

Project 606475 – Allston Multimodal Project Industry Information Session



June 25, 2024

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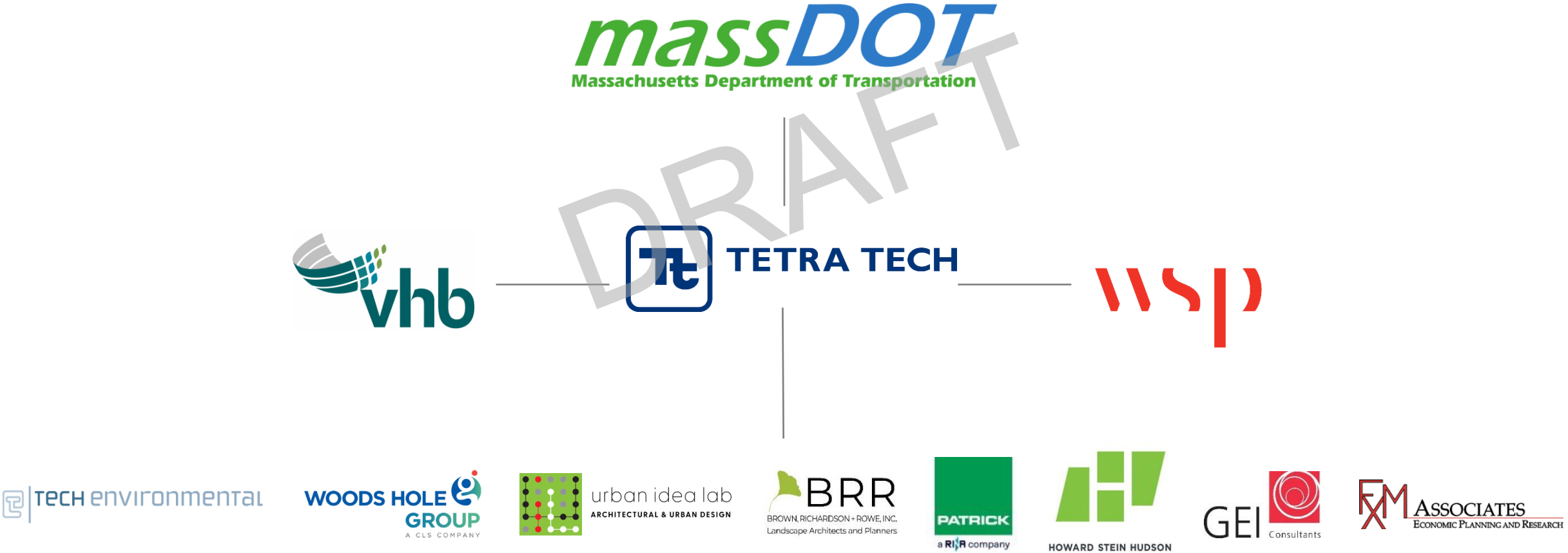
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1. Team Introductions

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Project Team



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2. Purpose, Need, and Goals

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Project Purpose

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- Address deteriorating I-90 viaduct and substandard highway layout & geometry
- Alleviate existing infrastructure safety concerns
- Improve mobility of people and goods across all travel modes
- Reconnect Allston community to Charles River with expanded access



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Project Need

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Deteriorating Viaduct



Substandard Highway Geometry & Interchange Layout



Constrained Commuter Rail Operations



Safety & Operational Deficiencies



Insufficient & Inaccessible Riverfront Green Space



Inadequate Bicycle & Pedestrian Infrastructure

Project Goals

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The I-90 Allston interchange is crucial to the Commonwealth's roadway network. This project will ensure the efficient operation of the interchange and result in the following benefits:

- Improved livability, connectivity, and open space for residents of Allston
- Increased regional mobility and roadway safety
- New open space along the Charles River, and expanded public access
- New multimodal street network and upgrades to Cambridge Street
- New and augmented bicycle and pedestrian connections
- Transit enhancements (new West Station)
- Improved neighborhood views due to removal of the elevated viaduct

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3. Location and Existing Conditions

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Project Location

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- Cambridge Street bridge & Franklin Street pedestrian bridge over I-90 to the west
- Cambridge Street to the northwest
- Charles River to the northeast
- Commonwealth Avenue Bridge over I-90 to the east
- Boston University & Ashford Street to the south

Existing Conditions

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- Former CSX Beacon Park Yard, with structures vacant and most tracks removed
- Curved I-90 mainline alignment with improvements from All Electronic Tolling (AET) project
- Elevated I-90 viaduct, with MBTA Commuter Rail and Grand Junction Rail (freight) tracks passing below
- Historic Soldiers Field Road with adjacent Paul Dudley White Path



Third busiest interchange in Boston with an ADT for I-90 of 140,000 vehicles and ramps exceeding 60,000 vehicles



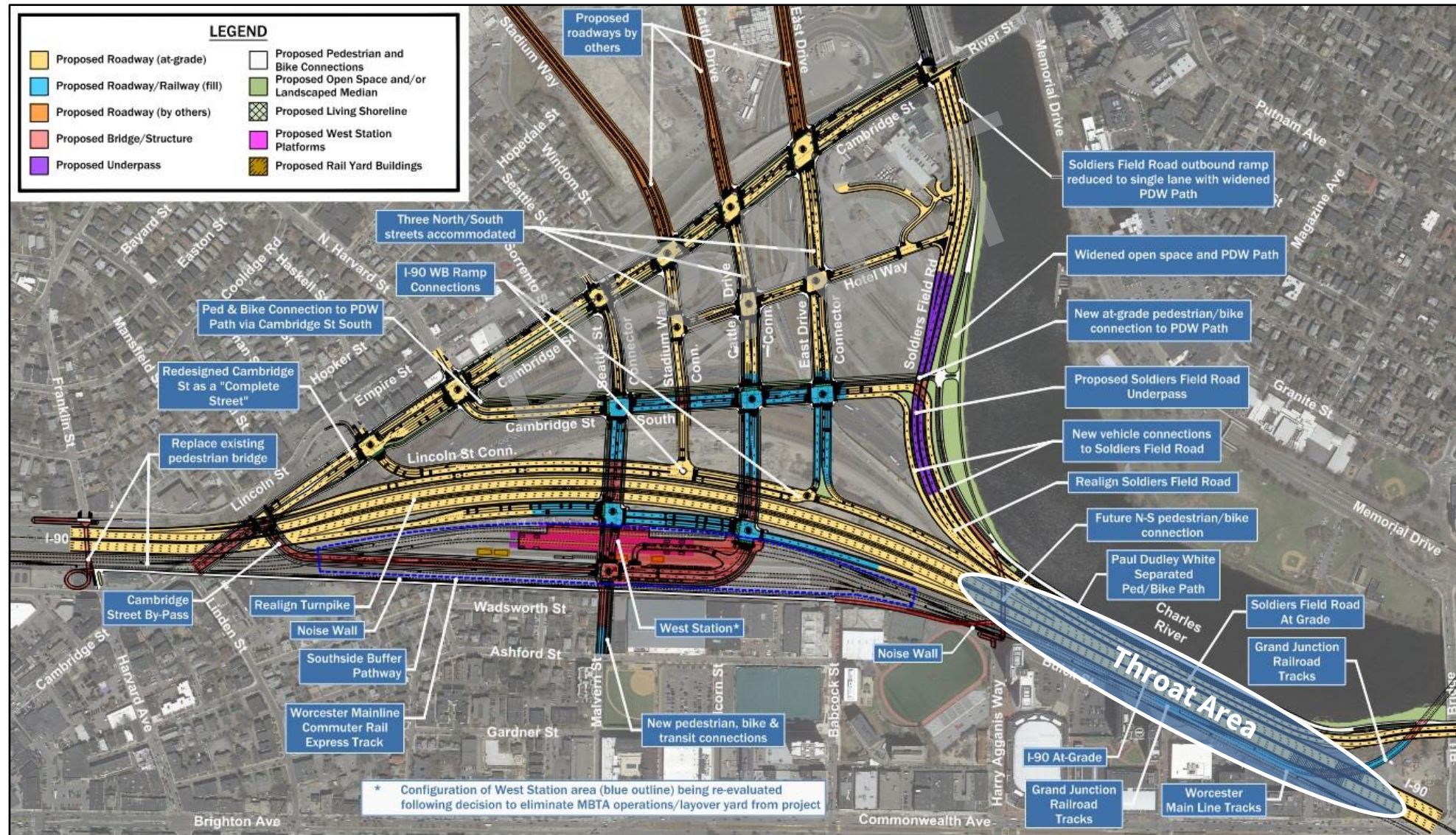
4. Major Scope Components

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Project Scope – Throat Area

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Project Scope – Existing Throat Area

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Project Scope – Proposed Throat Area

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Project Scope – Proposed Throat Area

