

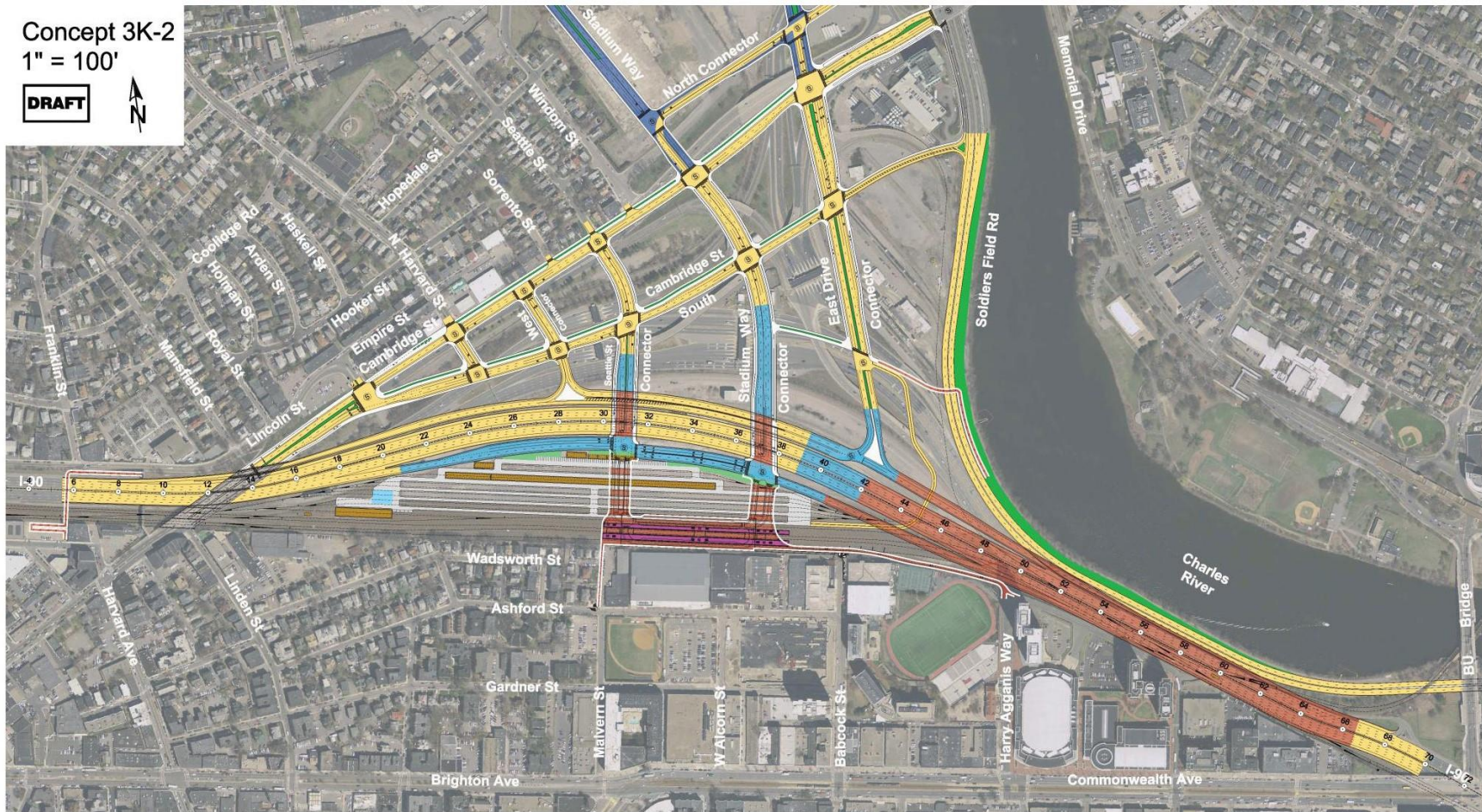
This image shows a conceptual green space connection(s) throughout the project area. Linear green space elements are shown along the entire length of Cambridge Street South connecting to the Paul Dudley White Path and Stadium Way. Arrows illustrating pedestrian connections are shown from Seattle Street, through West Station, and down to Malvern Street. Additional connections are shown from Stadium Way, through West Station down Babcock Street and Harry Agganis way.





