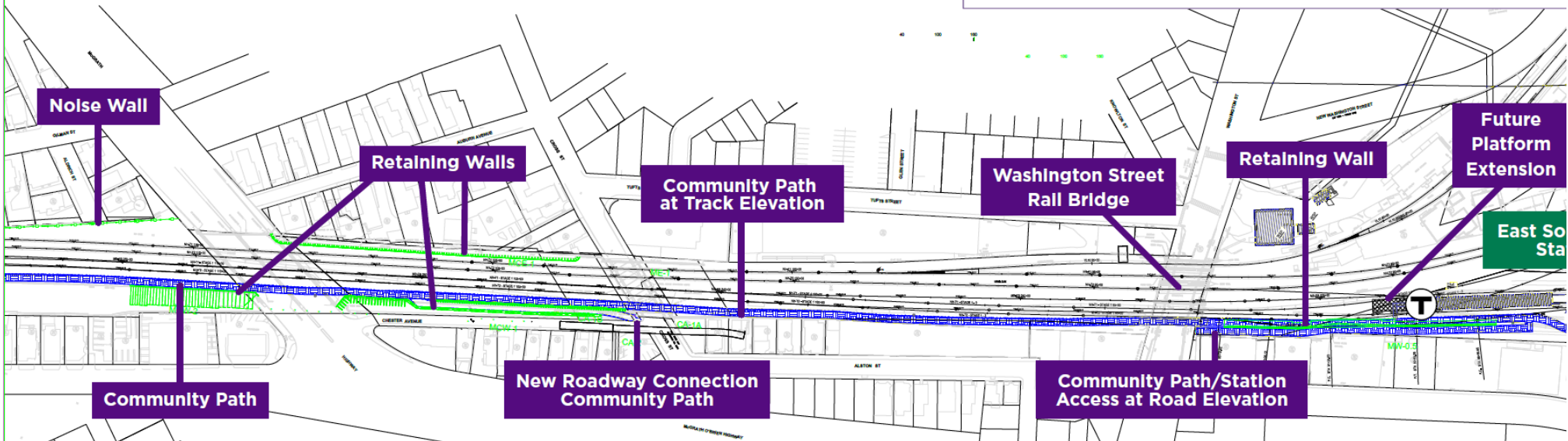
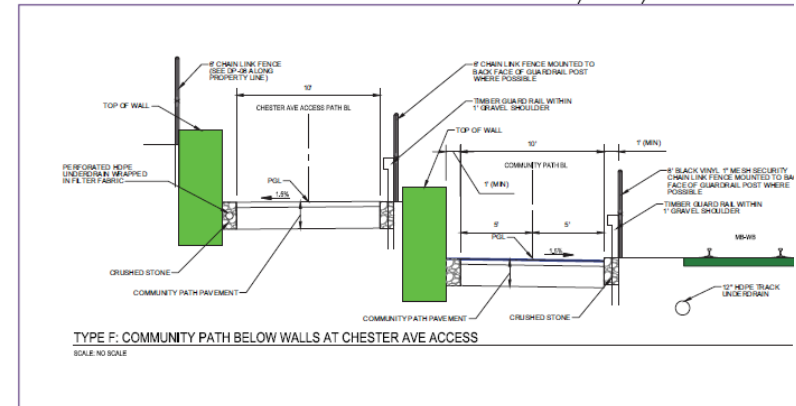
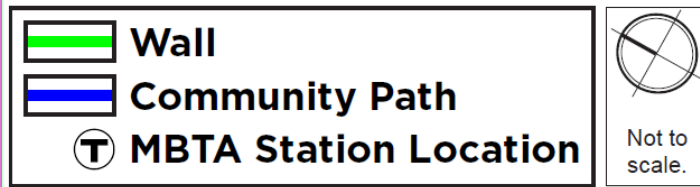
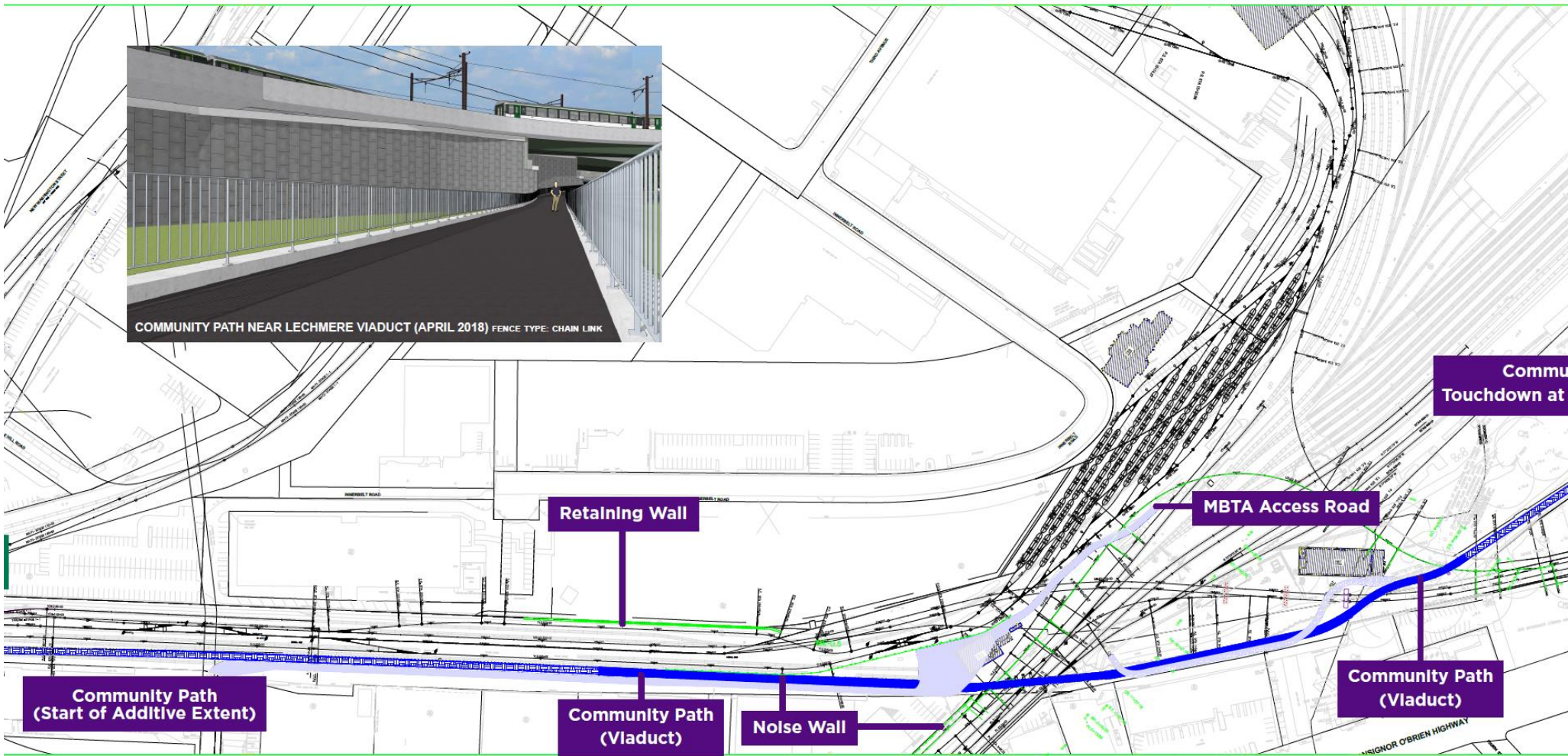


