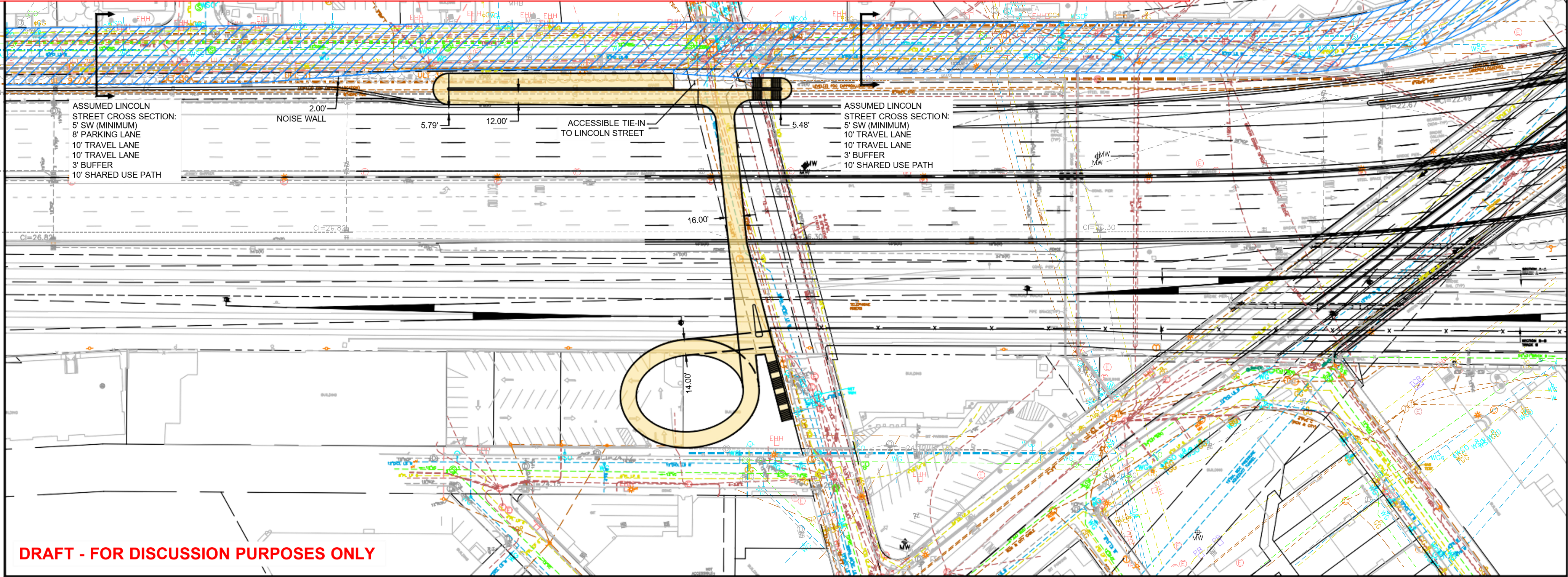
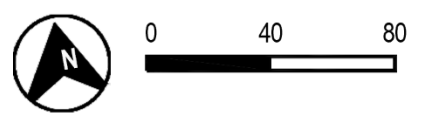
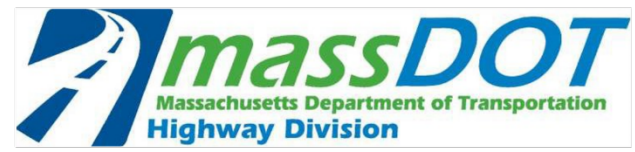
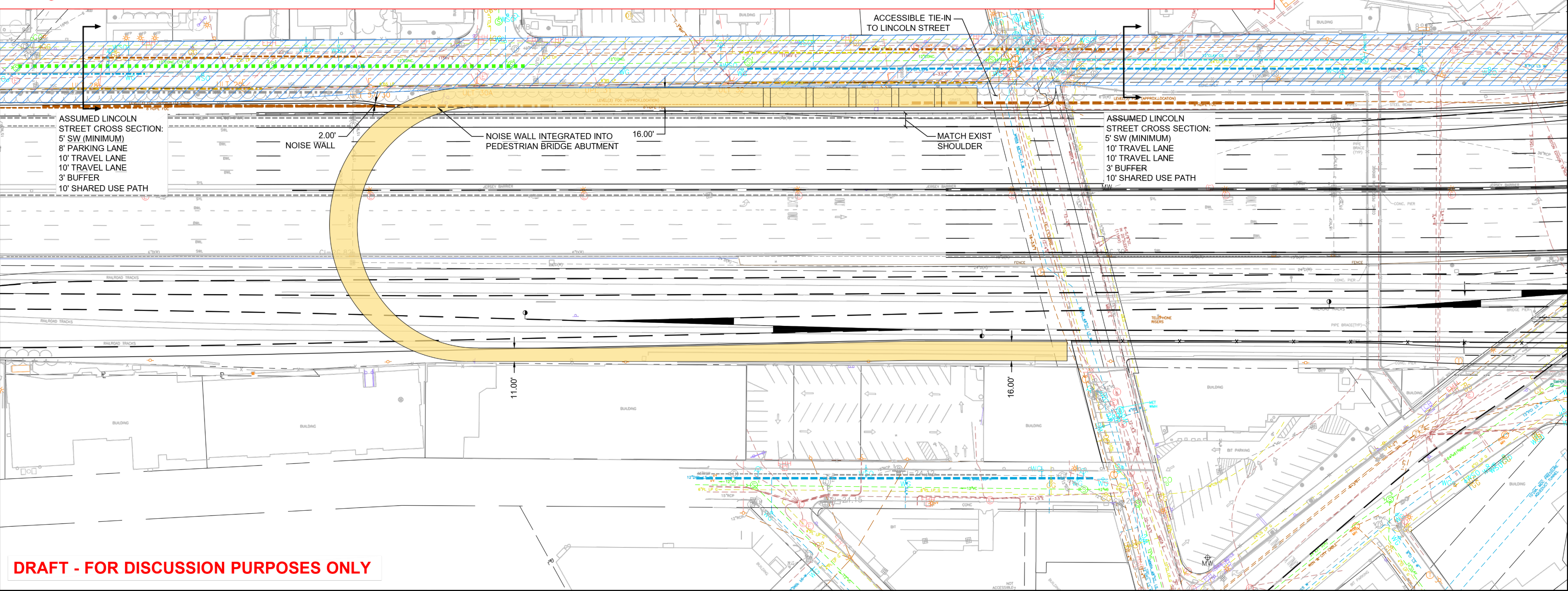


