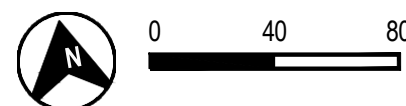
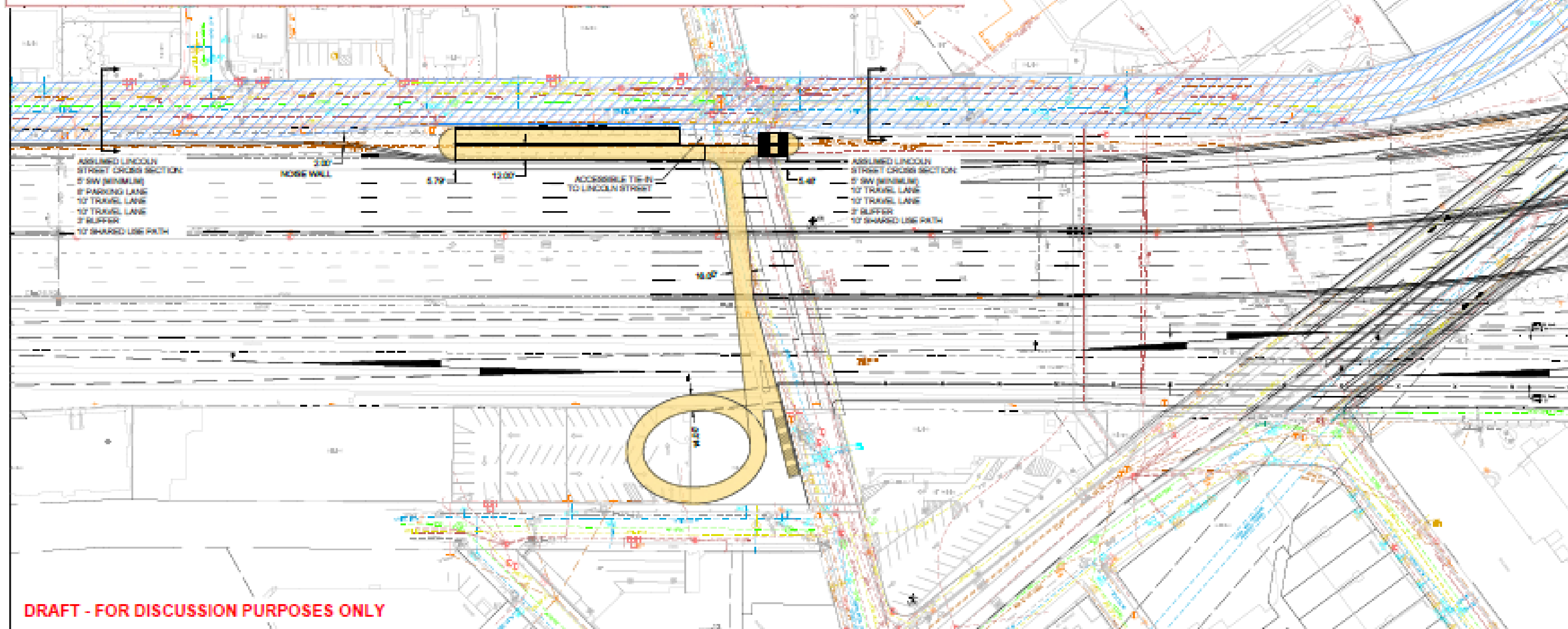


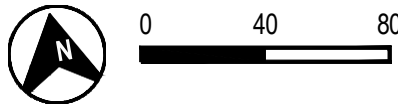
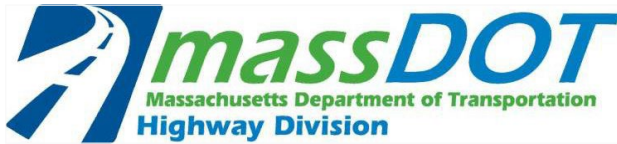
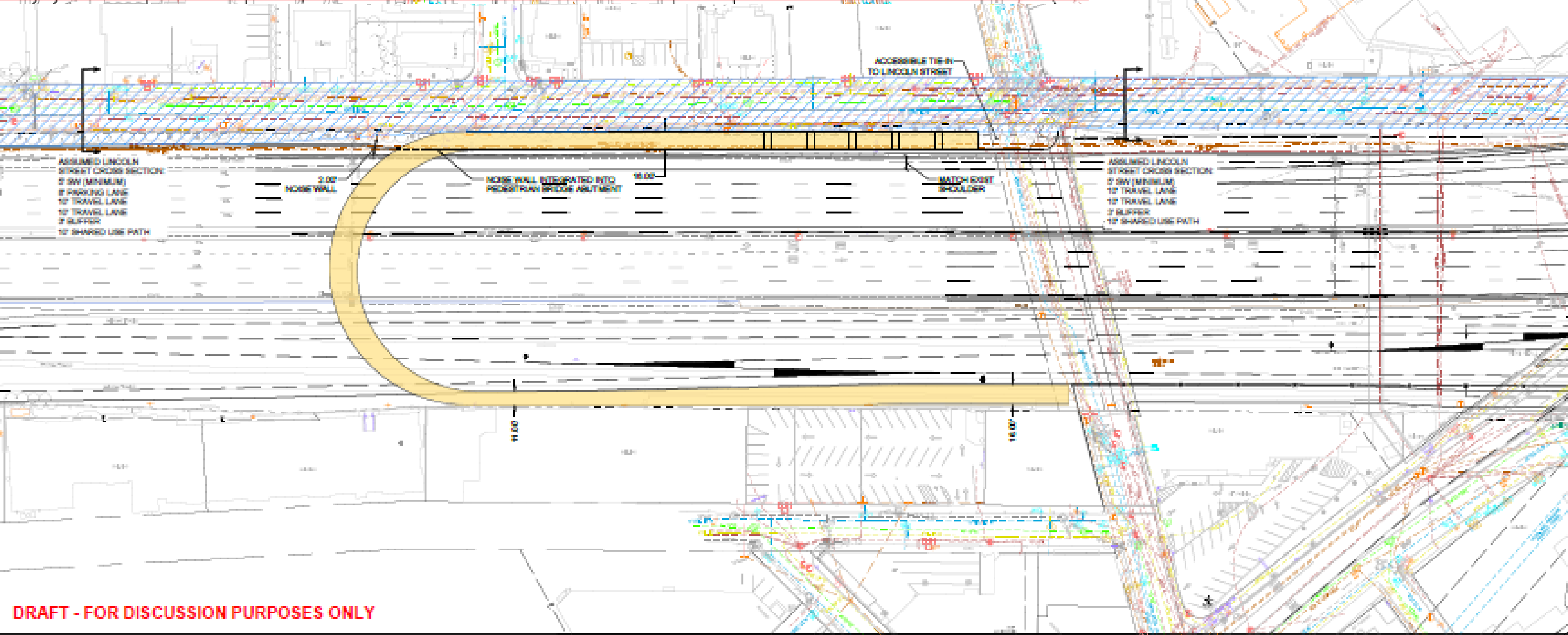
- Requires taking/demolition of former Ace Ticket building and portion of adjacent parking lot parcel
- Requires relocation of billboard
- Optimal connection to South Side Buffer Path
- Potential utility impacts at column foundation locations
- Requires narrowing I-90 westbound shoulder width for approx. 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