Green Line Extension Corridor –Location of Noise and Retaining Walls, Stations and Community Path

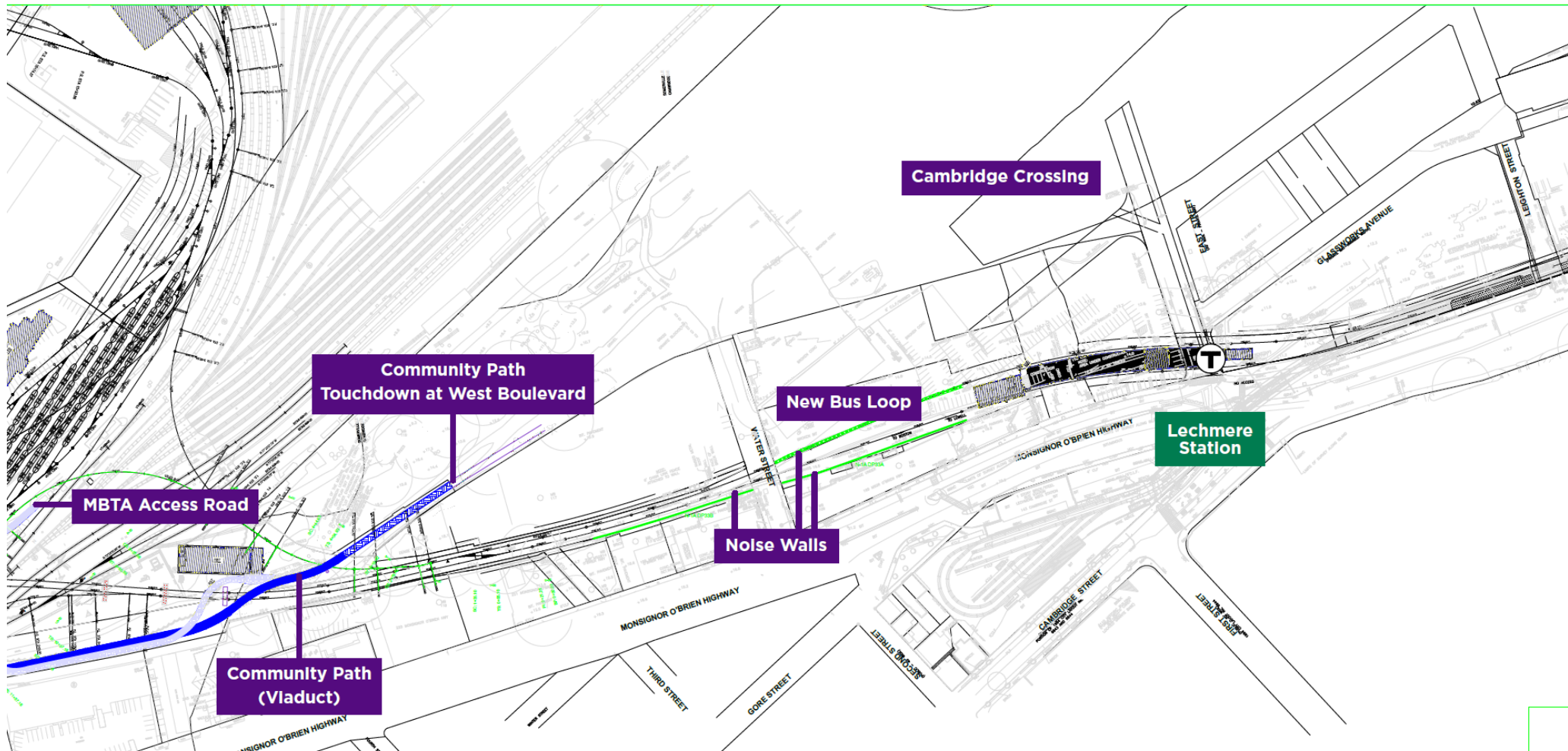
McGrath Highway to Leighton Street DRAFT - FOR DISCUSSION ONLY



McGrath Highway to Leighton Street (Image 1 of 3): This image depicts the Green Line Extension corridor from McGrath Highway (on the left) to Washington Street (on the right). The East Somerville Station is shown on the right side of the image, adjacent to Washington Street. The approximate location of noise and retaining walls is shown in green. The community path is shown in blue. Text boxes highlight various elements of the draft design, including community path connections and elevation changes. A cross section of the community path at the Chester Avenue access is shown in the upper right corner. Along this section of the corridor, the community path is located at track elevation. Retaining walls are located on both sides of the corridor parallel to Chester Avenue, and adjacent to East Somerville Station. Noise walls are located along the northeast side of the corridor adjacent to Aldrich Avenue.



