



Massachusetts Bay  
Transportation Authority

March 13, 2013

# Government Center Station Reconstruction Project Green Line / Blue Line Project Briefing

# Project Purpose



- Accessibility – Last Key Station
- Modernized, Customer-Friendly Station
- New Station Entrance and Lobbies
- Redundant Elevators
- Upgrade to Current Code Requirements
- Complete Electrical System Replacement
- New Station Platforms
- Improved Lighting
- New Fare Gates
- Station Entrance that ties into City Hall Plaza



# Project Schedule



- 2009 – BRA Conceptual Design Approval
- 2012 – Final Design
- 2013 – Begin Construction and Station Closure
  - \* 24 month Station Closure & Subway By-pass \*
- 2015 – Anticipated Re-Opening





# Stakeholder and Public Outreach



## CITY OF BOSTON

- Boston Redevelopment Authority
- Property Management
- Commission for Person with Disabilities
- Boston Landmarks Commission
- Public Works Dept.
- Boston Transportation Dept.
- Boston Water and Sewer Commission
- Public Improvements Commission
- Mayor's Office
- Parks and Recreation Dept.
- Street Lighting

## OTHERS

- Public Information Meeting – Dec. 2012
- General Services Admin
- Federal Transit Admin
- Mass DOT
- Mass Historical Commission
- Area Business Groups
- Project Abutters
- Private Utilities
- Architectural Access Board
- Massport

## MBTA

- System-wide Accessibility
- Green Line and Blue Line Operations
- Security
- Safety
- Signals
- Communications
- Engineering & Maintenance
- Real Estate Management
- Environmental
- Design & Construction
- Advertising
- Track
- Electrical Systems and Maintenance
- Traction Power
- Quality Control

## PLANNED

- East Boston Public Info Meeting
- Revere Public Info Meeting
- Lynn Public Info Meeting
- Winthrop Public Info



