• 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

<table>
<thead>
<tr>
<th>Number of Benches</th>
<th>Bike Storage Covered</th>
<th>Bike Storage Uncovered</th>
<th>Width/Length of Platform</th>
<th>Pick-up/Drop-off</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>182</td>
<td>72</td>
<td>32’-35’x355’</td>
<td>Bus Loop</td>
</tr>
</tbody>
</table>
**CONSTRUCTION PROGRESS**

**THEN**

- East Street looking toward Lechmere Station (Jan. 2019)
- Water Street looking toward new station (Jan. 2019)
- Boston Engine Terminal area (March 2019)

**NOW**

- East Street looking toward Lechmere Station (Oct. 2019)
- Water Street looking toward new station (Oct. 2019)
- Boston Engine Terminal area (October 2019)

November 2019
• 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

<table>
<thead>
<tr>
<th>Number of Benches</th>
<th>Bike Storage Covered</th>
<th>Bike Storage Uncovered</th>
<th>Width/Length of Platform</th>
<th>Pick-up/Drop-off</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>86 (Provided by US2)</td>
<td>34</td>
<td>20’x225’</td>
<td>The Ride</td>
</tr>
</tbody>
</table>

November 2019
Union Square Station

SOMERVILLE AVE

APPROXIMATE LOCATION OF ELEVATOR PROPOSED BY US2 DEVELOPERS

LANDSCAPE IS SUBJECT TO CHANGE

November 2019
CONSTRUCTION PROGRESS

THEN

Future Union Square Station (January 2019)

Commuter line behind Target (August 2019)

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

NOW

Future Union Square Station (October 2019)

Commuter line behind Target (October 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

<table>
<thead>
<tr>
<th>Number of Benches</th>
<th>Bike Storage Covered</th>
<th>Bike Storage Uncovered</th>
<th>Width/Length of Platform</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>52</td>
<td>20</td>
<td>20’x225</td>
</tr>
</tbody>
</table>

November 2019
SITE PLAN

WASHINGTON ST

NEW WASHINGTON STREET

NEW HAMPSHIRE SHOP PIT RAIL

EMERGENCY EGRESS WALKWAY

OUTBOUND TRACK

INBOUND TRACK

STATION HEADHOUSE

LANDSCAPED AREA

ART WORK

COMMUNITY PATH

WASHINGTON STREET ACCESS PATH

EMERGENCY TRACK CROSSING

DRAFT - FOR DISCUSSION ONLY

WASHINGTON ST

LANDSCAPE IS SUBJECT TO CHANGE

November 2019
CONSTRUCTION PROGRESS

THEN

Washington Rail Overpass (August 2018)

Cross Street looking North (January 2019)

McGrath Highway looking North (April 2018)

NOW

Washington Rail Overpass (October 2019)

Cross Street looking North (October 2019)

McGrath Highway looking North (October 2019)
**Gilman Square Station**

- **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

<table>
<thead>
<tr>
<th>Number of Benches</th>
<th>Bike Storage Covered</th>
<th>Bike Storage Uncovered</th>
<th>Width/Length of Platform</th>
<th>Pick-up/Drop-off</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>100</td>
<td>40</td>
<td>20’x225’</td>
<td></td>
</tr>
</tbody>
</table>
Magoun Square Station

• 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

<table>
<thead>
<tr>
<th>Number of Benches</th>
<th>Bike Storage Covered</th>
<th>Bike Storage Uncovered</th>
<th>Width/Length of Platform</th>
<th>Pick-up/Drop-off</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>36</td>
<td>16</td>
<td>22.5’x225’</td>
<td></td>
</tr>
</tbody>
</table>
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 Distribution

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Benches</th>
</tr>
</thead>
<tbody>
<tr>
<td>Covered</td>
<td>50</td>
</tr>
<tr>
<td>Uncovered</td>
<td>20</td>
</tr>
</tbody>
</table>

### Width/Length of Platform

- 22’x225’

November 2019
Ball Square Station

DRAFT – FOR DISCUSSION ONLY

November 2019
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)

November 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

<table>
<thead>
<tr>
<th>Number of Benches</th>
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<th>Pick-up/Drop-off</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>50</td>
<td>20</td>
<td>22.5’x225’</td>
<td>The Ride</td>
</tr>
</tbody>
</table>
College Avenue Station Area

CONSTRUCTION PROGRESS

THEN

Boston Avenue looking North (January 2019)

College Avenue looking South (December 2018)

Boston Avenue looking Southeast (January 2019)

NOW

Boston Avenue looking North (October 2019)

College Avenue looking South (October 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)