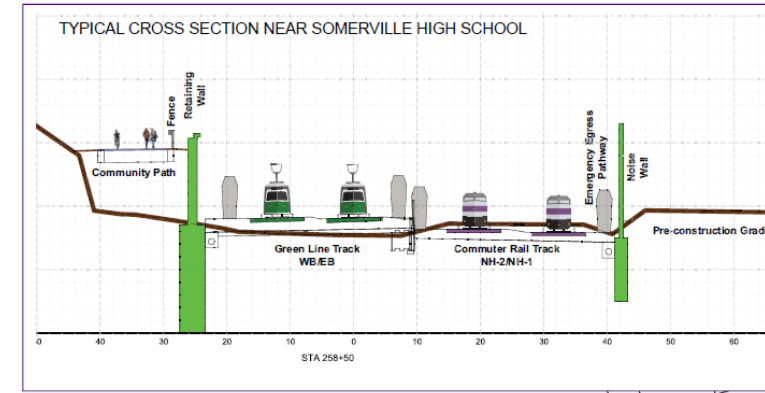
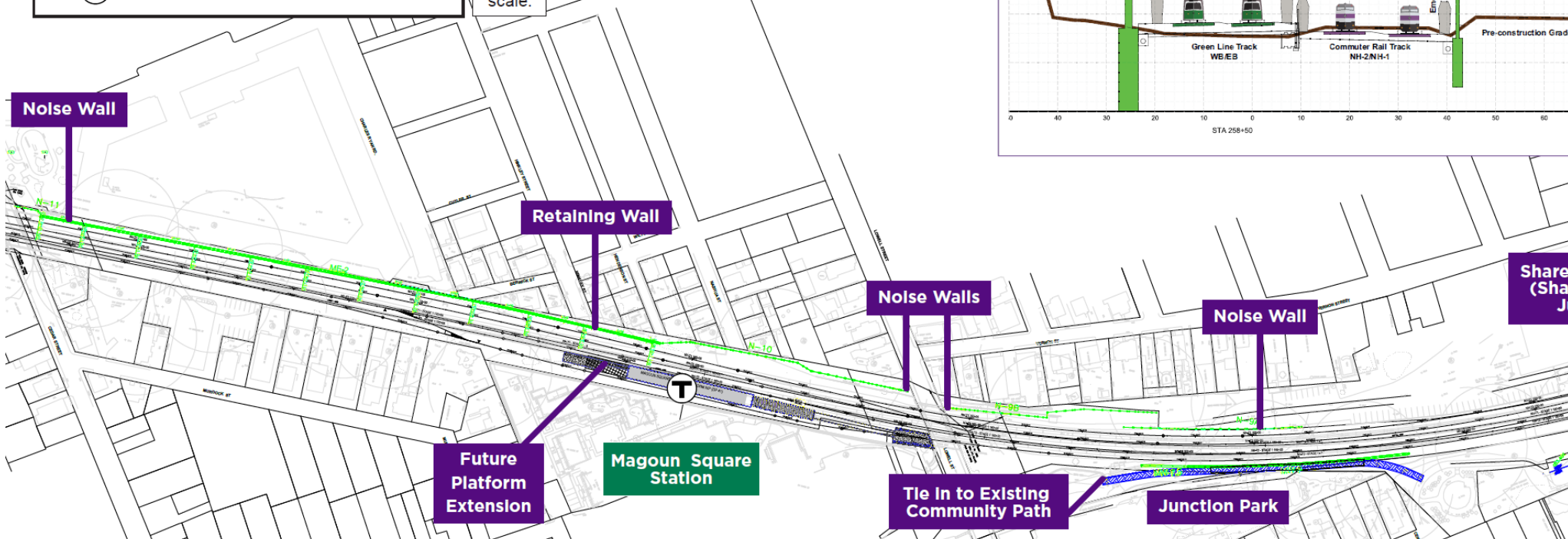
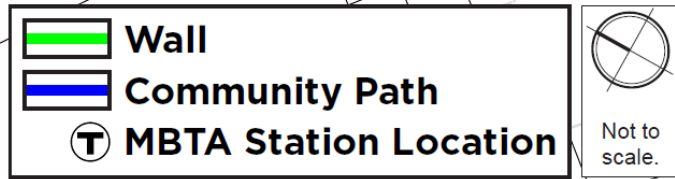
McGrath Highway to Leighton Street (Image 2 of 3): This image continues southeast of Image 1. It depicts the Green Line Extension corridor from Inner Belt Road (on the left) to Monsignor O'Brien Highway (on the right). The approximate location of noise and retaining walls is shown in green. The community path is shown in blue. Text boxes highlight various elements of the draft design, including community path connections and elevation changes. As the Community Path continues southeast towards Lechmere, it is elevated on a viaduct as it crosses over the Fitchburg Commuter Rail Line tracks. A rendering of the Community Path is shown in the upper left hand side of the image. A retaining wall is located on the northeast side of the corridor parallel to Innerbelt Road. Noise walls are located on the southeast side of the corridor parallel to Innerbelt Road.