- Requires taking/demolition of former Ace Ticket building and portion of adjacent parking lot parcel
- Requires relocation of billboard
- Optimal connection to South Side Buffer Path
- Potential utility impacts at column foundation locations
- Requires narrowing I-90 westbound shoulder width for approx. 500 ft to accommodate future City of Boston Lincoln St shared use path
- Allows for stair access at north and south ramp entry/exits
- Ramp slopes < 5%
- Opportunity for planting area in vicinity of spiral ramp
- Existing pedestrian bridge could remain open for longer period during construction depending on phasing of proposed track realignments and Cambridge Street Bridge Replacement
- Requires horizontal/vertical relocation of rail prior to construction of pedestrian bridge/ramp within limits of proposed track alignments
- Ramp width: 14 ft (max.) 12 ft (min.)
- Bridge crossing width: 16 ft
- Length: Via ramp: 1,260 ft
- Via stairs: 360 ft



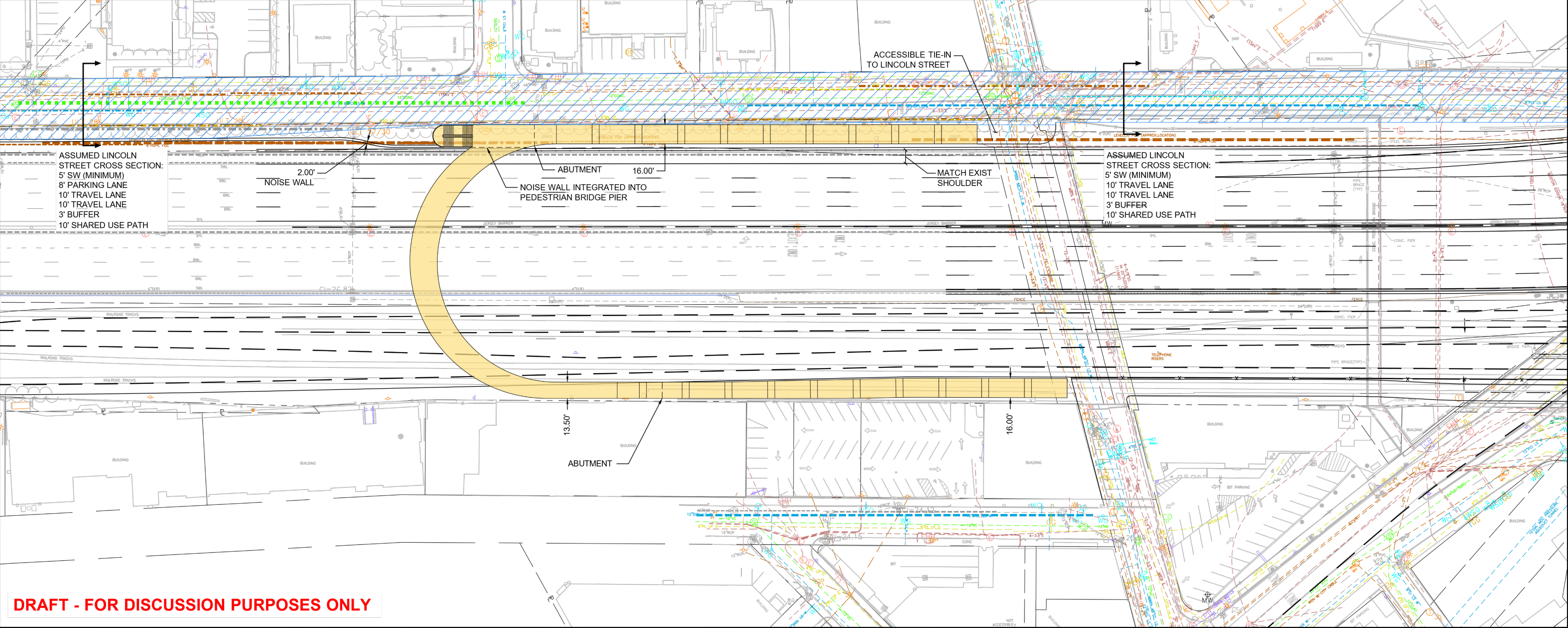