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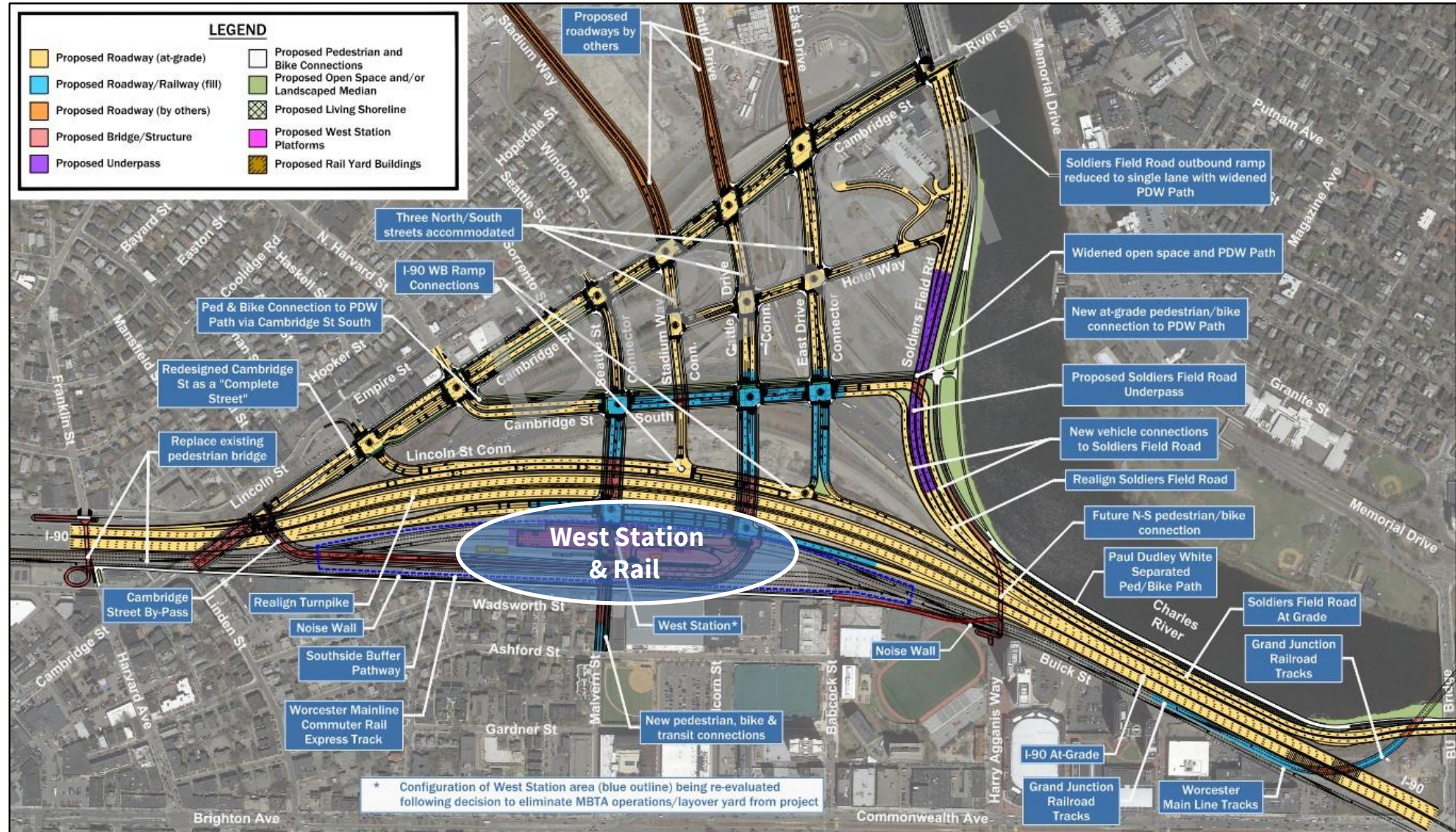


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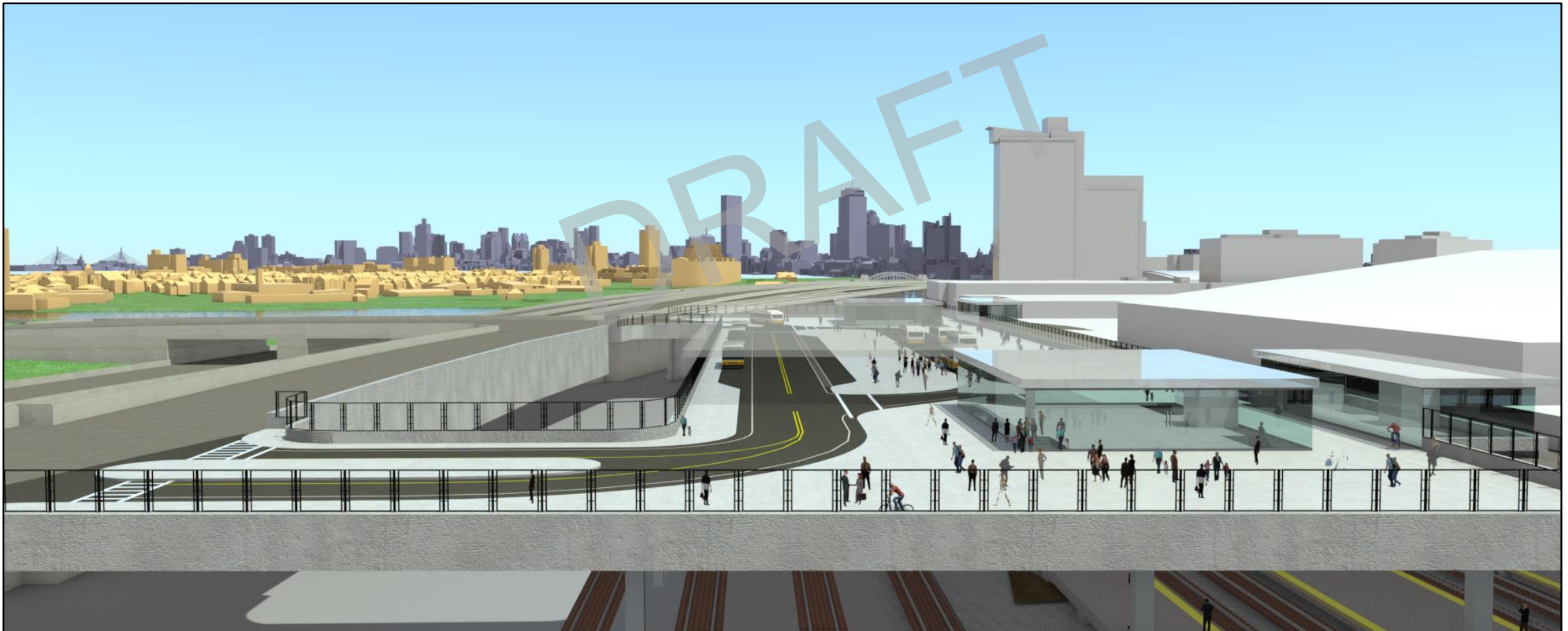
Project Scope – West Station & Rail

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Project Scope – West Station & Rail

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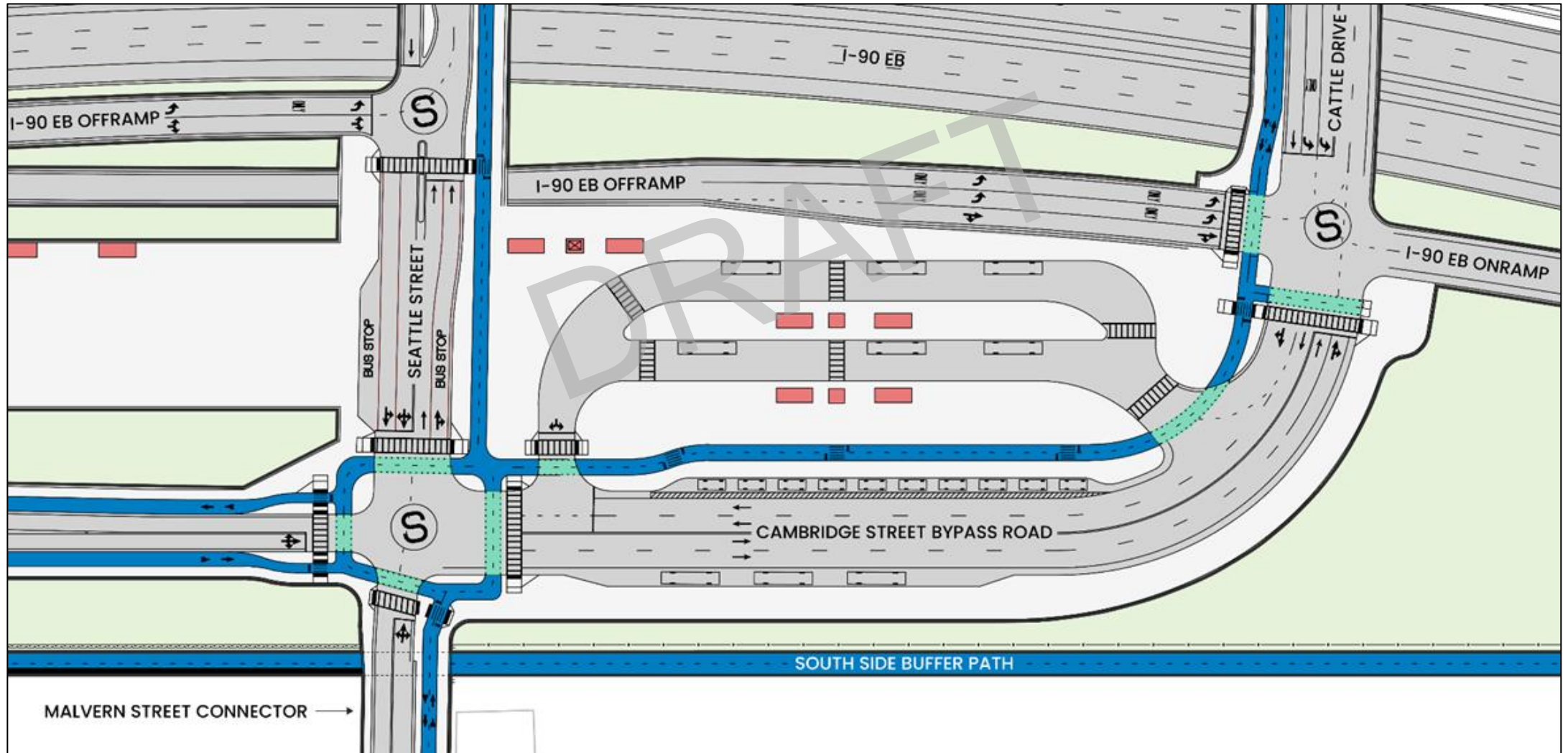