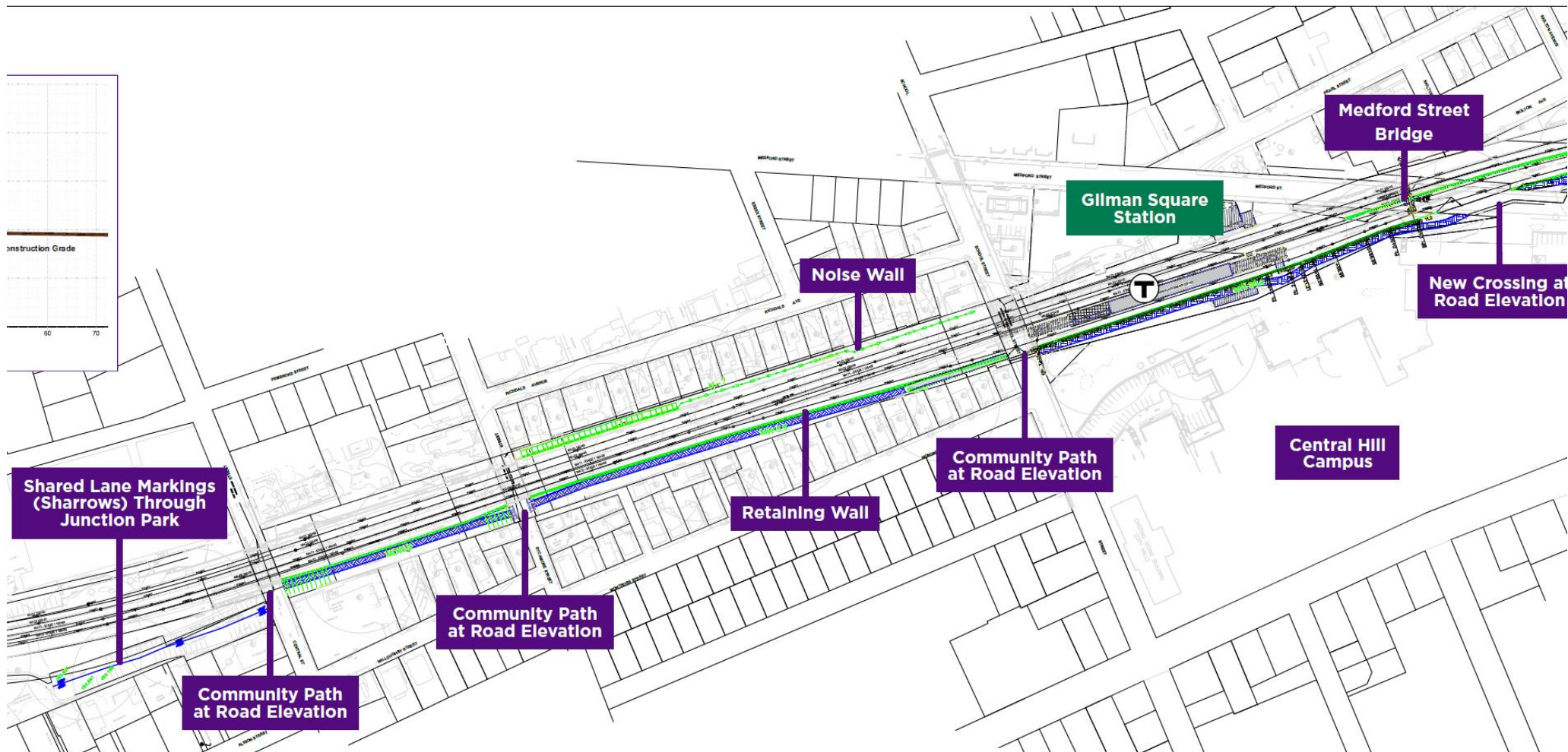
McGrath Highway to Leighton Street (Image 3 of 3): This image continues southeast of Image 2. It depicts the Green Line Extension corridor parallel to Monsignor O'Brien Highway to where it meets the new location of Lechmere Station. The approximate location of noise and retaining walls is shown in green. The community path is shown in blue. Text boxes highlight various elements of the draft design, including community path connections and elevation changes. As the Community Path continues southeast towards Lechmere, it returns to ground level at West Boulevard. The MBTA Access Road, new Lechmere Bus Loop and Cambridge Crossing are labelled on the image. Noise walls are located along the corridor parallel to Monsignor O'Brien Highway at Water Street.

