



# Week in Review and Lookahead

Friday, July 30, 2021

Over the past week, GLT crews continued prep work along Huntington Ave from St. Albans Road to the Mission Park Garage for the **upcoming E Branch construction**. By welding continuous rail segments in advance, we can minimize the duration of construction and related disruptions in service. Construction on the E Branch begins on Monday, August 2 and continues for 28 consecutive days of full access.



## E Branch Track and Intersection Upgrades — Prep-Work



### 1: Prep-Work (July 19 - August 1)

Linear Feet of Continuous Welded Rail (CWR)



### 2: Construction (August 2- 29)



#### Segment 1

S. Huntington Ave - Frawley St  
1,500 ft of track



#### Segment 2

Mission Park Dr - Fenwood Rd  
1,500 ft of track



#### Segment 3

Tremont St Intersection  
1,000 ft of track

Prepare for the E Branch Track and Intersection Upgrades 28 days of Full Access scheduled to start in August 2021 by welding 7,500 linear feet of rail (St Albans Rd to Mission Park Garage)

- ✓ **Last Week** | Saw cutting of asphalt and fabrication of Continuous Welded Rail (CWR) by flash butt welding
- **Lookahead** | Commencement of segment 1 of full-depth track reconstruction from South Huntington curve to Frawley St

\*Schedule subject to change with weather conditions and in accordance with public health directives



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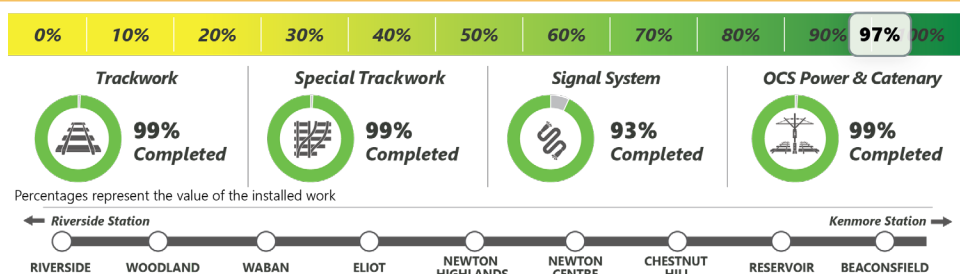
Emails Received  
GLT@mbta.com



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Noise Hotline Call  
617-222-4100

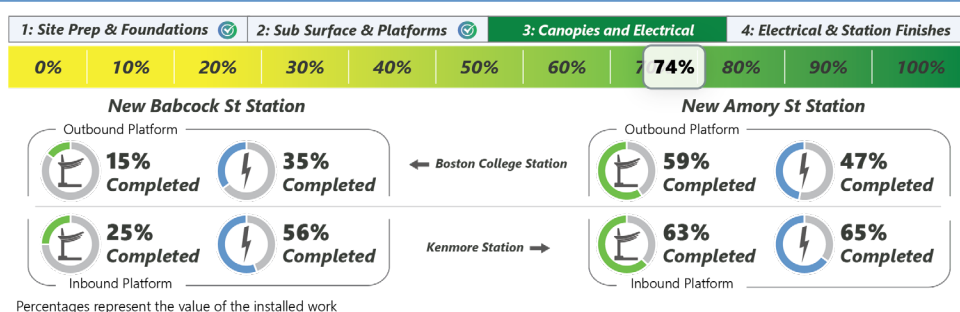
## D Branch Track and Signal Replacement



Upgrade 25,000 feet of track and 7 route miles of signal cable (Beaconsfield to Riverside)

- ✓ **Last Week** | Crews thermite welded rail at Chestnut Hill and Newton Highlands and repaired catenary pole guy anchors from Reservoir to Riverside. Intermediate signal testing from Woodland to Chestnut Hill, and signal power installation at Reservoir was also performed
- **Lookahead** | Complete thermite welding of rail at Newton Highlands, and continue catenary pole guy anchor repairs from Reservoir to Riverside. Intermediate signal testing will continue from Woodland to Chestnut Hill, with signal power installation at Reservoir, and Central Instrument House cutover testing at Grove

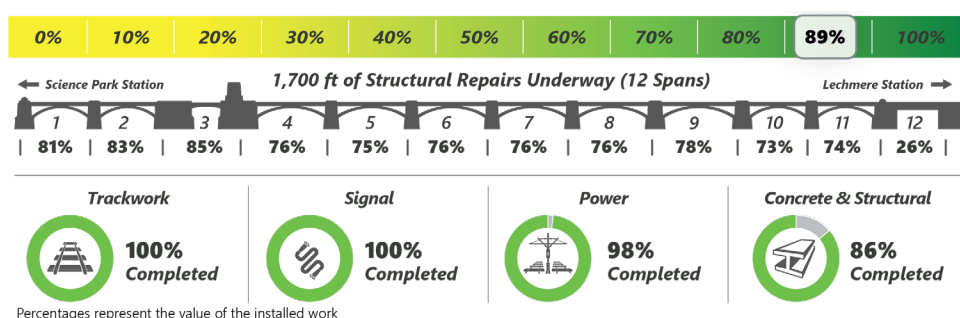
## B Branch Station Consolidation



Consolidate four (4) existing Green Line stations on the B Branch along Commonwealth Avenue adjacent to Boston University, into two (2), fully accessible, brand new stations (Babcock & Amory)

- ✓ **Last Week** | At the new Babcock Street Station, crews continued with the canopy roofing, concrete curb placement, and electrical work including conduit and CCTV/lighting pole hardware installation. At the new Amory Street Station, crews continued with the canopy roofing, concrete curb placement, and electrical work including conduit installation at the station canopies
- **Lookahead** | At the new Babcock Street and Amory Street Stations, crews will continue with roofing installation and electrical work. Installation of signs and sign panels

## Lechmere Viaduct Rehabilitation Project



Strengthen and preserve the 110-year-old viaduct for heavier loads and increased train frequency

- ✓ **Last Week** | Continued crack injection, concrete repairs and joint sealing, installation of precast concrete parapet railing, installation of carbon fiber wrapping
- **Lookahead** | Continue crack injection, concrete repairs and joint sealing, complete installation of precast concrete parapet railing, continue installation of carbon fiber wrapping, begin installing center barrier fencing at Science Park Station

\*Schedules subject to change with weather conditions and in accordance with public health directives