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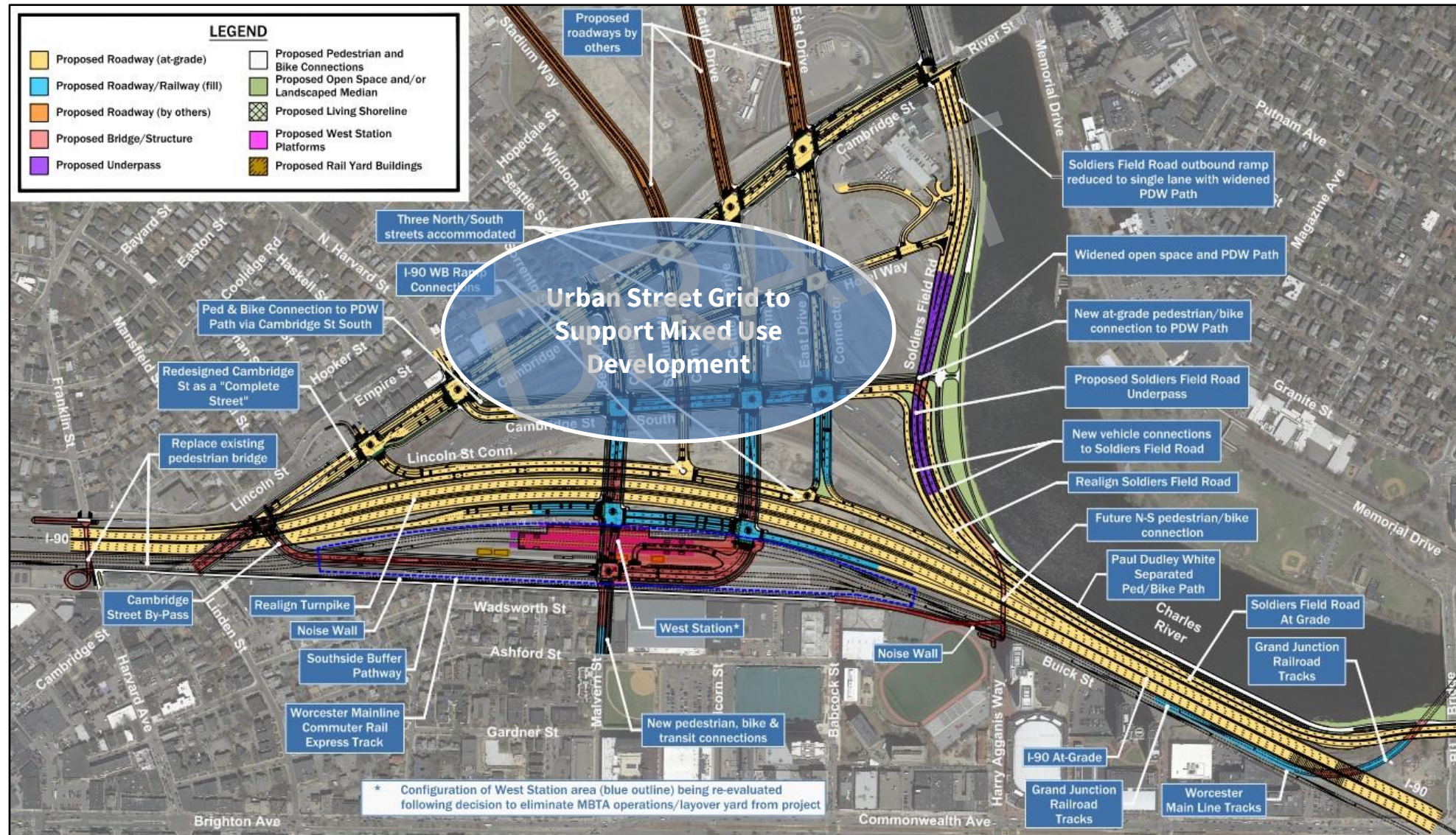
Project Scope – West Station & Rail

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Project Scope – Urban Street Grid

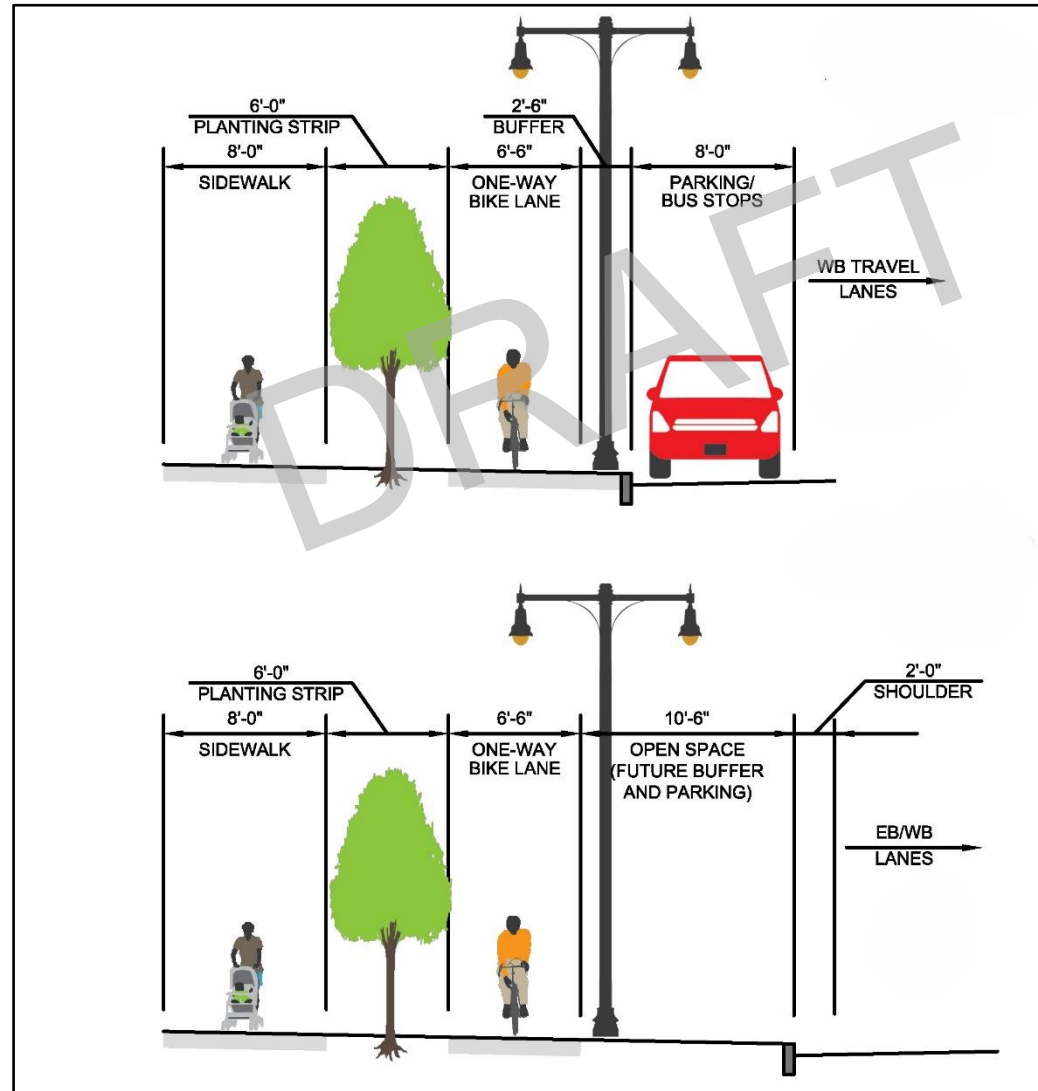
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Project Scope – Urban Street Grid

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Project Scope – Urban Street Grid

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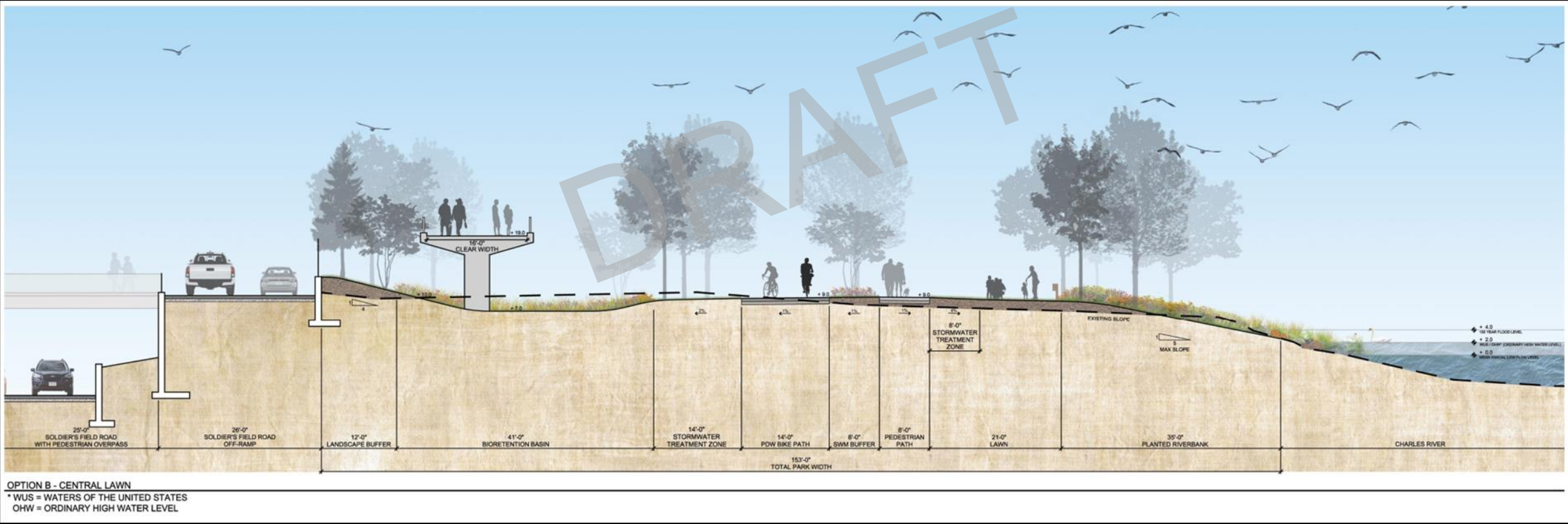
Project Scope – Riverfront Park