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## Franklin Street Pedestrian Bridge Option 2 - Spiral

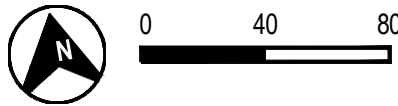
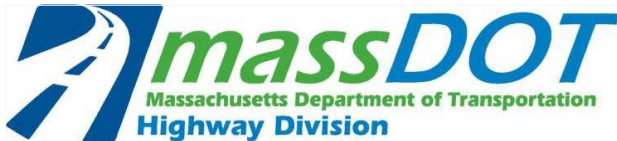
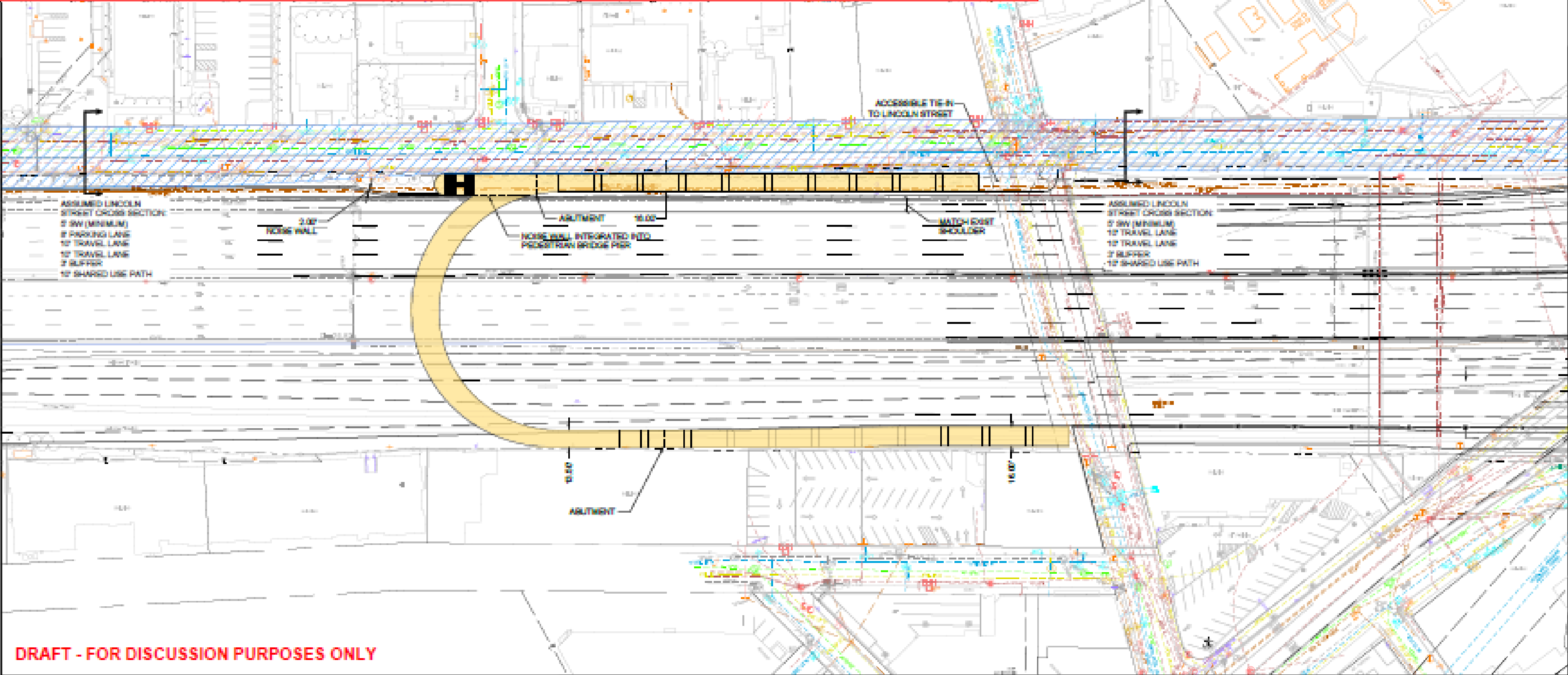
- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Optimal connection to South Side Buffer Path
- Minimal potential utility impacts
- Requires additional bridge crossing for stair access at north and south ramp entry/exits. 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



