GREEN LINE EXTENSION PROJECT
Agenda

- Welcome
- Safety Moment
- Project Status
- GLX / US2 Interface
- Construction Update / Virtual Tour
- Testing & Commissioning
- Q & A
Safety Moment
2. Safety Moment

MBTA Meeting Evacuation Plan

- Review closes exit and secondary exit
- Location of nearest AED and show of hands who is CPR Trained
- Remind people do not use the elevators
- Assign or ask for a volunteer to call 911
- Assign or ask for a volunteer to make a count of attendees
- Assist physically impaired individuals to a secure area and notify emergency responders.
- Assign a designated muster point a significant distance from the building
- Stay away from the building until it is safe to return
Project Status

- 73% complete (earned value)
- More than 3.5 million hours worked
- 1.1 miles of rail viaduct complete
- 43% of new track placed (100% Union to Lechmere)
- All 7 stations well underway
- Corridor widening 95% complete
GLX / US2 Interface
US2 End-State Visualization
US2 Interim Period Improvements

Drawing Not To Scale

Subject to Change
US2 Interim Period Improvements (cont)

Subject to Change
Construction Update / Virtual Tour
Lechmere Station

Lechmere platform – April 29, 2021
Lechmere Station (3)

Lechmere Station Art – April 29, 2021
Red Bridge Area

Red Bridge Viaduct Area – April 29, 2021
Red Bridge Traction Power Substation (TPSS)
Community Path

Community Path Extension – April 2021
Vehicle Maintenance Facility (VMF)

VMF Exterior – April 28, 2021
East Somerville Station

East Somerville platform – April 29, 2021
Sub-Grading Washington St. to Gilman Square

Looking north toward Walnut Street Bridge – April 29, 2021
Medford Street Bridge

Beneath Medford Street Bridge facing north toward Gilman Station – April 29, 2021
Gilman Square Station Platform and Traction Power Substation – April 2021
School Street Bridge Deck facing north – April 2021
Track North of Gilman Square

GLX tracks facing north toward Sycamore St. – April 2021
Magoun Square Station

Magoun Square platform facing south – April 2021
Magoun Square Station (cont)

Magoun Square elevator tower placement – April 2021
Ball Square Station

Ball Square platform and Traction Power Substation– April 29, 2021
Ball Square Station (cont)

Ball Square platform and Traction Power Substation facing north – April 2021
Ball Square Station (3)

Ball Square platform facing north – April 2021
Medford/Tufts Station

Medford Tufts platform facing south toward College Ave – April 2021
GLX track north of Ball Square (facing north) – April 2021
Testing & Commissioning

The Road to Revenue Service
Signal & Communications Testing

- 5 of 9 Central Instrument Houses (CIHs) have been installed with remaining 4 scheduled by end of May
Testing & Commissioning – FAT Testing

Factory Acceptance Testing (FAT)

- Began more than a year ago
- Test engineers travel to factory settings throughout the country
- Process was conducted on all major components before shipping to GLX took place
Local Field Acceptance (LFAT)

- LFAT test began approximately one year ago
- This testing occurs when a piece of equipment arrives at GLX
- The equipment is unpacked for shipping and checked for damage.
- If damaged, product is returned to the factory
- If not damaged, it is tested to mimic the Factory Acceptance Testing that occurred at the Factory
System Integration Testing 1 (SIT Phase One)

- This phase began in the last few months
- Conducted by GLX-C with MBTA Operation Personnel observing and training on equipment use.
- Equipment that has passed FAT & LFAT is installed
- The equipment is tested to ensure it can communicate with other components. (e.g., Is Track Signaling Equipment communicating with the Track Switches?)
System Integration Testing 2 (SIT Phase 2)

- This testing is primarily the responsibility of the MBTA with direct support from GLX-C.
- Testing cannot begin until track, catenary, signals, communication, and power from the Traction Power Substation (TPSS) are online.
- Testing is conducted with 6 Light Rail Vehicles (LRVs) to ensure proper operational functions of the newly installed infrastructure.
- Any issues that require calibration and adjustments are conducted in this phase.
Pre-Revenue Demonstration Testing

This phase begins when SIT 2 is completed

- MBTA Green Line Trollies will stop at North Station and Disembark its Passengers
- The Trolley will continue on, empty of passengers, and will proceed across the East Cambridge Viaduct into the GLX Project System
- The Trolley will mimic the movements of full revenue service
- They will stop at station and continual test the responsiveness of the newly constructed infrastructure assets of the GLX Project
GLX Project Community Connection Team

- Food & Toiletries Drive for Project Soup
- March 3 – April 1
- 335 lbs. of food collected
- 965 personal care products donated
Q & A