Cedar Street to Aldrich Street

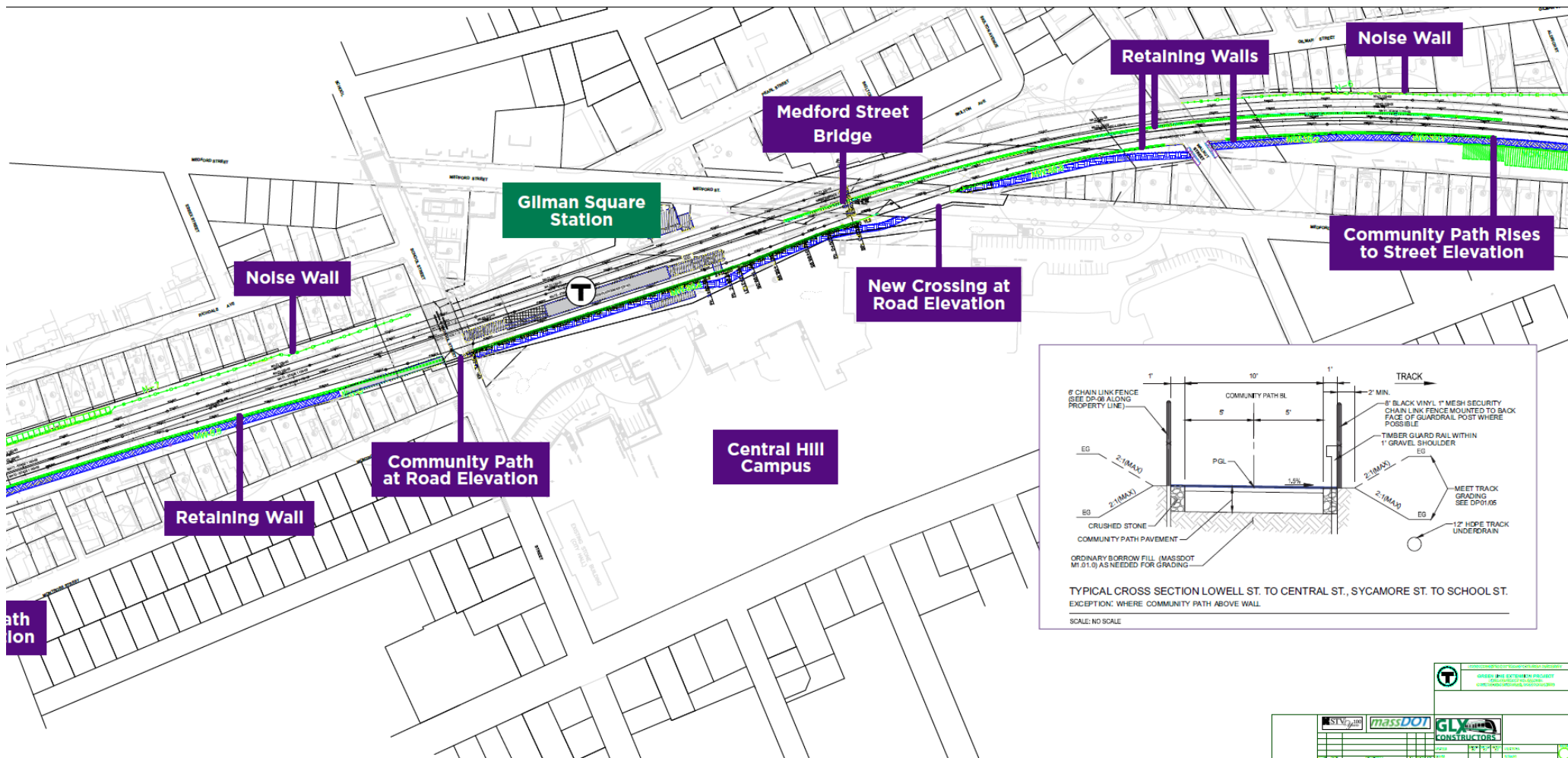
DRAFT - FOR DISCUSSION ONLY



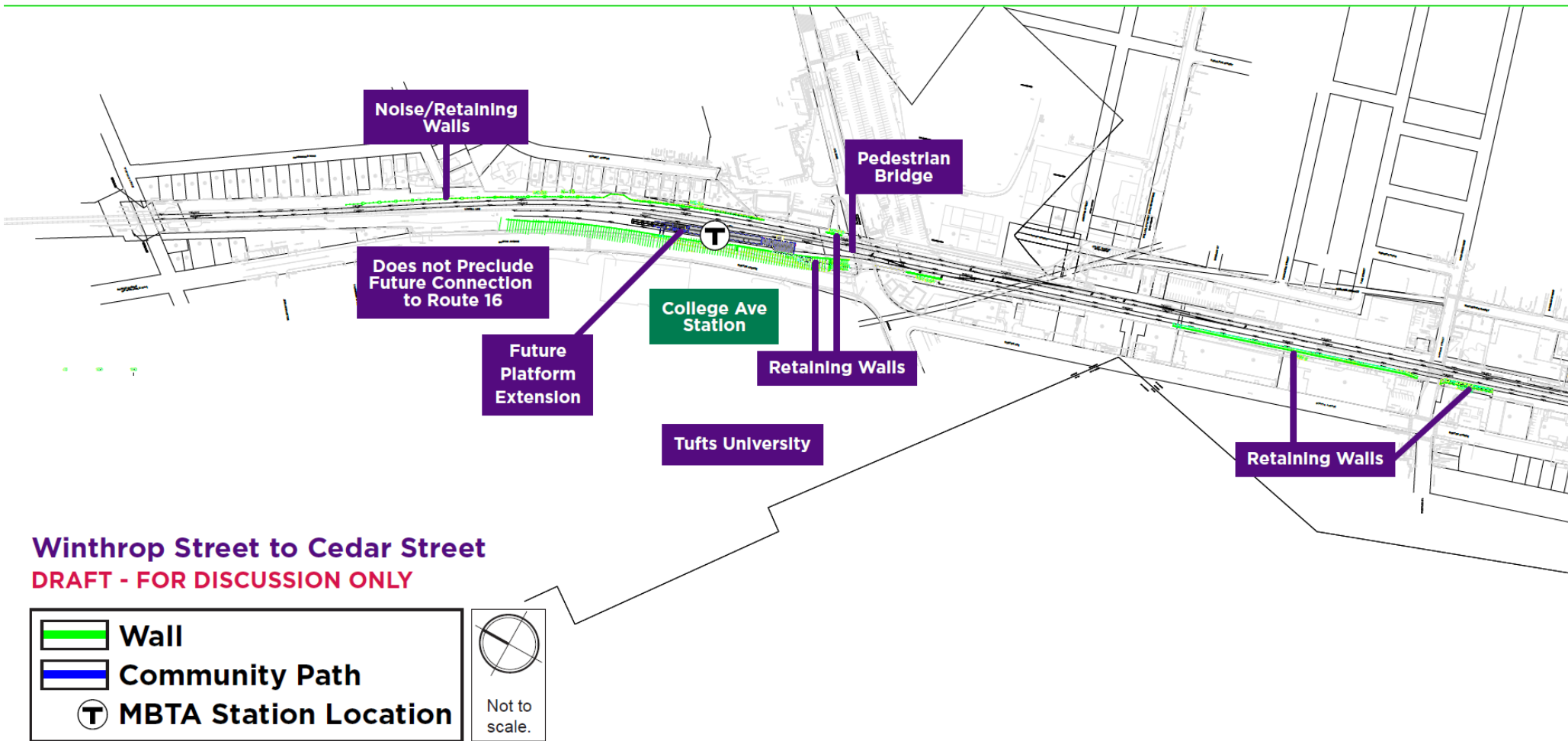
Cedar Street to Aldrich Street (Image 1 of 3): This image depicts the Green Line Extension corridor from Cedar Street (on the left) to Junction Park (on the right) and the location of Magoun Square Station. The approximate location of noise and retaining walls is shown in green. The community path is shown in blue where it connects the existing path to Junction Park. The typical cross section of the corridor near Somerville High School is shown in the upper right corner of the image. Noise and retaining walls are located on the northeast side of the corridor from Cedar Street to east of Lowell Street.



