

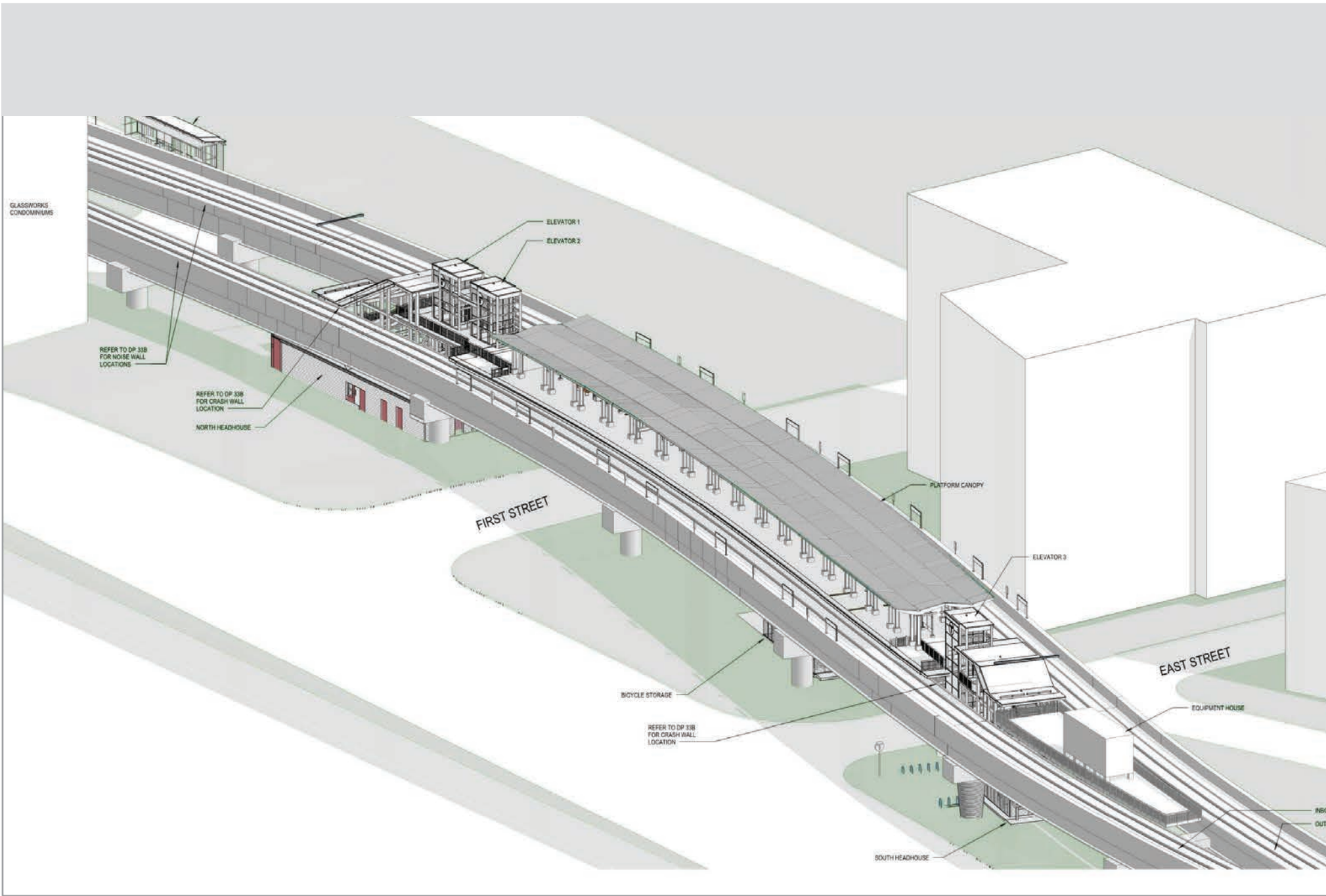
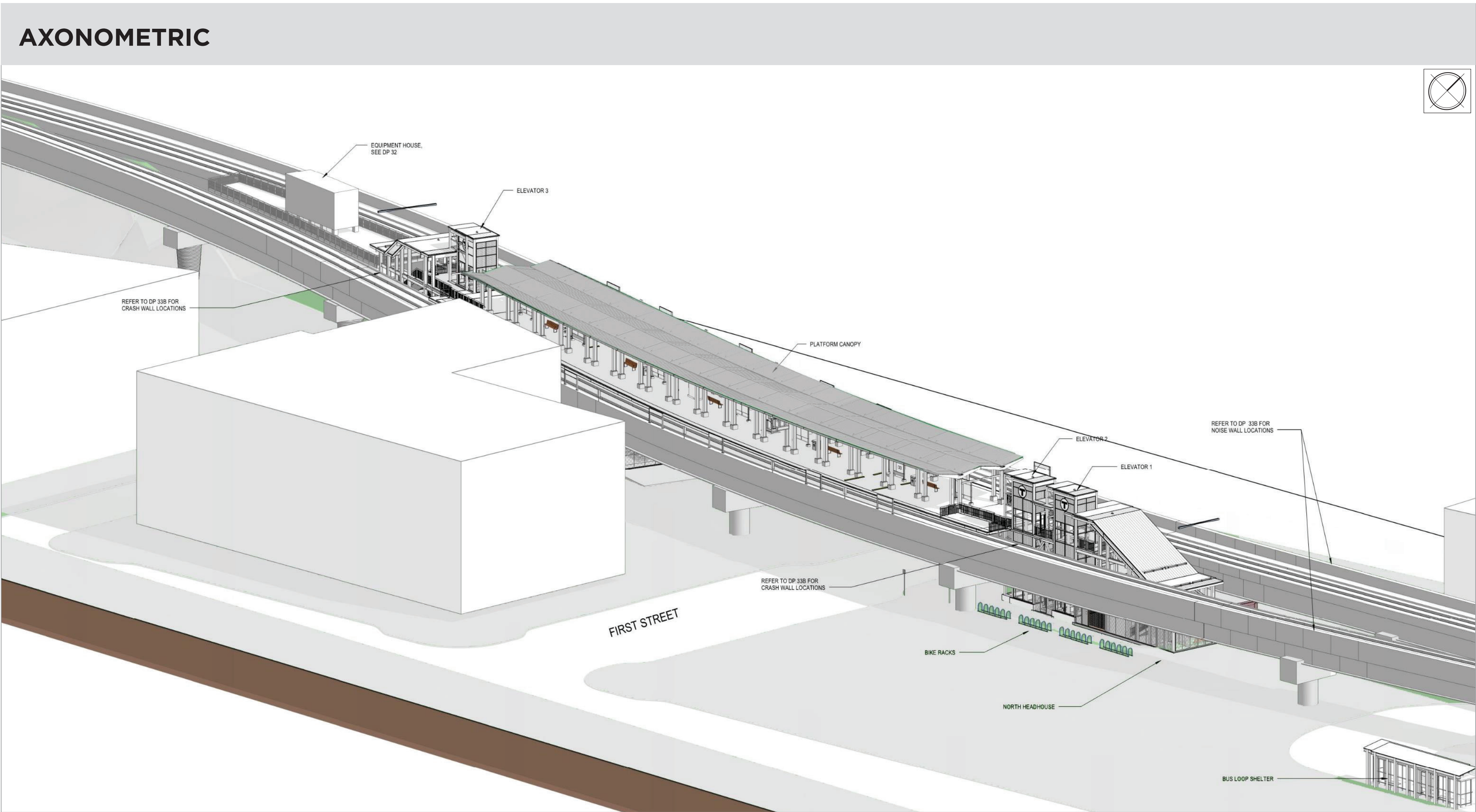
• Design: 100% complete (as of October 2019)

- Lechmere Station will be relocated to the north side of Monsignor O'Brien Highway in order to align the station with the remainder of the Green Line Extension. The new station will have two Headhouses, with one entrance at North First Street (Cambridge Crossing Street Network), and one entrance at East St.

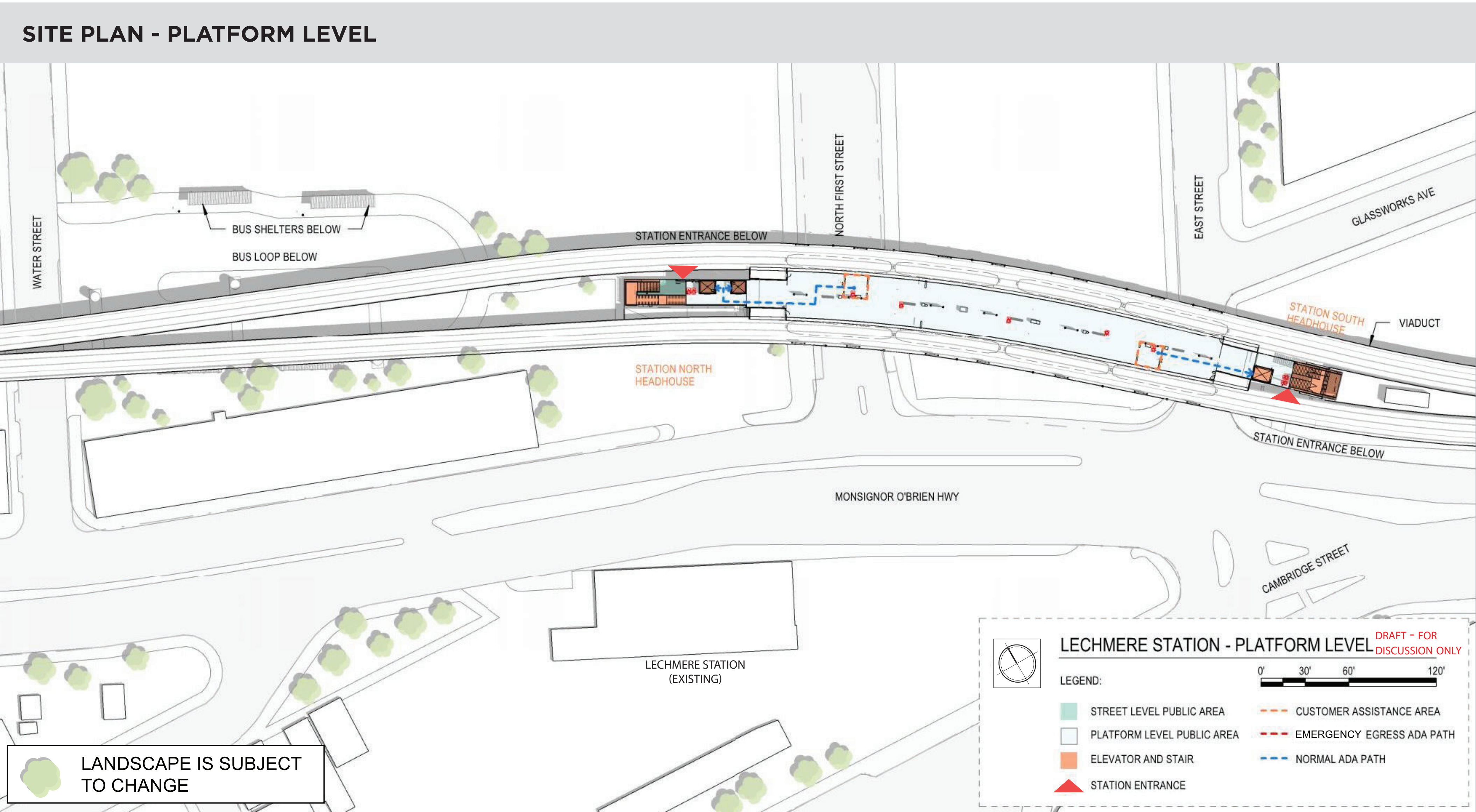
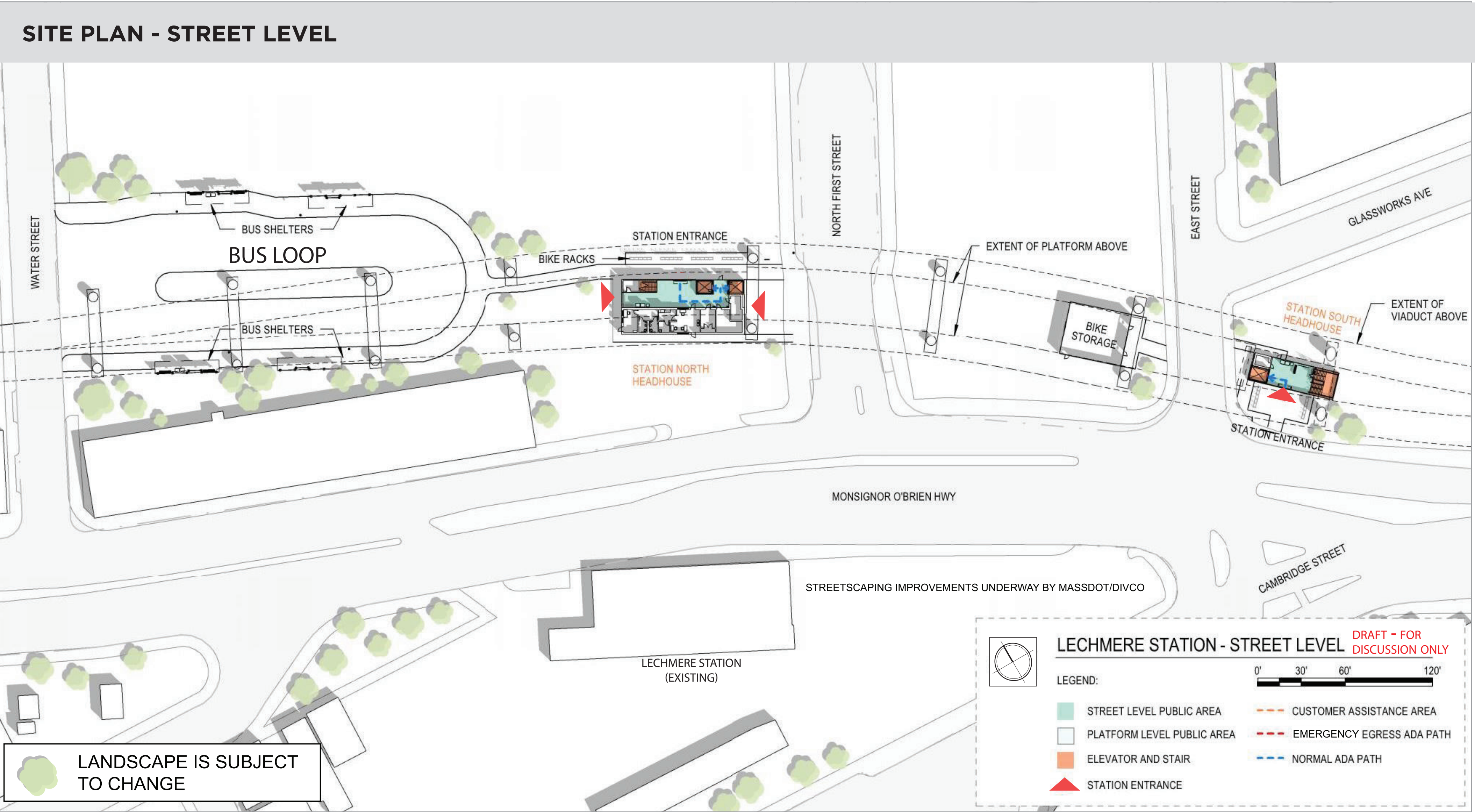
- Station entrances feature two fare vending machines. In addition, the bus loop also has four more fare vending machines, two on each side
- Additive canopy over station platform
- Two Customer Assistance Areas on the station platform, with an emergency call box. Additional call box located at the Areas of Rescue Assistance in the headhouse
- New bus loop designed with three-sided bus shelters to service bus routes: 69 ,87, 88, & 80
- Sidewalks: 10 feet wide
- In order to develop Cambridge Crossing, DivcoWest (the project developer) is required to upgrade Msgr. O'Brien Highway from Land Boulevard to Third Street in cooperation with the City of Cambridge and MassDOT
- New location provides greater access and options to this rapidly expanding area
- Access to CambridgeSide Galleria, Lechmere Canal Park, North Point Common and North Point Park

