazine Beach Park, Cambridge





# Changes for Highway Viaduct Variant

- **DEIR Highway Viaduct Alternative**

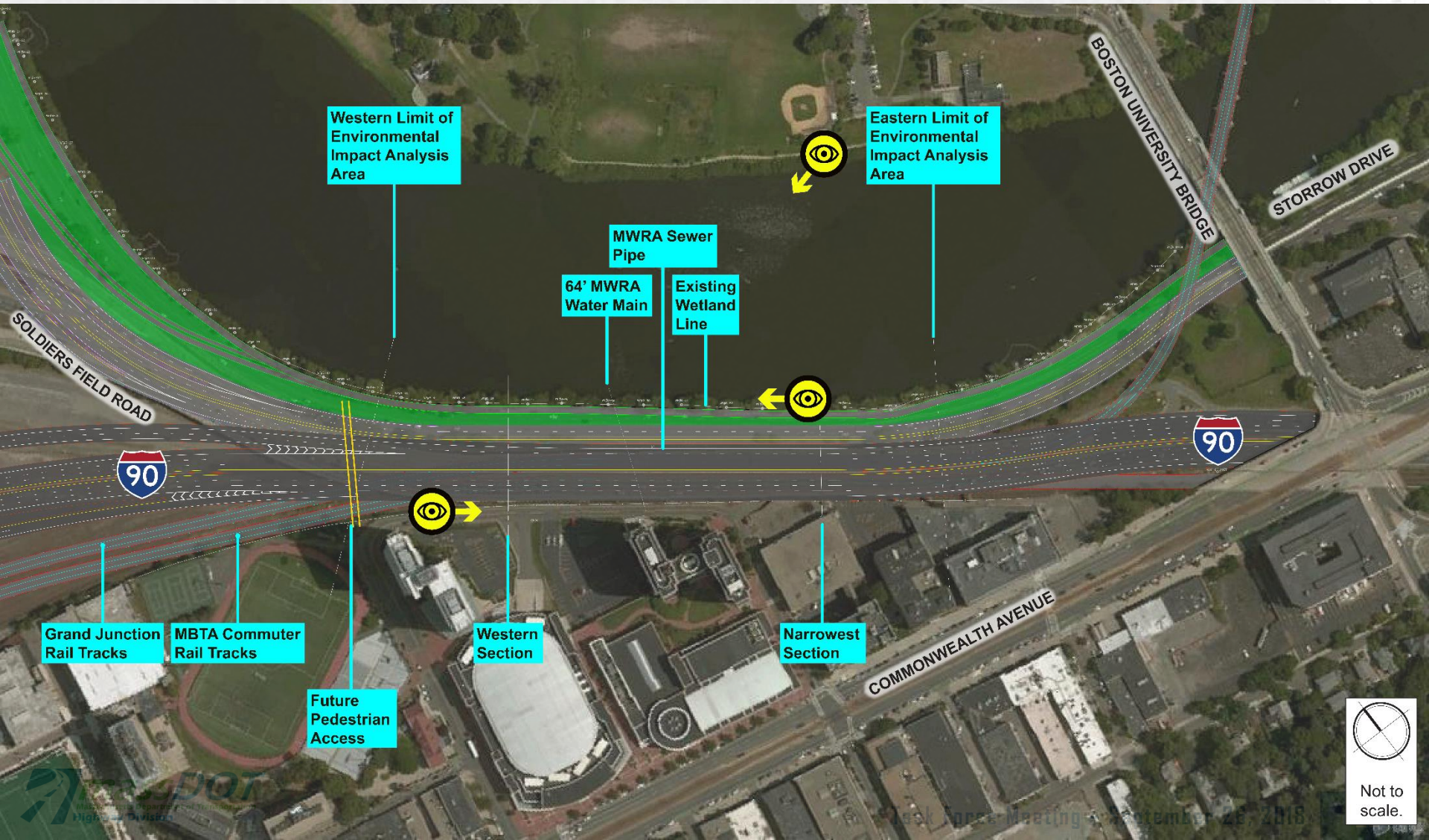
- 4-column viaduct scheme
- Soldiers Field Road aligned along northernly edge of viaduct
- Complex staging to maintain traffic during construction