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

- 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

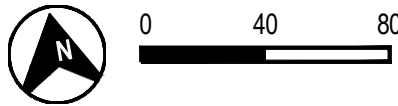
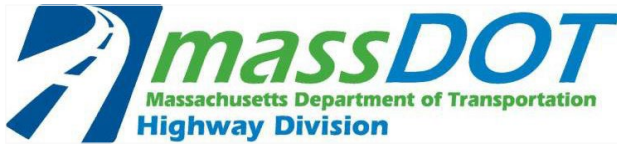
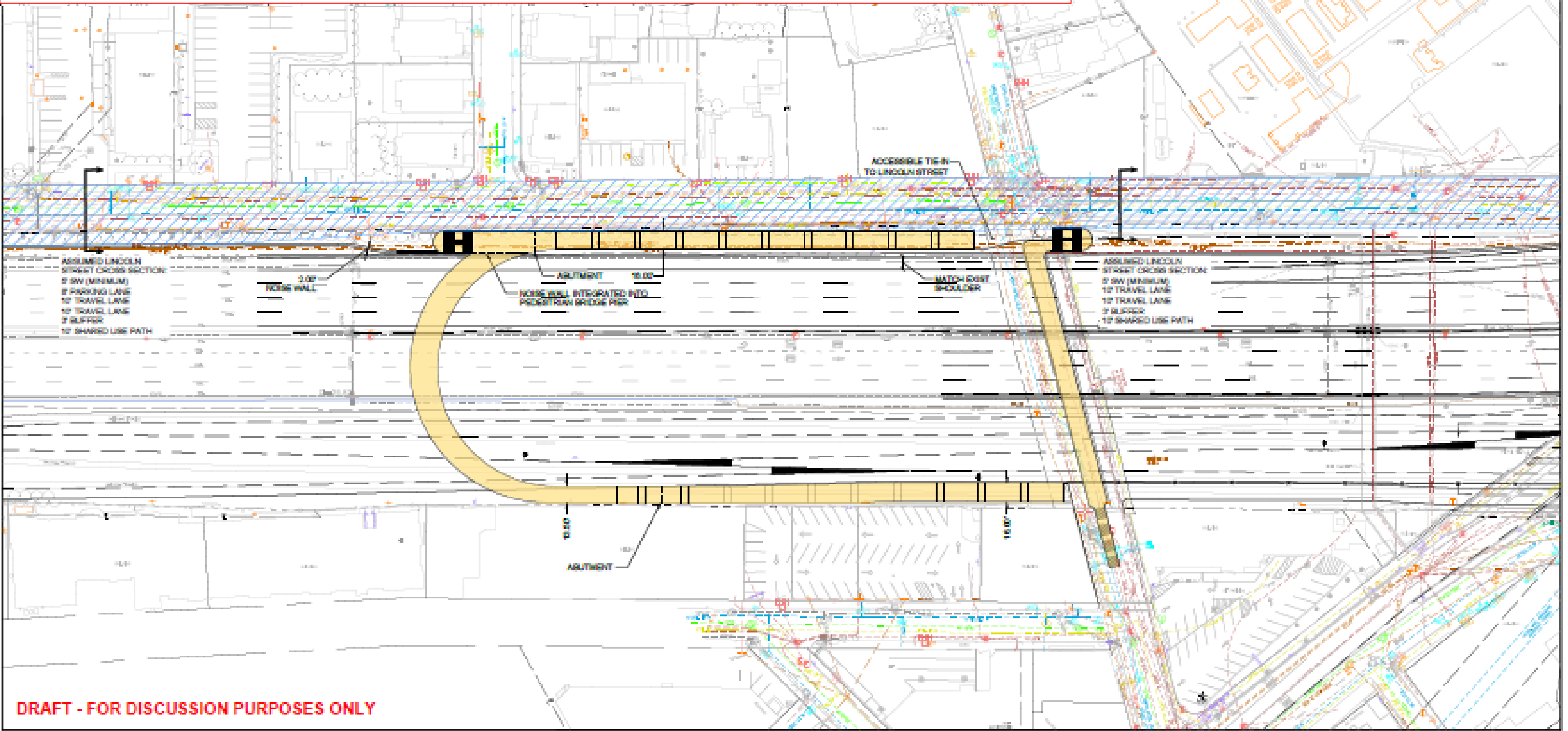


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Franklin Street Pedestrian Bridge Option 3 - U-Turn (Updated)

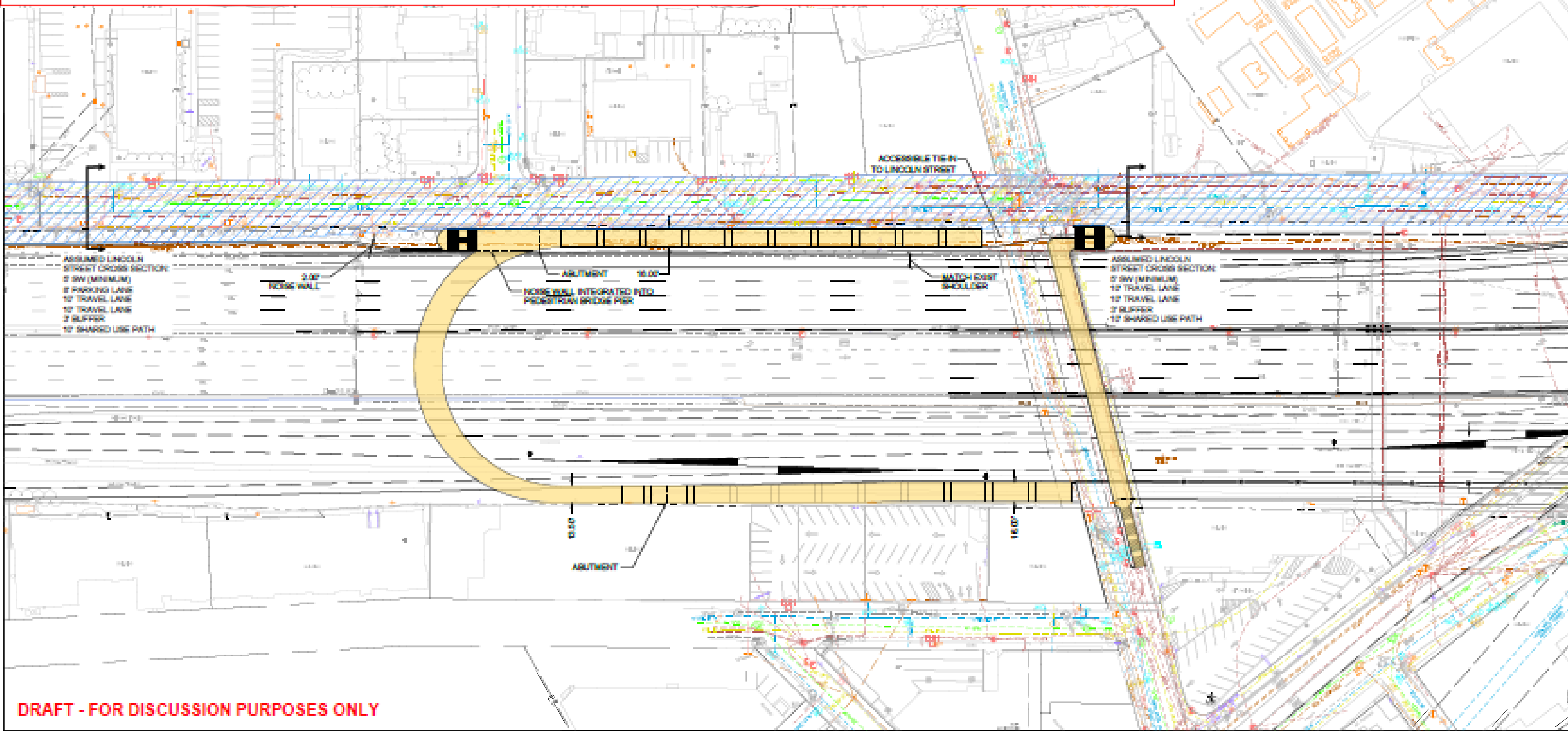


- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Additional bridge crossing provided for stairs at U-Turn ramp entry/exits
- South side stairs in middle of Franklin Street (private way) will be on top of utilities 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