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
8	182	72	32'-35'x355'	Bus Loop

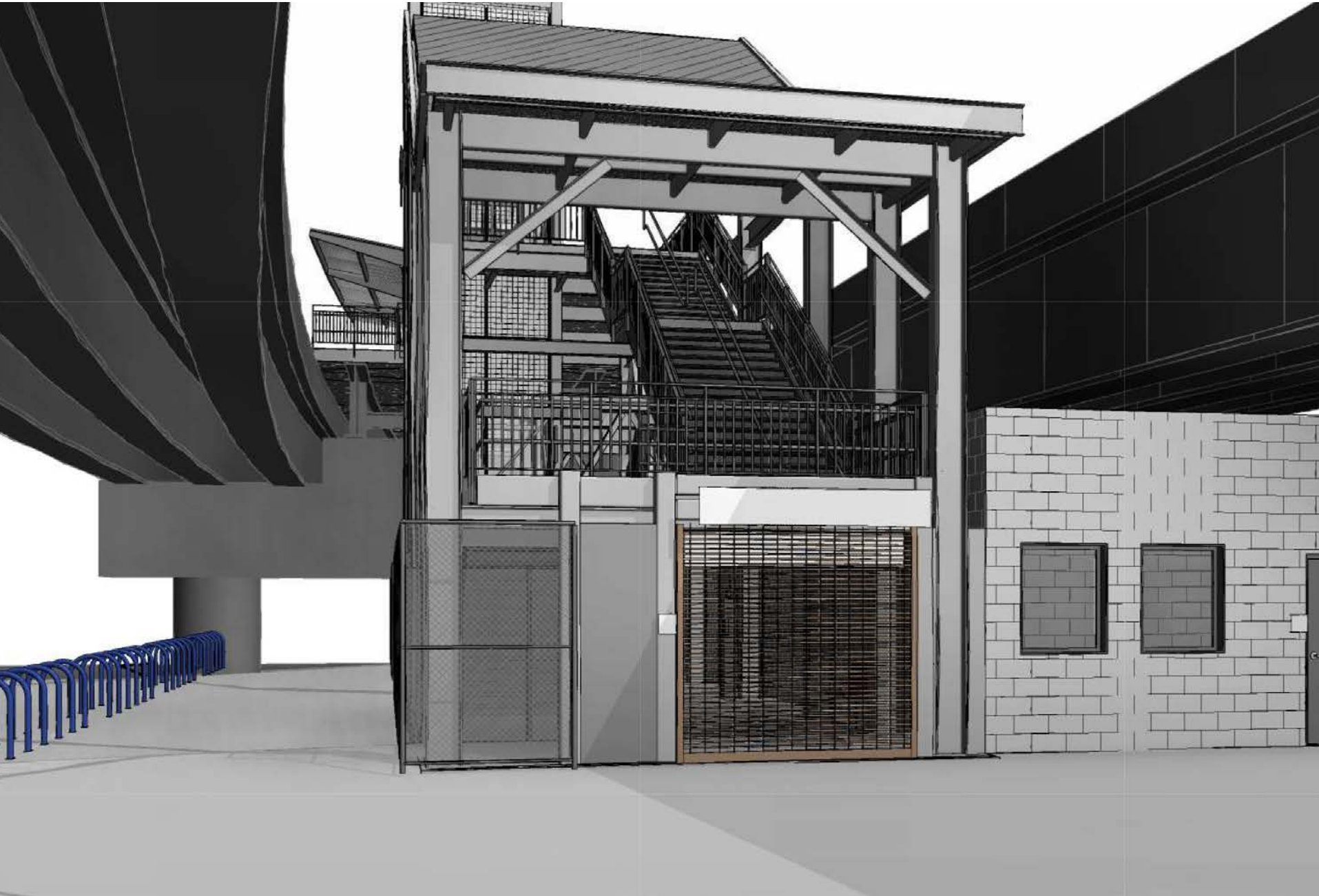












North Headhouse Entrance Busway



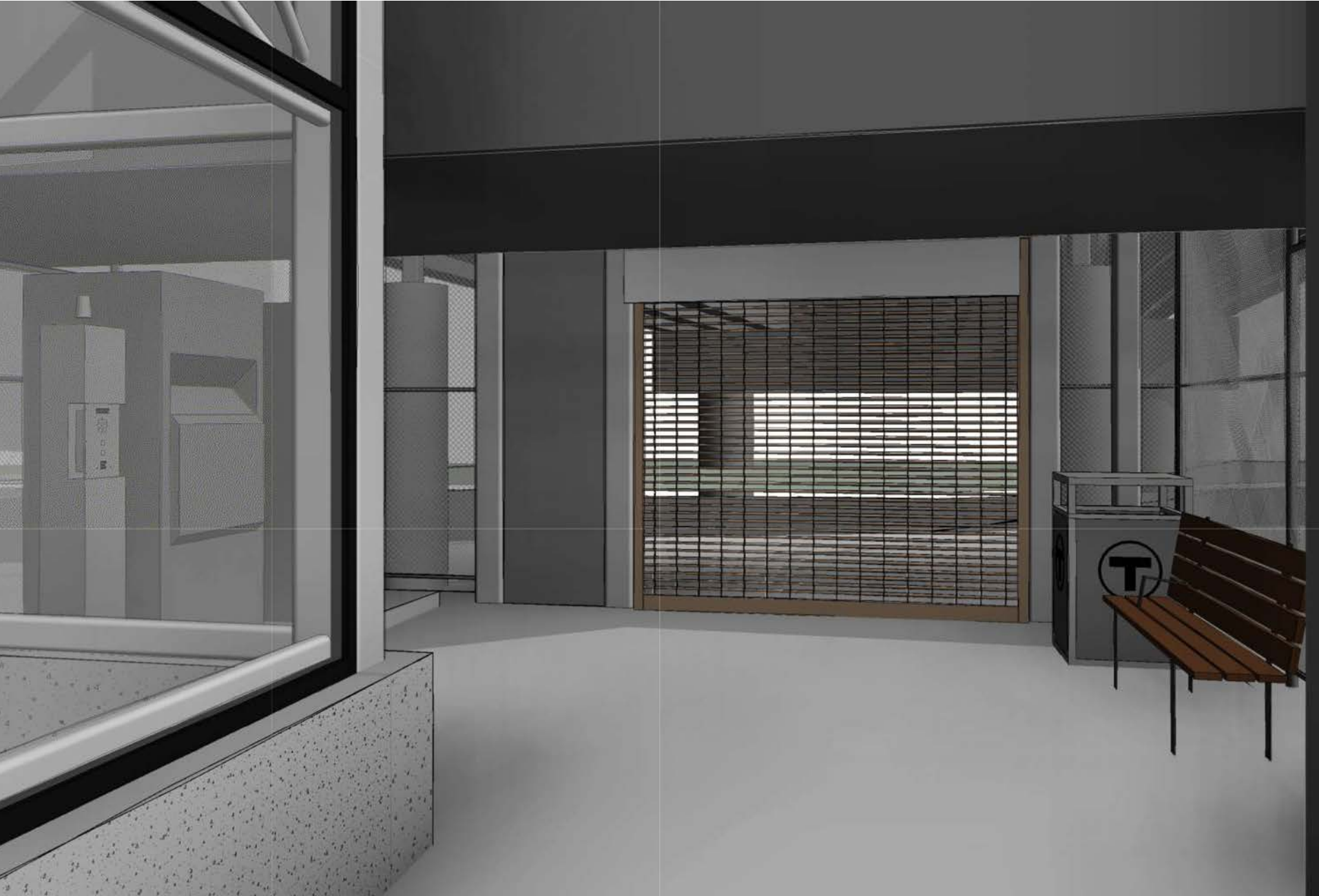
Interior view looking at the stairs to platform (toward bus loop)



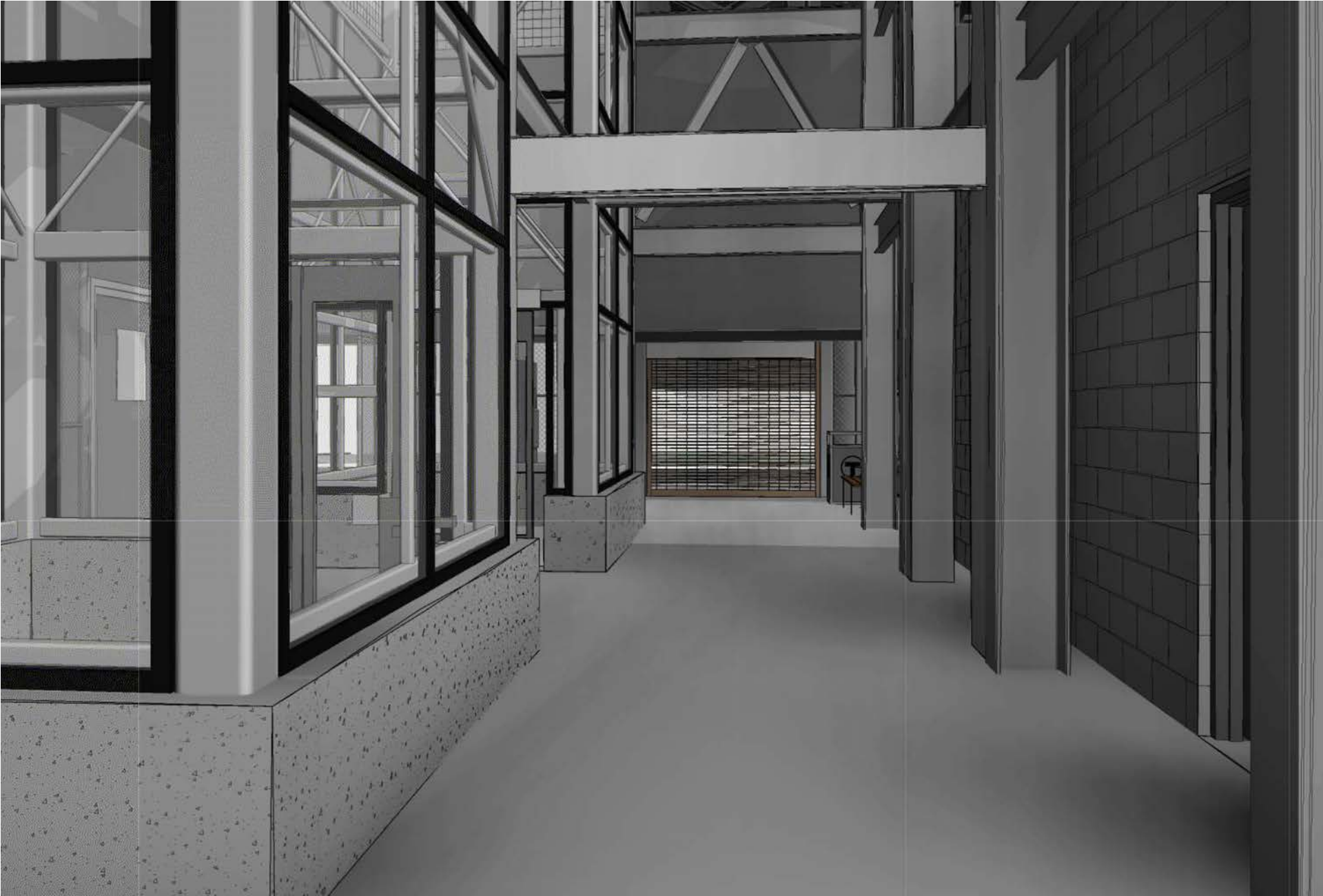
North Headhouse entrance N First St From Divco



North Headhouse Entrance N First St



North Headhouse Interior View looking toward N. First Street (South)



North Headhouse interior view looking toward N. First Street (South)



## CONSTRUCTION PROGRESS

THEN



East Street looking toward Lechmere Station (Jan. 2019)

NOW



East Street looking toward Lechmere Station (Oct. 2019)



Water Street looking toward new station (Jan. 2019)



Water Street looking toward new station (Oct. 2019)



Boston Engine Terminal area (March 2019)



Boston Engine Terminal area (October 2019)