# Existing Station Headhouse





# Proposed Station Entrance





# Existing City Hall Plaza



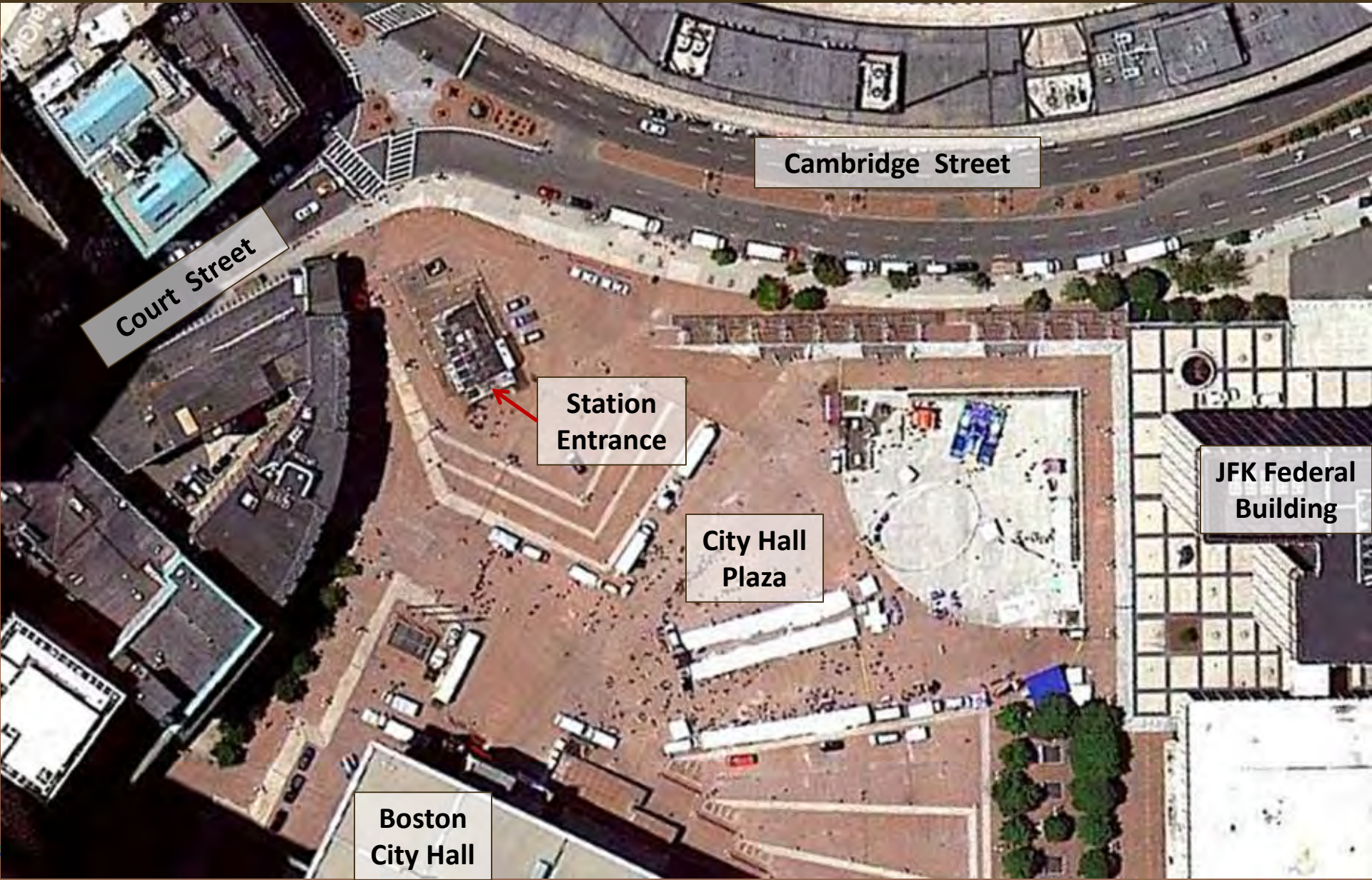


# Proposed City Hall Plaza



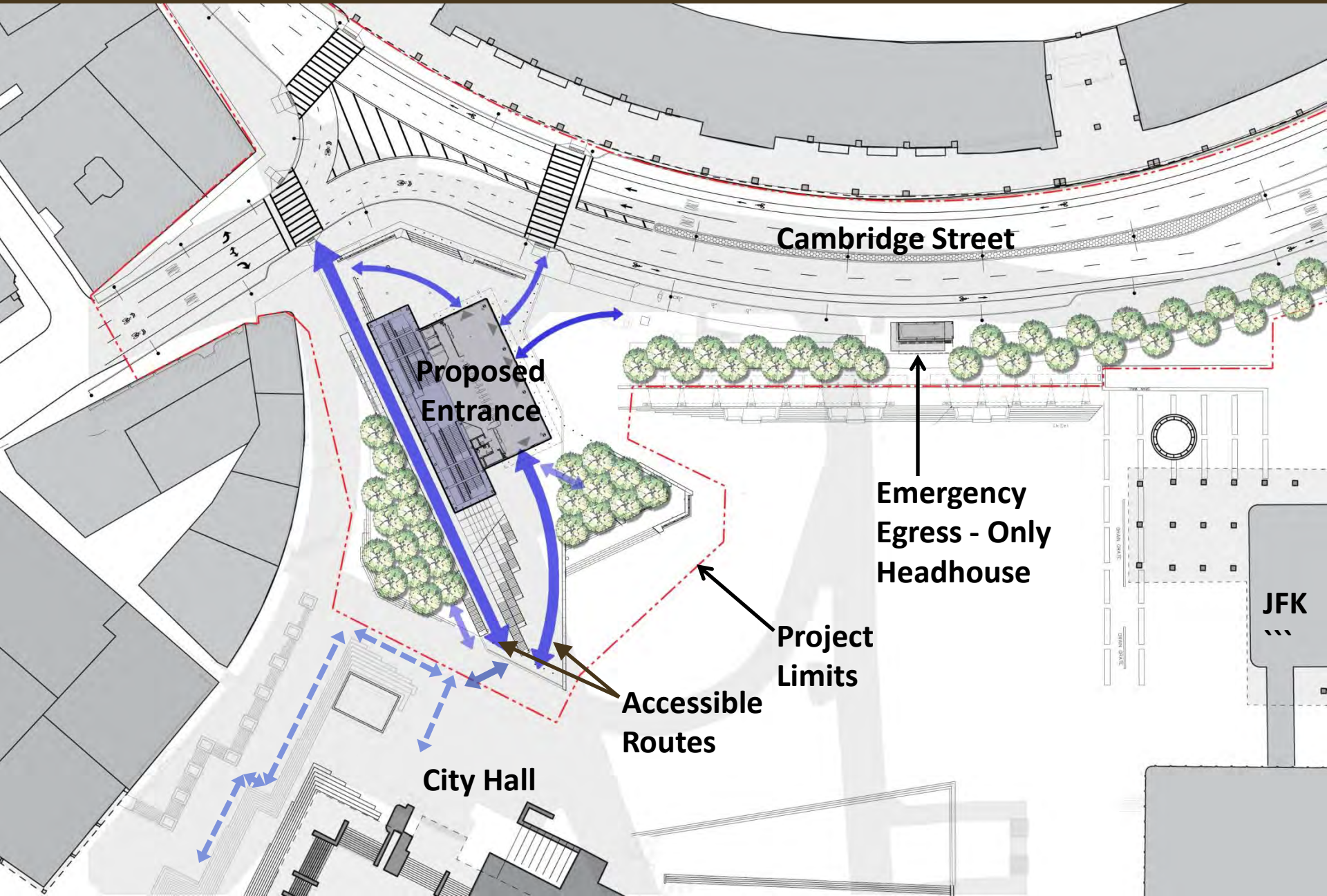