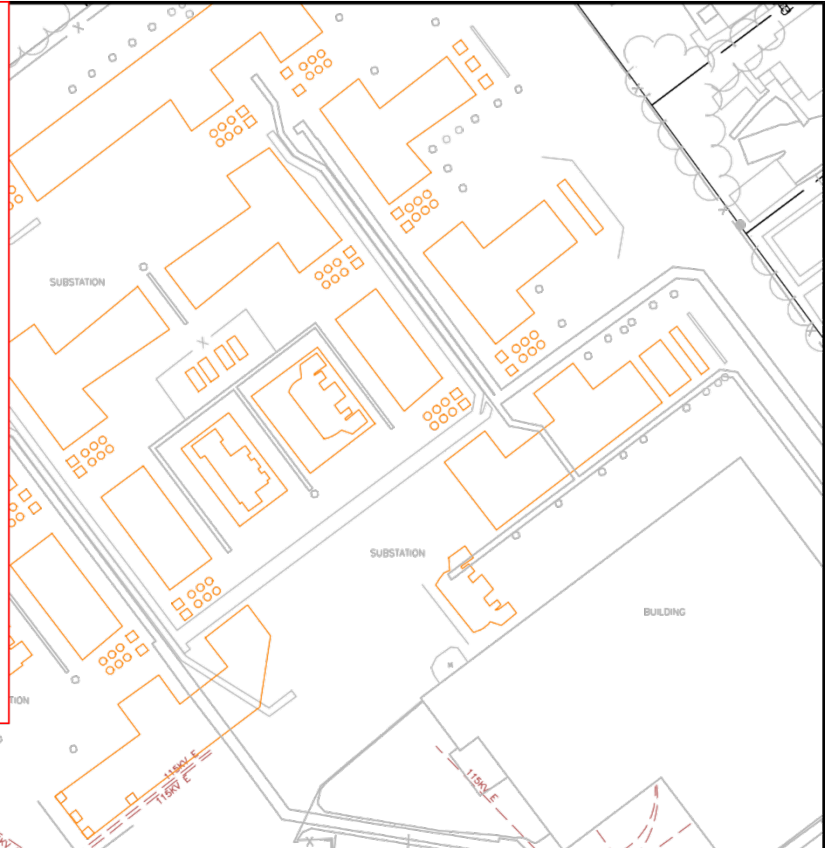
- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Optimal connection to South Side Buffer Path
- Minimal potential utility impacts
- Requires additional bridge crossing for stair access at north and south ramp entry/exits. Includes stairs on North side at Eric Road
- North ramp: 7.5% with level landings every 30 feet for bottom half, 4.6% for top half
- South ramp: 4.8%
- South ramp must narrow to 11' at track pinch point
- Close proximity to new apartment building could result in privacy/obstructed view concerns for residents
- Existing pedestrian bridge could remain open for longer period during construction depending on phasing of proposed track realignments and Cambridge Street Bridge Replacement
- Requires horizontal/vertical relocation of rail prior to construction of pedestrian bridge/ramp within limits of proposed track alignments
- Ramp width: 16 ft (max.) 11 ft (min.)
- Bridge crossing width: 16 ft
- Length: 1,270 ft



