



GLX Virtual Public Meeting, June 24, 2020

Frequently Asked Questions from the Meeting

Q: What will be the train configuration/behavior at Lechmere when it reopens in and what will be done to the old Lechmere train yard?

A: The future train configuration on the Green Line Extension will no longer have trains turning around on a looped track like the one at the old Lechmere Station. GLX is equipped with a series of X-shaped track crossings which allow trains to cross over to the opposite track to change directions. These are located at each terminus station (Union Square and Medford/Tufts) and at various additional points along the alignment. The old Lechmere Station parcel is slated for development.

Q: Where can the public find more information on specific sound wall and retaining wall construction and anticipated completion i.e. walls near Ball Square?

A: For detailed information on the location and type of each noise and retaining wall, please click the following GLX website link and select "roll plan" (This may take a few moments to download so please be patient): <https://www.mass.gov/doc/cedar-street-to-aldrich-street-glx-roll-plan-1/download>. General progress on the construction of noise and retaining walls can be found at www.mass.gov/glx under the "Construction activities and traffic updates" tab.

Q: How are you honoring the noise mitigation requirements that is in the 2017 Notice of Project change specifically around Brickbottom?

A: Under the Technical Provisions of the GLX prime contract, certain activities like pile driving and rock chipping are restricted at night. While the prime contractor, GLXC, has been able to schedule the majority of disruptive work in the Brickbottom area during the day, night work is necessary at times. Due to the nature of the heavy construction work necessary to complete the project, effective and efficient noise mitigation measures are often not feasible. In these situations, the contractor is focused on performing the work as quickly as possible.

Q: Where can the Community Path Extension be accessed and is there an opportunity to make the Path any wider by changing the type of fencing?

A: There is no opportunity to make the Community Path wider as part of the GLX project. When complete, the path can be accessed at Magoun Square/Junction Park, Central Street, Sycamore Street, School Street, Medford Street, Walnut Street, Washington Street/E. Somerville Station, and West Boulevard at Cambridge Crossing in East Cambridge. For a detailed drawing of the Community Path alignment, please click the following link (This may take a few moments to upload so please be patient): <https://www.mass.gov/doc/mcgrath-highway-to-leighton-street-glx-roll-plan-3/download>

Q: Where can I find more specific information about work outside my house/apartment? How can I find out more about dust and noise mitigation?

A: The GLX website provides regular updates on construction activities and traffic detours. For the latest update please visit: <https://www.mass.gov/info-details/glx-construction-activities-and-traffic-updates> .



More general information on noise mitigation is included in the answer above. All GLX construction contractors are required by contract to control dust emanating from construction sites. To report an incident, please email us at info@glxinfo.com or call our hotline at 855-GLX-INFO (855-459-4636).

Q: Will service begin to Lechmere and Union Square before Medford/Tufts? How will the GLX Extension impact the overall Green Line system? Is the project on track to for revenue service in 2021?

A: GLX is on track to provide revenue service to Union Square and Medford/Tufts by December 2021. The project is currently focused on a Rail Activation Plan to have GLX fully integrated into the Green Line system by that time. Decisions on which lines will continue to Lechmere and beyond have not been finalized.

Q: Do the new stations have shelters for inclement weather?

A: While each GLX station has been designed with roof awnings running the entire length of the platform, the stations will be open to the air with no walls.

Q: Where can I find update to information on bridge closures, specifically Medford?

A: The Broadway Bridge in Ball Square opened to vehicular, pedestrian, and bicycle traffic on June 7, 2020 and final surface restorations are underway. The Washington Street Bridge/Underpass near McGrath Highway opened to all traffic on May 31, 2020 and final surface restorations are underway. The GLX website provides information on traffic detours due to bridge closures associated with the project. For current closures, please visit: <https://www.mass.gov/info-details/bridge-closures-glx-project>.

Q: Is the extension of the Green Line to Route 16 in Medford still being considered?

A: The MBTA filed a Notice of Project Change in October of 2017 to further extend the Green Line from north of the future Medford/Tufts station to Route 16 in Medford. This separate initiative is not part of the GLX project scope.

Q: What happens to the extension of First Street?

A: The future extension of First Street in East Cambridge is not part of the GLX project; however, it is considered an important pedestrian connection to the new Lechmere Station. Local streetscape improvements along Monsignor O'Brien Highway at Lechmere are being performed by the [Cambridge Crossing](#) developer, DivcoWest, under an agreement with MassDOT. Approved plans are to extend First Street from Cambridge Street, through the old Lechmere Station site, across Monsignor O'Brien Highway to North First Street.

Q: Does Union Square have elevators?

A: GLX designed the egress to Union Square Station as an ADA compliant, at-grade walkway. In addition to this compliant walkway, US2, the entity developing the land adjacent to the station, has agreed to fund and construct an elevator from the Prospect Street Bridge sidewalk to the station level below. After it is constructed and approved, the plan is for the MBTA will assume ownership and operation of the elevator.

Q: Why is the North Station shuttle stop located so far from the entrance?



A: Due to present and future construction activity in the North Station area, the location of the shuttle stop was considered the most efficient solution.

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