# Project Site – Existing





# Proposed Site Plan

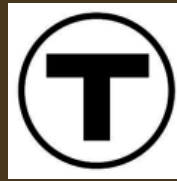




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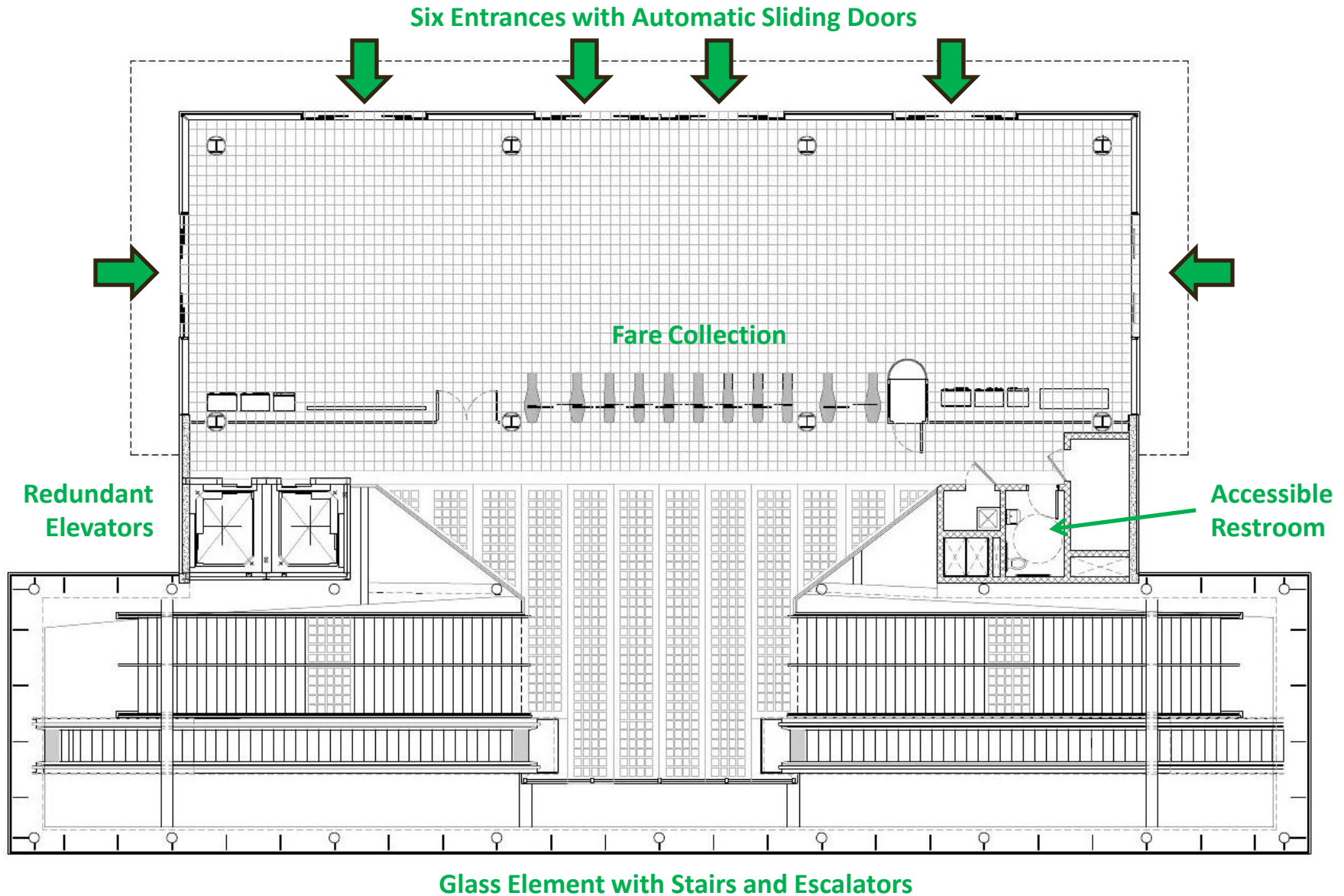