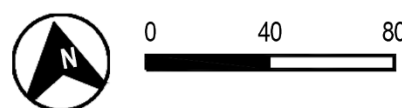
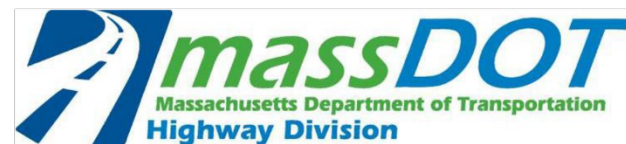
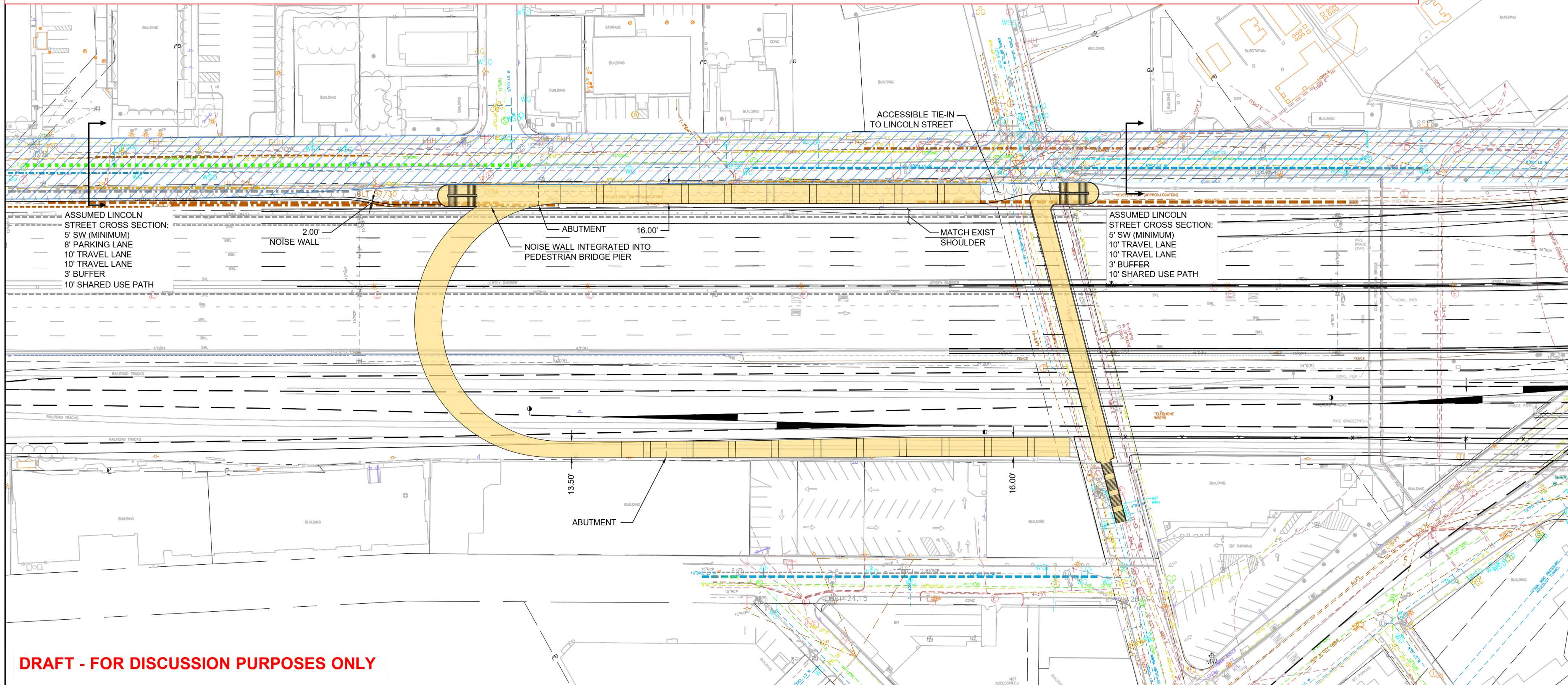
Franklin Street Pedestrian Bridge Option 3 - U-Turn (Original)