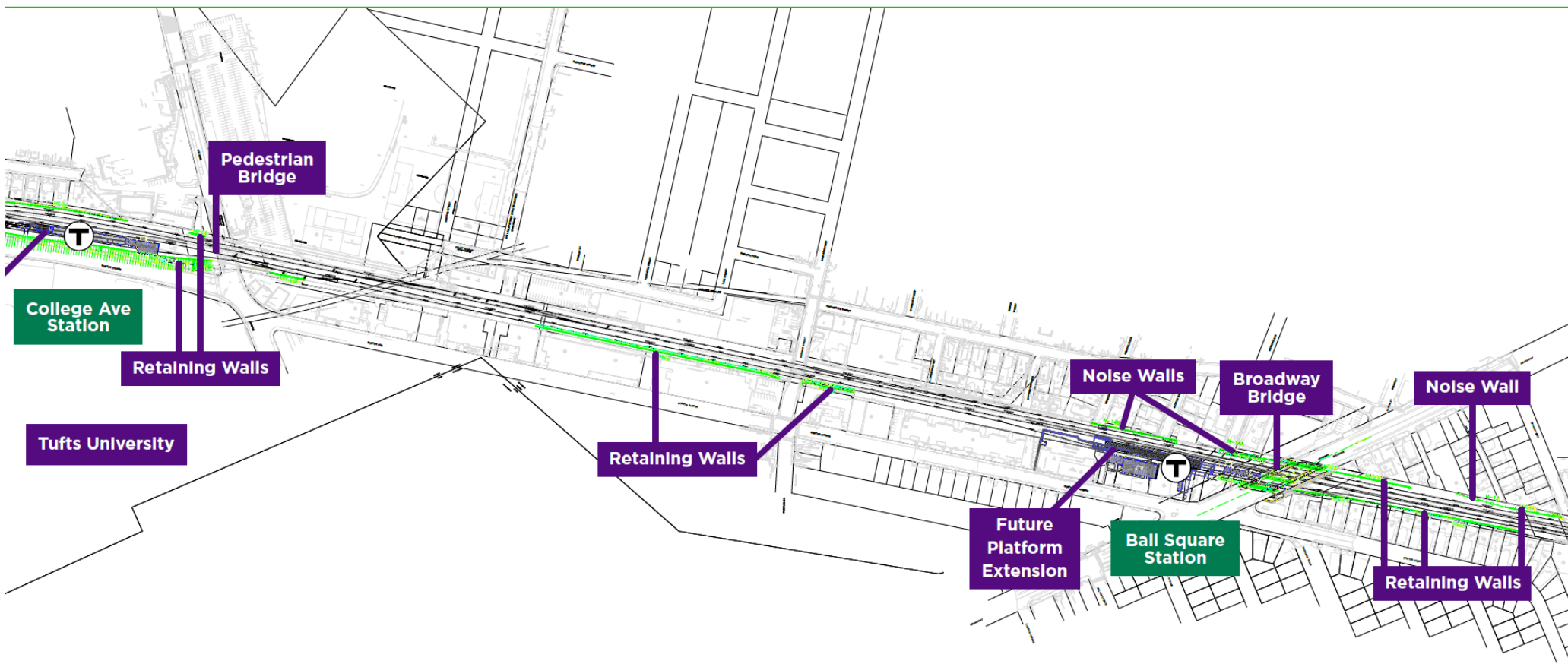
Cedar Street to Aldrich Street (Image 2 of 3): This image continues southeast of Image 1. It depicts the Green Line Extension corridor from Junction Park (on the left) to Medford Street (on the right) and the location of Gilman Square Station. The approximate location of noise and retaining walls is shown in green and the community path is shown in blue. Labels on the image indicate locations where the Community Path crosses local roads at road elevation. Between Sycamore Street and School Street, a noise wall is located on the northeast side of the corridor, and a retaining wall is located on the southwest side of the corridor.



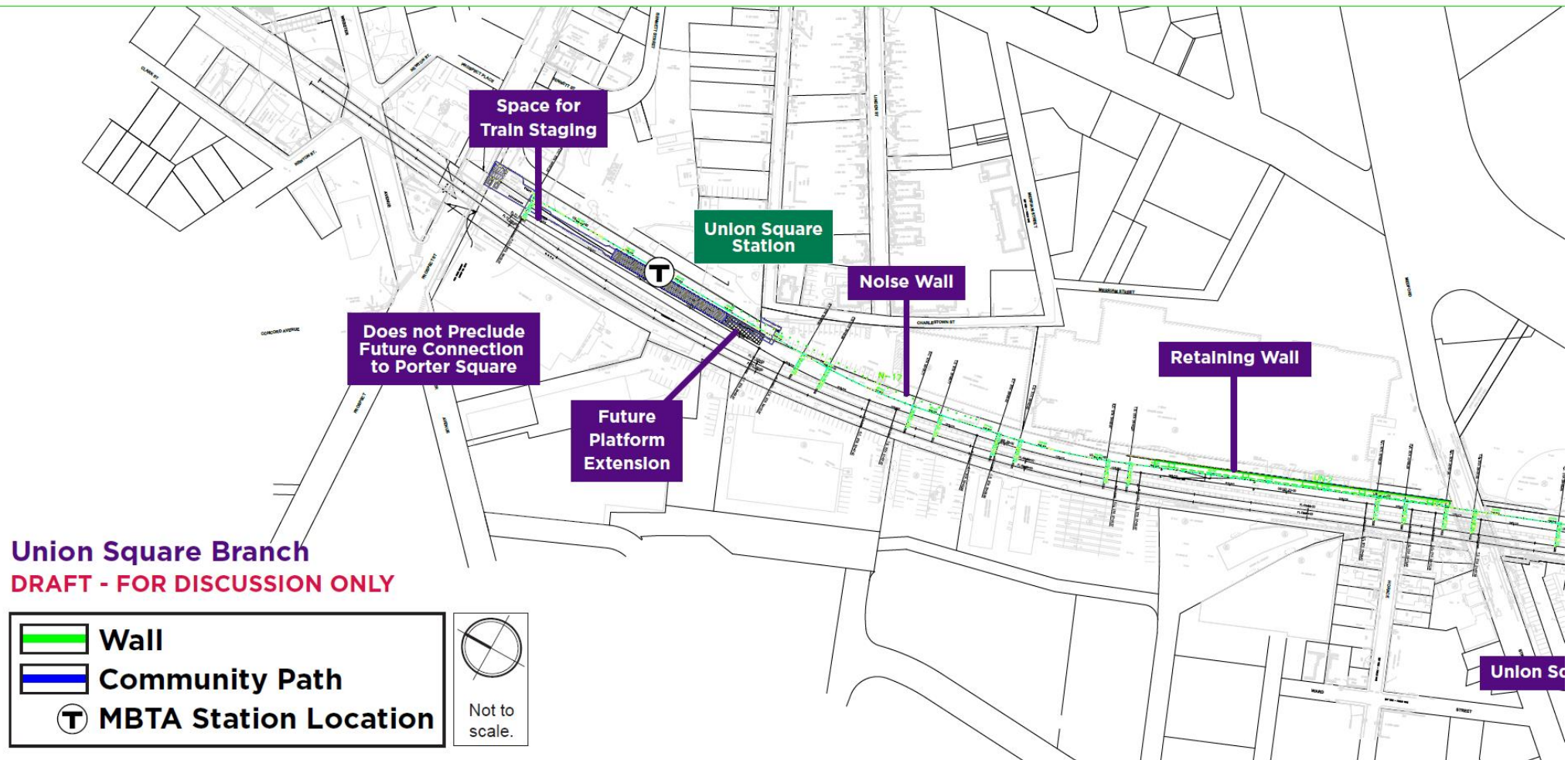
Cedar Street to Aldrich Street (Image 3 of 3): This image continues southeast of Image 2. It depicts the Green Line Extension corridor from Sycamore Street (on the left) to Aldrich Street (on the right) and the location of Gilman Square Station. The approximate location of noise and retaining walls is shown in green and the community path is shown in blue. Labels on the image indicate locations where the Community Path crosses local roads at road elevation. Retaining walls are located on both sides of the corridor under Walnut Street. A noise wall is located on the northeast side of the corridor from Walnut Street and continuing south. The typical cross section of the Community Path from Lowell Street to Central Street, and Sycamore Street to School Street is shown in the bottom right of the image.