November 2019



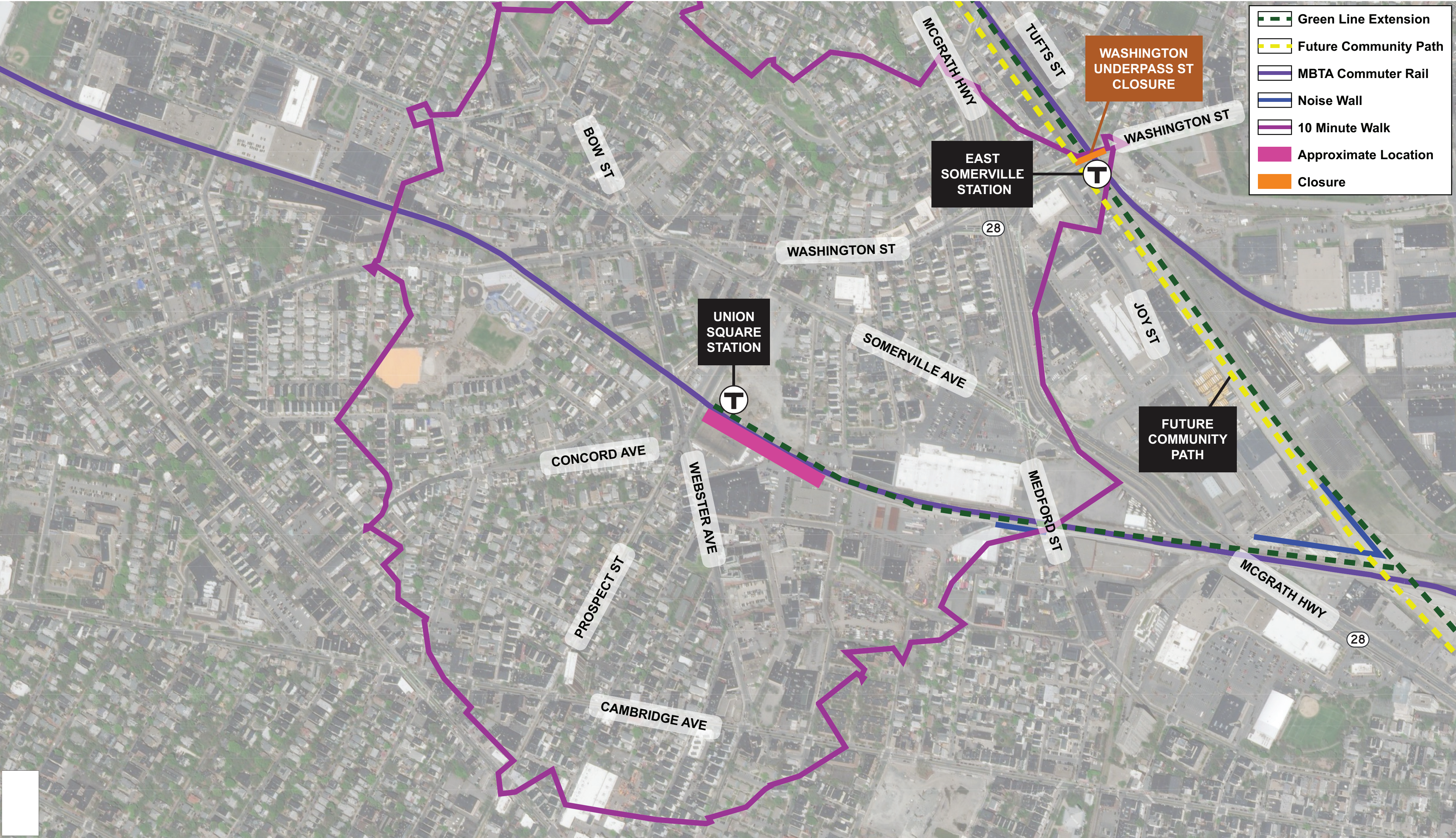
SITE PLAN

# Cambridge Crossing - MBTA Station Plaza Pricing Diagram

October 25, 2018



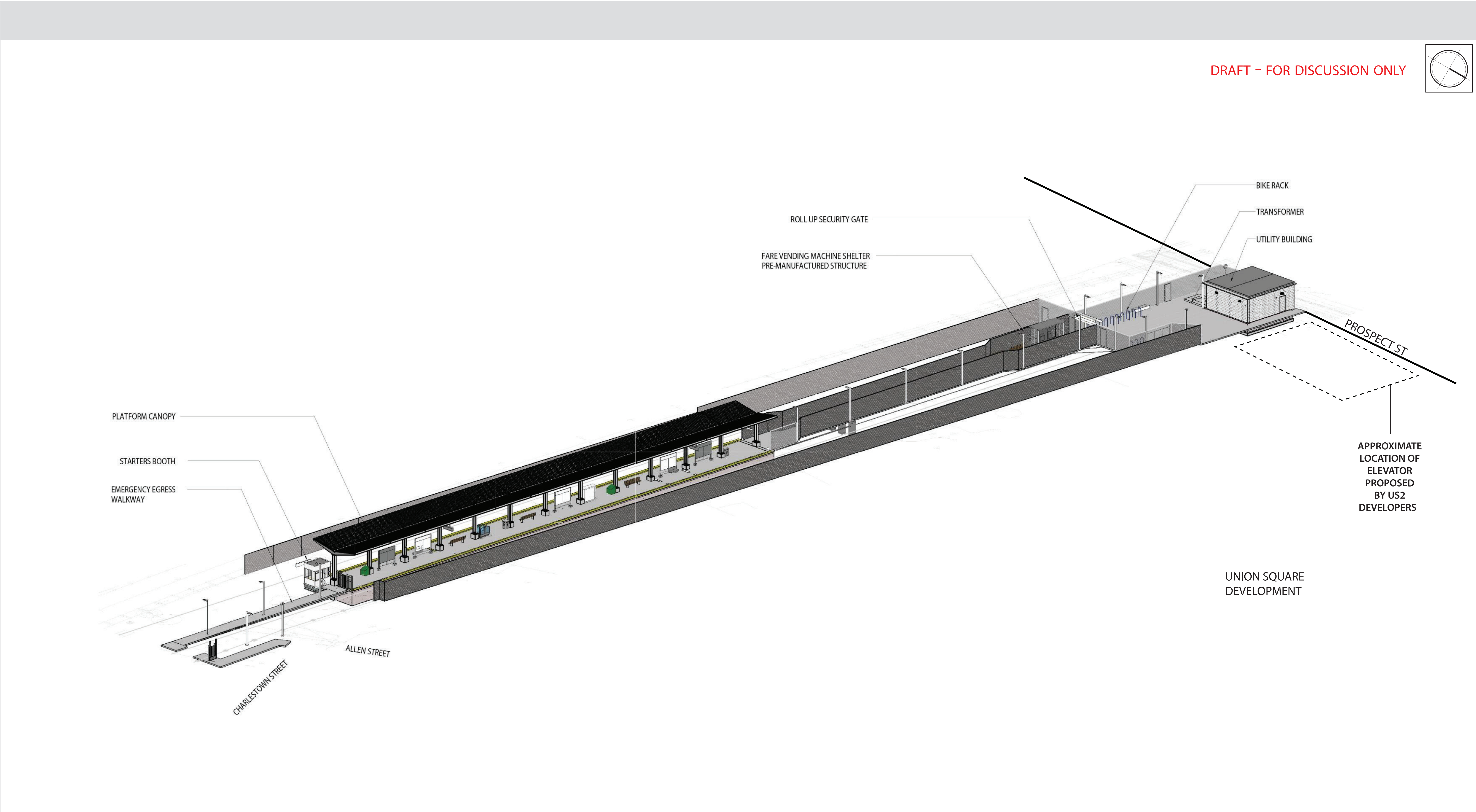
# Union Square Station



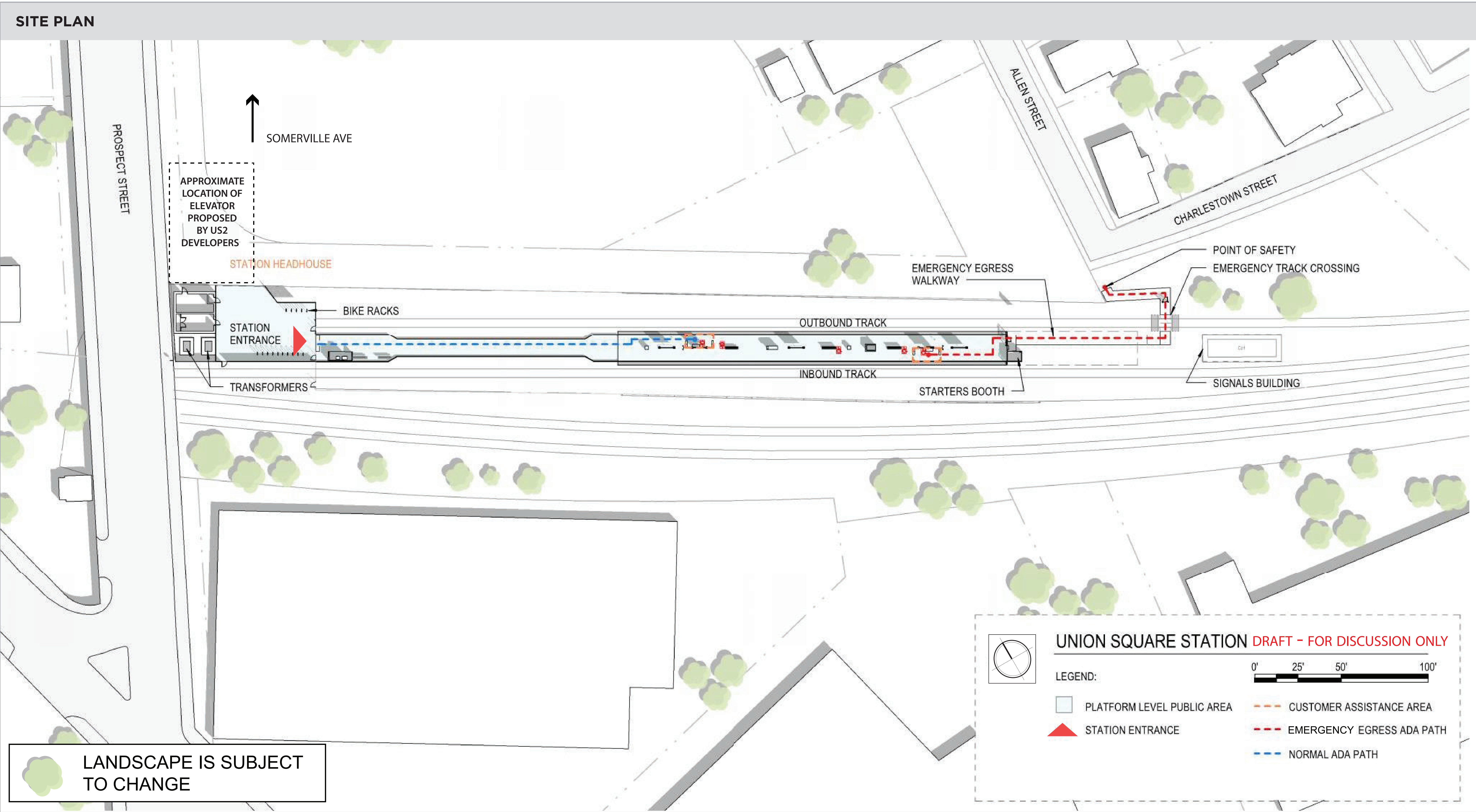
- **Design: 100% complete (as of October 2019)**
- At grade entrance off Prospect Street/Bennett Court
- Additive canopy over station platform
- Emergency egress pathway to Allen Street
- Two Customer Assistance Areas on the station platform, with an emergency call box
- Two transformers at the station may emit a light hum to passersby
- Ped/bike access coordinated with developer
- Nearby buses include: 91, 85, CT2, 87 & 86
- Sidewalk: 10+ feet wide
- Station will be a catalyst for residential and business growth in this revitalized area
- Walking distance to Lincoln Park, Argenziano School, Market Basket, Target

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
5	86 (Provided by US2)	34	20'x225'	The Ride











## CONSTRUCTION PROGRESS

THEN



Future Union Square Station (January 2019)

NOW



Future Union Square Station (October 2019)



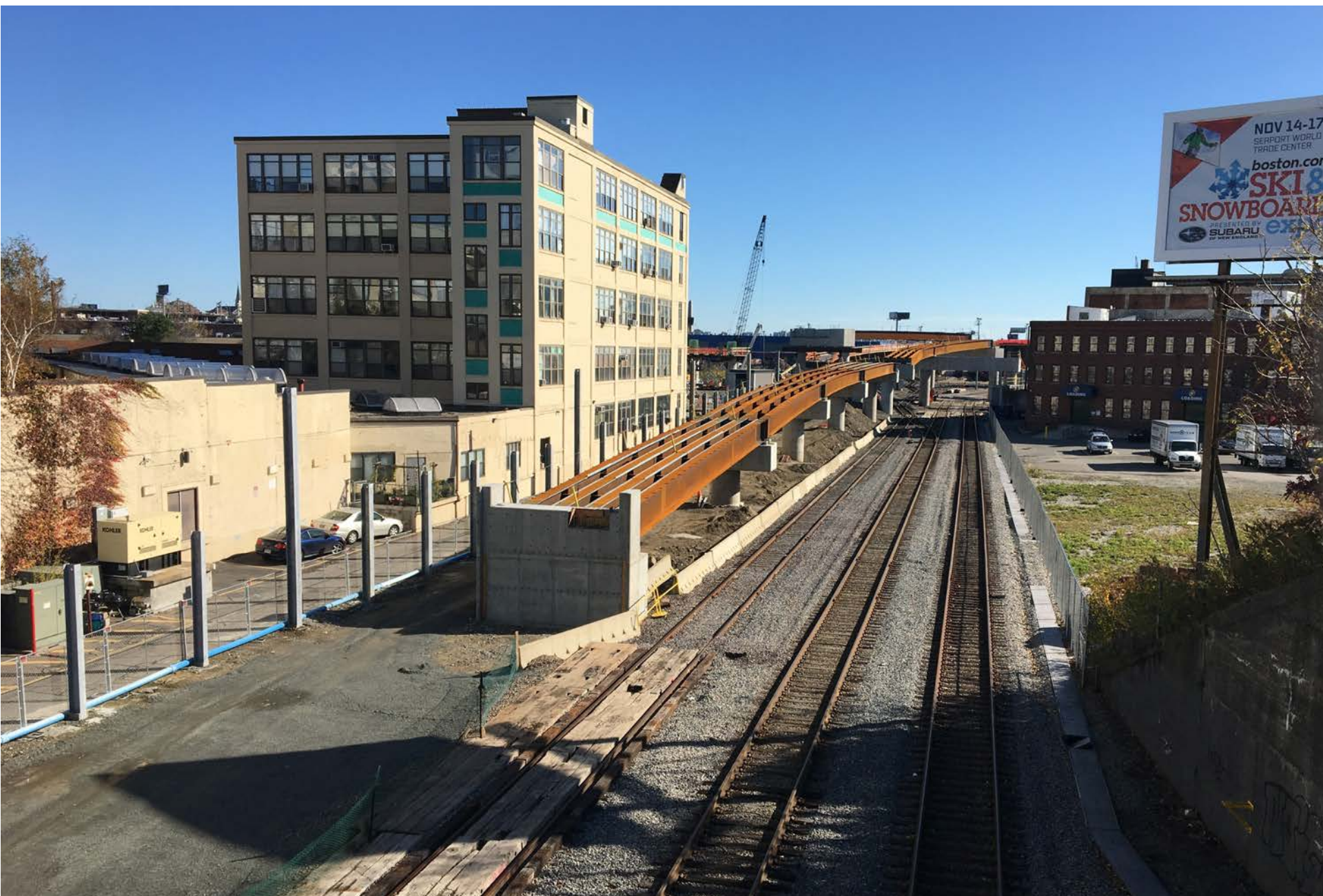
Commuter line behind Target (August 2019)