I-90 Allston Multimodal Project
Allston, Massachusetts

- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Optimal connection to South Side Buffer Path
- Minimal potential utility impacts
- Requires additional bridge crossing for stair access at north and south ramp entry/exits. Includes stairs on North side at Eric Road
- 7.5% slopes on both ramps, with level landings every 30 feet to reduce length of narrow section of ramp adjacent to proposed tracks
- South ramp must narrow to 13.5' at track pinch point
- Close proximity to new apartment building could result in privacy/obstructed view concerns for residents
- Existing pedestrian bridge could remain open for longer period during construction depending on phasing of proposed track realignments and Cambridge Street Bridge Replacement
- Requires horizontal/vertical relocation of rail prior to construction of pedestrian bridge/ramp within limits of proposed track alignments
- Length: Via ramp: 1,130 ft Via stairs: 790 ft



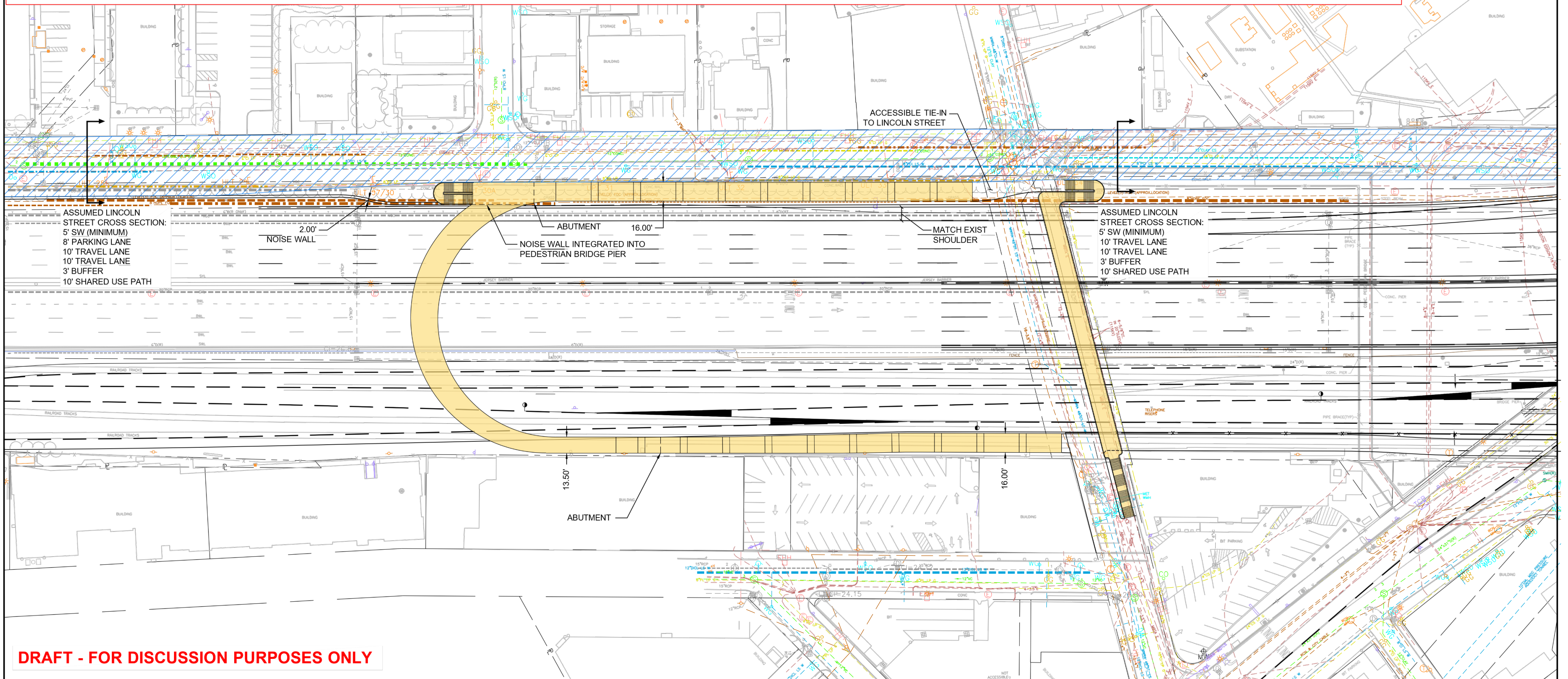
- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Additional bridge crossing provided for stairs at U-Turn ramp entry/exits
- South side stairs in middle of Franklin Street (private way) will be on top of utilities and access vaults
- Potential utility impacts at column foundation locations
- South side stairs would impact parking/access to former Ace Ticket building/Hobson's Restaurant and potentially impact access to Southside Buffer Path
- Length: Via ramp: 1,130 ft Via ramp & optional Eric Road stairs: 790 ft
Via stairs: 355 ft