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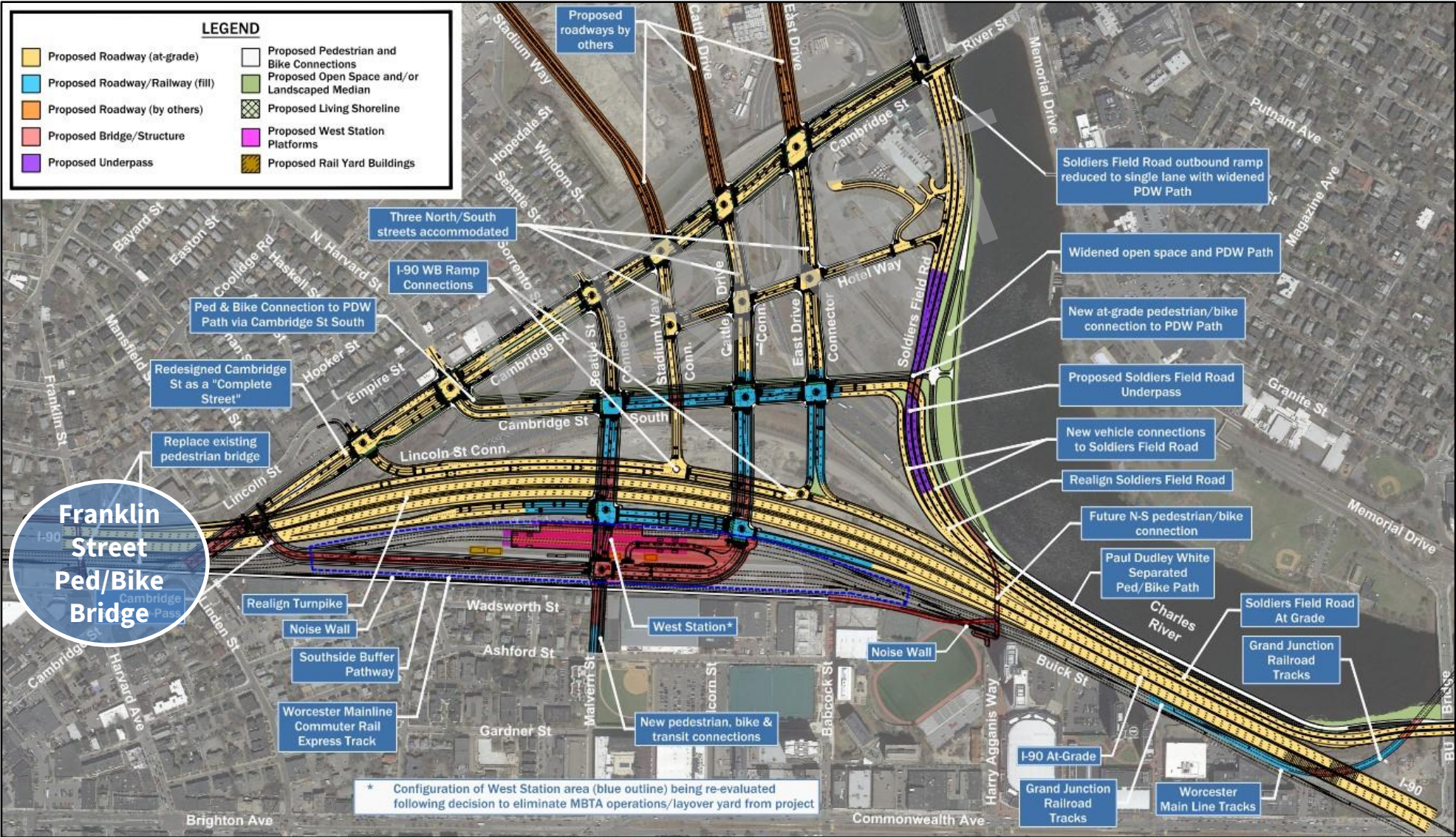
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Project Scope – Riverfront Park



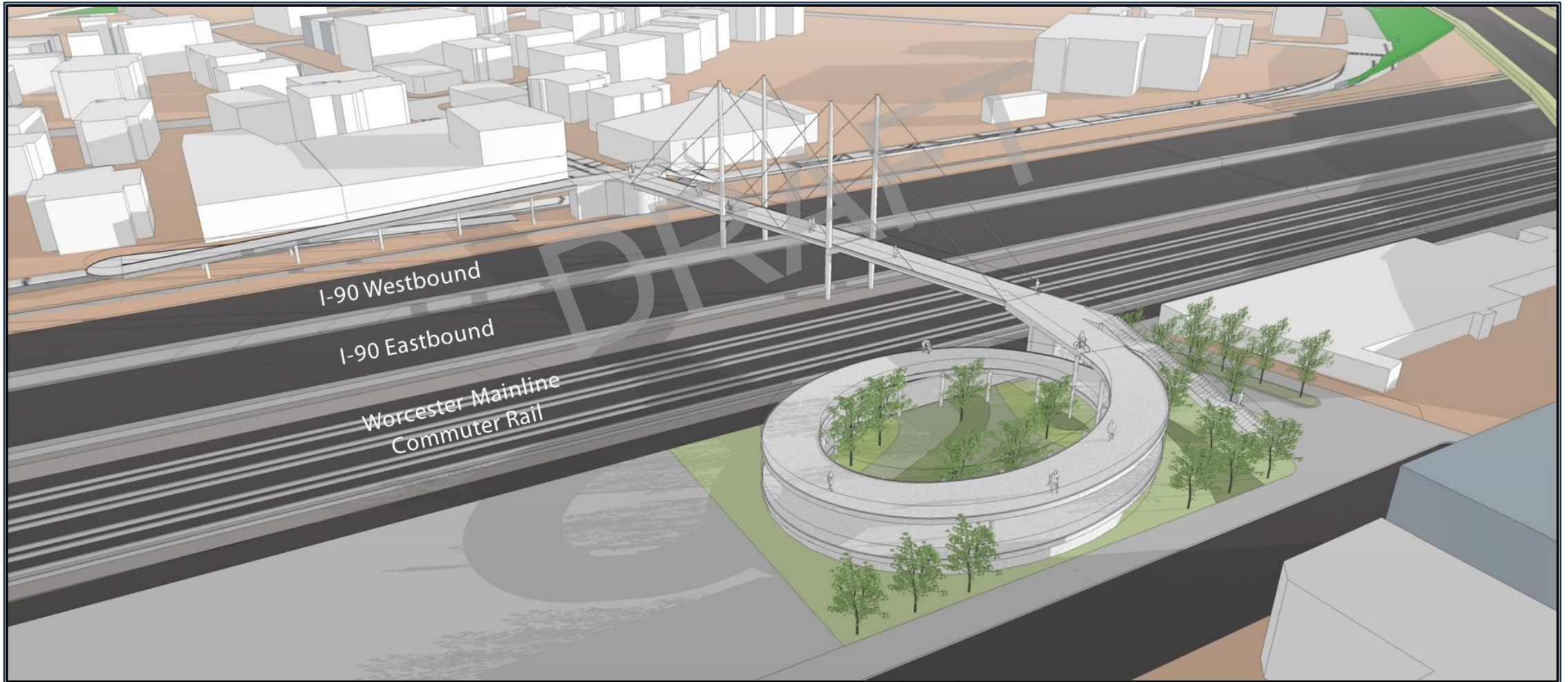
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Project Scope – Overview



Project Scope – Franklin Street Ped/Bike Bridge

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Project Scope – Franklin Street Ped/Bike Bridge

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Project Scope – Roadway

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- Replace existing I-90 Turnpike, elevated viaduct B-16-359, and highway interchange with new re-aligned, at-grade highway system and split diamond urban interchange
- Reconstruct and re-align Soldiers Field Road, including a new grade separation with on/off ramps
- Construct new multimodal City street network with Complete Streets features
- Construct/reconstruct 19 signalized intersections
- Construct noise barriers along I-90