Commuter line behind Target (October 2019)

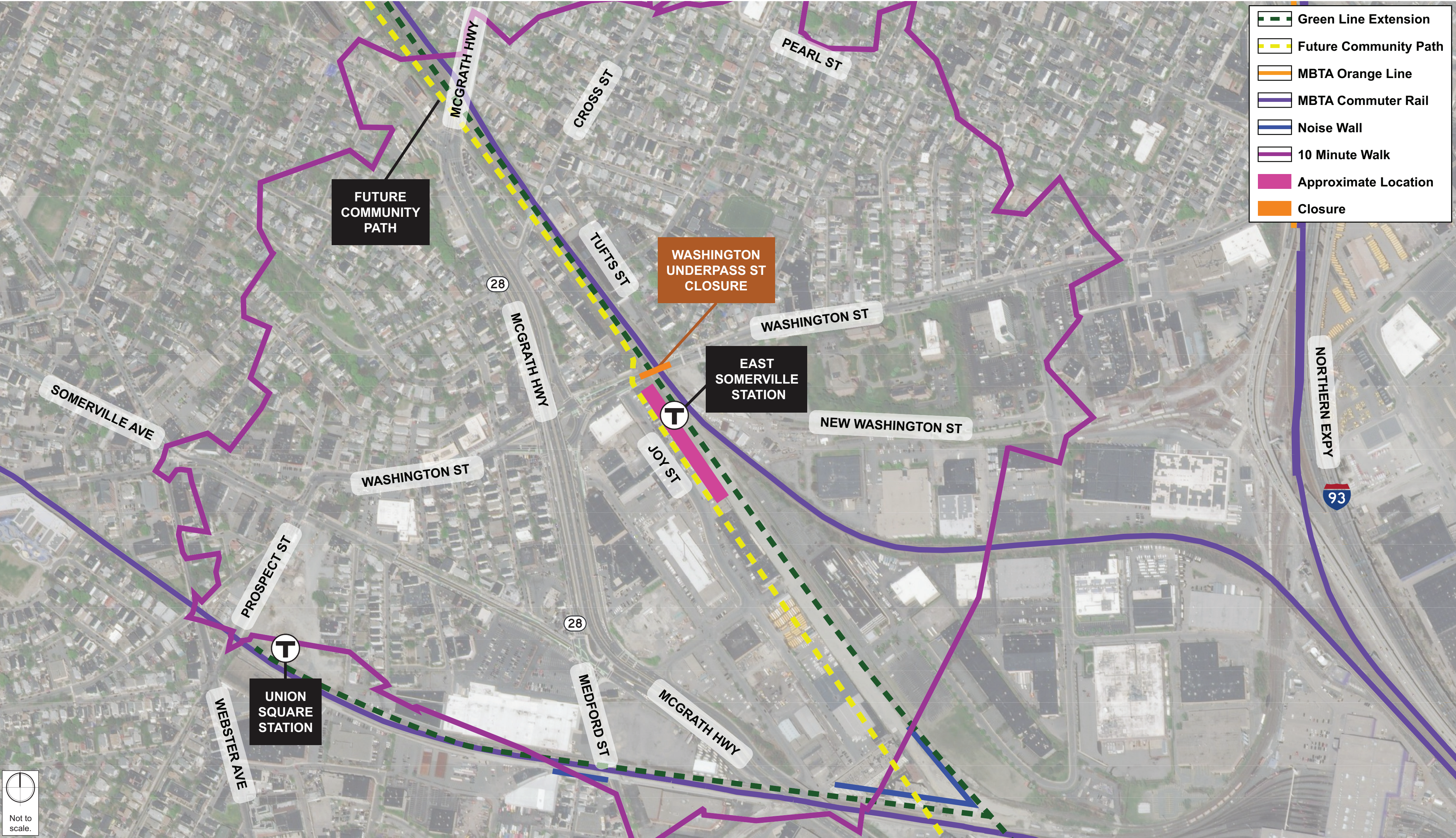


Monsignor O'Brien Highway looking toward Brickbottom Condominiums (June 2019)



Monsignor O'Brien Highway looking toward Brickbottom Condominiums (October 2019)





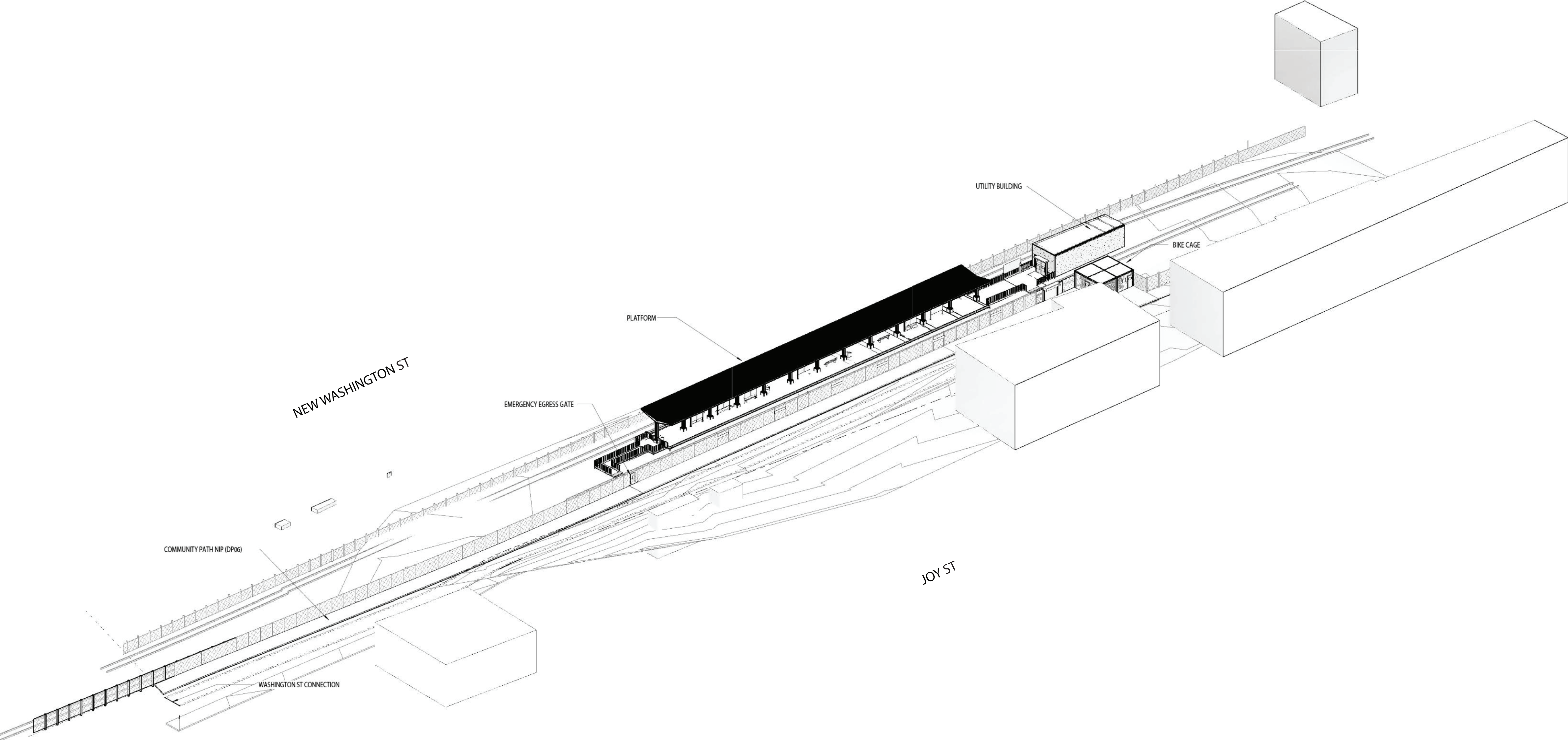
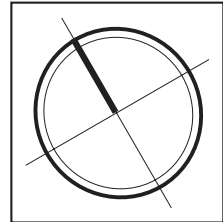
- **Design: 95% complete (as of October 2019)**
- Station entrance is accessed from Washington Street Access Path adjacent to the Community Path
- Station entrance features two fare vending machines
- Additive canopy over station platform
- Emergency egress walkway to emergency track crossing to Community Path
- Two Customer Assistance Areas on the station platform, with an emergency call box
- Access path: 10 feet wide
- Nearby buses include: 86, 91 & CT-2
- Station services extremely active business and residential hub
- Walking distance to Cobble Hill Apartments, Capuano Early Childhood Center and Target
- Dedicated bicycle lanes on Washington Street

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
5	52	20	20’x225	

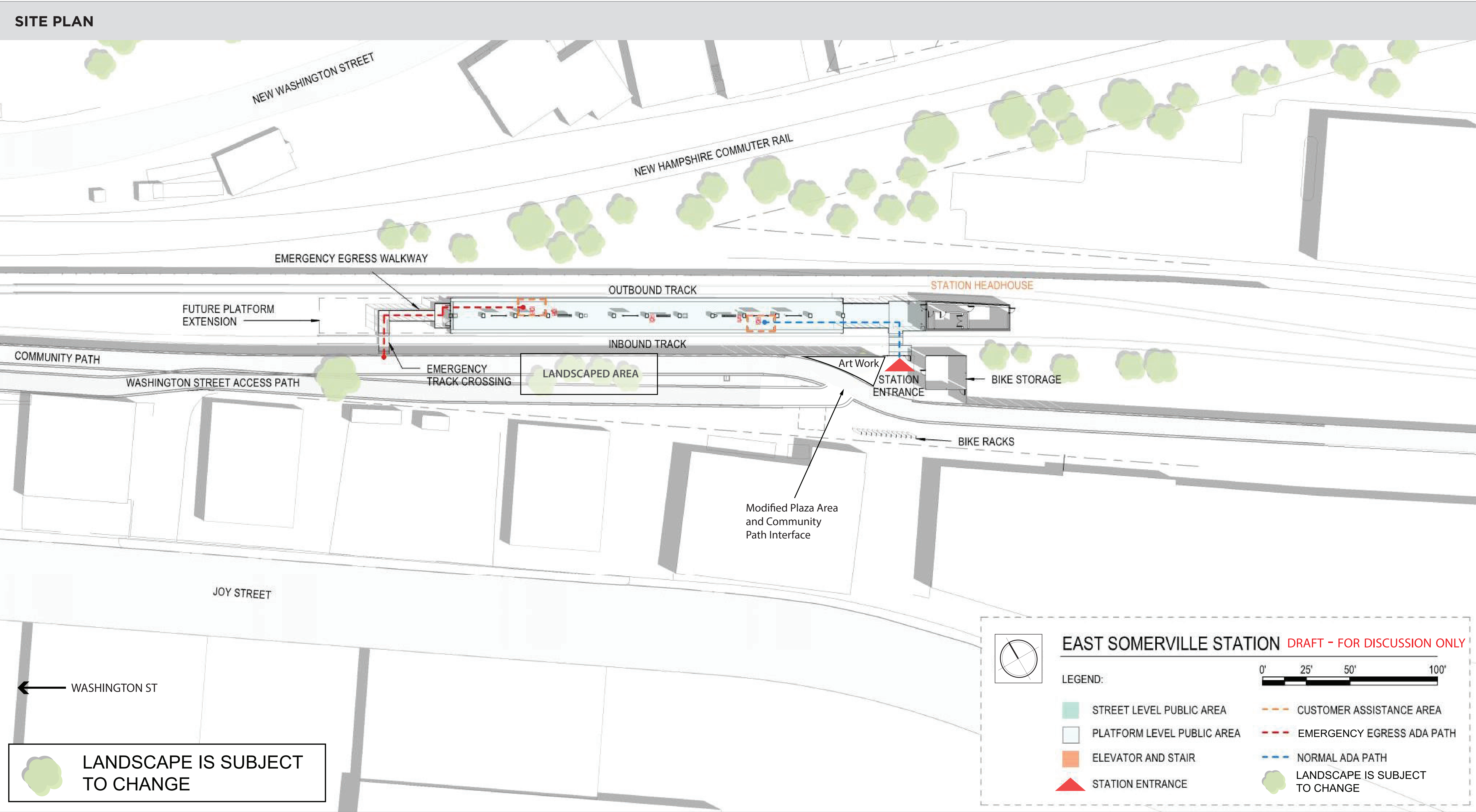


AXONOMETRIC

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CONSTRUCTION PROGRESS

THEN



Washington Rail Overpass (August 2018)

NOW



Washington Rail Overpass (October 2019)



Cross Street looking North (January 2019)



Cross Street looking North (October 2019)

