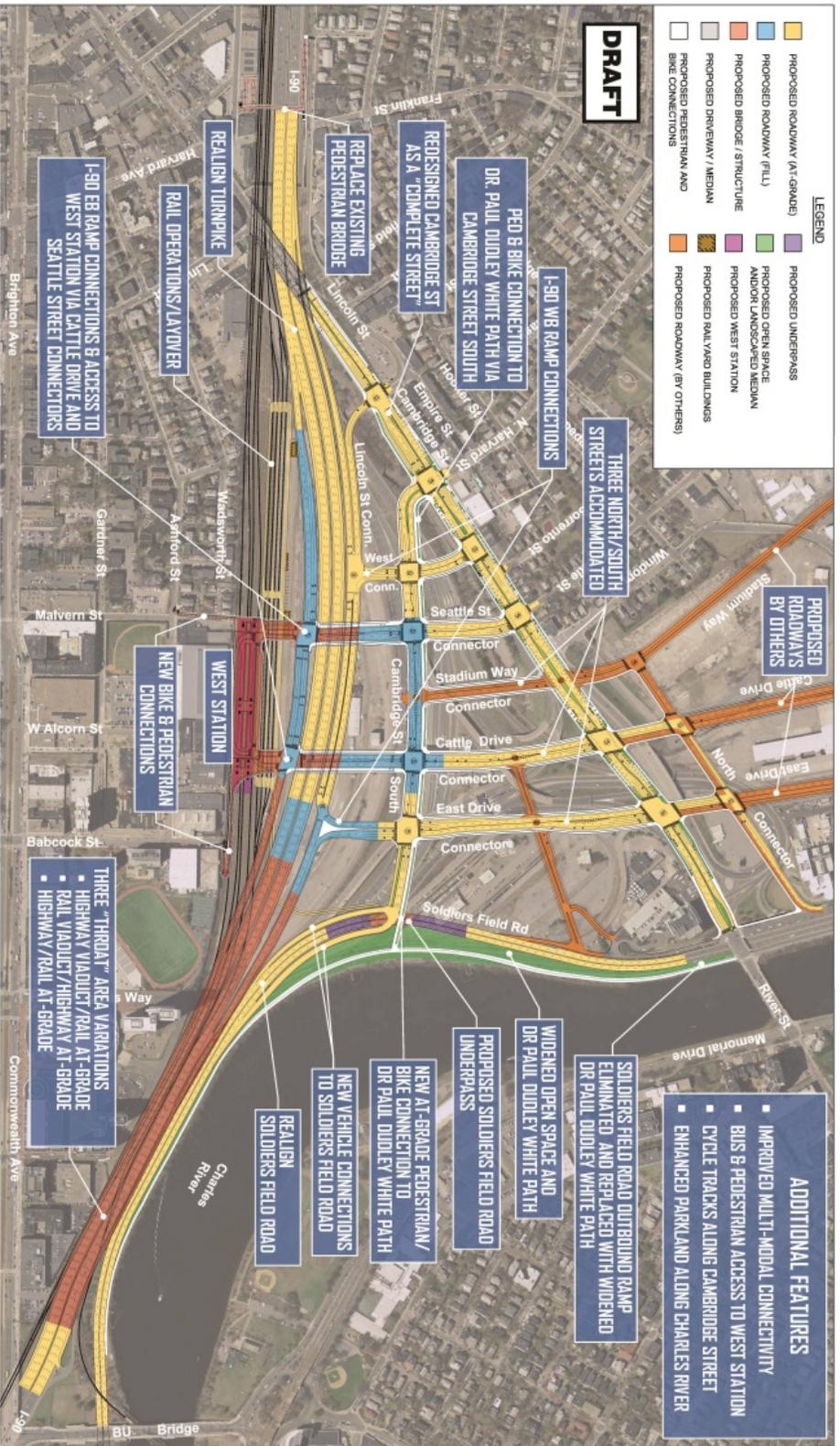




A MULTI-MODAL TRANSPORTATION PROJECT

- **Location:** the I-90 (Massachusetts Turnpike) Allston Interchange is located in Boston’s Allston neighborhood. To the south lies Boston University, to the west lies Allston Village, to the north lies the Lower Allston neighborhood and to the east lies the Charles River. Portions of the interchange are located above and next to the now-vacant Beacon Park Yard, formerly operated by the CSX railroad.
- **Role:** The interchange plays a significant role in the region’s economy and infrastructure network. Thousands of pedestrians, bicyclists, transit users and drivers pass through the various intersections and ramps associated with the site on a daily basis. The highway itself carries approximately 140,000 vehicles per day, meanwhile its location serves as a significant barrier to inter-neighborhood connections.
- **Project History:** The Allston Viaduct, which is immediately east of the Interchange, dates from 1965 and is nearing the end of its useful design life. As of the spring of 2017, the former toll plaza, dating to the 1965 Turnpike extension, has been removed. Since 2014, the project team has worked with the community to develop a design for the future of the interchange and viaduct. This includes a preferred concept for the project area along with three alternatives for the viaduct section, often referred to as the “Throat” due to its constrained width.
- **Project Future and Opportunity:** MassDOT has supported the City of Boston’s Planning and Development Agency (BPDA) to develop a vision for the project site that can host a wide variety of possible outcomes, while continuing to perform the interchanges essential transportation functions. These guidelines are outlined in the BPDA’s Placemaking Study and include the development of properly sized blocks, the inclusion of multimodal connections throughout the site, new non-vehicular connections to the Charles River and BU, among others.
- **A Different Kind of Project:** MassDOT has conducted a robust community engagement process. Incorporated into the project are many community goals and all applicable MassDOT policy recommendations, such as the healthy transportation compact, complete streets engineering directive and the MassDOT separated bike lane planning and design guidelines. The preferred concept includes the conversion of the site to an “urban interchange” with a significantly smaller footprint and safer connections to neighborhood streets.
- **Project Status:** The project is currently compiling the Draft Environmental Impact Report (DEIR). The document will describe the safety, environmental, travel and historical impacts associated with the preferred concept, Alternative 3K-Refined, and the various “Throat” options.
- **Key Dates:**
 - Environmental/Permitting Filings: 2017, ongoing.
 - Preliminary Design: 2017-Summer 2018
 - Submission of Environmental Assessment: Winter 2018
 - Submission of 25% design: Fall 2018
 - Procurement: Summer 2018- Summer 2019
 - Anticipated Construction: Fall 2019

Concept 3K-Refined



This handout was distributed at the Public Information Meeting of December 8, 2016. The captions overlaid on this graphic map of the proposed urban interchange detail major refinements since the last public information meeting. The Turnpike and Soldiers Field Road have been realigned, and the rail operations and layover area has been reduced significantly. The Soldiers Field Road outbound ramp has been eliminated and replaced with a widened Dr Paul Dudley White Path. Cambridge Street South now provides a "people's pike" to the river with a new at-grade pedestrian and bicycle connection and an underpass for Soldiers Field Road. Three North/South streets are accommodated, new bicycle/pedestrian connections are accommodated near West Station, and cycle tracks are proposed along Cambridge Street.