- **Highway Viaduct Variant**

- 3-column viaduct scheme
- Soldiers Field Road tucked under northern edge of I-90 WB viaduct provides additional parkland/open space/Paul Dudley White Path improvements
- Stormwater management system within or underneath green space
- Simplified staging due to fewer foundations

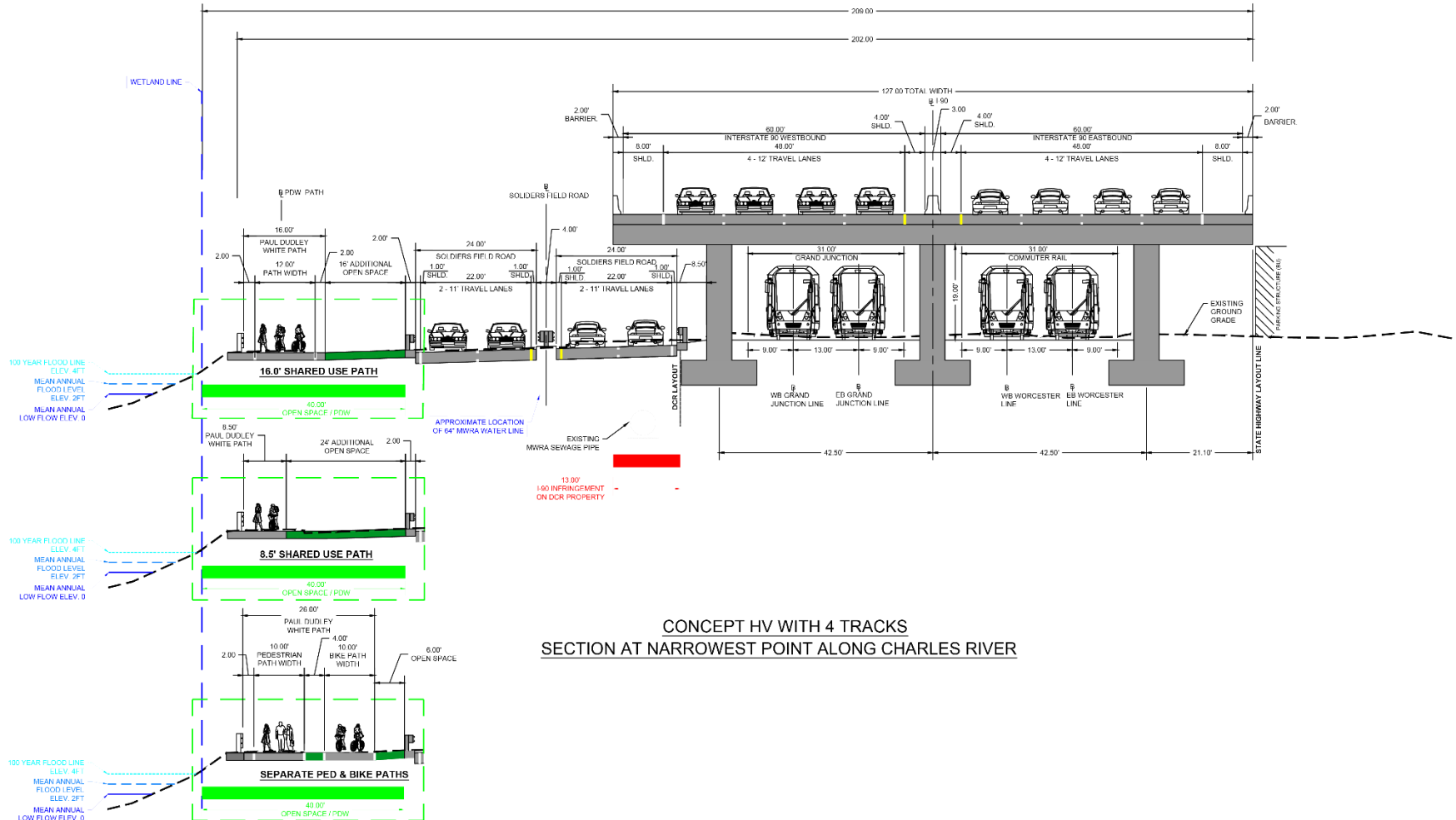


# Highway Viaduct Variant

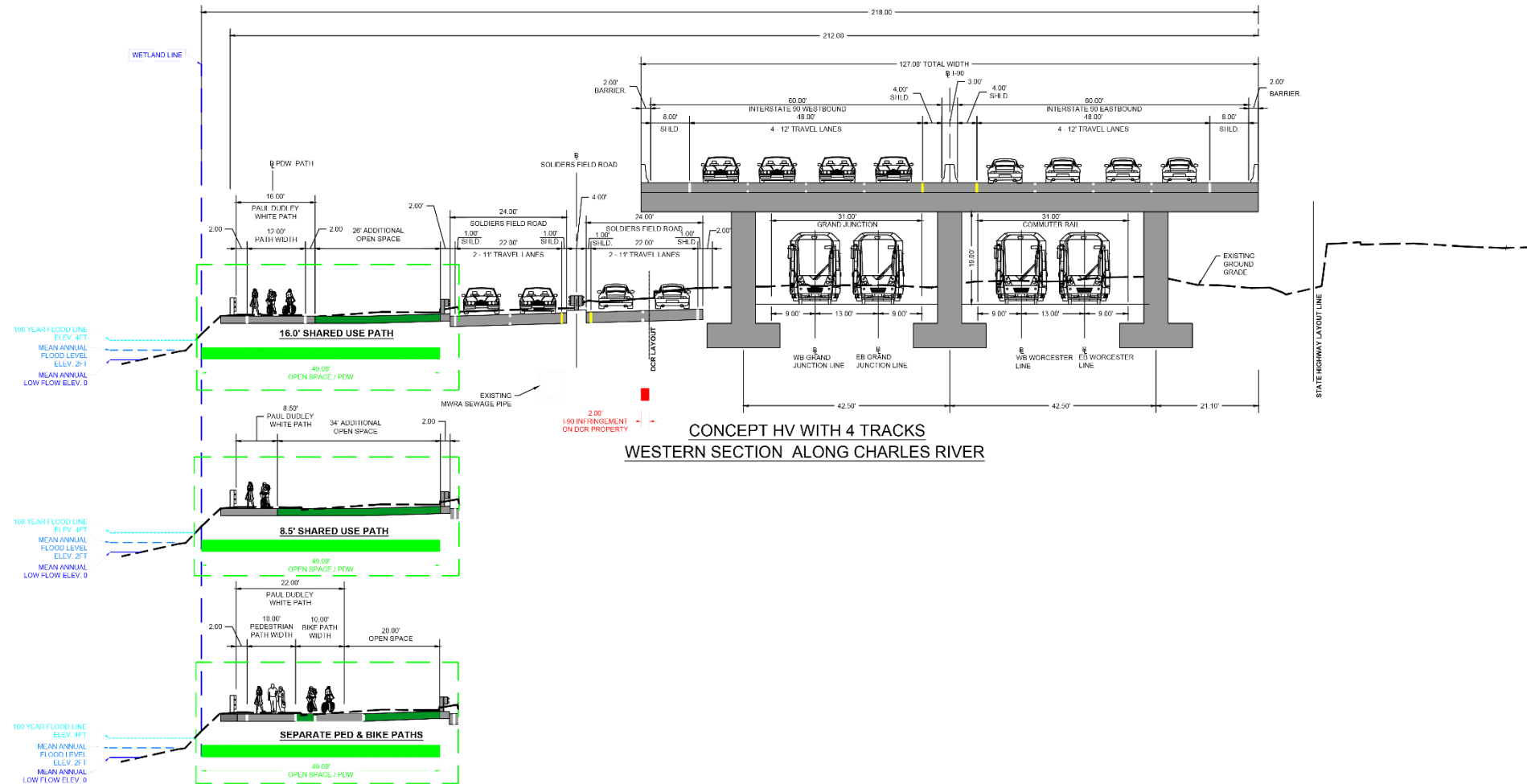