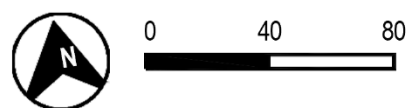
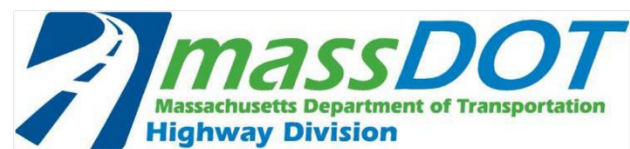
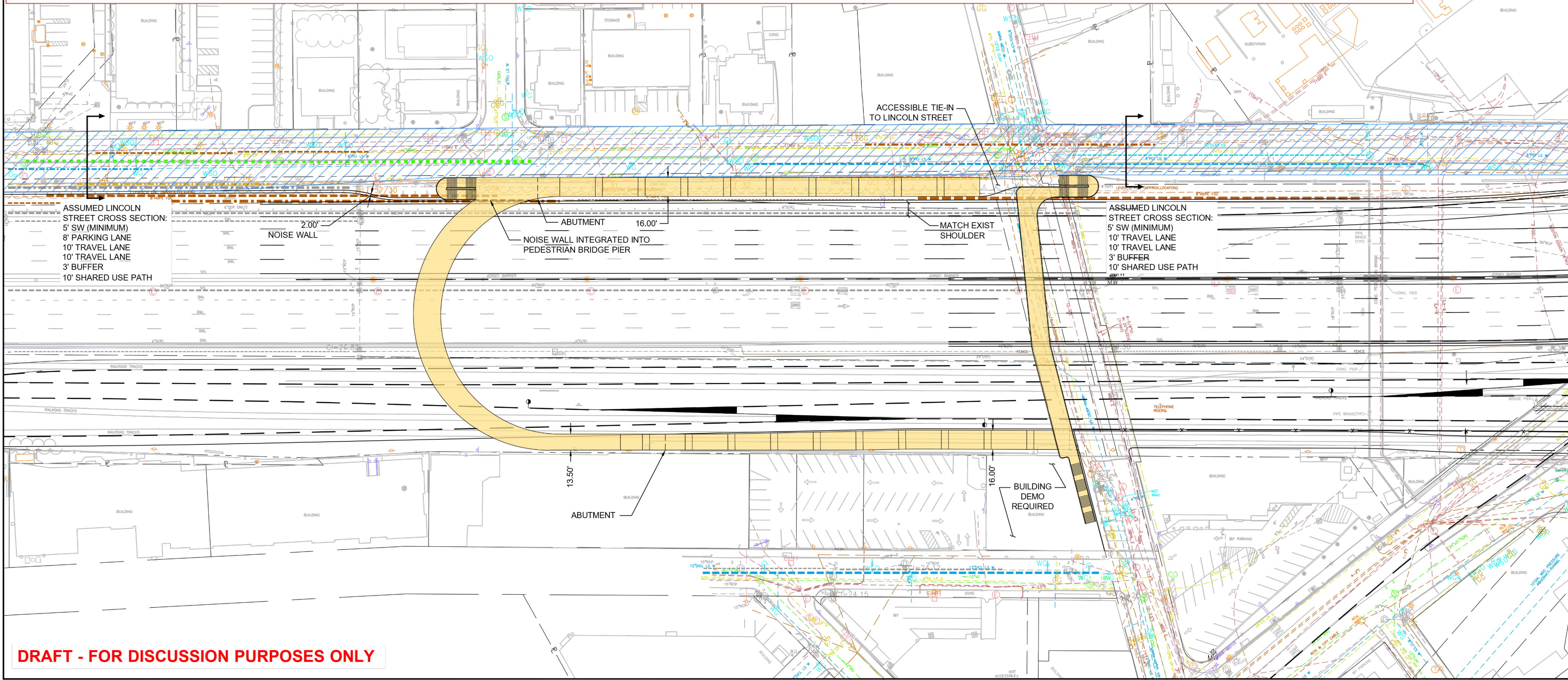
Franklin Street Pedestrian Bridge Option 3A - U-Turn (Updated) with Second Stairs-Only Crossing (Center Alignment)

I-90 Allston Multimodal Project
Allston, Massachusetts

- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Additional bridge crossing provided for stairs at U-Turn ramp entry/exits
- South side stairs on east side of Franklin Street (private way) will be on top of utilities and access vaults
- Potential utility impacts at column foundation locations
- South side stairs would impact parking/access to former Ace Ticket building/Hobson's Restaurant and potentially impact access to Southside Buffer Path
- Length: Via ramp: 1,130 ft Via ramp & optional Eric Road stairs: 790 ft
Via stairs: 355 ft