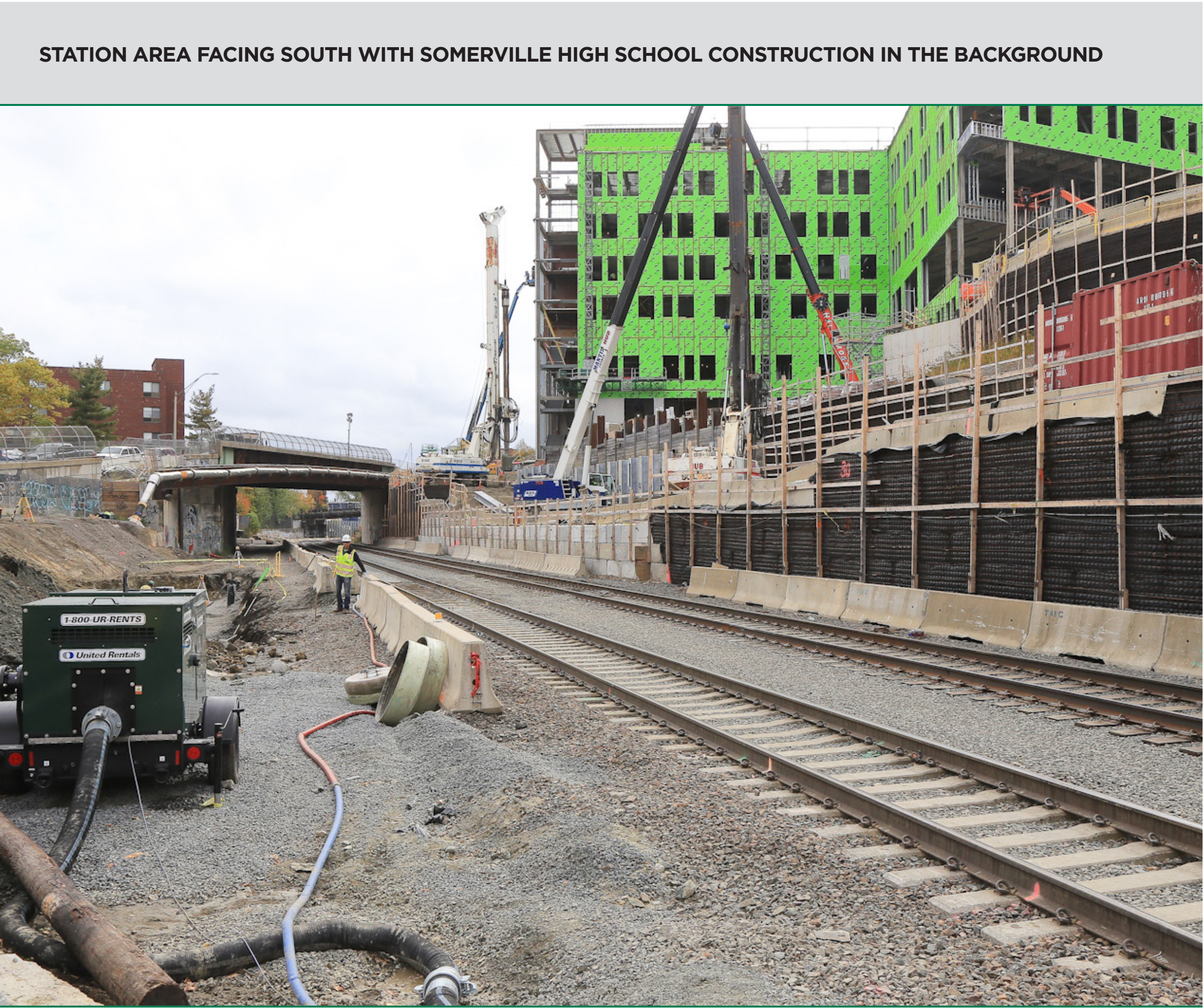


McGrath Highway looking North (April 2018)



McGrath Highway looking North (October 2019)

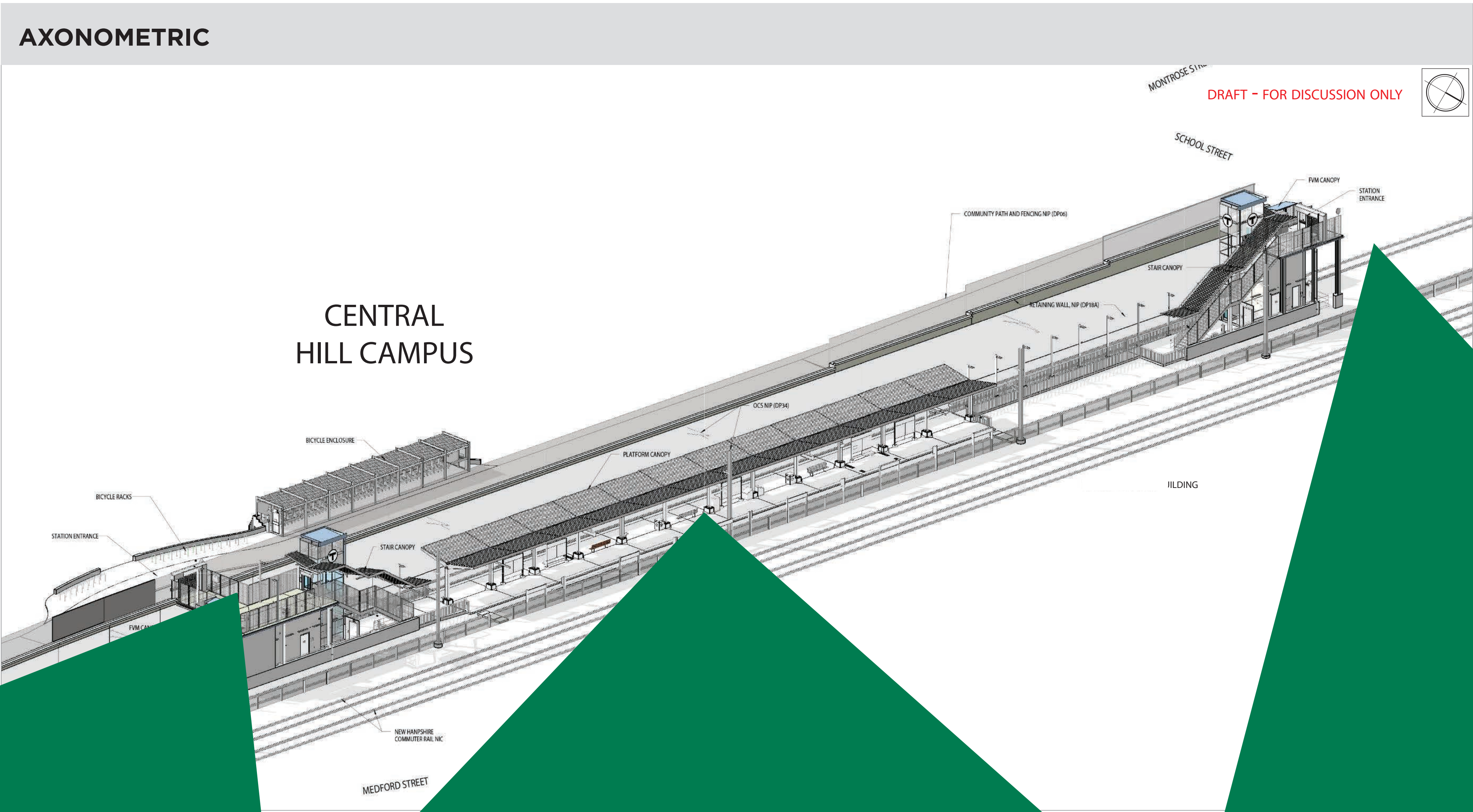




- **Design: 100% complete (as of October 2019)**
- School Street and Medford Street entrances near Medford Street feature stairs and elevators
- Station entrances each have two fare vending machines
- Additive canopy over station platform
- Includes a Traction Power Substation
- Two Customer Assistance Areas on the station platform, with an emergency call box
- Additional call box located at the Areas of Rescue Assistance in both the headhouses
- Sidewalk: 10 feet wide
- Community Path and bicycle friendly roads near station
- Nearby buses include: 90, 88 & 80
- Station adjacent to high school, City Hall, public library and close to several senior care facilities. Easy access to businesses along Highland Ave.
- Walking distance to Winter Hill Community School, YMCA and Central Hill Playground

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
7	100	40	20’x225’	





HEADHOUSE AT HIGH SCHOOL



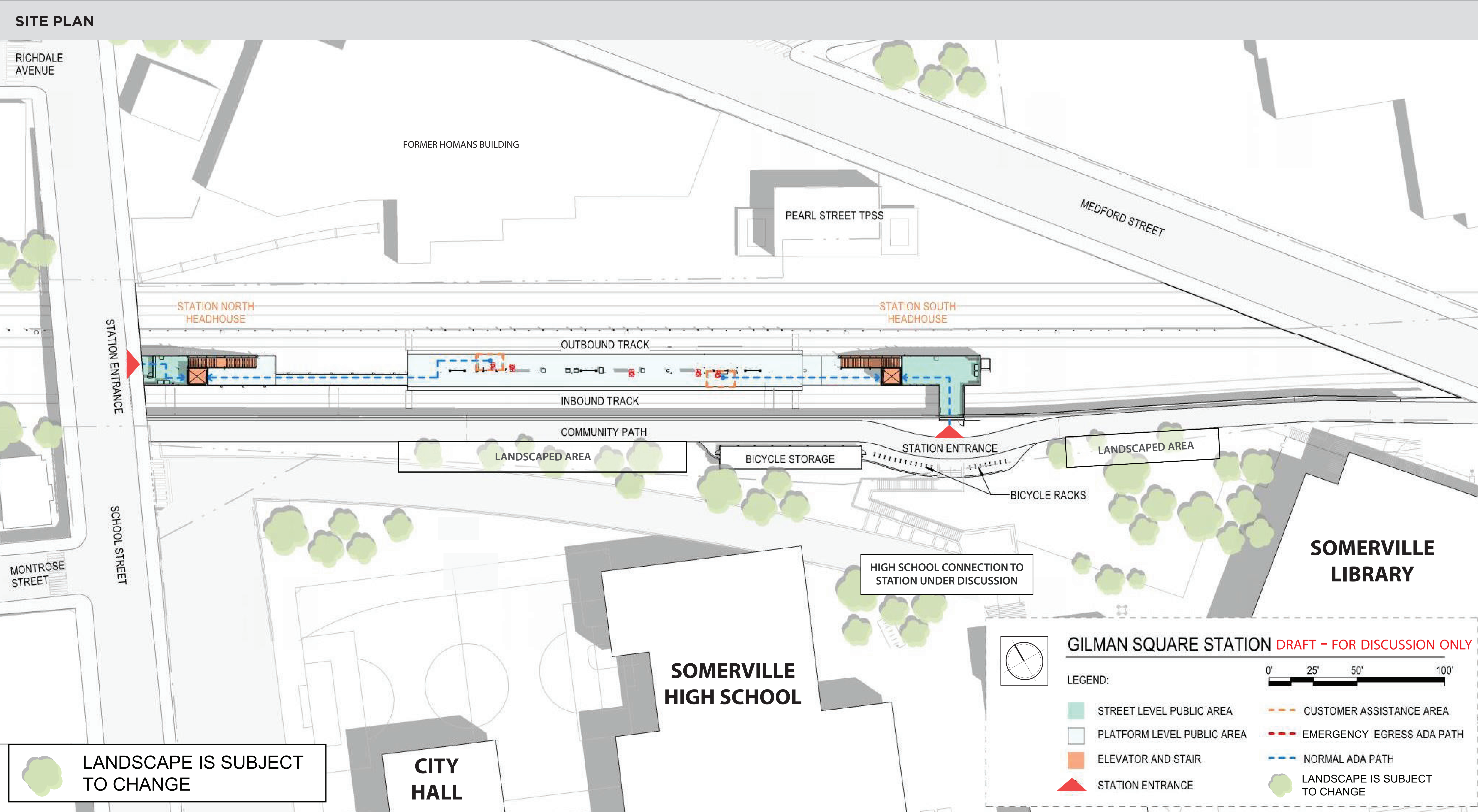
PLATFORM LEVEL



SCHOOL STREET ENTRANCE









## CONSTRUCTION PROGRESS

THEN



School Street looking South (May 2018)

NOW



School Street looking South (October 2019)



School Street looking North (April 2018)



School Street looking North (October 2019)



Sycamore Street looking North (April 2018)



Sycamore Street looking North (October 2019)





• Design: 80% complete (as of October 2019)

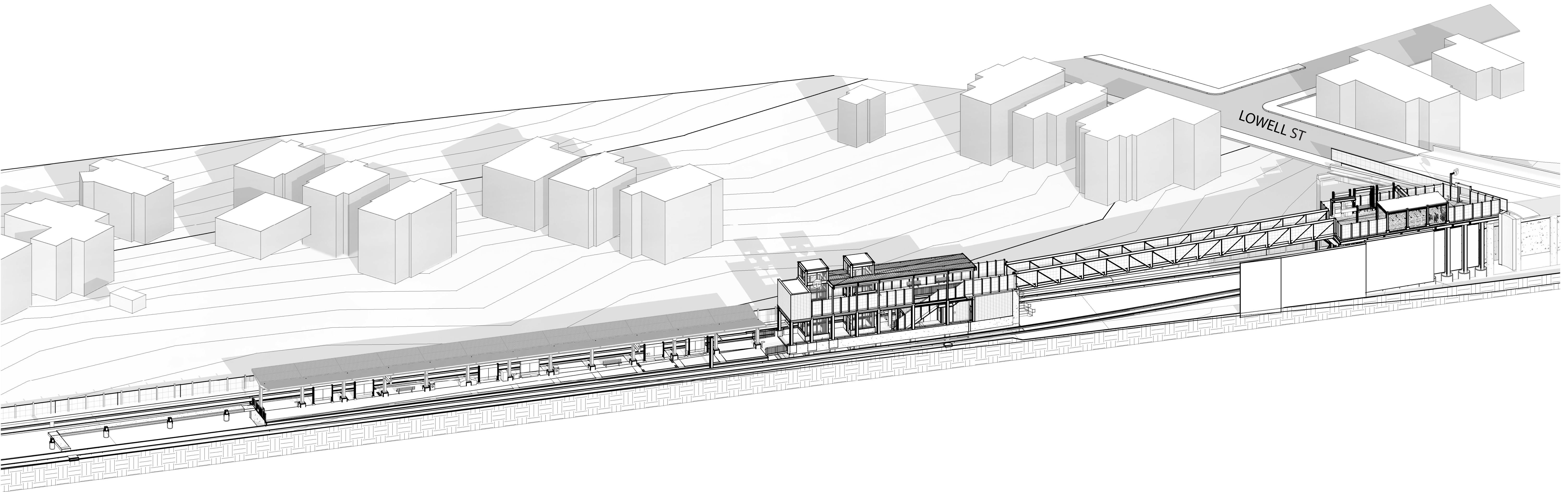
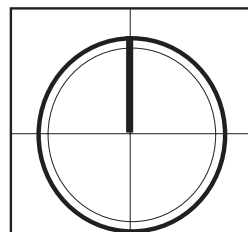
- Elevated walkway from Lowell Street to station headhouse
- Station entrances feature two fare vending machines
- Additive canopy over station platform
- Two Customer Assistance Areas on the station platform, with an emergency call box
- Additional call box located at the Areas of Rescue Assistance in the headhouse
- Improved neighborhood mobility with new transportation option
- Sidewalks: 6-10 feet wide
- Connection to existing Community Path via Lowell Street Bridge
- Station close to numerous apartments and condominiums. Albion Playground and Hoyt Sullivan Playground is just a block away

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
5	36	16	22.5'x225'	