# Highway Viaduct Variant

## Narrowest Cross Section







# Highway Viaduct Variant

## Looking northeast from Buick Street





# Highway Viaduct Variant

## Looking west from the Paul Dudley White Path





# Highway Viaduct Variant

## Looking south from Magazine Beach Park, Cambridge





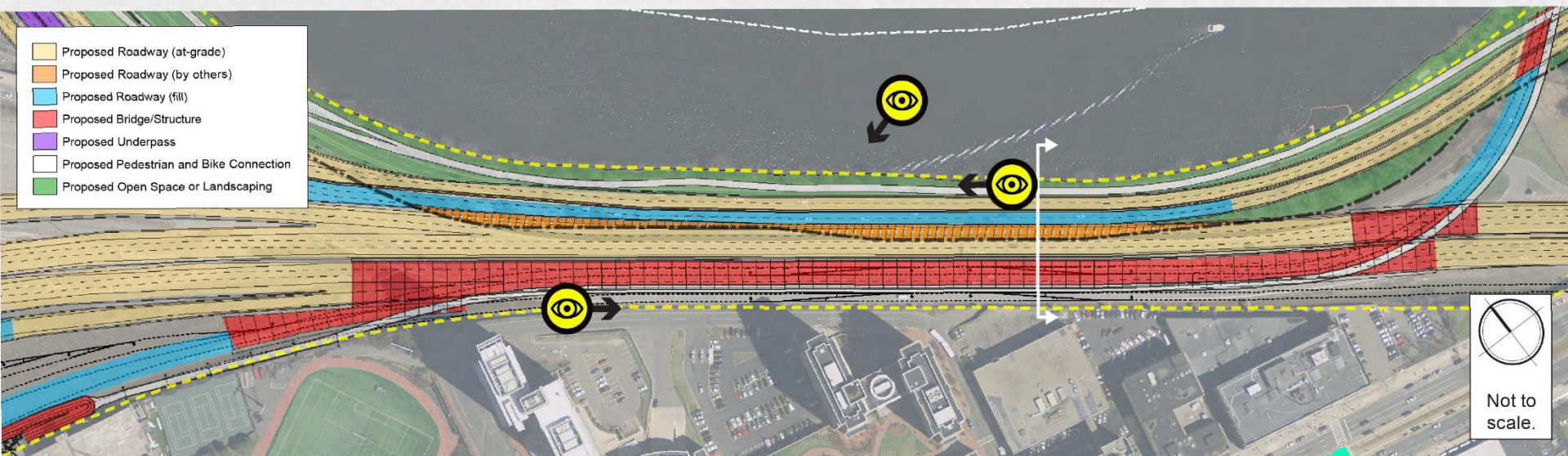
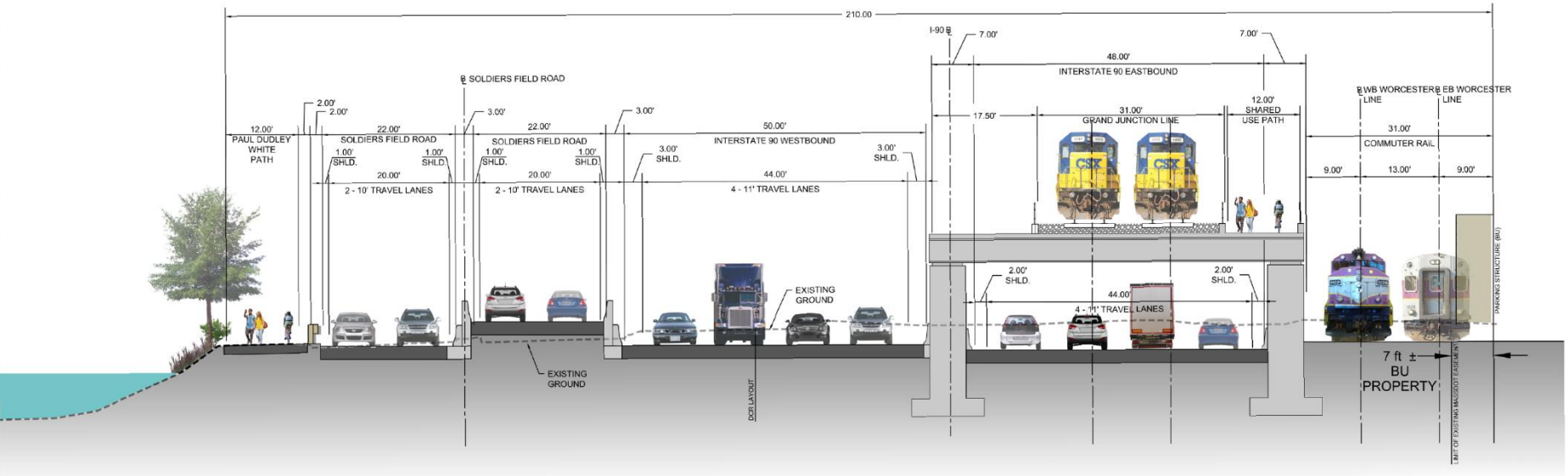
## Hybrid Family of Alternatives