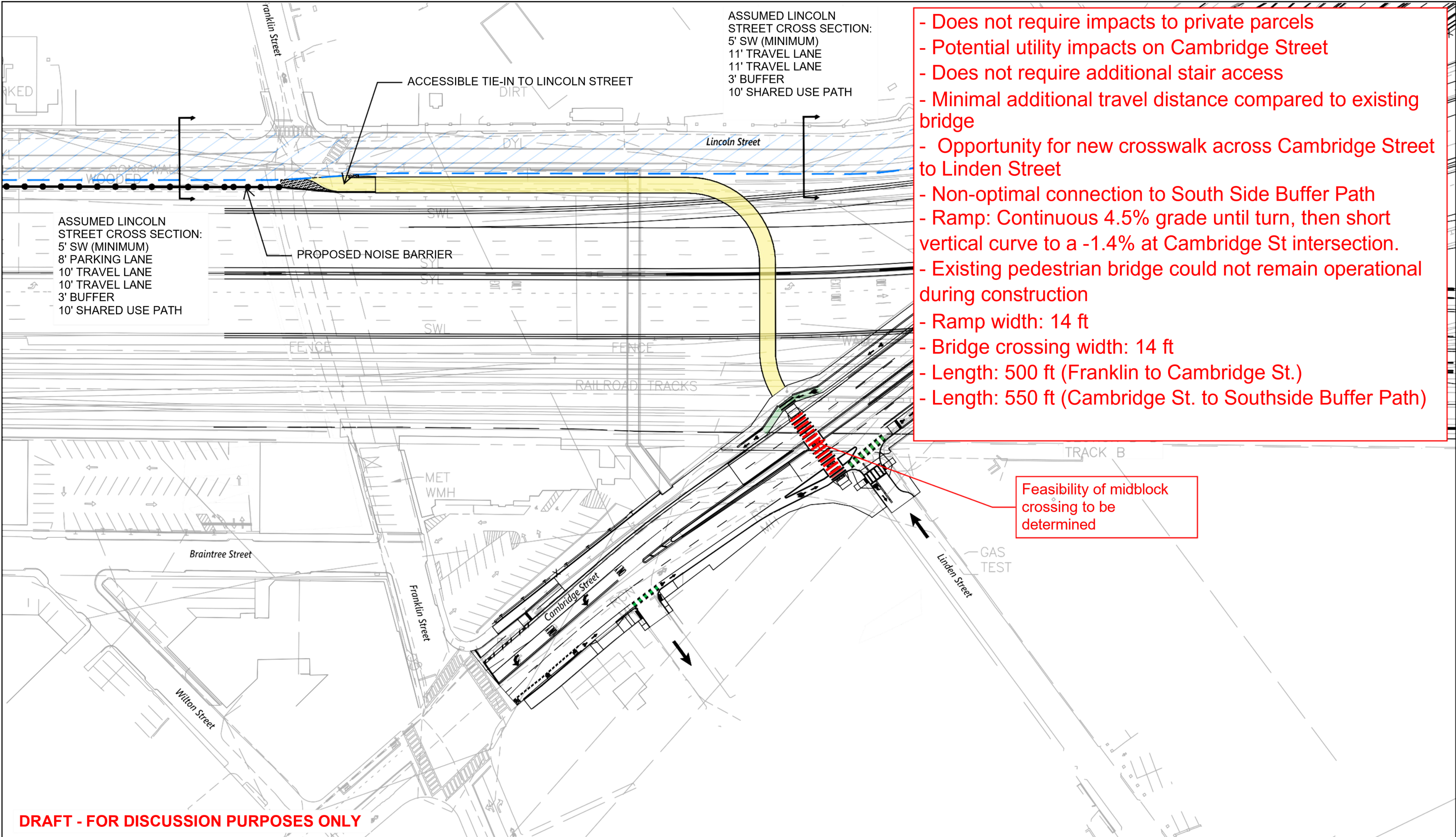


- Requires taking/demolition of former Ace Ticket building
- Additional bridge crossing provided for stairs at U-Turn ramp entry/exits
- South side stairs on west of Franklin Street (private way) does not impact utilities
- Potential utility impacts at column foundation locations
- South side stairs would impact parking/access to former Ace Ticket building/Hobson's Restaurant and potentially impact access to Southside Buffer Path
- Length: Via ramp: 1,130 ft Via ramp & optional Eric Road stairs: 790 ft
Via stairs: 355 ft

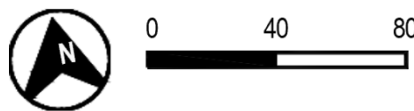


Franklin Street Pedestrian Bridge Option 3C - U-Turn (Updated) with Second Stairs-Only Crossing (West Alignment)