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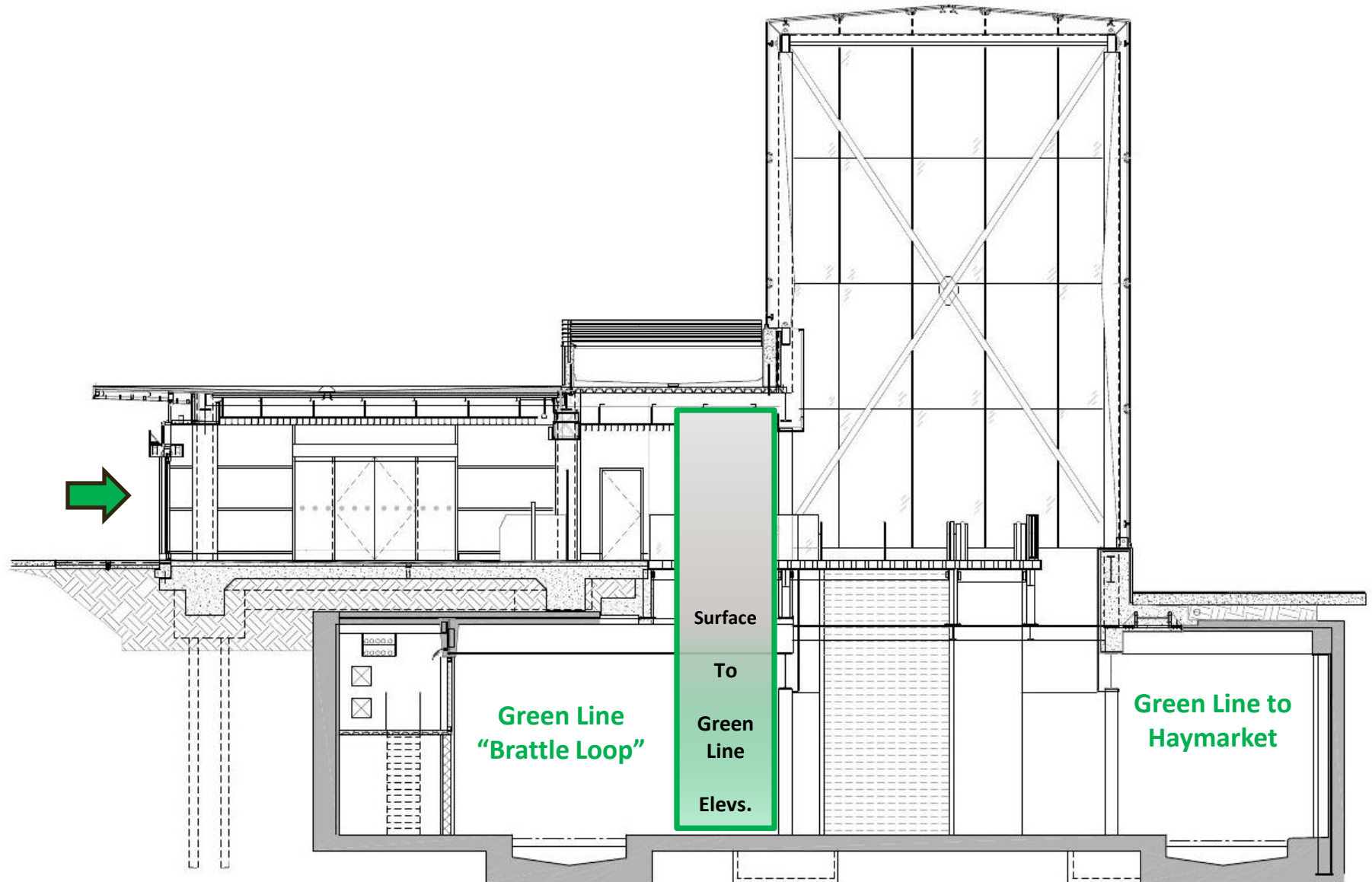