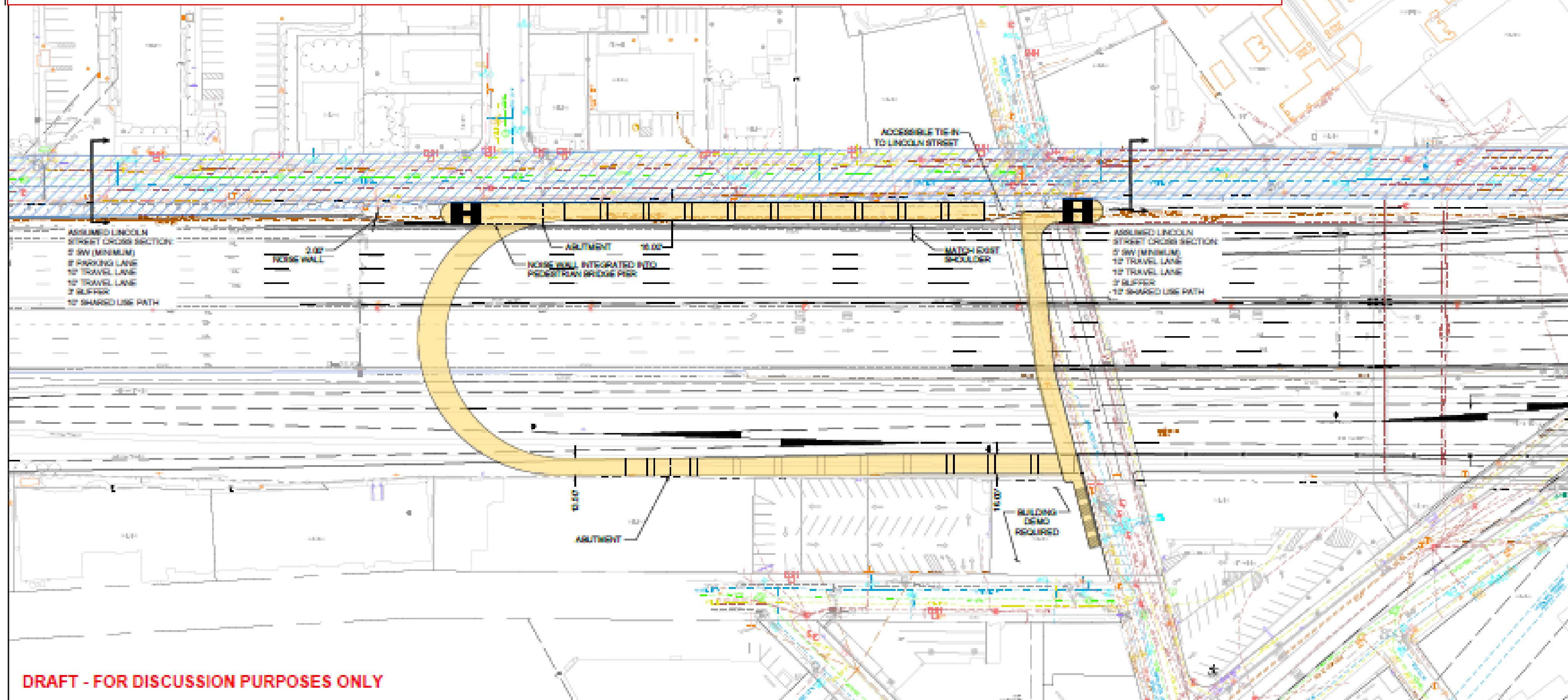


Franklin Street Pedestrian Bridge Option 3A - U-Turn (Updated)  
with Second Stairs-Only Crossing (Center Alignment)

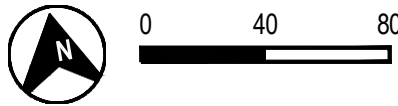
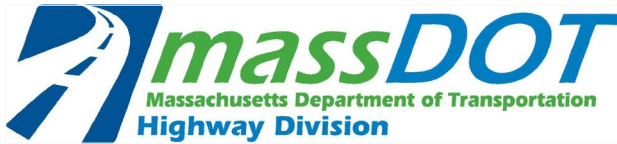
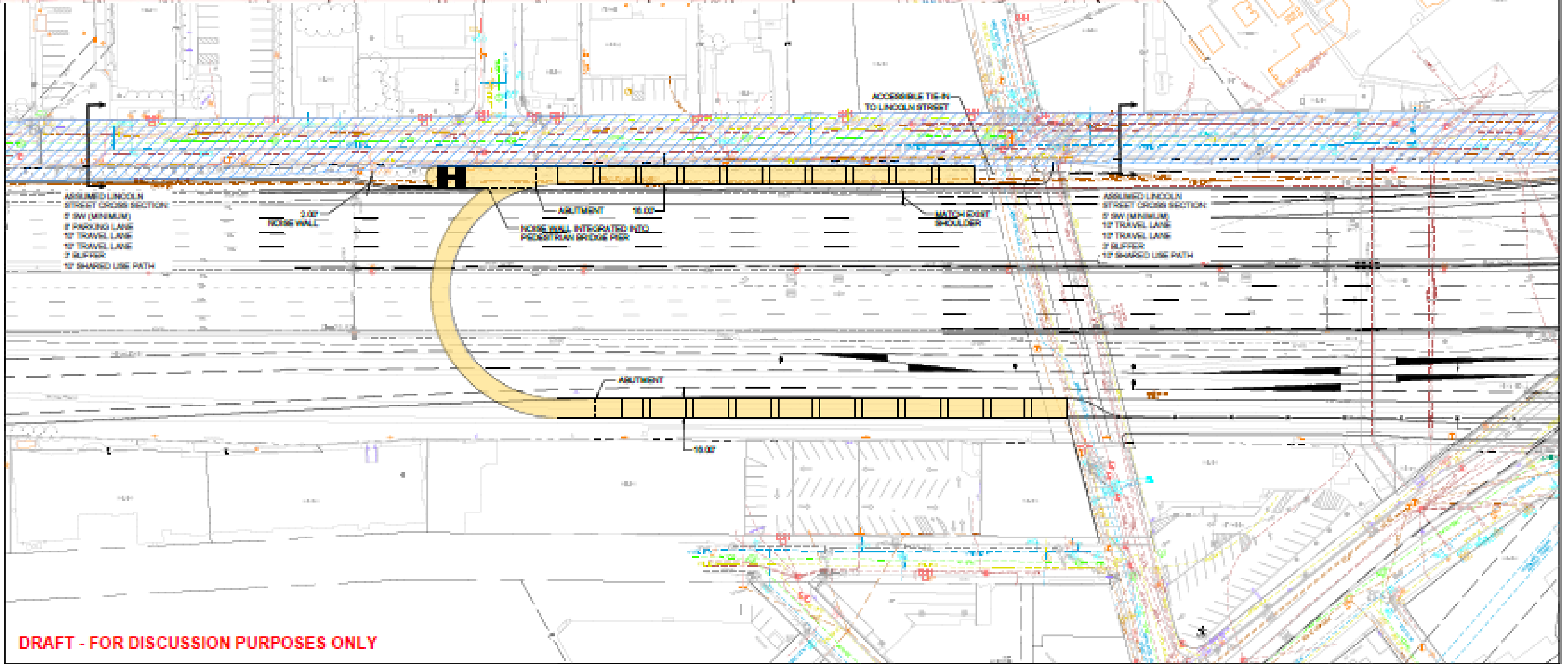
- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Additional bridge crossing provided for stairs at U-Turn ramp entry/exits
- South side stairs on east side of Franklin Street (private way) will be on top of utilities 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