# Hybrid Family: Key Components

- One element on viaduct
- I-90: 11-foot lanes, 2-foot shoulders
- Expanded Paul Dudley White Path
- Elevated Soldiers Field Road mitigates noise
- Room for expanded open space
- Allows better north-south pedestrian/bicycle connections to the river than Highway Viaduct or Hybrid
- Uses 0 – 6 feet of Boston University land



# DEIR Hybrid Alternative





# DEIR Hybrid Alternative

## Looking northeast from Buick Street





# DEIR Hybrid Alternative

## Looking west on the Paul Dudley White Path





# DEIR Hybrid Alternative

## Looking south from Magazine Beach Park, Cambridge





# Changes for Hybrid Variant

- **DEIR Hybrid Alternative**

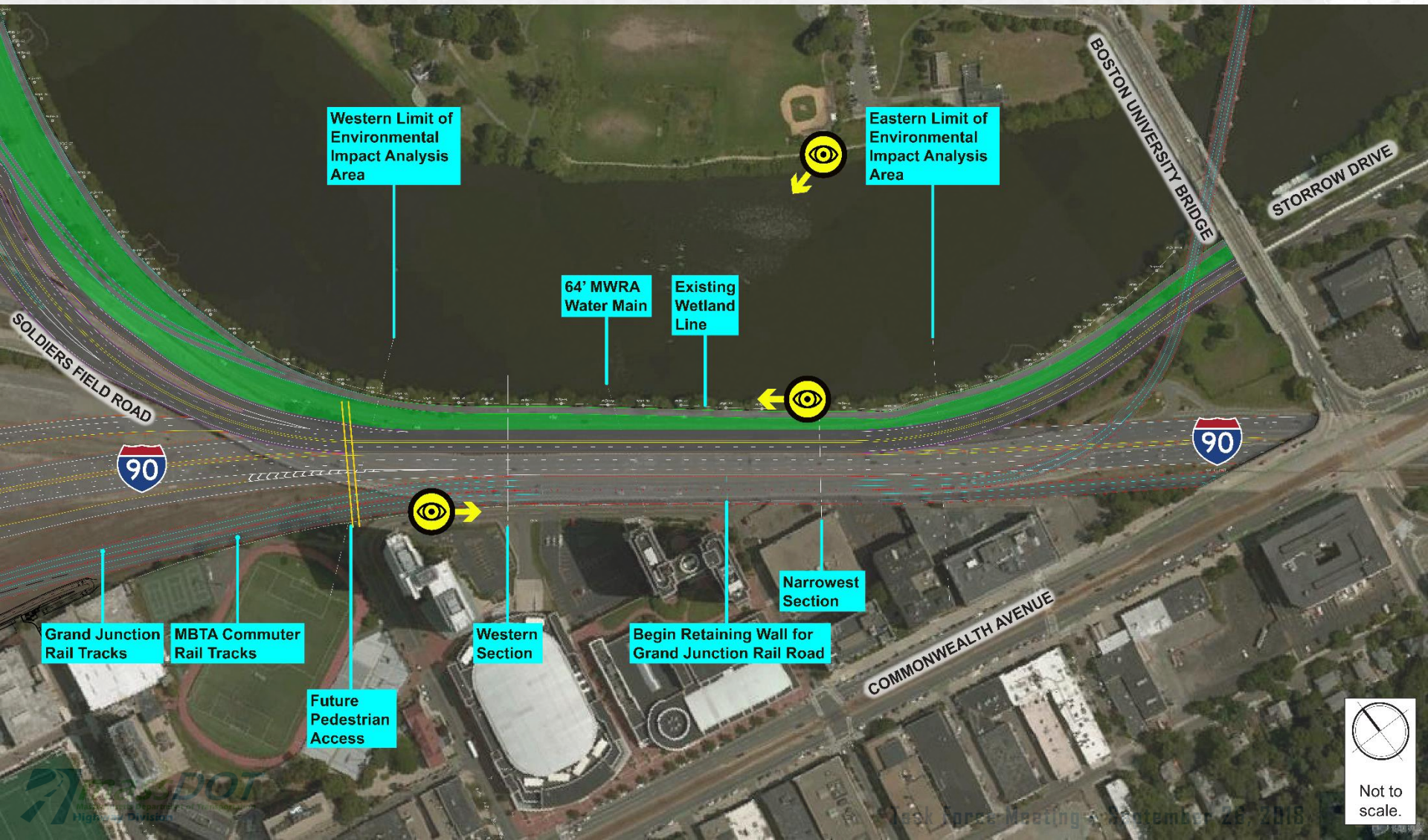
- Grand Junction on viaduct
- Replaces Paul Dudley White Path without width improvements
- Long Grand Junction closure during construction
- Long runs for rail grade changes
- Can accommodate N-S pedestrian/bike connections
- Rail viaduct height = XX feet

- **Hybrid Variant**

- Soldiers Field Road on viaduct over depressed I-90 WB lanes
- Potential improved Paul Dudley White Path and expanded parkland/open space
- Reduces Grand Junction closure duration during construction
- Shorter length of Grand Junction on retained fill
- Easier to accommodate N-S pedestrian/bike connections due to shorter Soldiers Field Road viaduct
- Soldiers Field Road viaduct height = 20 feet above I-90 WB