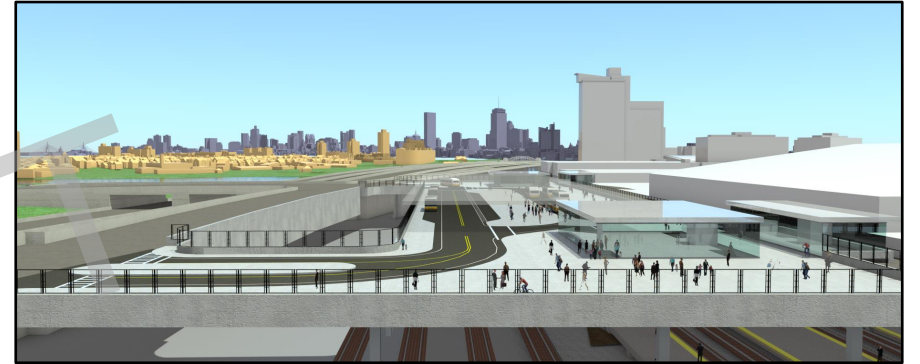


Project Scope – Rail

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- Construct new MBTA 'West Station' with elevated busway concourse and re-aligned Worcester Main Line tracks
- Construct express/bypass tracks to support more reliable commuter rail service
- Construct Malvern Transitway
- Construct re-aligned Grand Junction Rail freight tracks, including new bridge over I-90 and associated approach on retained fill

MassDOT and the MBTA are currently re-evaluating the configuration of the entire West Station area following the decision to eliminate the proposed MBTA operations/layover yard from the project



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Project Scope – Bridge/Structure

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- Demolish existing I-90 viaduct B-16-359, to be replaced with at-grade highway
- Construct new Seattle Street and Cattle Drive bridges over I-90 mainline and I-90 WB ramp
- Construct new Cambridge Street South bridge over Stadium Way
- Fully replace Cambridge Street bridge B-16-056 over tracks and I-90
- Demolish and relocate Franklin Street pedestrian bridge B-16-057 over tracks and I-90
- Construct new Agganis Way pedestrian bridge over tracks, I-90 and Soldiers Field Road to new riverfront park

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Project Scope – Bridge/Structure (cont.)

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- Construct new Soldiers Field Road underpass to allow for at-grade pedestrian/bike connection from Cambridge Street South to riverfront park
- Construct deck elevated busway concourse over tracks for new MBTA 'West Station'
- Construct new elevated Cambridge Street Bypass Road over tracks from Cambridge Street bridge to new 'West Station' busway concourse
- Construct new Grand Junction Rail bridge over I-90
- Fully replace Grand Junction Rail bridge over Soldiers Field Road

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Project Scope – Recreation

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- Construct expanded DCR riverfront parkland including recreational greenspace with multimodal paths and at-grade connection to new City street grid
- Reconstruct and expand Paul Dudley White path along Charles River
- Construct new 30' wide shared use path along southerly edge of rail corridor



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Project Scope – Construction Staging

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- Highly constrained corridor in Throat Area
- BTC to include suggested construction staging concept
- Performance criteria will be included for such items as:
 - Travel lane requirements on I-90, Soldiers Field Road, and local streets
 - Requirement to maintain all existing interchange connections
 - Worcester Main Line minimum track requirements
 - Focus on early opening of pedestrian/bike infrastructure where feasible
- Multiple temporary highway, ramp, and rail alignments expected
- Long-duration closure of Grand Junction Rail anticipated (several years)

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Key Project Statistics

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Total Project Area:
140 Acres



Total Roadway:
8 Miles

I-90 Mainline & Ramps: 3 Miles

Soldiers Field Road
Mainline & Ramps: 2 Miles

City Street Grid: 3 Miles



Total Signalized
Intersections: 19



Total Pedestrian
& Bike Facilities:
10 Miles

Sidewalk: 5 Miles

Cycle Track: 3 Miles

Shared Use Path: 2 Miles



Total Parkland:
6 Acres



Total Rail Track:
9 Miles



Total Bridge & Deck Structures: 12

Roadway: 7 Pedestrian: 2 Rail: 2 West Station Deck: 1

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Throat Area 3D Visualization

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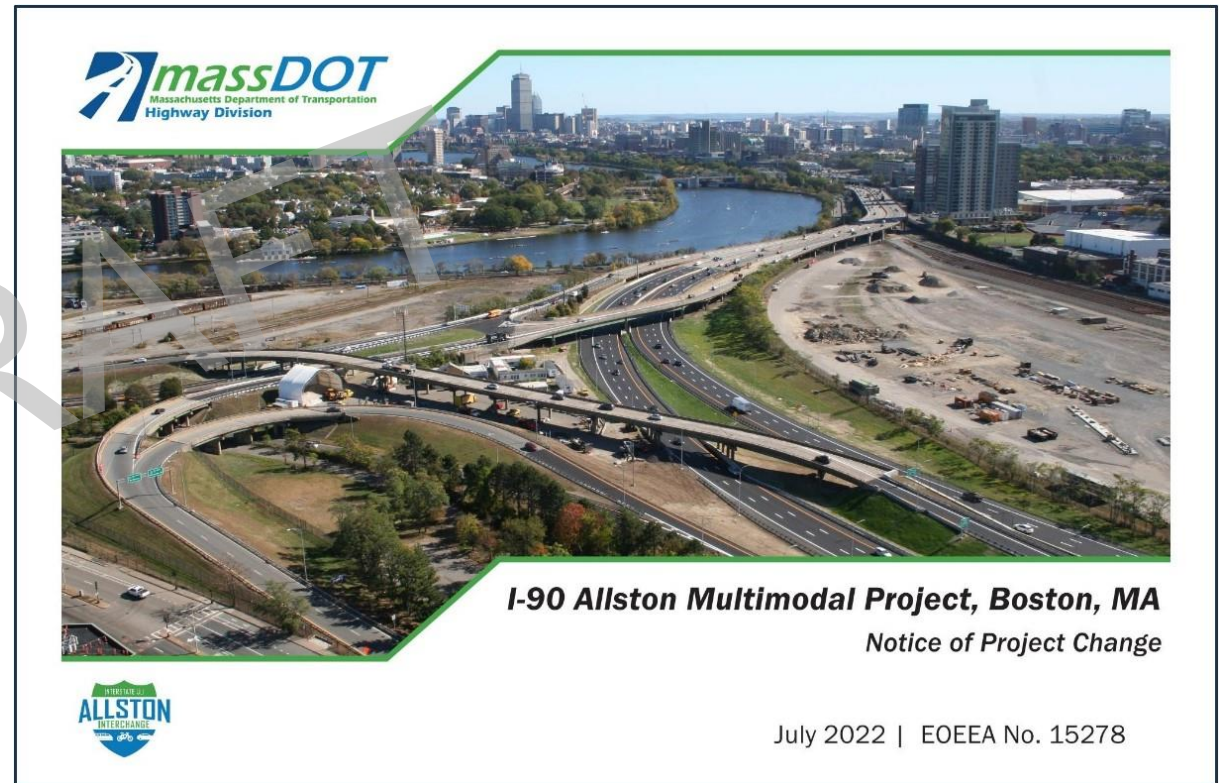
5. Environmental and Permitting Process

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Proposed NEPA/MEPA Timeline

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- MEPA Notice of Project Change (NPC): [Filed July 2022](#)
- Joint NEPA Draft Environmental Impact Statement (DEIS)/MEPA Supplemental Draft Environmental Impact Report (SDEIR): [Fall 2025](#)
- MEPA Final Environmental Impact Report (FEIR): [Summer 2026](#)
- NEPA Final Environmental Impact Statement (FEIS)/ Record of Decision (ROD): [Fall 2026](#)



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Environmental Permitting Considerations

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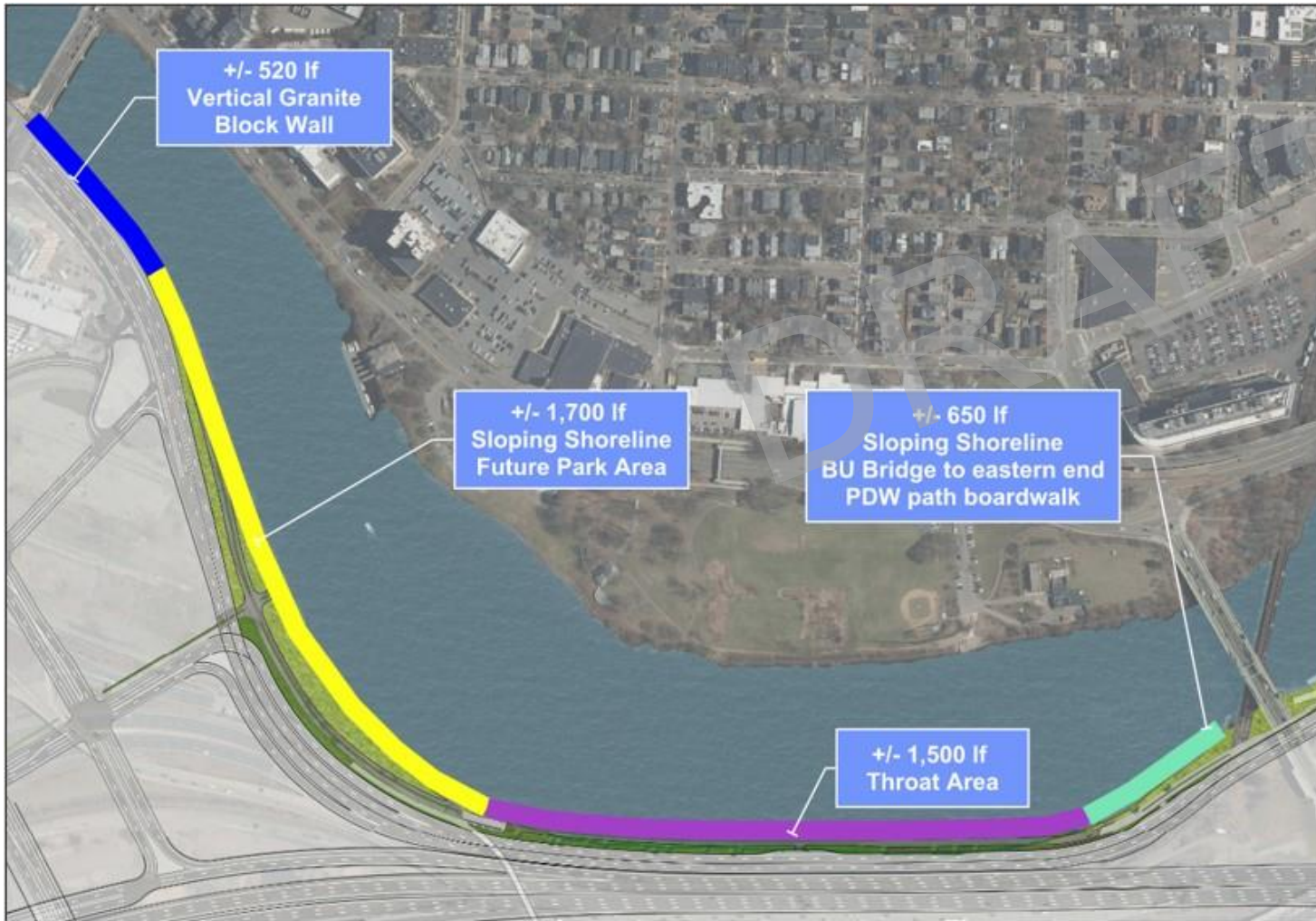
Several factors are involved in the environmental permitting process:

- Potential placement of up to one acre of fill in the Charles River associated with riverbank improvements and a widened Paul Dudley White Path
- Dredging will be required to construct riverbank improvements
- A portion of relocated I-90 will be located within the Charles River Basin Historic District
- Article 97 process is required for conversion of parkland to highway use
- Large portion of the project is located within filled and flowed tidelands and requires Chapter 91 approval
- If Paul Dudley White Path is located in the river on a structure not connected to the shoreline, a US Coast Guard Bridge Permit may be required

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Shoreline Types

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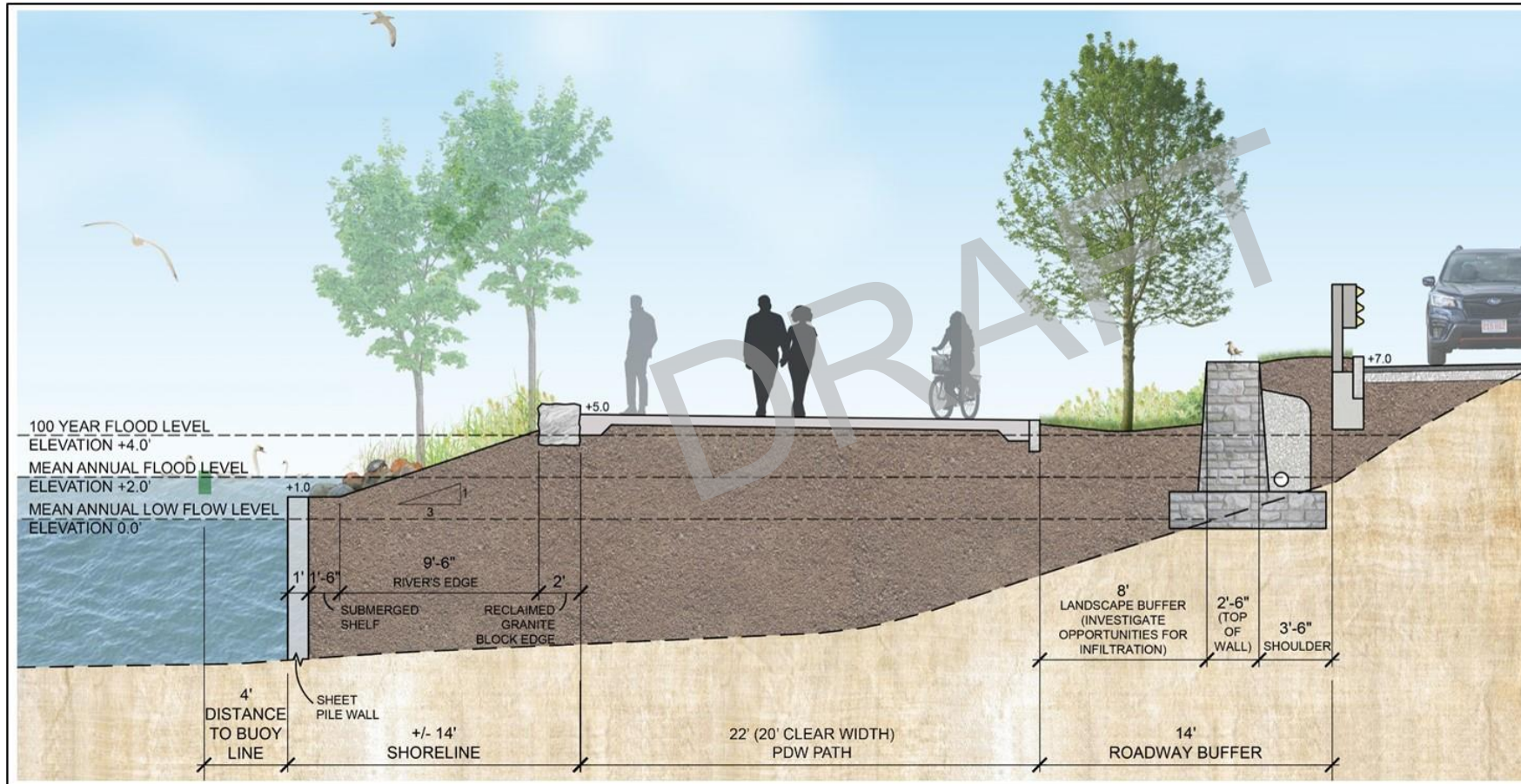
4,370 LF of Shoreline

- Shoreline treatment varies throughout the project extents
- Opportunity for planted edge at appropriate locations
- Where required, hardened edge proposed
- Various options being refined in the Throat Area

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Shoreline Concept – Fill Supported Walkway Section

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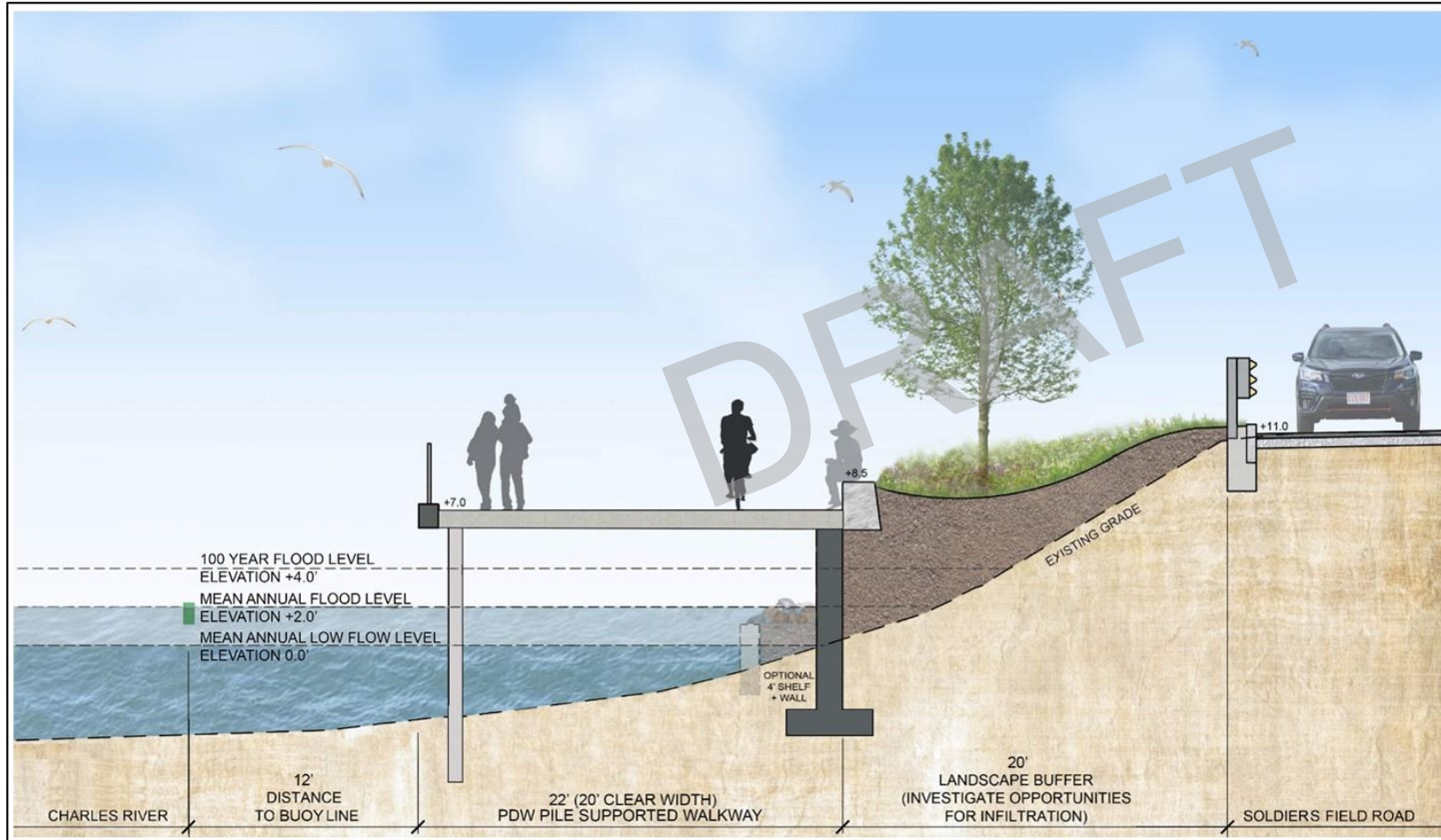