- 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 ramp lengths
- Maintains full 16' path width for entire length
- Increased separation from new apartment building, but proximity could still 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: 1,100 ft    Via stairs: 785 ft

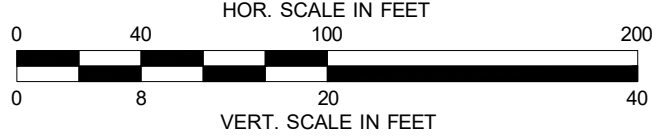
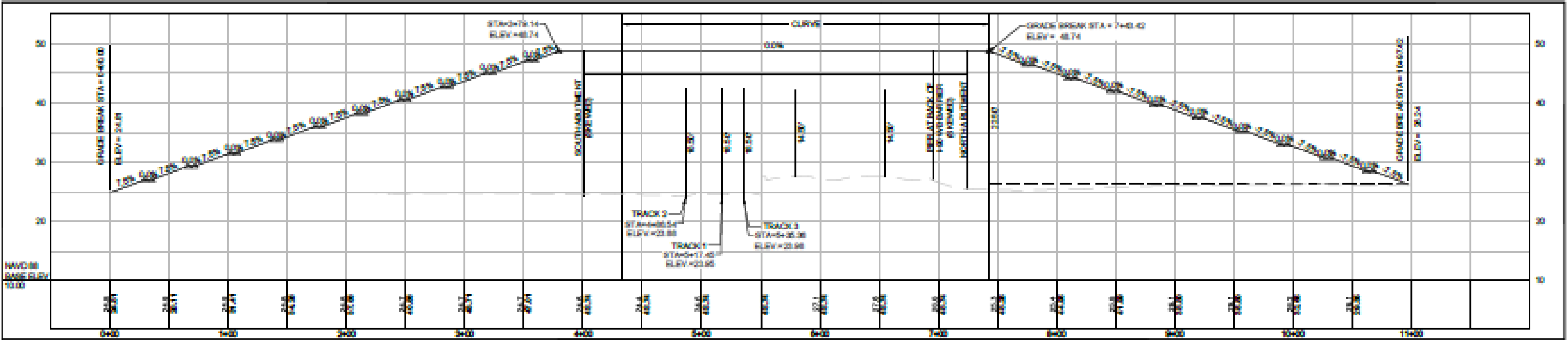
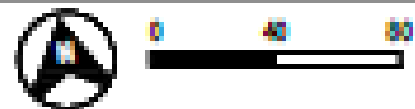


Franklin Street Pedestrian Bridge Option 3 - U-Turn (Updated)





DRAFT - FOR DISCUSSION PURPOSES ONLY

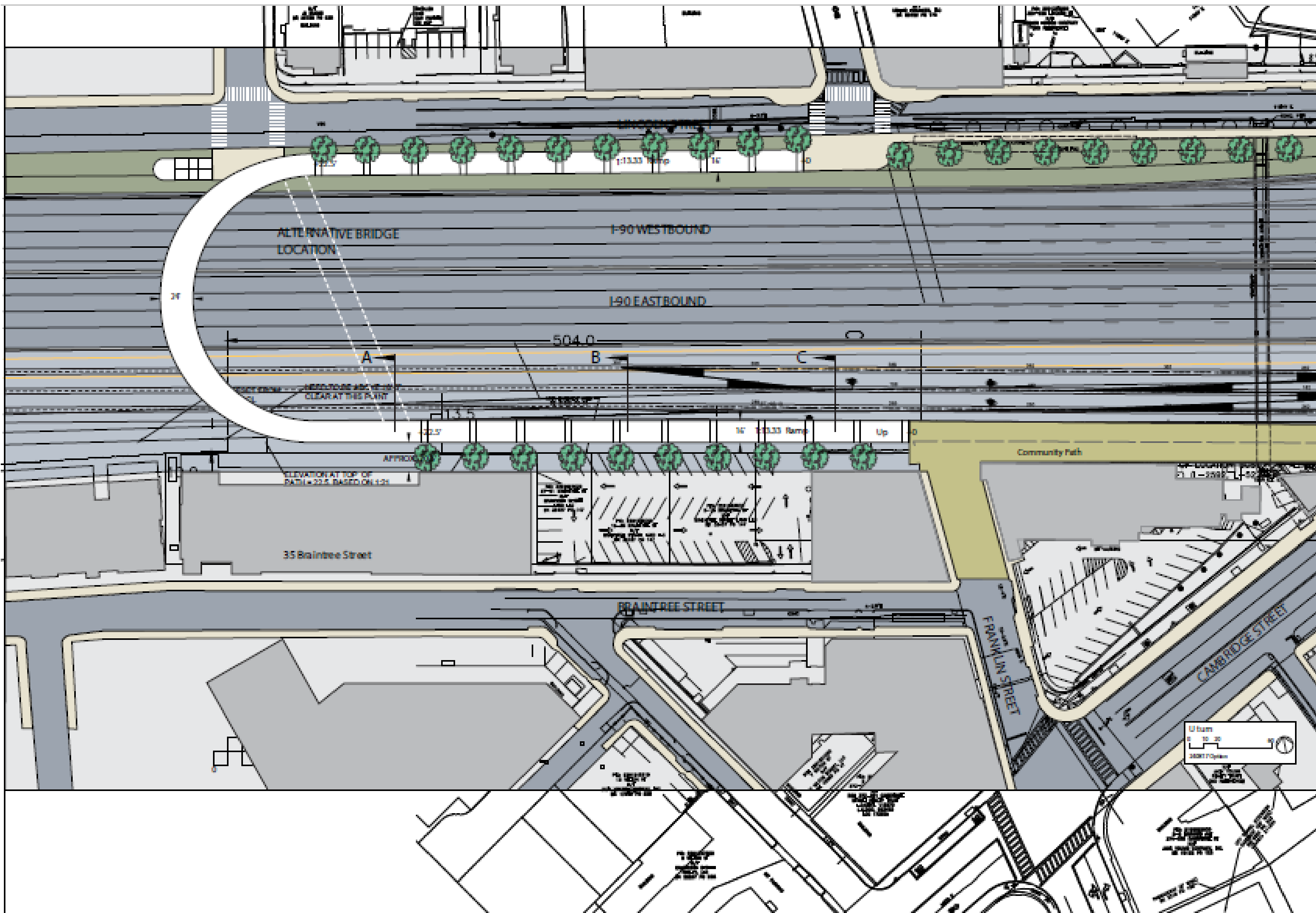


Plan & Profile - Franklin Street (U-Turn) Ped Bridge with Lincoln Street Re-Design by City