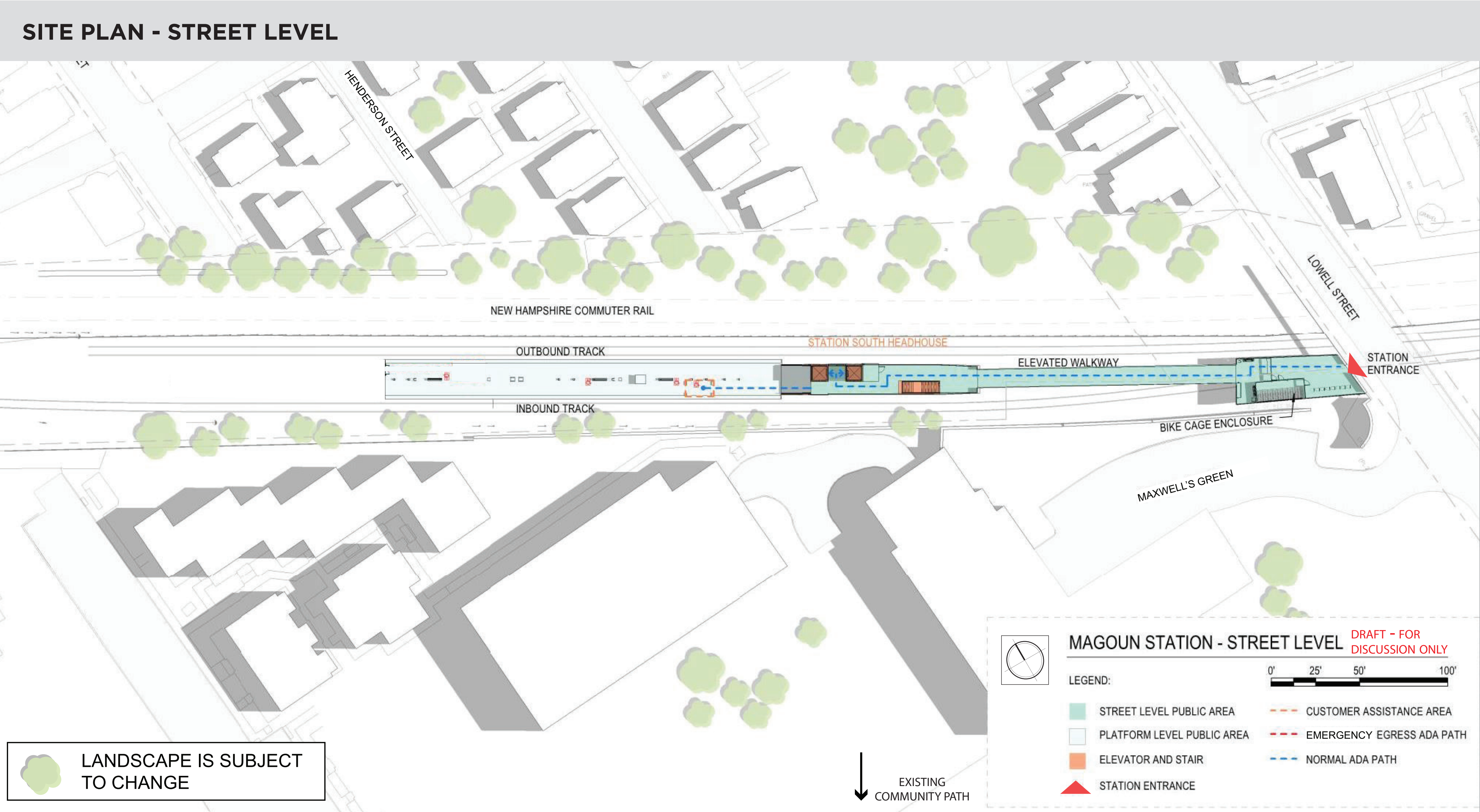
AXONOMETRIC

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MAXWELL'S  
GREEN







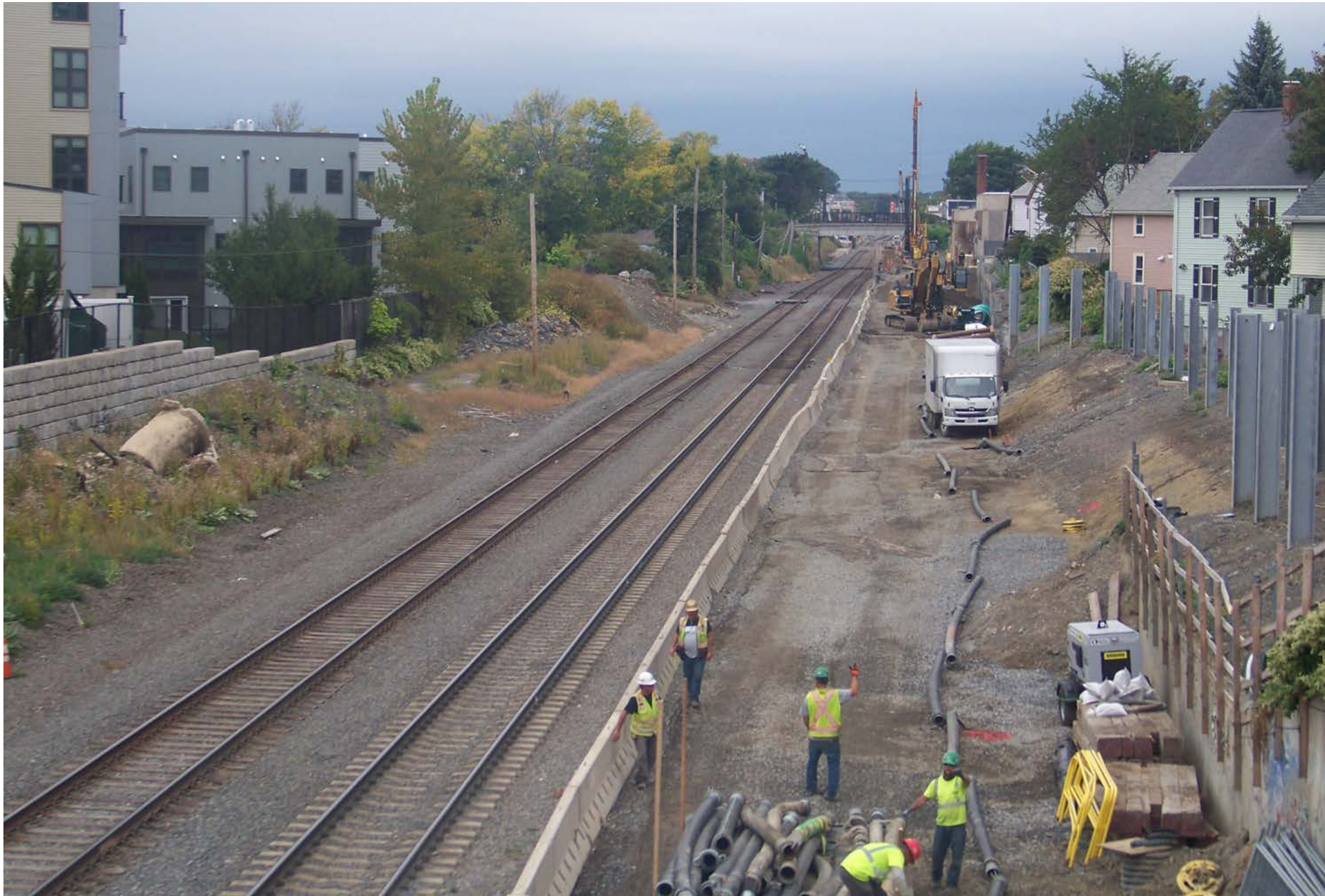
## CONSTRUCTION PROGRESS

THEN



Lowell Street Bridge looking North (April 2018)

NOW



Lowell Street Bridge looking North (October 2019)



Lowell Street Bridge looking South (April 2018)



Lowell Street Bridge looking South (October 2019)

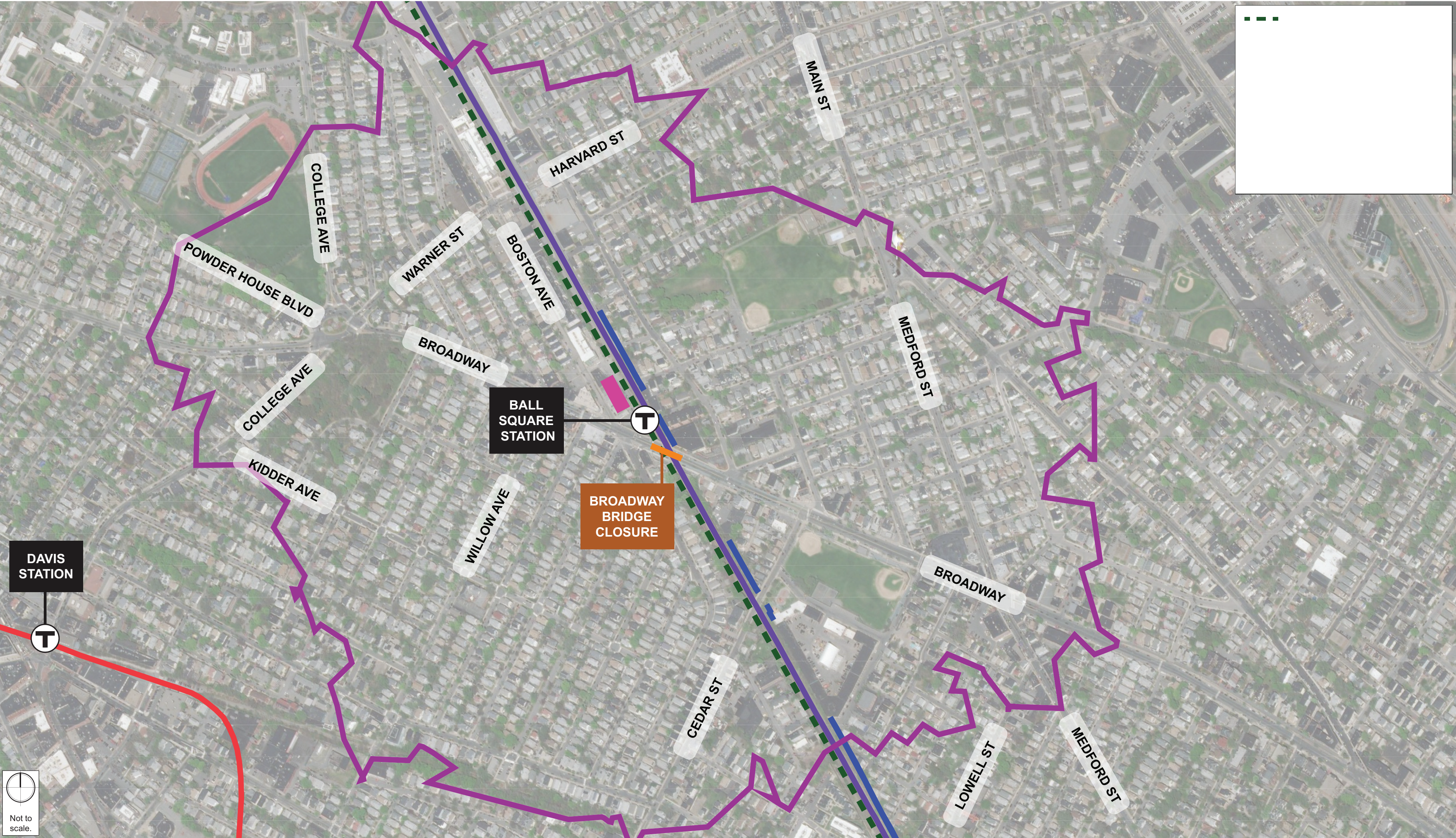


Cedar Street looking South (April 2018)



Cedar Street looking South (October 2019)