- Integrates PDW with shoreline
- Improves maintenance access
- Can only be used for a portion of Throat Area due to high fill impacts
- Provides habitat at river's edge

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Shoreline Concept – Pile Supported Walkway Section

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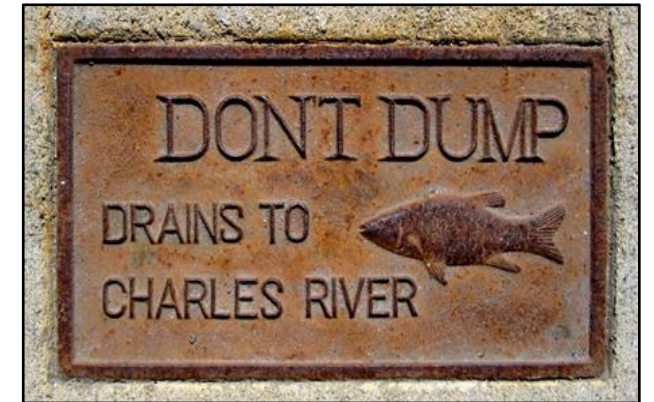
- Pile supported concrete walkway limits fill impacts in river
- Widened planted roadway buffer improves parkway experience
- Optional sheet pile toe to provide habitat structure and continuous corridor

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Stormwater Management

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- Driven by Charles River phosphorus TMDL, compliance with MassDEP Stormwater Management Standards
- Bioretention areas, stormwater wetlands, surface infiltration basins, subsurface infiltration chambers, porous pavement
- Design considerations: hydraulic conductivity of historic fill, minimizing groundwater mounding to prevent mobilization of existing contaminants
- Advanced further than other project components to support permit applications



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Anticipated Project Permits and Approvals – Federal

Jurisdiction	Approval
Federal	<ul style="list-style-type: none">• NEPA EIS• US Army Corp Sections 10/404 General Permit (PCN)• US Coast Guard Section 9 Bridge Permit (If Required)• Section 106 of the National Historic Preservation Act• FHWA/FTA: NEPA and Section 4(f) Evaluation• USEPA NPDES General Permit

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Anticipated Project Permits and Approvals – State/Local

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Jurisdiction	Approval
State	<ul style="list-style-type: none">• MEPA EIR• 401 WQC: Major Project Certification (Dredge) and Major Project Certification (Fill)• Chapter 91 Non-Water-Dependent License or Variance• Article 97• DCR Construction and Access Permit• Protection of Properties Included in the State Register of Historic Places
Local	<ul style="list-style-type: none">• WPA Notice of Intent• Boston Landmarks Commission

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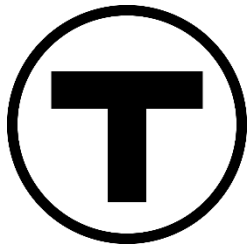


6. Key Stakeholders and Jurisdictions

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Key Stakeholders

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Key project stakeholders include:

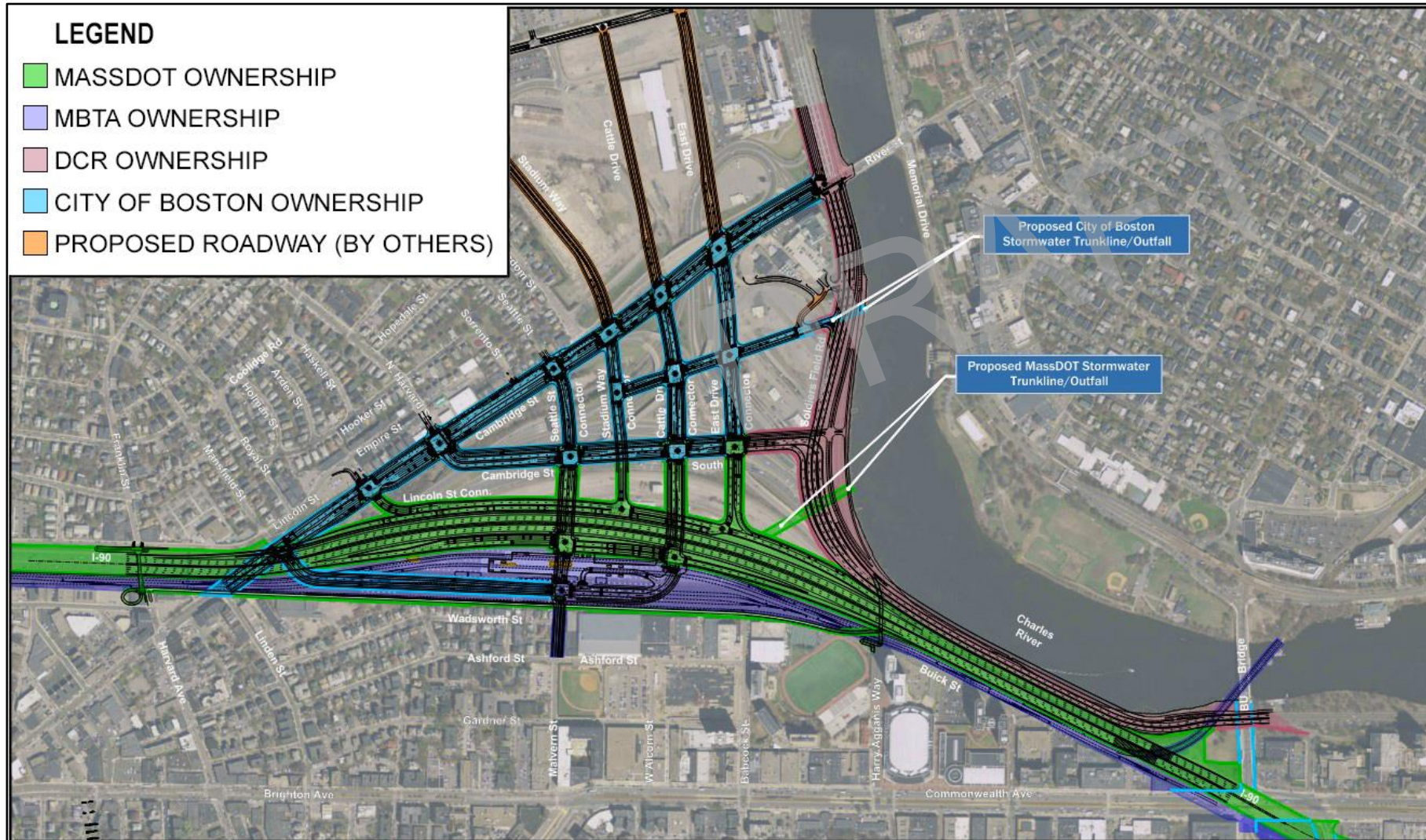
- MassDOT
- Federal Highway Administration (FHWA)
- Massachusetts Bay Transportation Authority (MBTA)
- Department of Conservation & Recreation (DCR)
- City of Boston
- Elected Officials
- Harvard University
- Boston University
- Allston Task Force

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Multi-Jurisdictional Project

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- Infrastructure ownership spread across several jurisdictions
- Harvard University owns majority of underlying property within interchange
- Robust third-party coordination



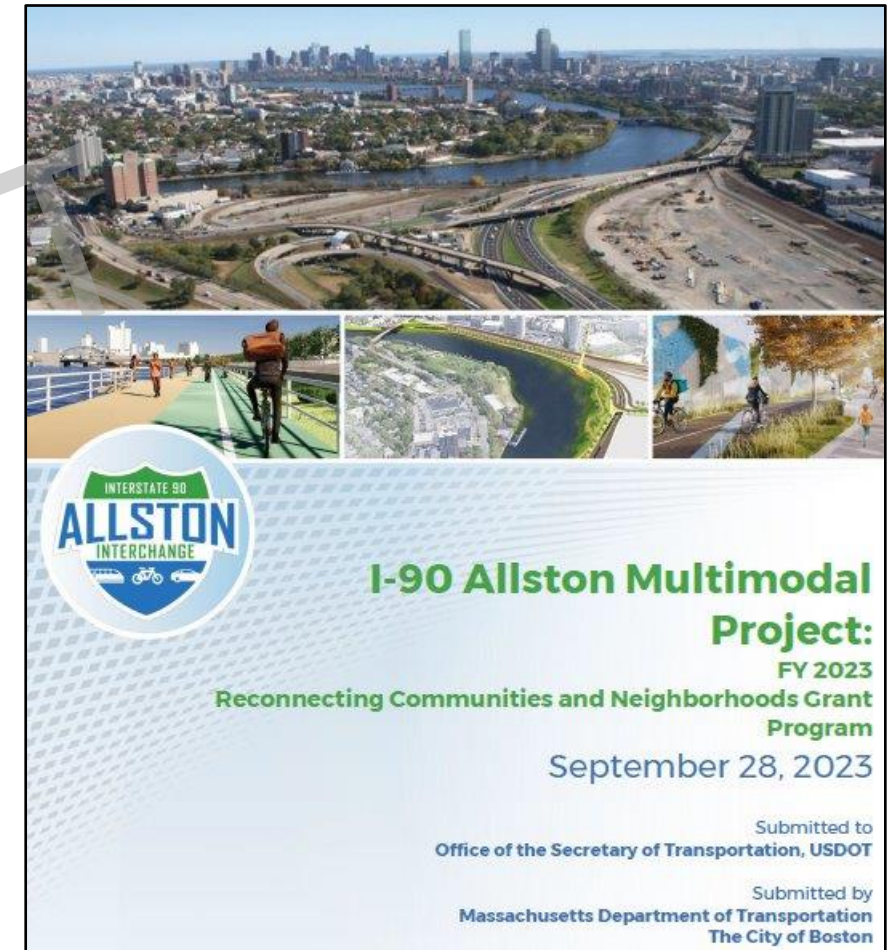
7. Funding Plan and Construction Cost Estimate