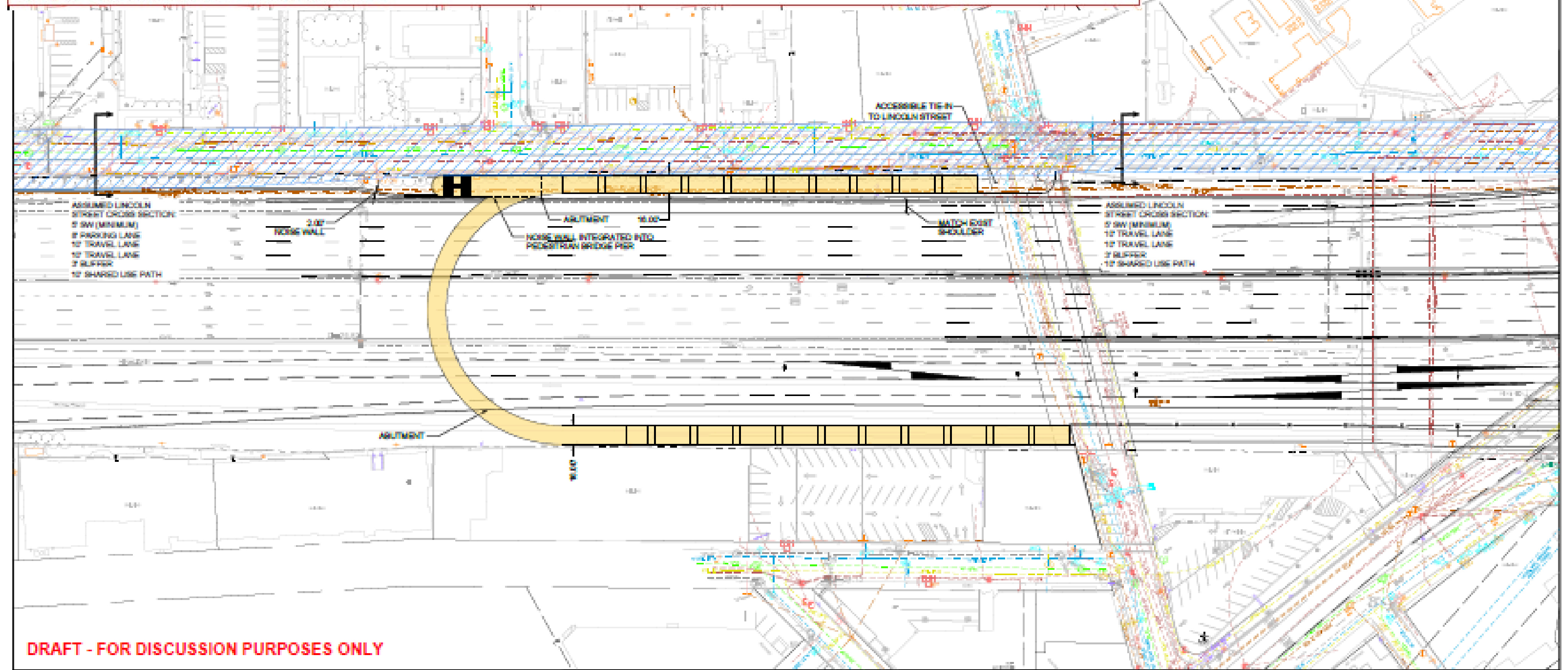
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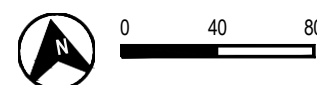
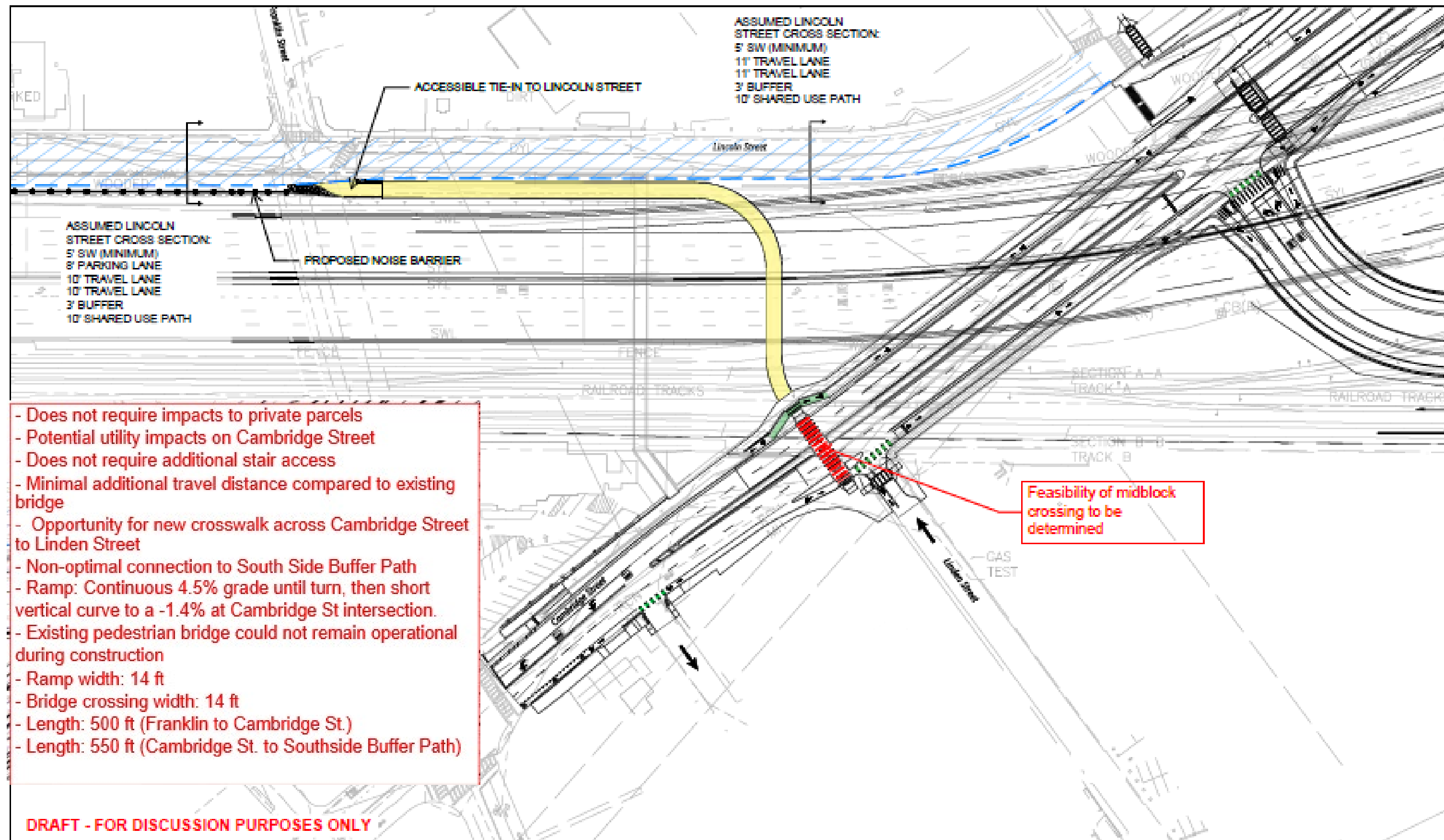
FIGURE  
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- Does not require taking/demolition of former Ace Ticket building, portion of adjacent parking lot parcel and relocation of billboard
- Optimal connection to South Side Buffer Path
- Minimal potential utility impacts
- Requires additional 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 ramp lengths
- Maintains full 16' path width for entire length
- 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: 1,125 ft    Via stairs: 805 ft