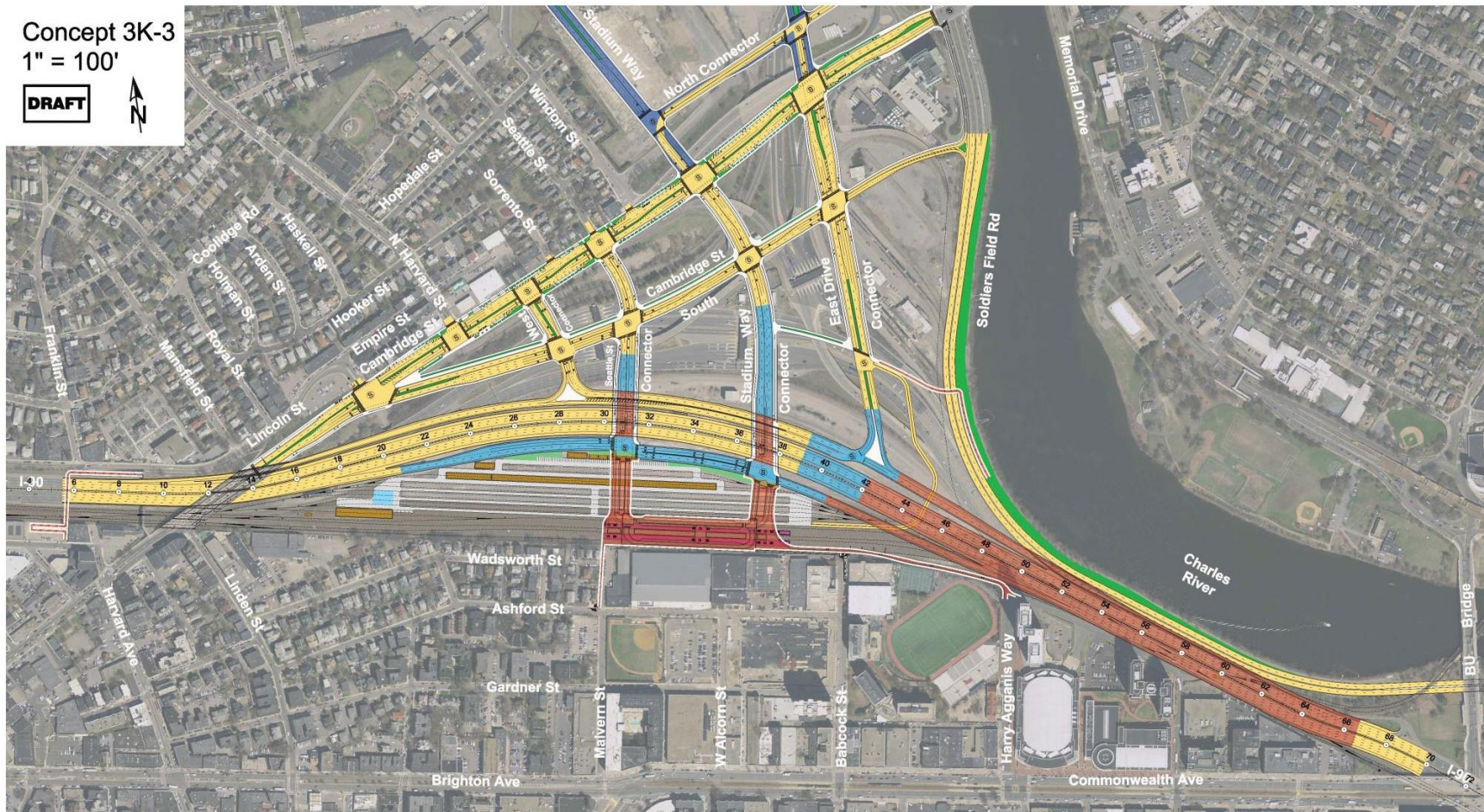
This image shows the I-90 Allston MassDOT 3K-1 concept. The key features include the I-90 viaduct from just west of the Boston University Bridge returning to an at-grade configuration perpendicular to Babcock Street. West Station is elevated as well as the Seattle Street and Stadium Way connectors as they reach West Station. Four north-south connectors are included between Cambridge Street and the I-90 collector road: West Connector, Seattle Street, Stadium Way, and the East Drive Connector. An elevated pedestrian bridge connects the East Drive Connector to the Paul Dudley White Path. Linear green space elements are included along Cambridge Street and the East Drive Connector.





