



Green Line Extension Project

WINTER 2014

Project Update

The Massachusetts Department of Transportation (MassDOT) is partnering with the Massachusetts Bay Transportation Authority (MBTA) to extend the Green Line from its current terminus at Lechmere Station in East Cambridge to Somerville and Medford. Bringing MBTA light rail service and improved mobility to these densely populated cities will address longstanding transportation inequities, result in fewer automobiles on local roads, and help to combat greenhouse gas emissions and other components of air pollution.

The project is scheduled to be constructed in four overlapping phases from 2013 to 2019. Phase I construction work began in January 2013 to widen two rail bridges that will carry the new Green Line tracks.

Upcoming Milestones

Jan 2014	Advanced Preliminary Engineering Submitted to the MBTA
Mar/Apr 2014	Federal Funding Application
Summer 2014	Phase 2/2A Early Construction
Spring 2015	Federal Funding Agreement

MassDOT has approved funds needed to construct the first three stations along with the associated track, structures and infrastructure to make them operational. Stations will be opened in phases (see route and timetable on back).

In addition, MassDOT is working to complete an application to the Federal Transit Administration seeking funds for about half of the \$1.3 billion project; the Commonwealth would fund the other half.

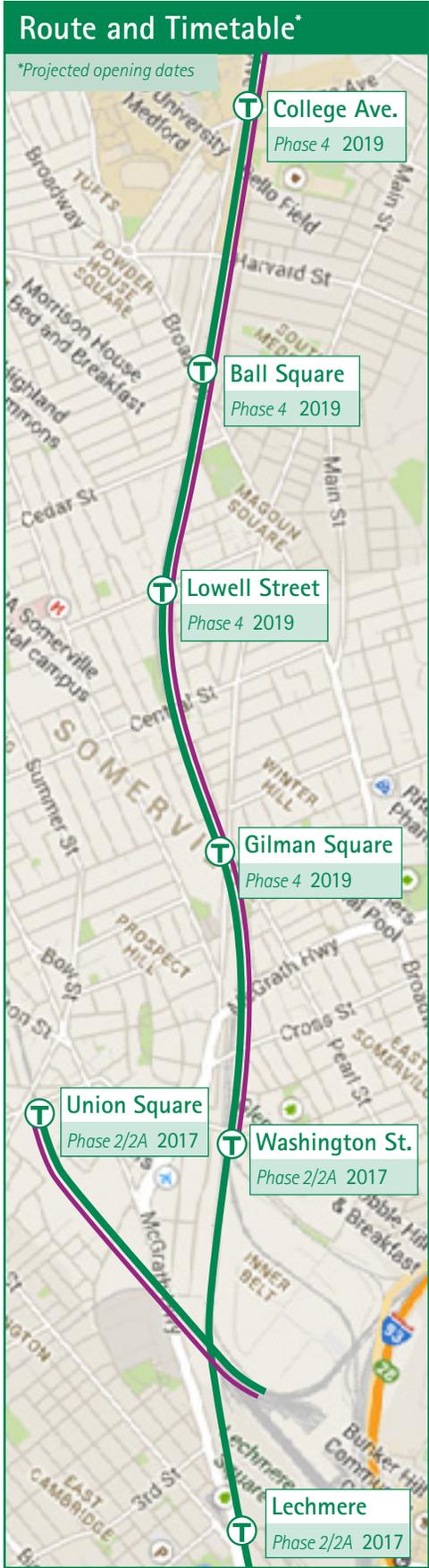
GILMAN SQUARE STATION

Gilman Square Station in Somerville will be located on Medford Street near Pearl and School streets, next to the Homans Building. The headhouse will face Medford Street and have two entrances. In addition, passengers approaching from Pearl Street will go up one level to a plaza and cross over the commuter rail tracks to the Green Line concourse and platforms. The other Medford Street entrance will be located on the west side of the concourse, which will provide access for those coming down the hill behind City Hall and Somerville High School. In addition, passengers arriving on the Community Path, which will run parallel to the tracks on the west side of the concourse, will have a headhouse entrance that connects directly to the Path.



Other Station Features

- Fully accessible, including fare collection turnstiles
- Accessible drop-off/pick-up area near Pearl Street
- Parking for 146 bicycles (124 enclosed)
- Granite blocks repurposed from the site of the former Gilman train station
- Raised intersection at Pearl Street near Medford Street headhouse
- Traction power station concealed in hill and under path
- Bus connections



Marshall Street View

Marshall Street will provide direct access to the Gilman Square Station from the neighborhoods on the east side of Medford Street. This is the view approaching the station from the north along the future Community Path.



School Street View

Accessible path from School Street will lead to the Gilman Square Station and will be part of the extension of the Community Path.

More Information

Station images shown are as presented at the June 2013 public meetings, with some modifications. Full presentations and more information on the Green Line Extension project, including Fact Sheets for the other six stations, are available on the GLX website: www.mass.gov/greenlineextension. For all queries and comments related to the GLX project, please contact the project staff by email at info@glxinfo.com.