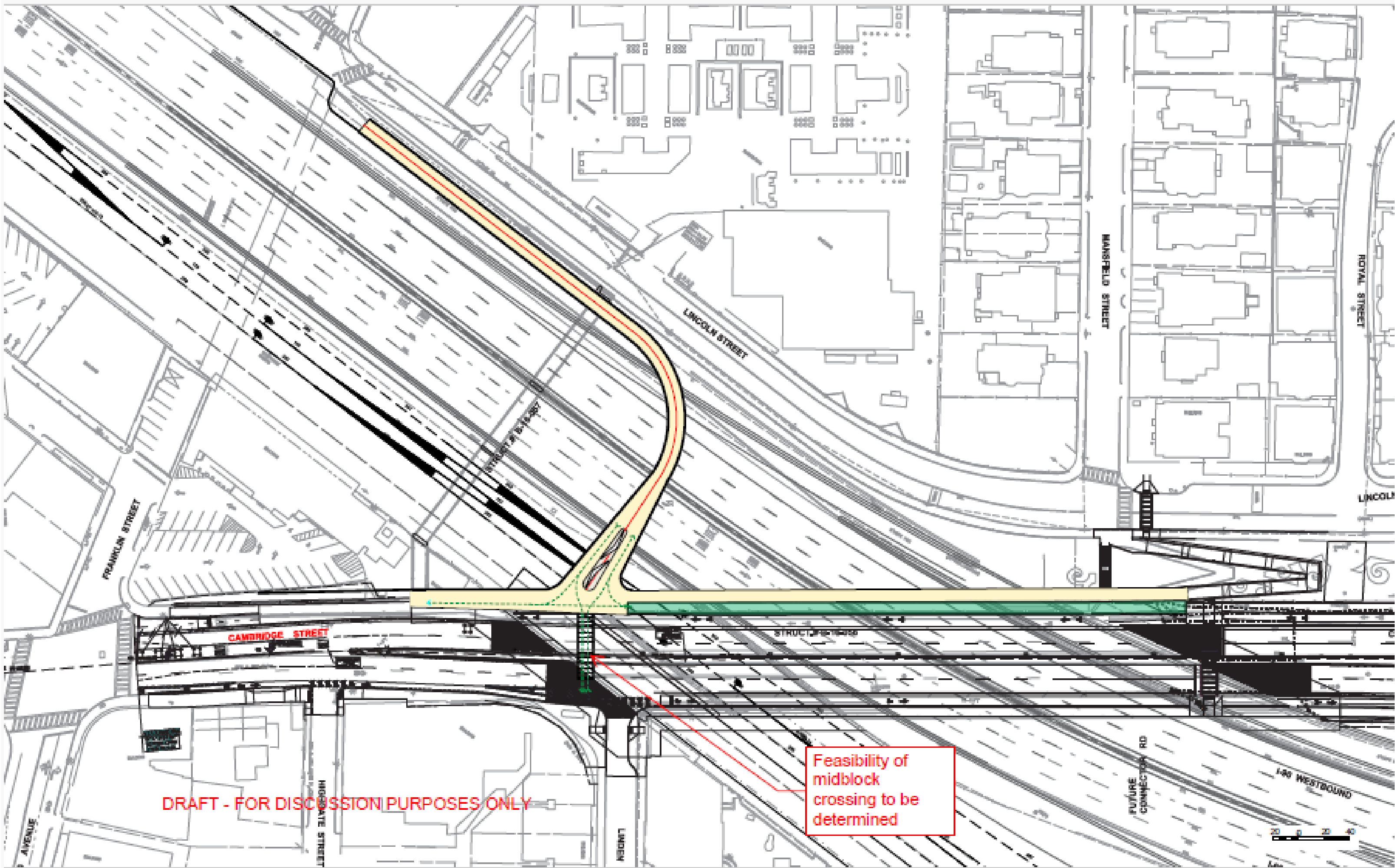


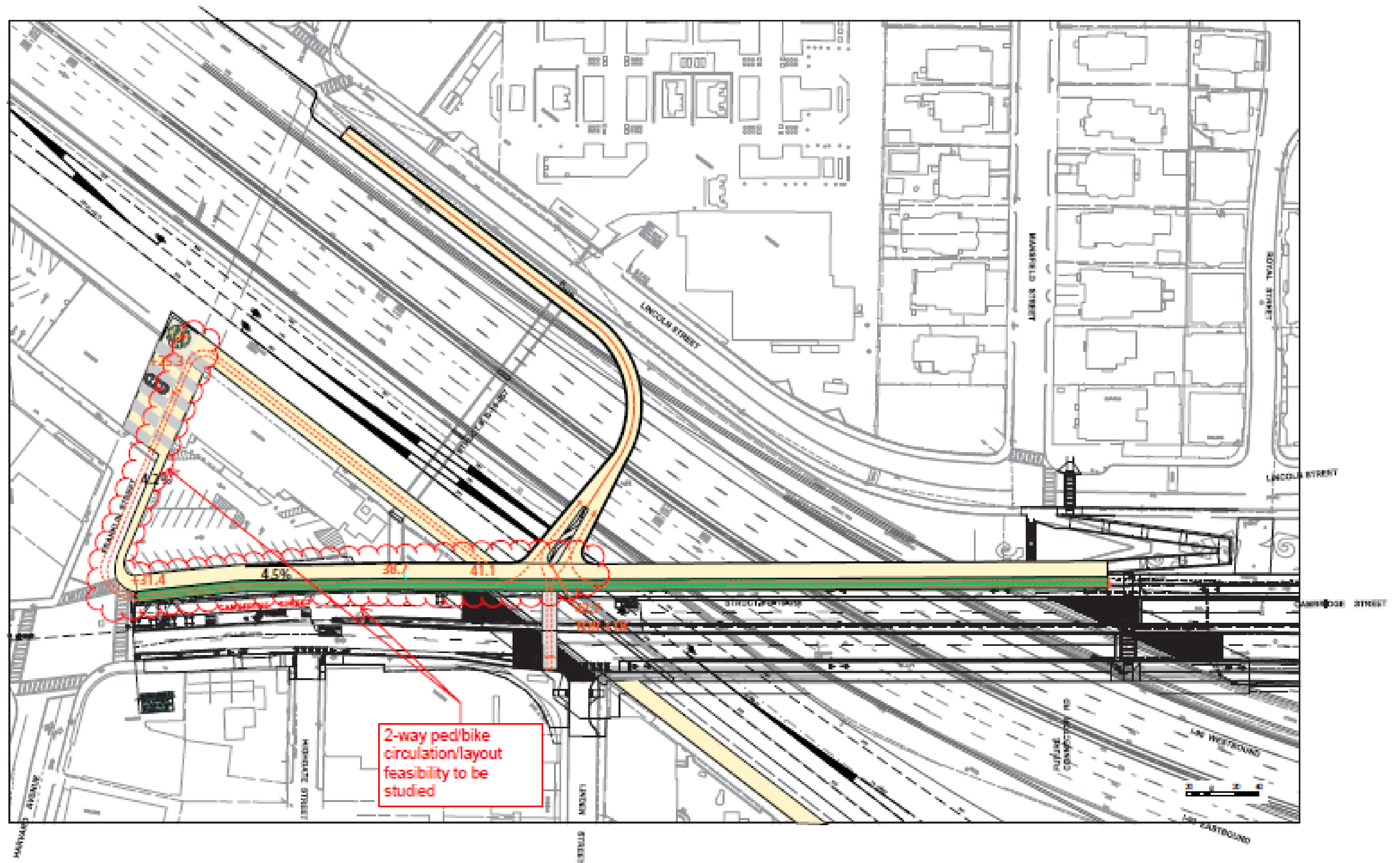


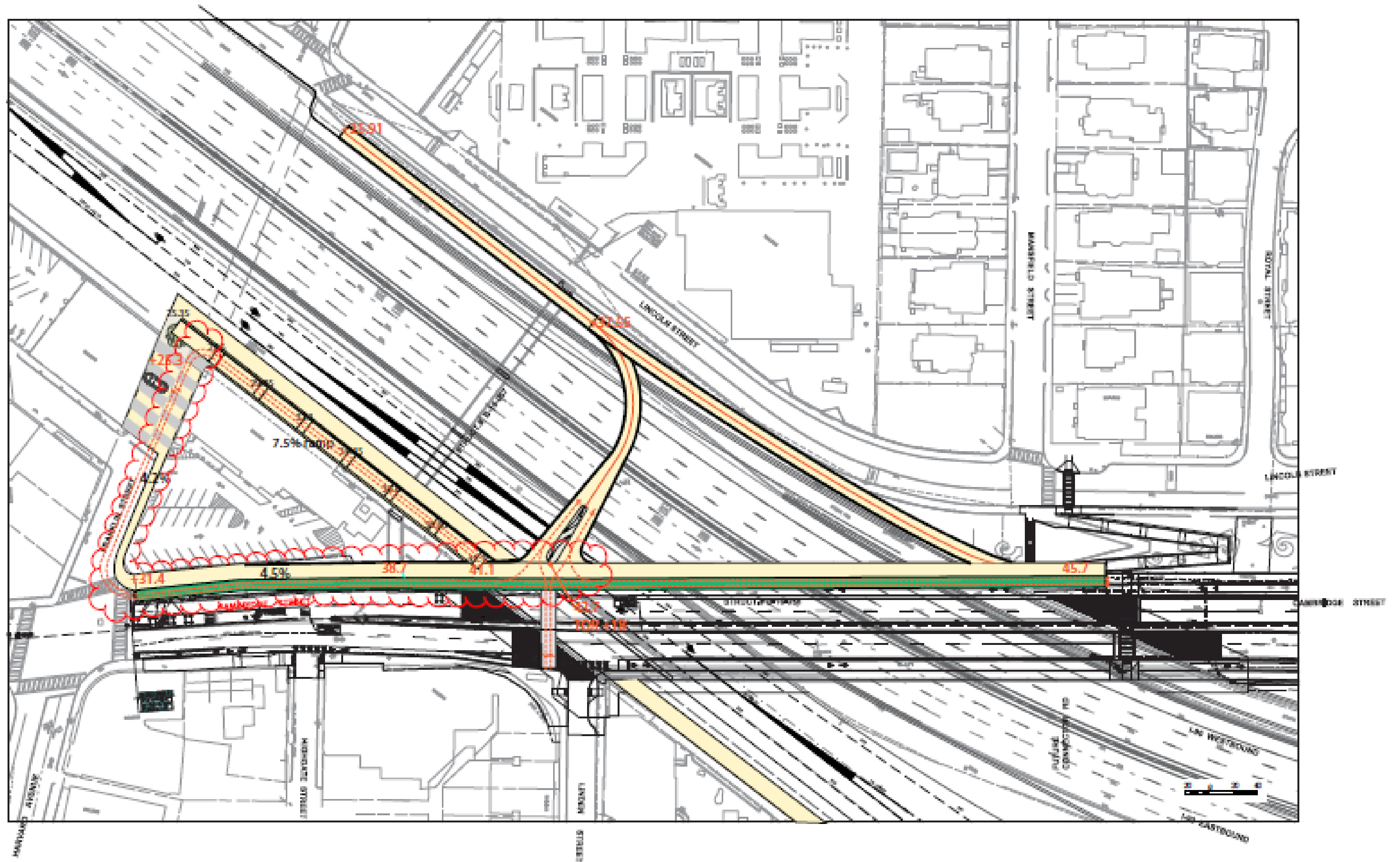
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## Franklin Street Pedestrian Bridge Option 4 - Cambridge Street Bridge Connection









7.5 % RAMP