# Hybrid Variant

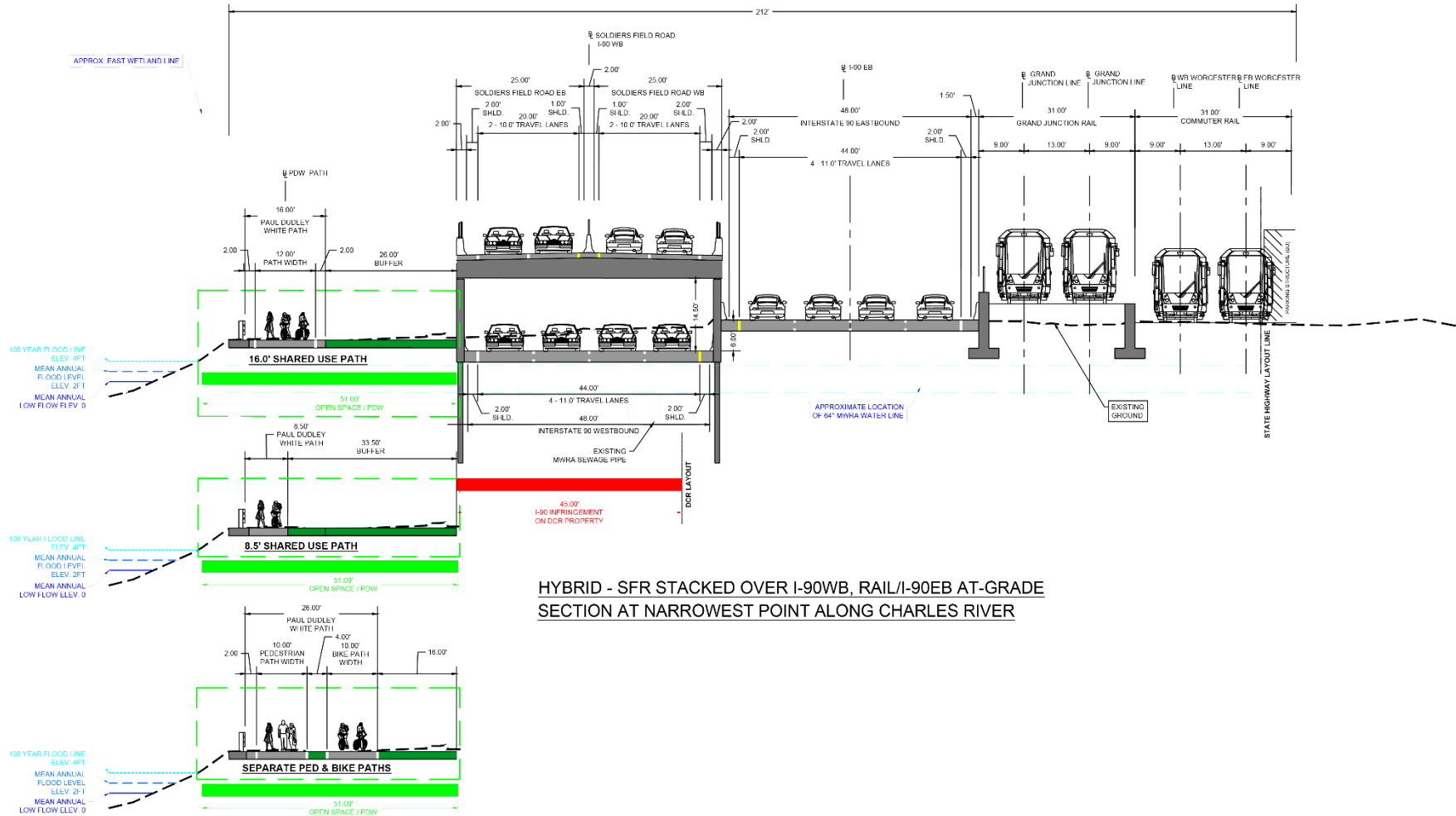


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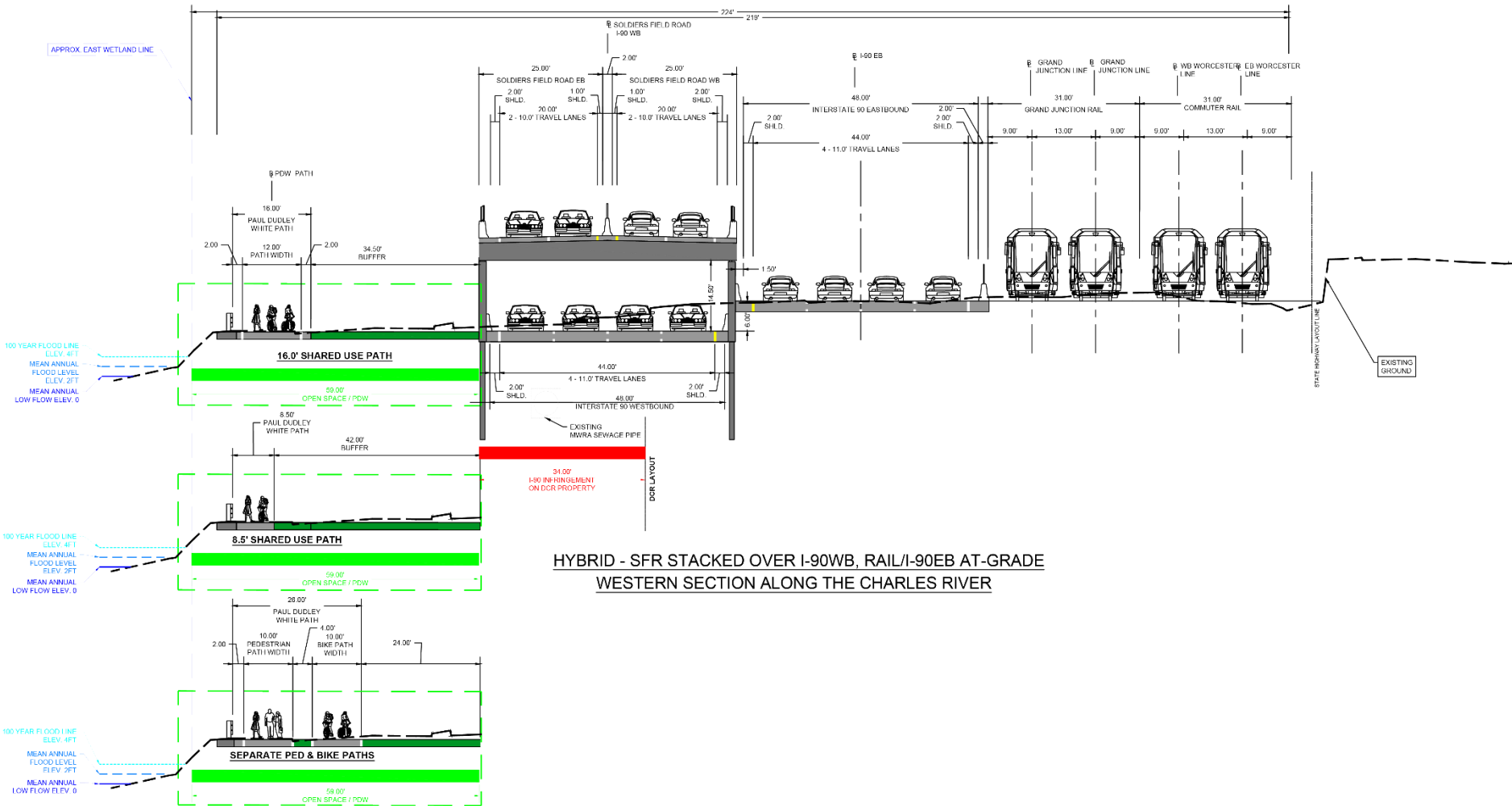
# Hybrid Variant

## Narrowest Cross Section



# Highway Viaduct Variant

## Western Cross Section





# Hybrid Variant

## Looking northeast from Buick Street





# Hybrid Variant

## Looking west from the Paul Dudley White Path





# Hybrid Variant

Looking south from Magazine Beach Park, Cambridge



# Comments



- Public comments accepted at tonight's meeting and by email:  
[AllstonI90Intermodal@dot.state.ma.us](mailto:AllstonI90Intermodal@dot.state.ma.us)