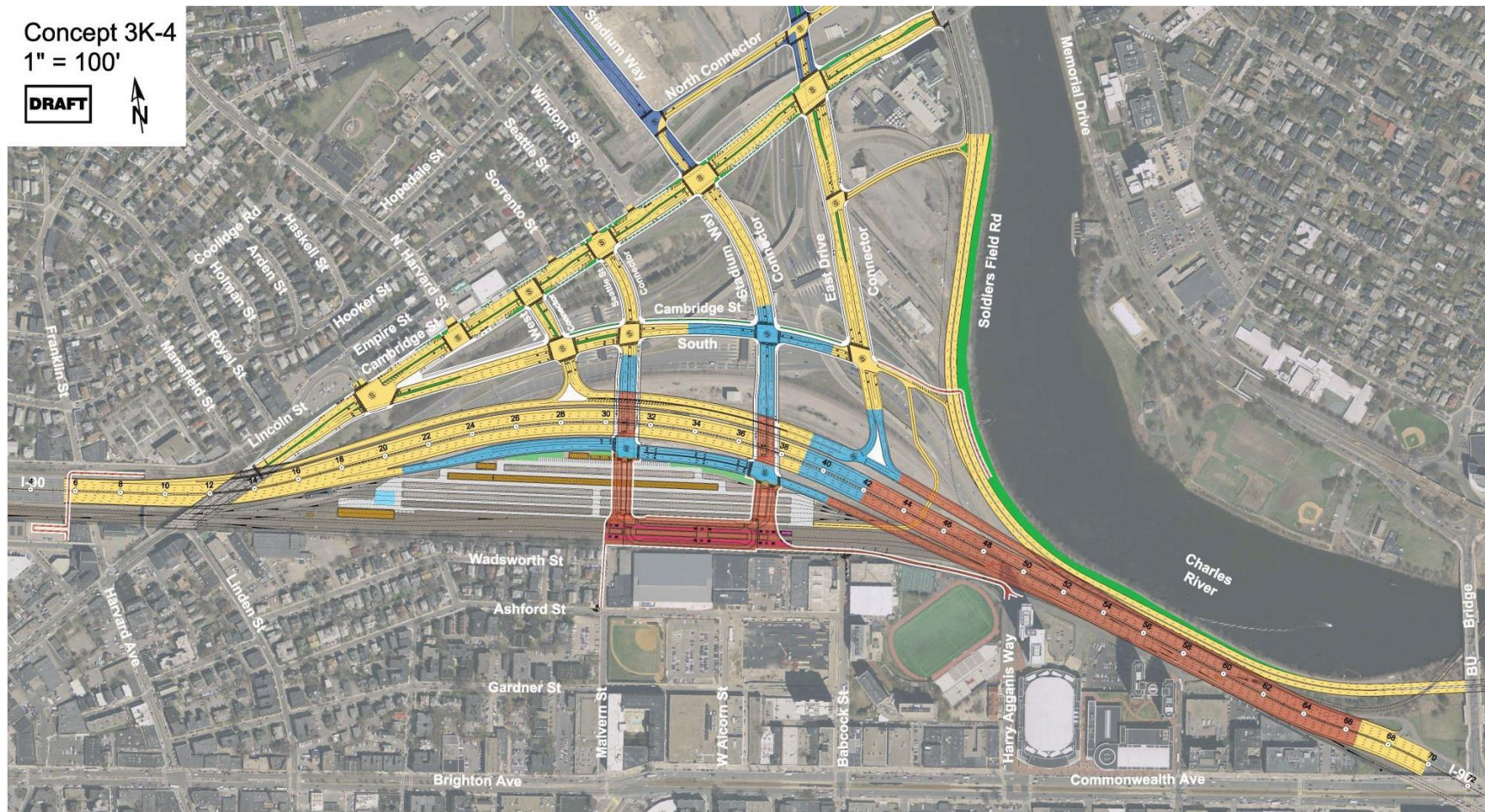
This image shows the I-90 Allston MassDOT 3K-2 concept. The key features include the I-90 viaduct from just west of the Boston University Bridge returning to an at-grade configuration perpendicular to Babcock Street. West Station is elevated as well as the Seattle Street and Stadium Way connectors as they reach West Station. Four north-south connectors are included between Cambridge Street and the I-90 collector road: West Connector, Seattle Street, Stadium Way, and the East Drive Connector. This concept includes the addition of Cambridge Street South, which connects Cambridge Street at Lincoln Street to Soldiers Field Road between Cambridge Street and I-90. Cambridge Street is narrowed from the 3K-1 concept. An elevated pedestrian bridge connects the East Drive Connector to the Paul Dudley White Path. Linear green space elements are included along the northern sides of Cambridge Street, Cambridge Street South, and the middle of the East Drive Connector.



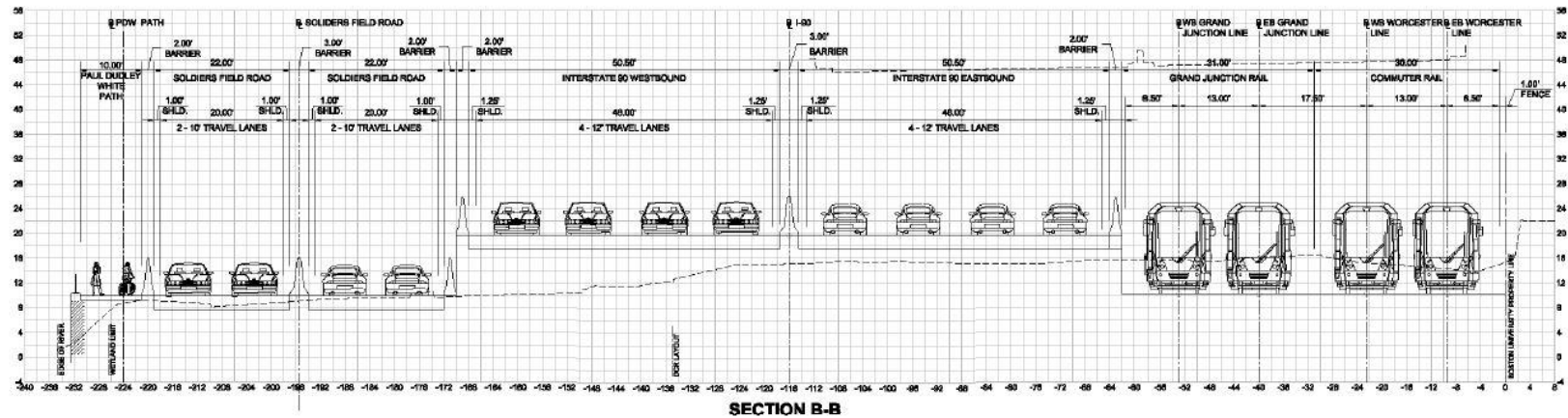


This image shows the I-90 Allston MassDOT 3K-3 concept. The key features include the I-90 viaduct from just west of the Boston University Bridge returning to an at-grade configuration perpendicular to Babcock Street. West Station is elevated as well as the Seattle Street and Stadium Way connectors as they reach West Station. Four north-south connectors are included between Cambridge Street and the I-90 collector road: West Connector, Seattle Street, Stadium Way, and the East Drive Connector. This concept includes the addition of Cambridge Street South, which connects Cambridge Street at Lincoln Street to Soldiers Field Road between Cambridge Street and I-90. An elevated pedestrian bridge connects the East Drive Connector to the Paul Dudley White Path. In this concept, Cambridge Street and Cambridge Street South are widened and include linear green space elements on both sides, in the middle of the median, and along the north side of Cambridge Street South. Green space elements are also included in the middle of the East Drive Connector.