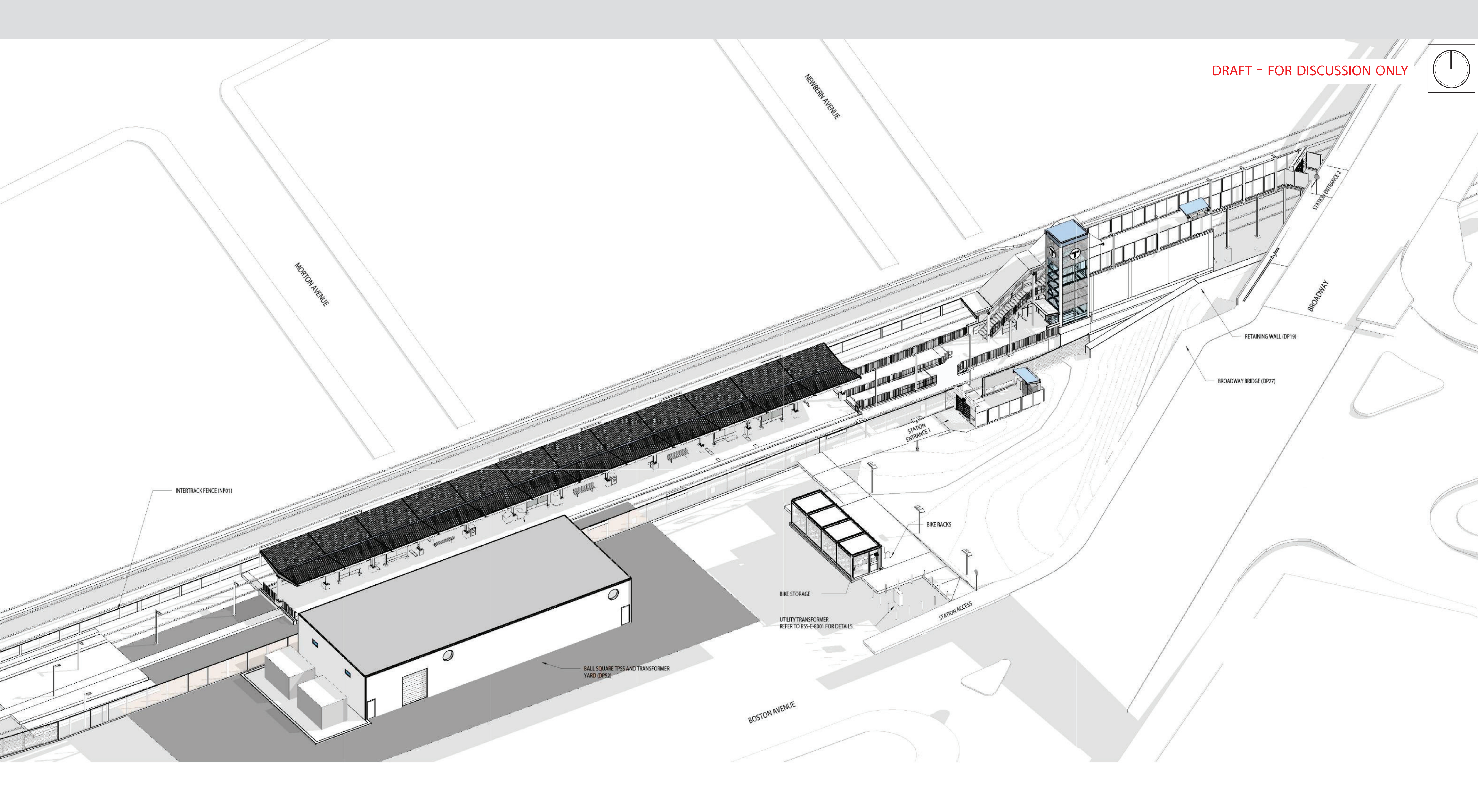




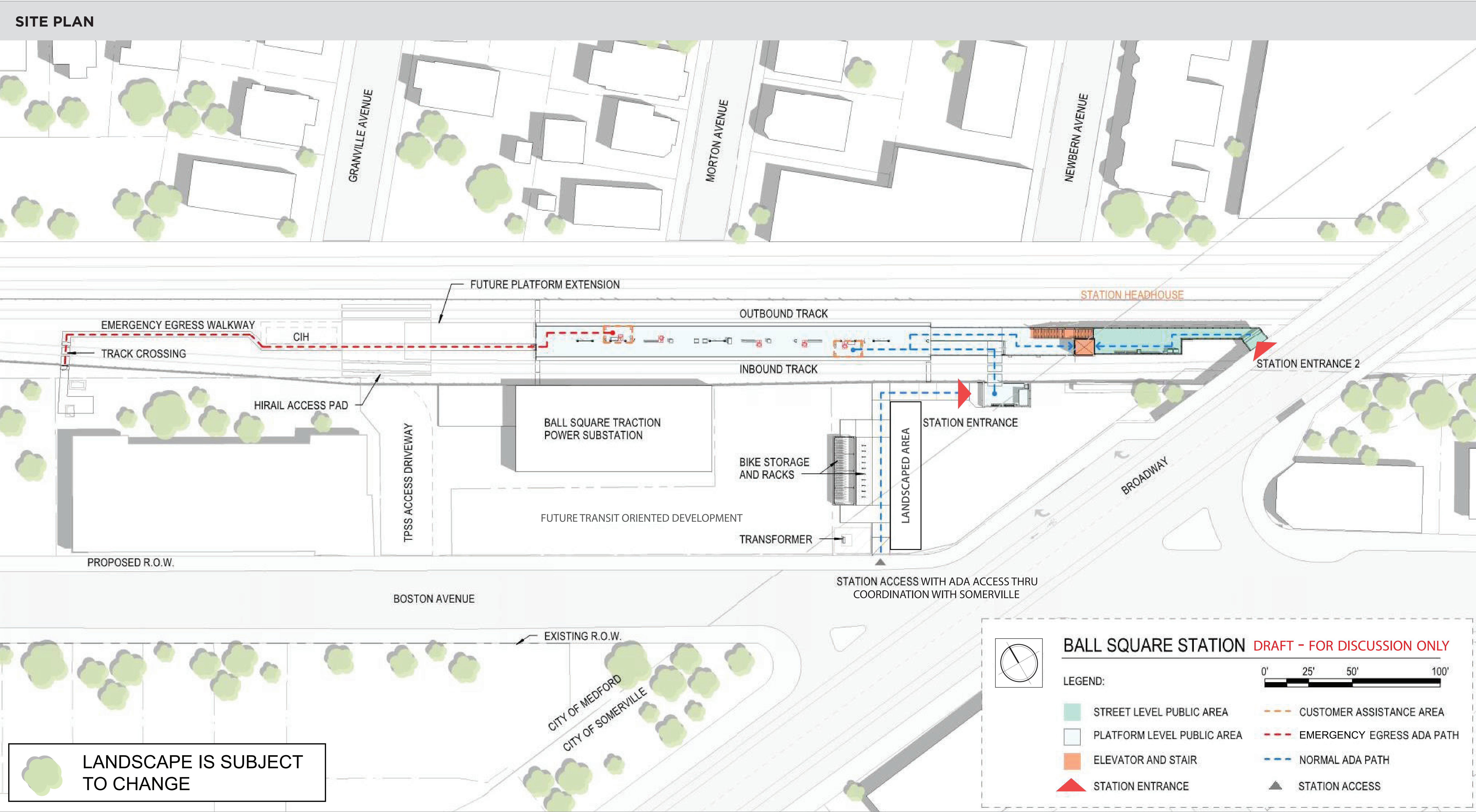
- **Design: 95% complete (as of October 2019)**
- At-grade entrance at Boston Avenue and stairs/elevator access at Broadway Bridge Station entrances each have two fare vending machines
- Additive canopy over station platform
- Includes a traction power substation. Two transformers at the station may emit a light hum to passersby
- Emergency egress walkway to Boston Avenue
- Two Customer Assistance Areas on the station platform, with an emergency call box
- Additional call box located at the Areas of Rescue Assistance in the headhouse
- Sidewalks: 10 feet wide
- Nearby buses include: 89 & 80
- Easy access to area businesses, Trum Field and Benjamin G. Brown School
- Opportunity for future Transit Oriented Development (TOD)
- Service area South Medford and West Somerville

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
7	50	20	22'x225'	











## CONSTRUCTION PROGRESS

THEN



Broadway Bridge (July 2018)



Broadway Bridge looking North (April 2018)



Cedar Street looking North (April 2018)

NOW



Broadway Bridge (October 2019)

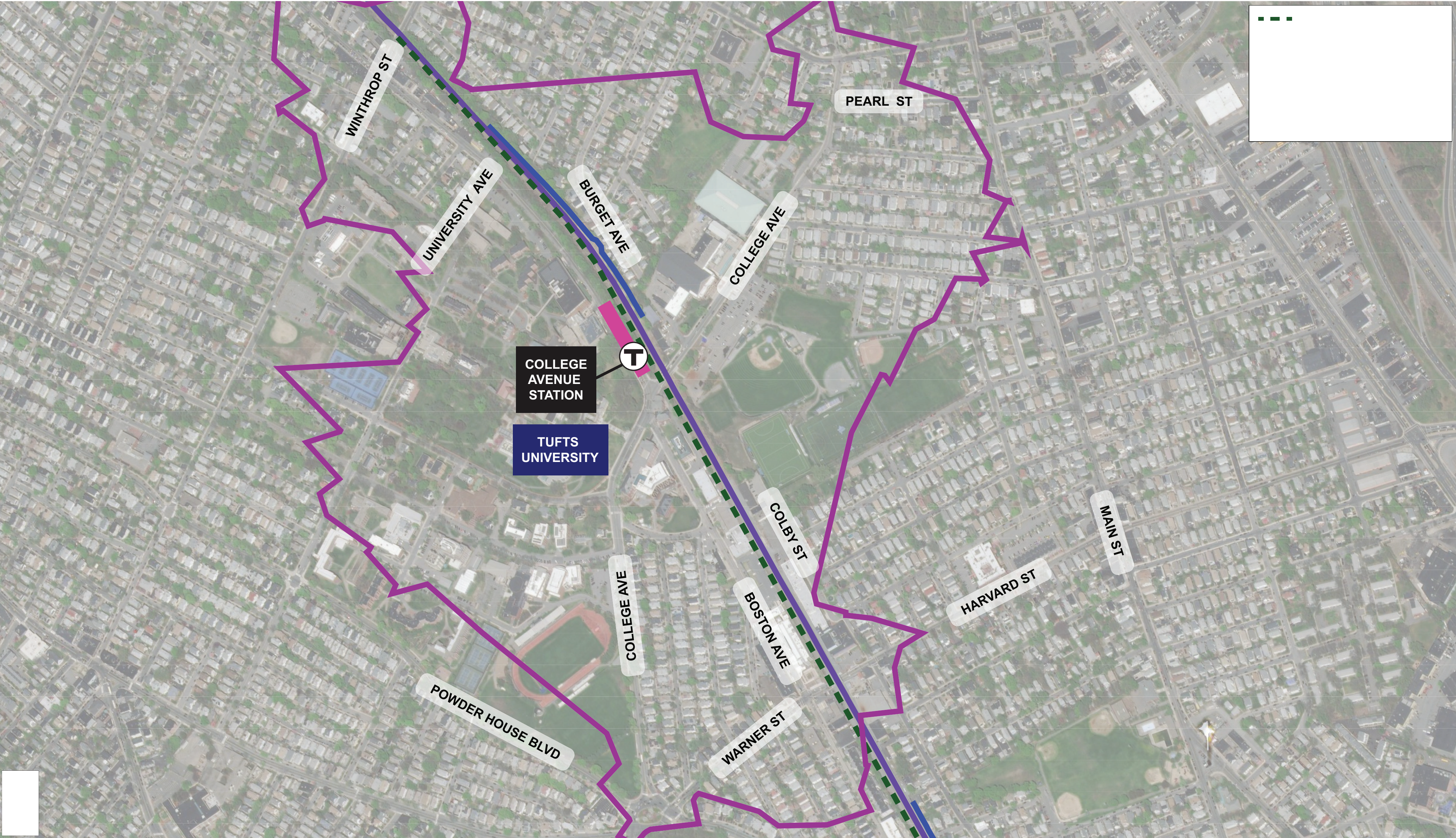


Broadway Bridge looking North (October 2019)



Cedar Street looking North (October 2019)



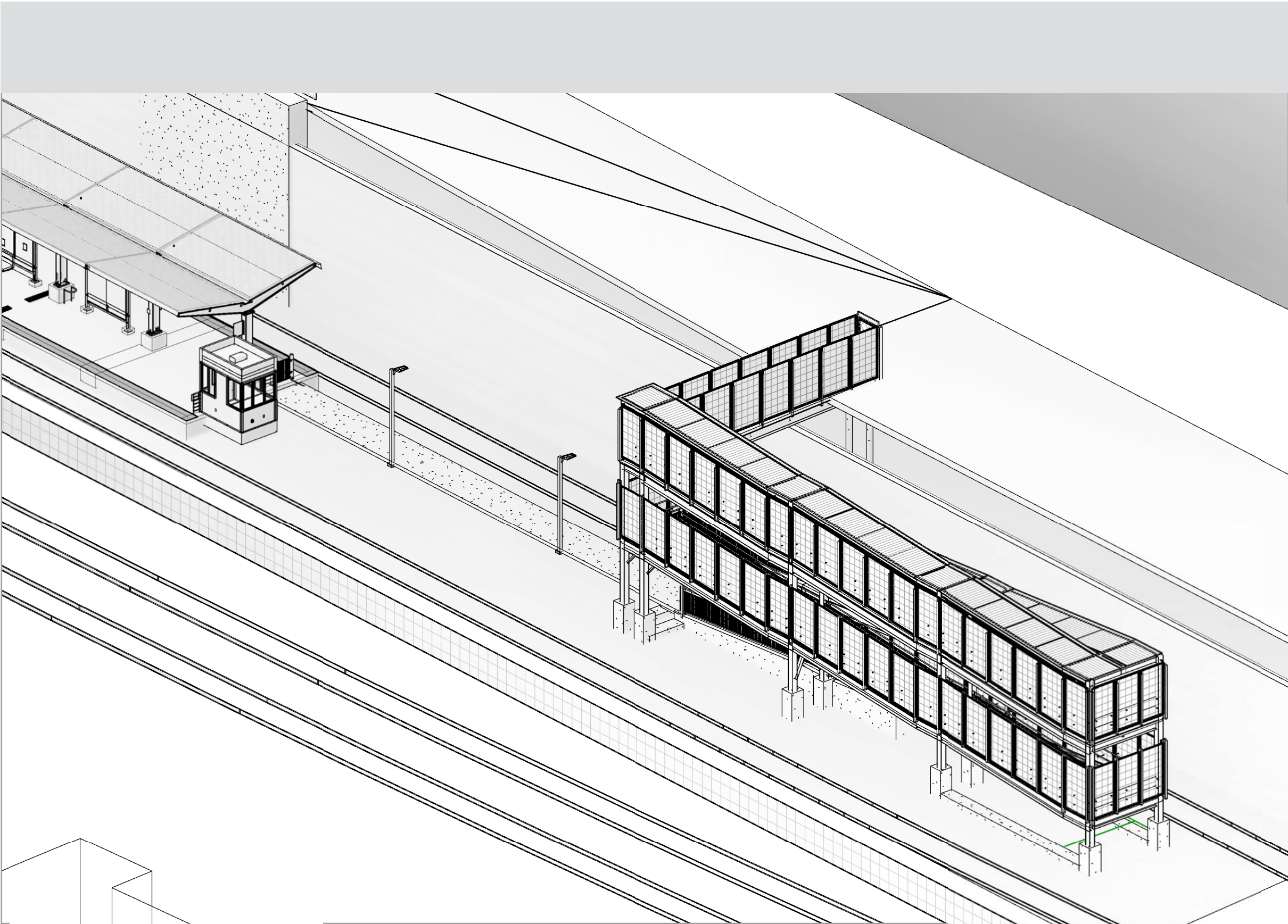
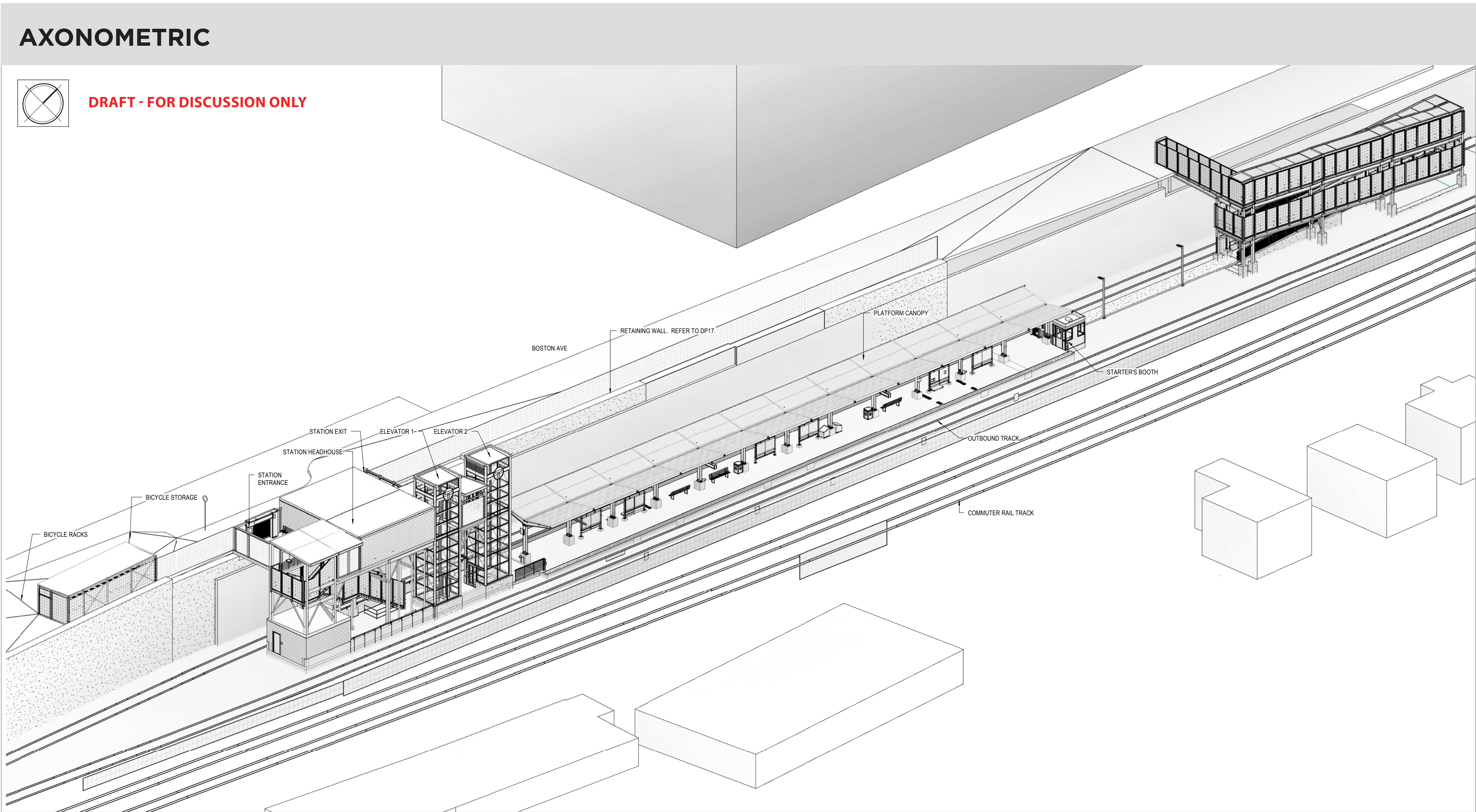


