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

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

- West Station Platform
- Platform Access Bridge
- Layover Yard
- WML Express Tracks
- Transitway w/ Curbside Stops
Curbside Bus

Pedestrian Walkway

Transitway
MassDOT West Station – East Bus Concourse Option
East Concourse Option
MassDOT West Station – West Bus Concourse Option
West Bus Concourse

- Live Bus Berths (5)
- Cambridge Street Bypass (by Others)
- Transitway
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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