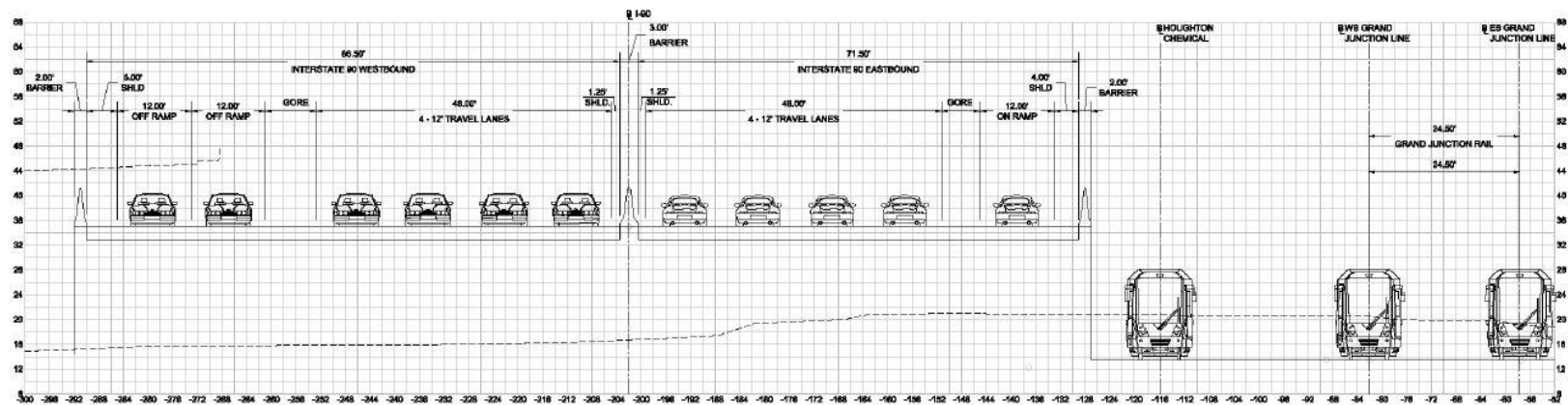




This image shows the I-90 Allston MassDOT 3K-4 concept. The key features include the I-90 viaduct from just west of the Boston University Bridge returning to an at-grade configuration perpendicular to Babcock Street. West Station is elevated as well as the Seattle Street and Stadium Way connectors as they reach West Station. Four north-south connectors are included between Cambridge Street and the I-90 collector road: West Connector, Seattle Street, Stadium Way, and the East Drive Connector. Linear green space elements are included along both sides and in the middle of Cambridge Street. Green space elements are also included along the middle and northern edge of Cambridge Street South as well as the middle of the East Drive Connector.