- **Design: 95% complete (as of Oct. 2019)**
- Entrance off Boston Avenue with (2) elevators and stairs and two fare vending machines
- Additive canopy over station platform
- Two Customer Assistance Areas on the station platform, with an emergency call box
- Additional call box located at the Areas of Rescue Assistance in the headhouse
- Emergency egress to Boston Avenue via switchback ramp
- The station includes a small drop-off area for The Ride.
- Nearby buses include: 96, 94 & 80
- Sidewalks: 4.5-10 feet wide
- Services Medford and Tufts University

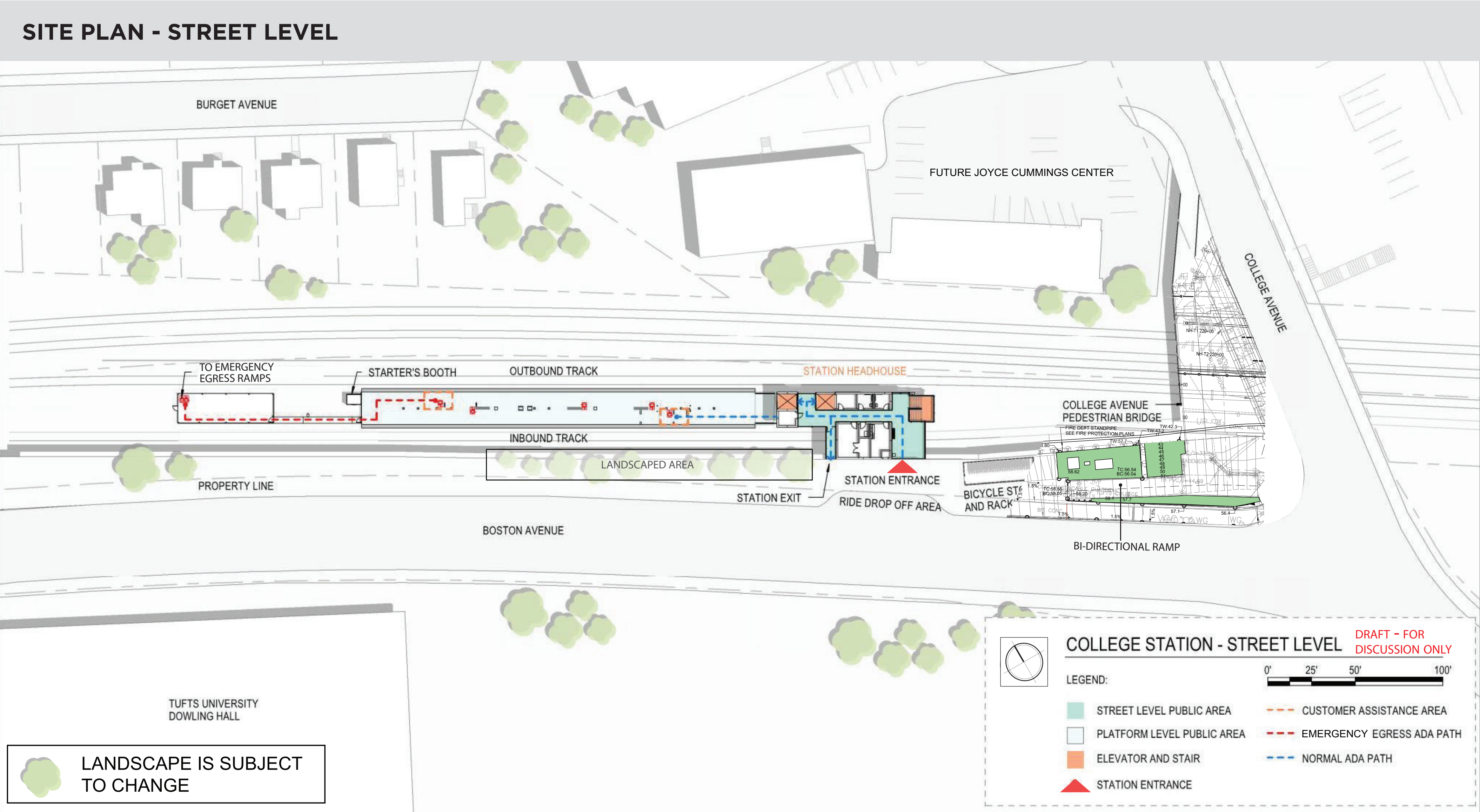
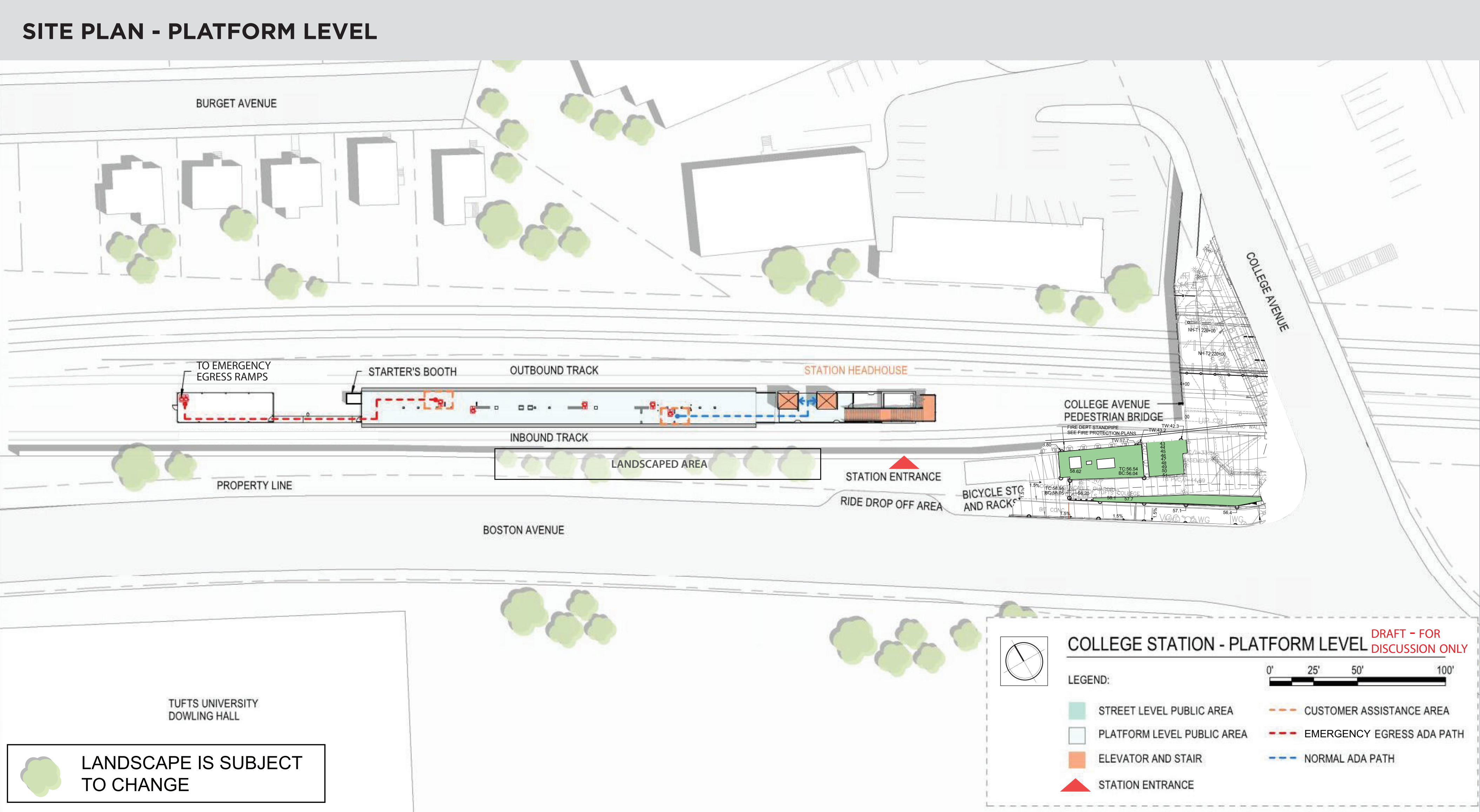
Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Pick-up/Drop-off
5	50	20	22.5'x225'	The Ride



# College Avenue Station









## CONSTRUCTION PROGRESS

THEN



Boston Avenue looking North (January 2019)

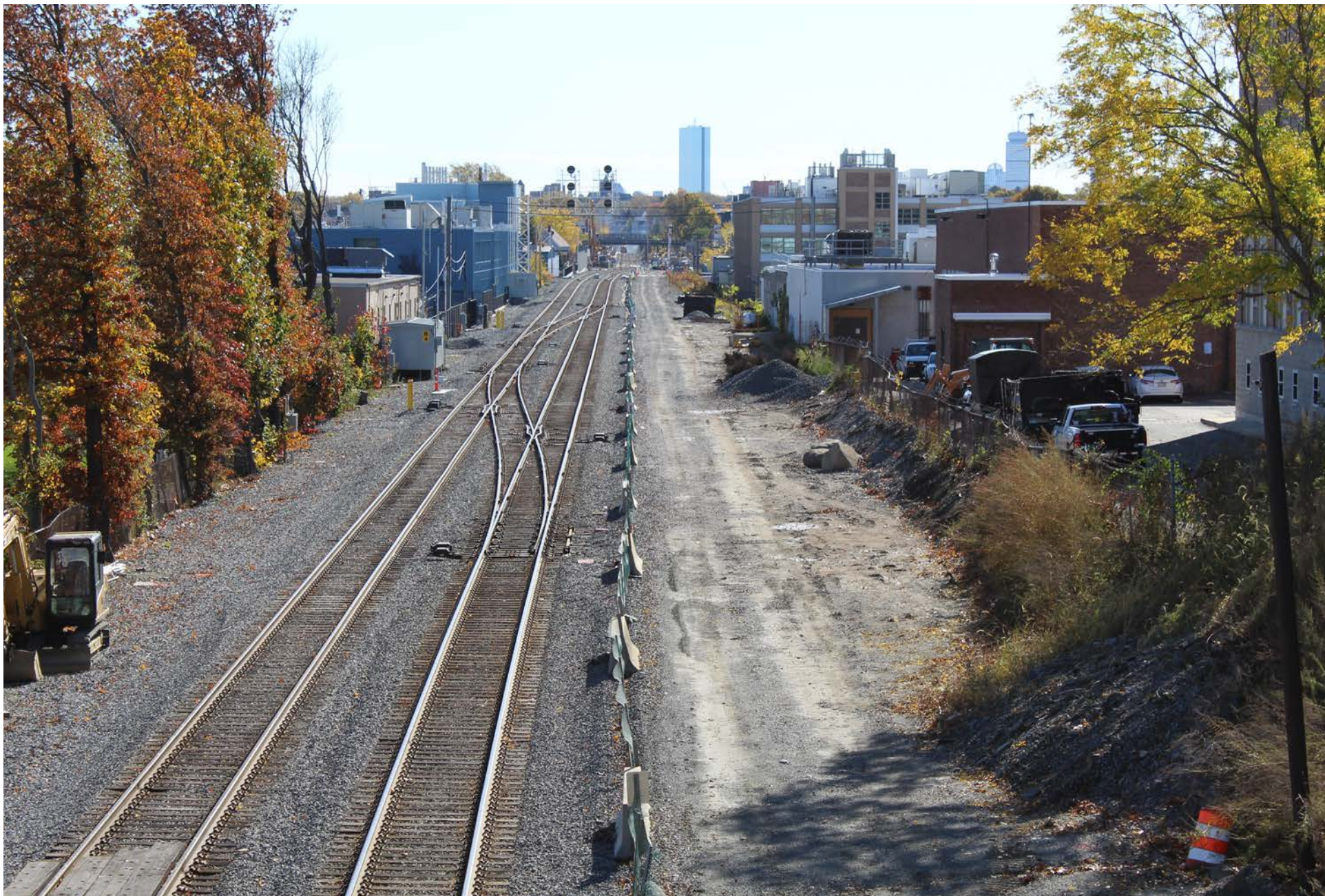
NOW



Boston Avenue looking North (October 2019)



College Avenue looking South (December 2018)



College Avenue looking South (October 2019)



Boston Avenue looking Southeast (January 2019)



Boston Avenue looking Southeast (October 2019)





Old building demo on VMF site (February 2019)



Remnants of the Walker Building (February 2019)



Backhoes' size reduce demolition debris (February 2019)



276 concrete piles were driven in for VMF foundation (Sept. 2019)



The VMF footprint with the UPS distribution center in the background (October 2019)



Retaining wall and drainage being built around the 3.25 acre complex (October 2019)