I-90 Allston Multimodal Project
Allston, Massachusetts

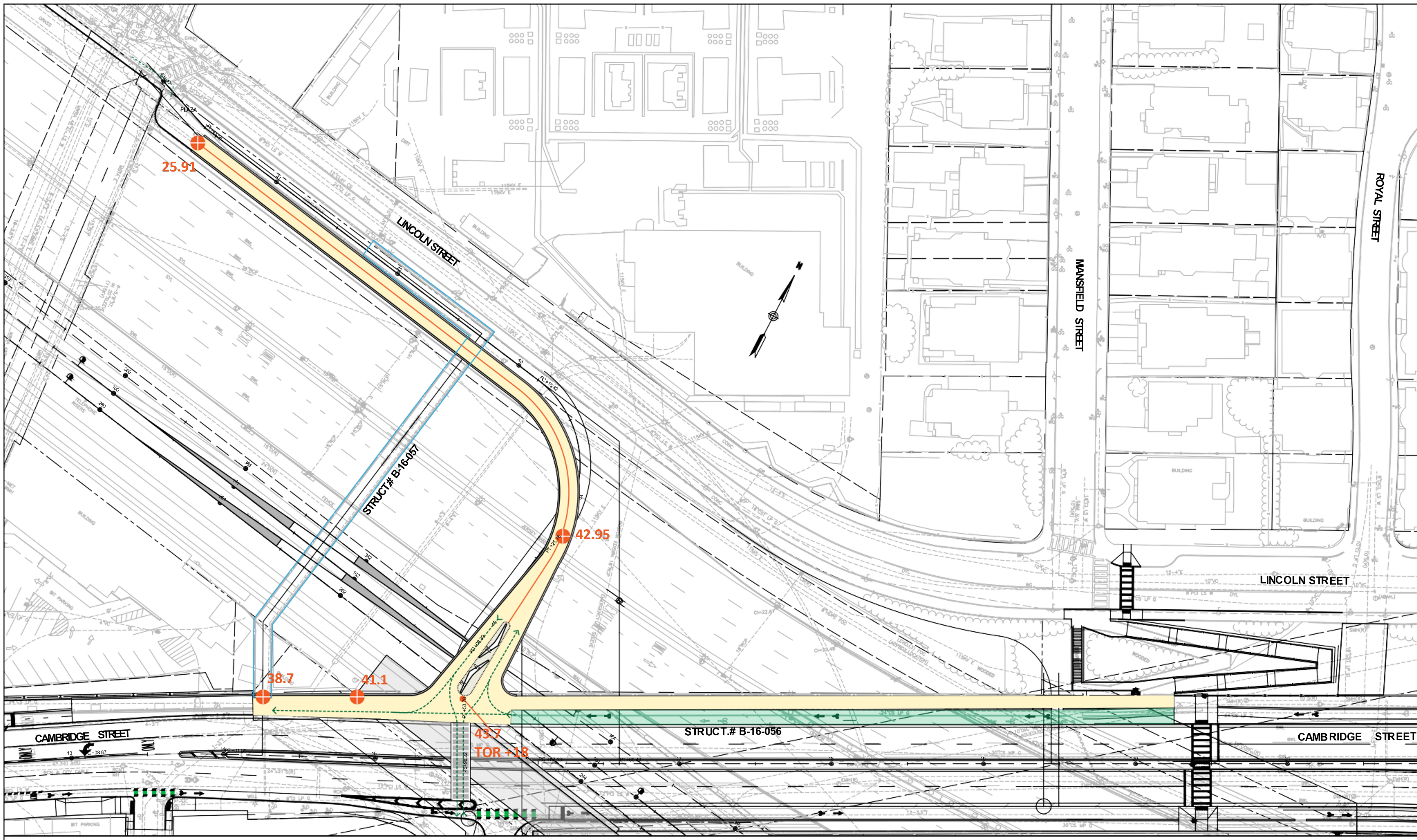


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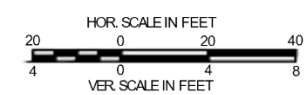
I-90 Allston Multimodal Project
Allston, Massachusetts

**Franklin Street Pedestrian Bridge Option 4 -
Cambridge Street Bridge Connection**



HIGH POINT ELEV = 44.48
 HIGH POINT STA = 44+98.63
 PM STA = 44+64.98
 PM ELEV = 44.97
 A.D. = -5.90%
 K = 15.25
 90' VC
 227.9' SSD

STA = 45+71.20



CAMBRIDGE STREET BRIDGE CONNECTION