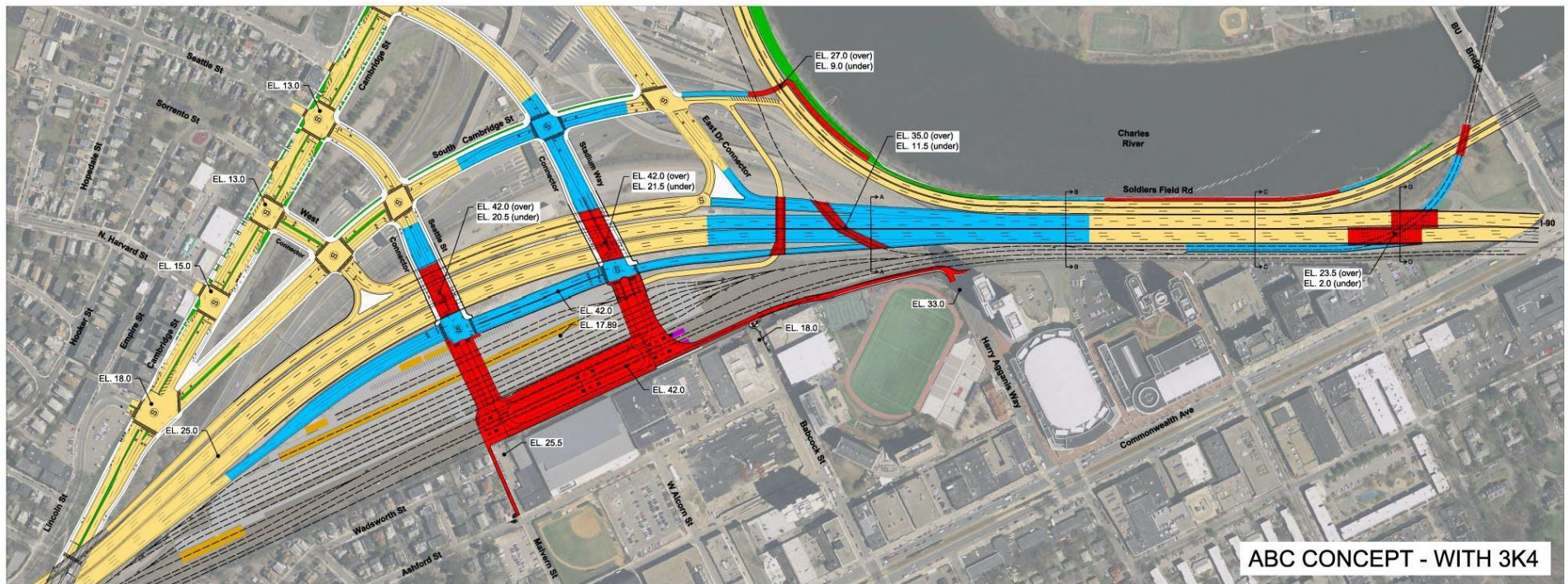
SECTION B-B



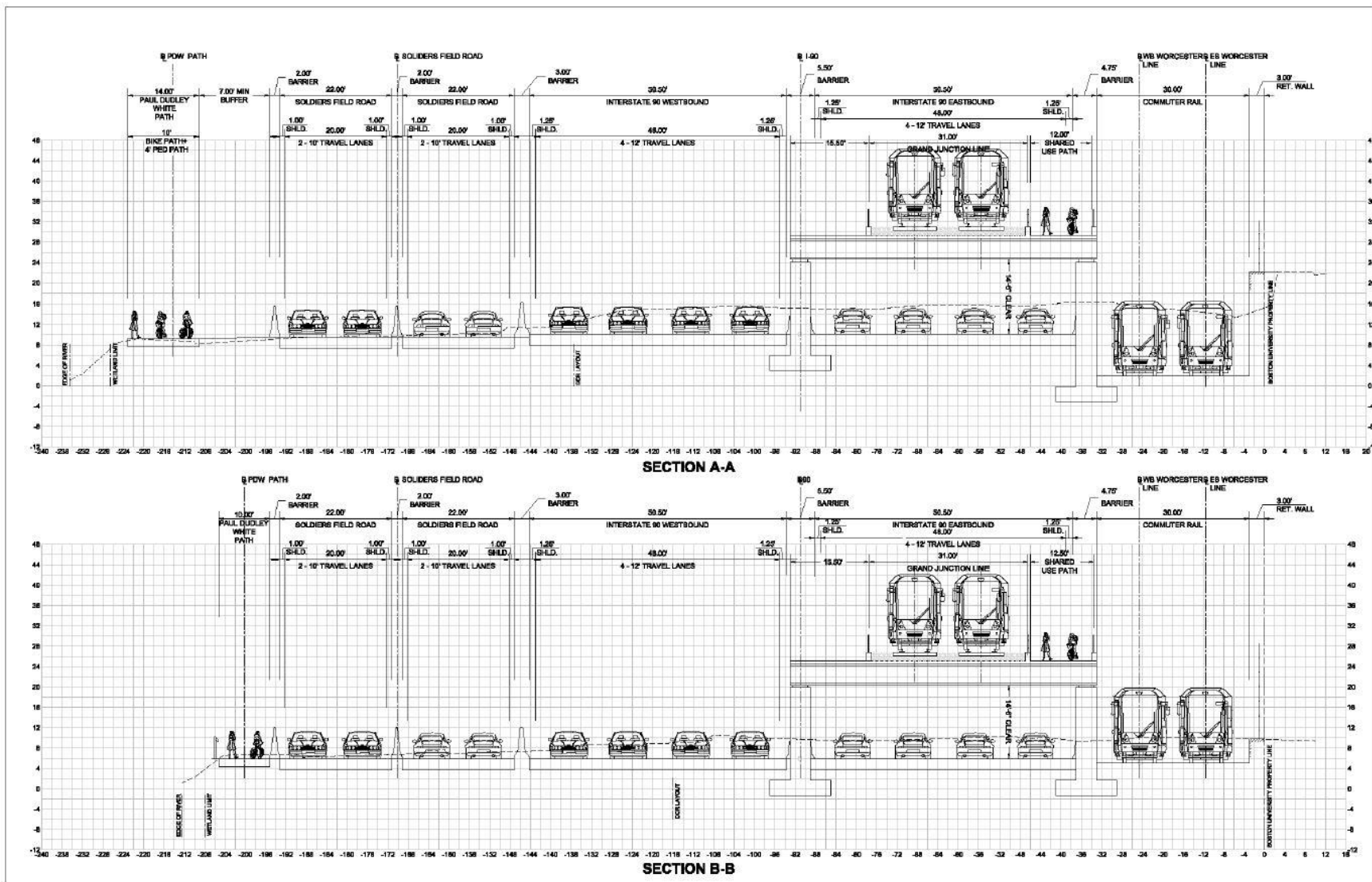
SECTION A-A

This image shows a cross section for the concept advanced by A Better City. Starting from the left, section B-B shows the Paul Dudley White Path (10 feet) next to two lanes in each direction on Soldiers Field Road (44 feet). Raised 10 feet are four lanes in each direction on I-90 (101 feet). On the right, the Grand Junction and Worcester Lines are back down at grade (61 feet). Starting from the left, Section A-A shows a 5 foot shoulders, two off-ramp lanes from I-90 westbound (24 feet), four lanes of traffic in each direction on I-90 (48 feet for each direction with 5.5 feet between directions), and a single on-ramp to I-90 eastbound (12 feet with a 4 foot shoulder). Depressed 21 feet from I-90 are the Houghton Chemical Line and two Grand Junction tracks.