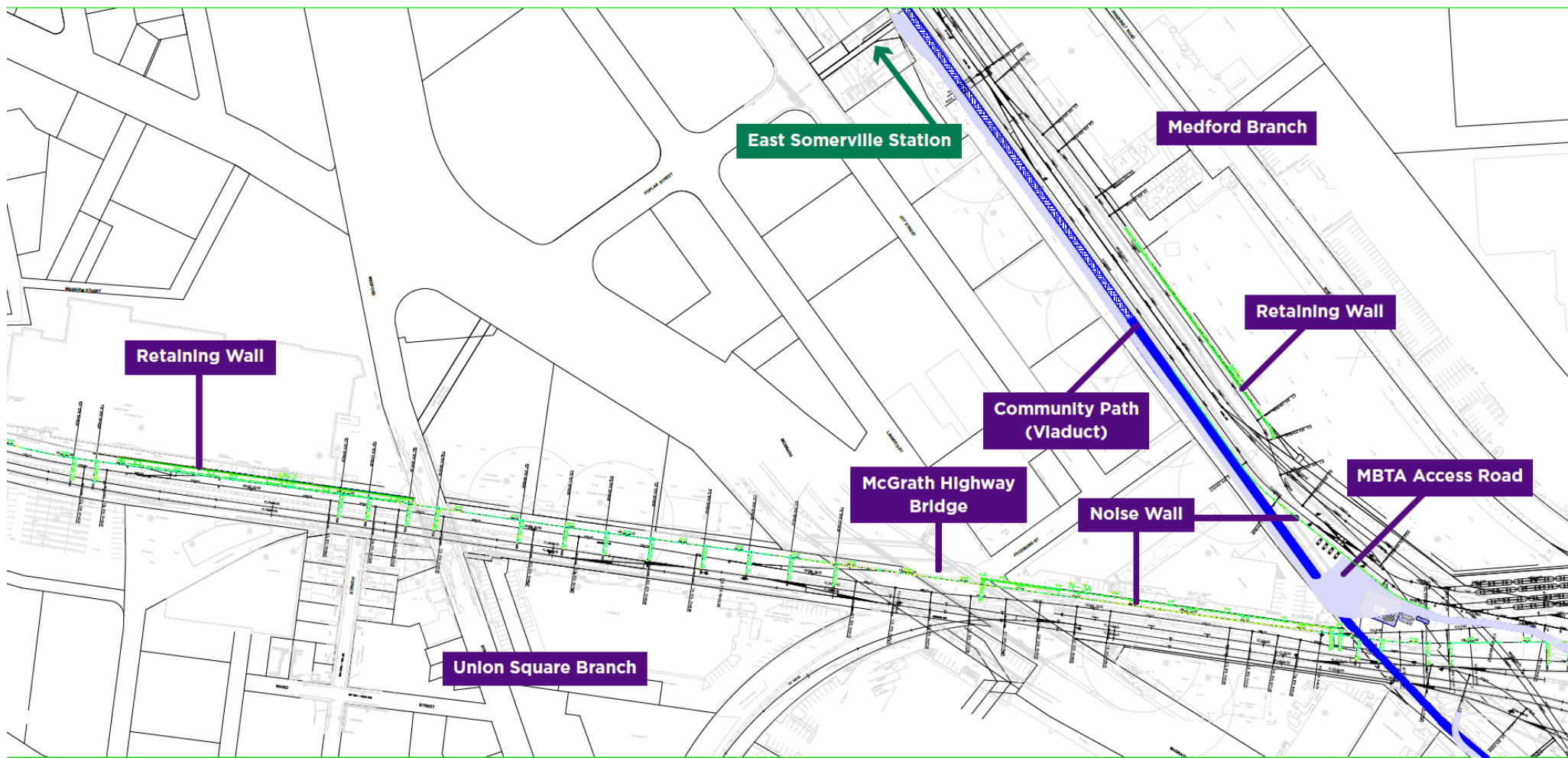
Winthrop Street to Cedar Street (Image 1 of 2): This image depicts the Green Line Extension corridor from Winthrop Street (on the left) to Harvard Street (on the right) and the location of College Ave Station. The approximate location of noise and retaining walls is shown in green. Noise and retaining walls are located on the northeast side of the corridor adjacent to College Ave Station. Retaining walls are also located on the southwest side of the corridor from approximately Harvard Street to Bowdoin Street. Labels on the image indicate the location of a new pedestrian bridge at College Ave and the future platform extension of the station.