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USDOT Grant Award

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- The Allston Multimodal Project was recently awarded \$335 Million in USDOT Reconnecting Communities and Neighborhoods (RCN) Federal Discretionary Grant money
- MassDOT lead applicant, jointly with the City of Boston
- Strong financial commitment and collaboration between MassDOT and the City of Boston, Harvard University and Boston University
- Obligation deadline: September 2026



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Key Construction Cost Elements

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Modified At-Grade Scope	Estimated Cost
Highway (I-90 Mainline & Ramps)	\$595 M
Soldiers Field Road/Parkland	\$200 M
Street Grid/Structures	\$420 M
West Station/Track	\$325 M
Grand Junction Rail Bridge	\$100 M
Total Estimated Cost*	\$1.64 B

* Non-construction costs excluded

Estimate assumes approx. 7-8 yr construction period beginning in 2028

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8. Status and Schedule for Procurement

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Current Project Activities

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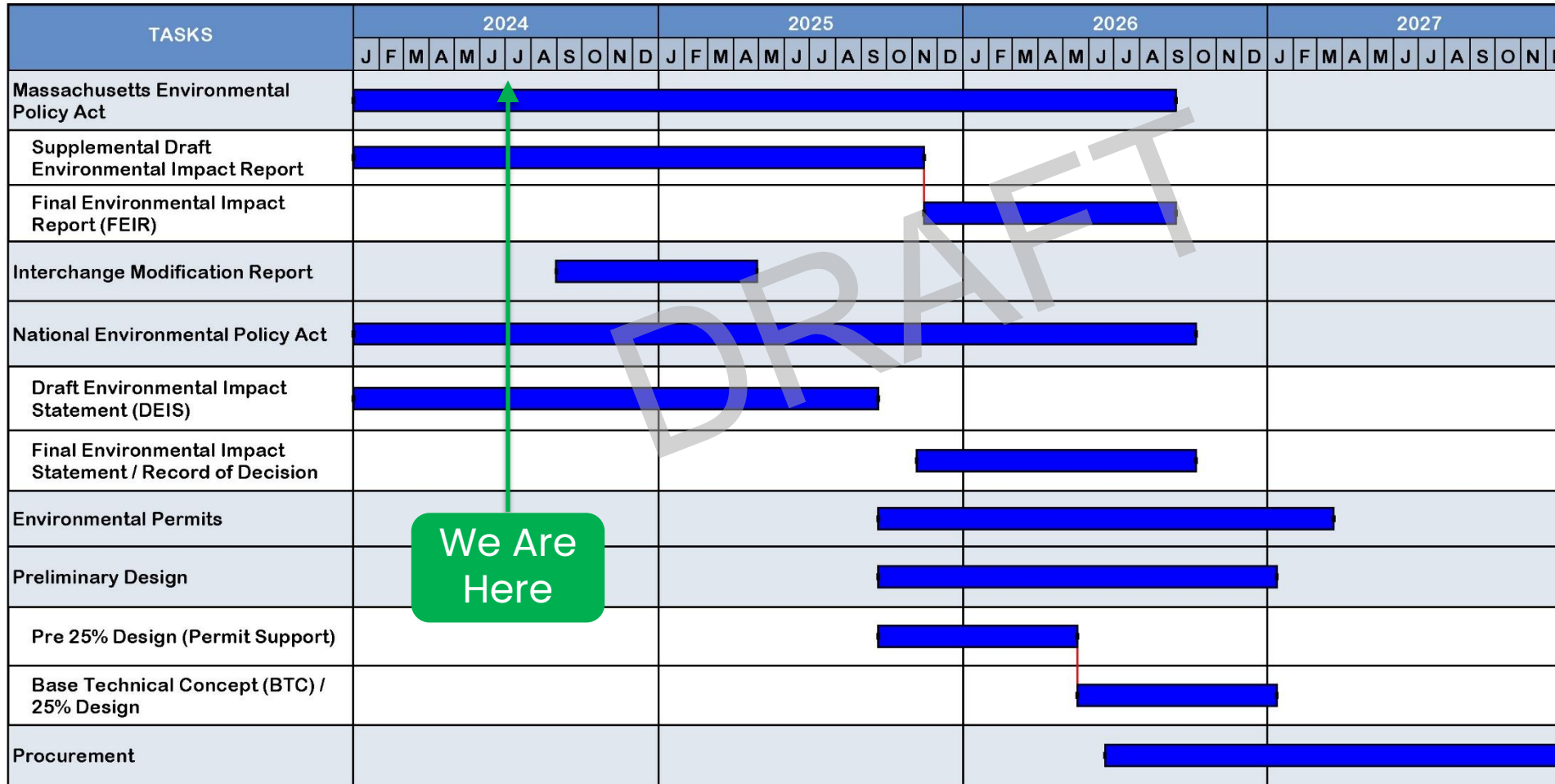
- Continuing to advance all at-grade highway alternative and interchange concept designs
- Conducting regional traffic modeling (Boston MPO/ CTPS)
- Advancing required documentation and analysis for NEPA/MEPA filings
- Conducting additional subsurface explorations
- Conducting survey on key underground utilities
- Continued outreach with key Stakeholders and the Public

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Draft Project Schedule

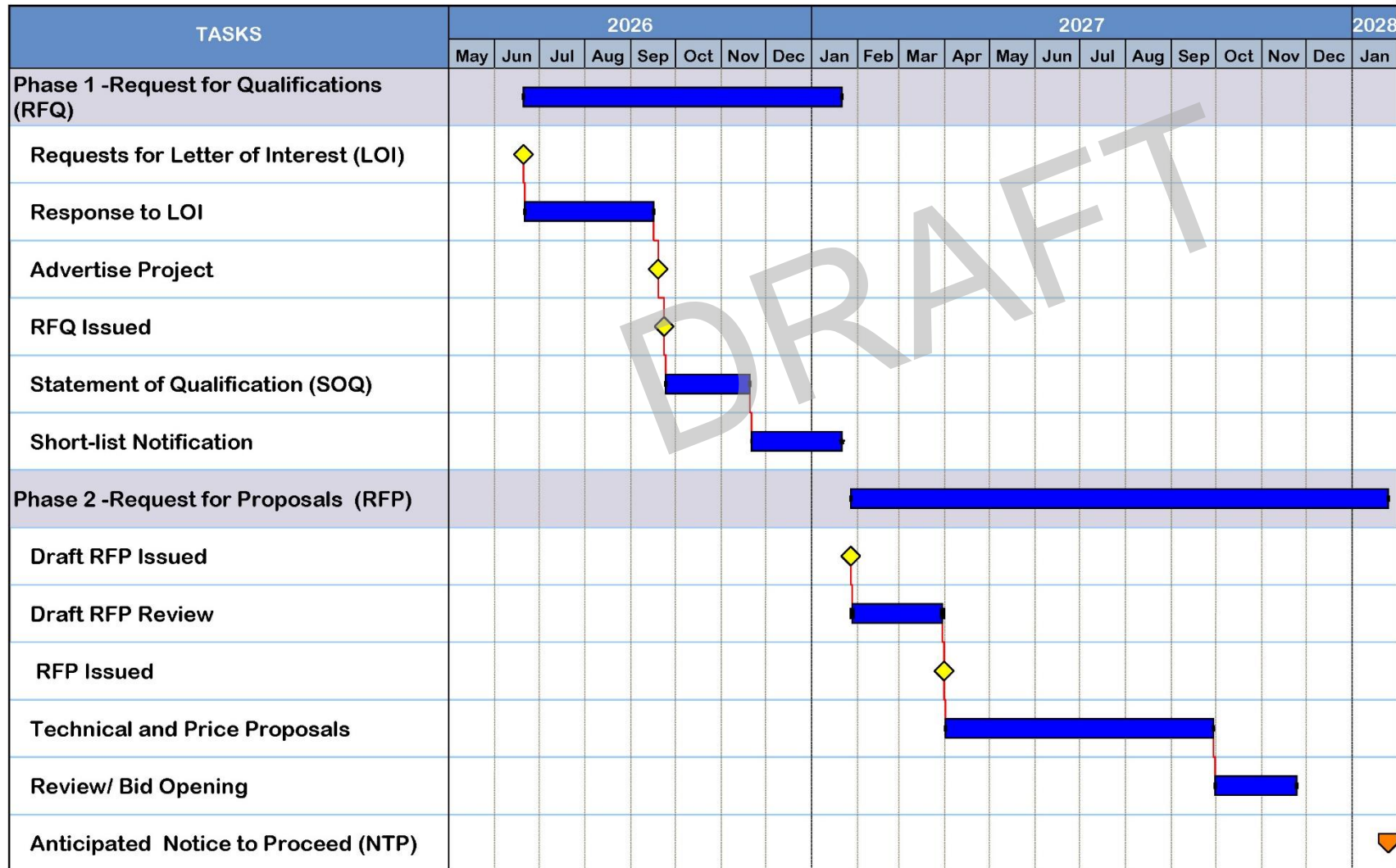
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Draft Procurement Schedule

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- Procurement start tied to NEPA clearance
- Timeline has been extended due to size and complexity of project
- Open to refinements
- Anticipated NTP January 2028



Thank You

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