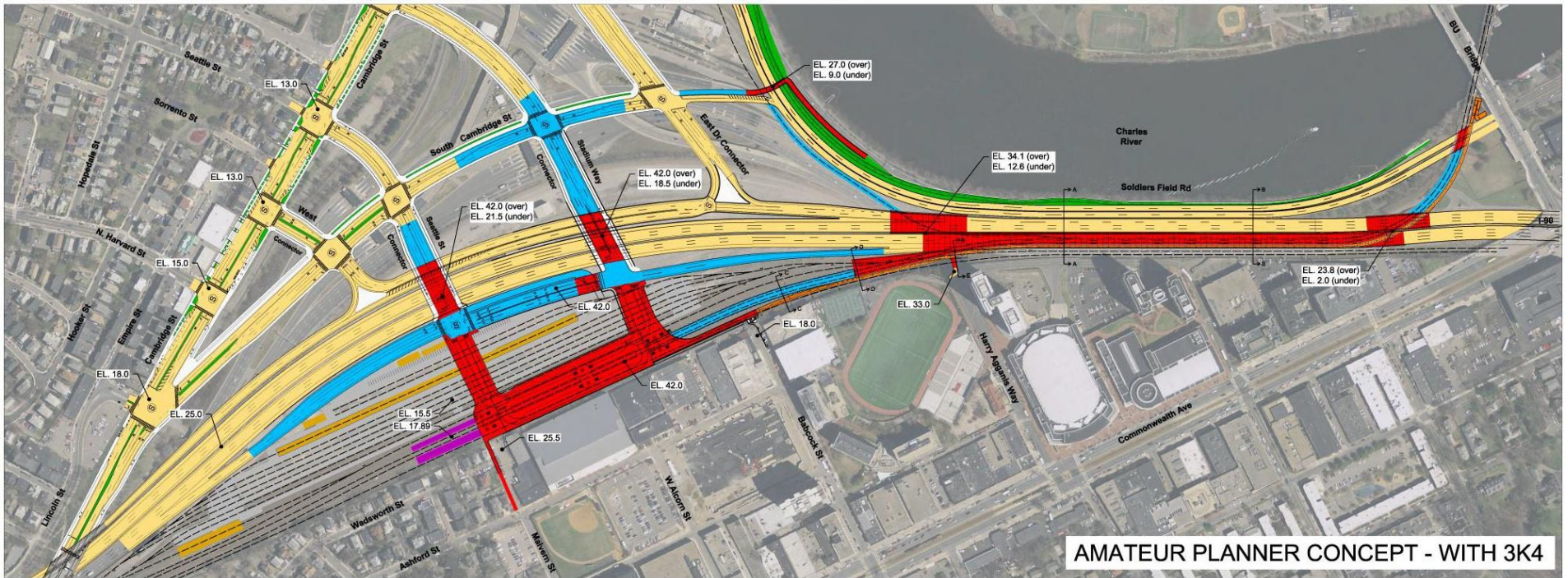


This image shows the concept advanced by A Better City. Similar to 3K-4, the plan includes Cambridge Street South, following the curving of I-90, and connecting Cambridge Street from Lincoln Street to Soldiers Field Road at the elevated pedestrian bridge to the Paul Dudley White Path. Cambridge Street and Cambridge Street South include green space elements. Seattle Street and Stadium Way are both elevated as they reach West Station. The Paul Dudley White Path extends over the Charles River west of the Boston University Bridge. An access road connections Cambridge Street South west of Stadium Way to the rail yard.



This image shows the cross section for the concept advanced by the Amateur Planner. Starting from the left section of A-A, the image shows the Paul Dudley White Path (14 feet), a 7 foot buffer, followed by two lanes in each direction on Soldiers Field Road (22 feet for each direction with a 4 foot separation). I-90 westbound has four lanes at-grade (50.5 feet). I-90 eastbound is at-grade with the Grand Junction Line and a shared-use path elevated above (50.5 feet). The Worcester Line is slightly depressed at 8 feet below grade (30 feet). Section B-B is identical to section A-A except that the Paul Dudley White Path is narrowed by 10 feet and the buffer to Soldiers Field Road is compressed to 3 feet.





This image shows the concept advanced by the Amateur Planner. Similar to 3K-4, the plan includes Cambridge Street South, following the curve of I-90 and connection Cambridge Street at Lincoln Street to Soldiers Field Road at the elevated pedestrian bridge to the Paul Dudley White path. Cambridge Street and Cambridge Street South both include green space elements. Seattle Street and Stadium Way are both elevated as they reach West Station. The Worcester Line platforms are extended west, providing more room for the elevation changes of the Worcester Line, which is slightly depressed to pass under the elevated Grand Junction Line.