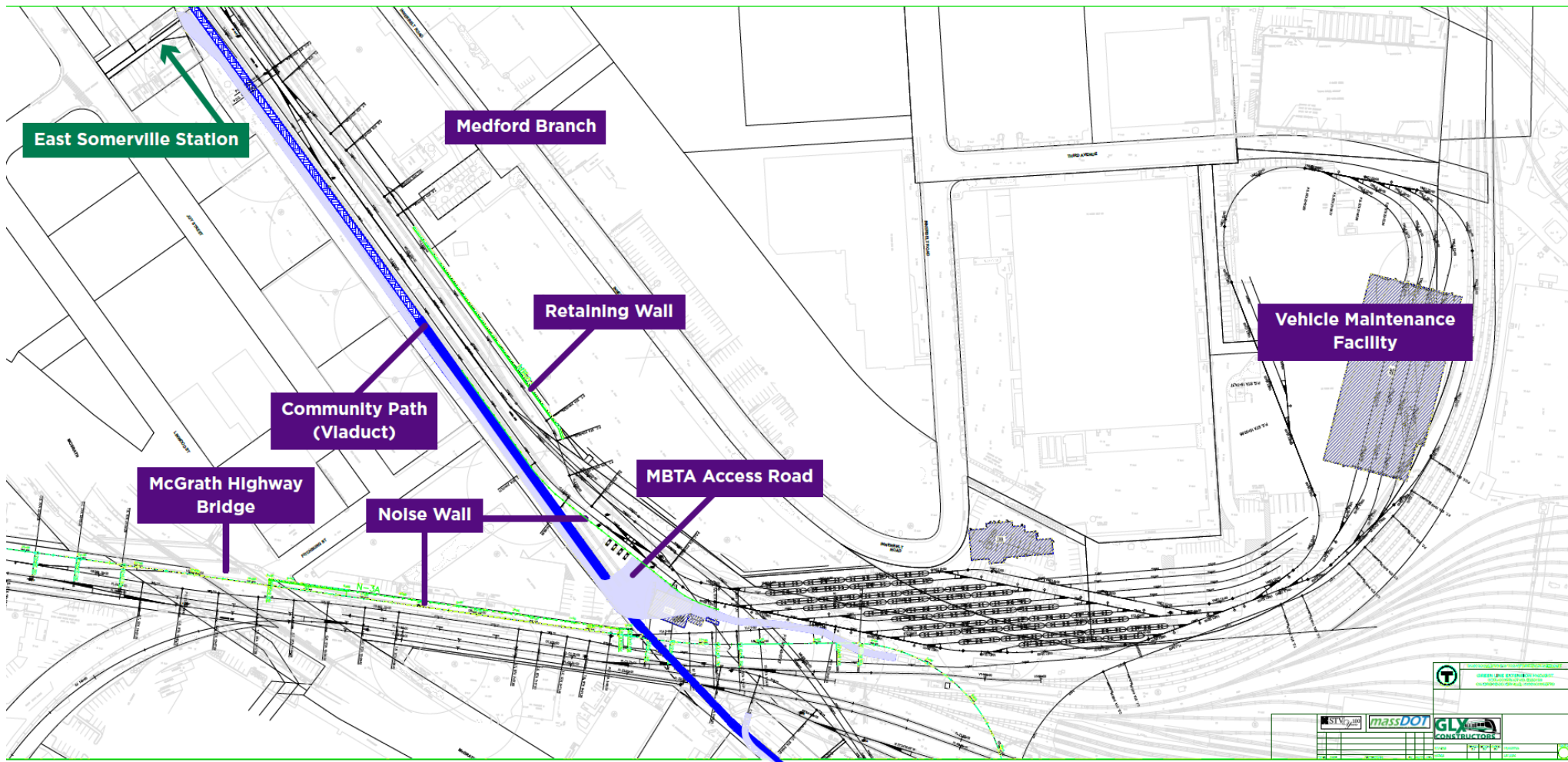
Winthrop Street to Cedar Street (Image 2 of 2): This image continues southeast of Image 1. It depicts the Green Line Extension corridor from College Ave (on the left) to Broadway (on the right) and the location of College Ave Station and Ball Square Station. The approximate location of noise and retaining walls is shown in green. Noise walls are located on the northeast side of the corridor adjacent to Ball Square Station and south of the Broadway Bridge. Retaining walls are located on the southwest side of the station south of the Broadway Bridge.



Union Square Branch (Image 1 of 3): This image depicts the Union Square Branch of the Green Line Extension, from Prospect Street (on the left) to Medford Street (on the right) and the location of Union Square Station. The approximate location of noise and retaining walls is shown in green. Additional space for train staging is highlighted on the image. Noise and retaining walls are located on the northeast side of the corridor from Union Square Station to Medford Street.



Union Square Branch (Image 2 of 3): This image continues southeast from Image 1. It depicts the Union Square Branch of the Green Line Extension, from Medford Street (on the left) to where the Union Square Branch and the Medford Branch meet (on the right). The approximate location of noise and retaining walls is shown in green. Noise walls are located on the northeast side of the corridor from McGrath Highway to where the two branches meet.



Union Square Branch (Image 3 of 3): This image continues southeast from Image 2. It depicts the area where the Union Square Branch and the Medford Branch meet, and the location of the new Vehicle Maintenance Facility. The approximate location of noise and retaining walls is shown in green.