# Headhouse Plan



# Headhouse/Station Cross Section





# Existing Headhouse Entry





# Proposed Headhouse Entry





# Existing Interior – Entry Lobby

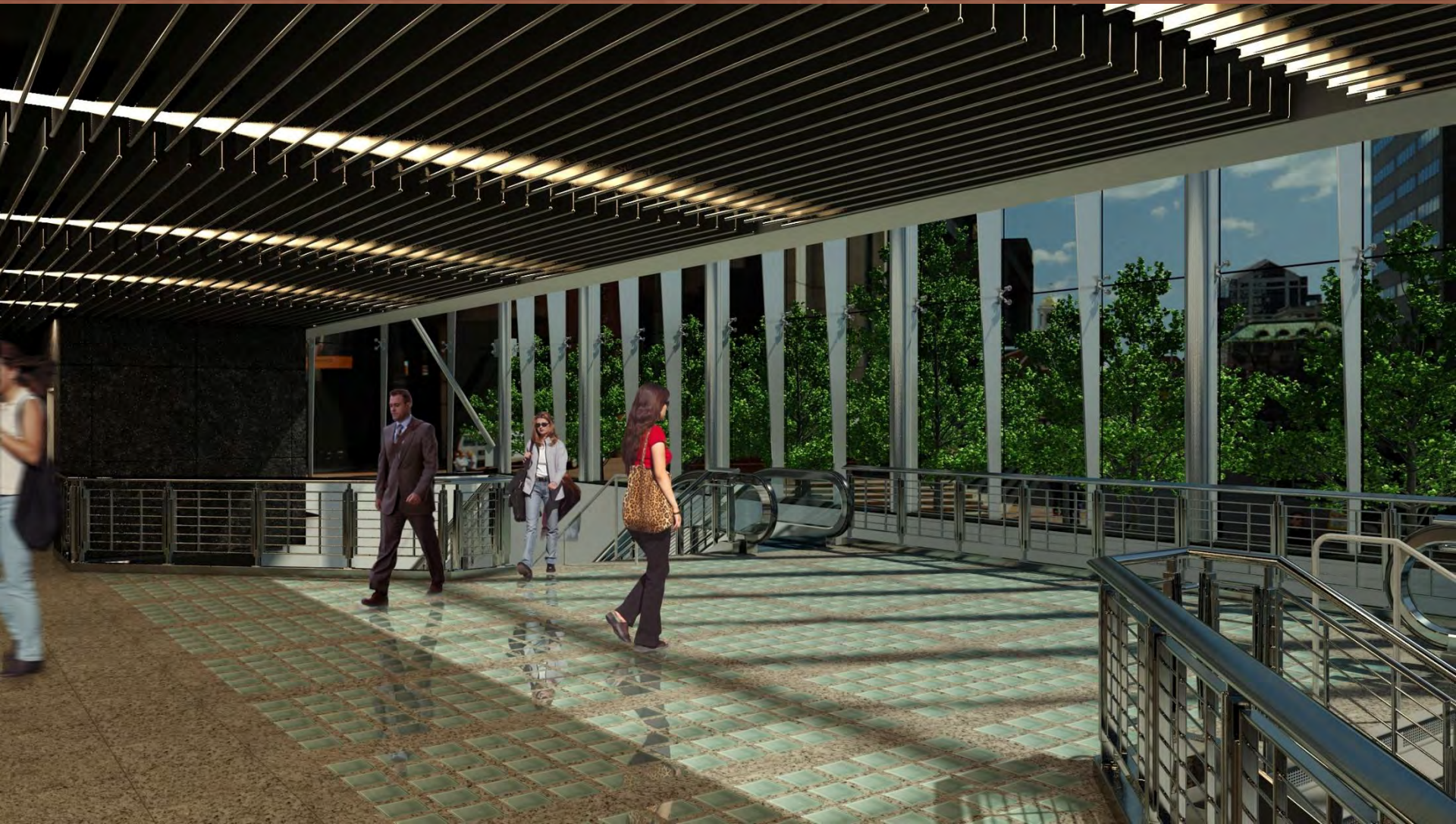


# Proposed Interior – Entry Lobby





# Interior – Paid Lobby





# Proposed Head House - Interior



Redundant  
Elevators

Solid Stair Risers  
Perforated for  
Safety and Visibility



# Proposed Head House - Interior

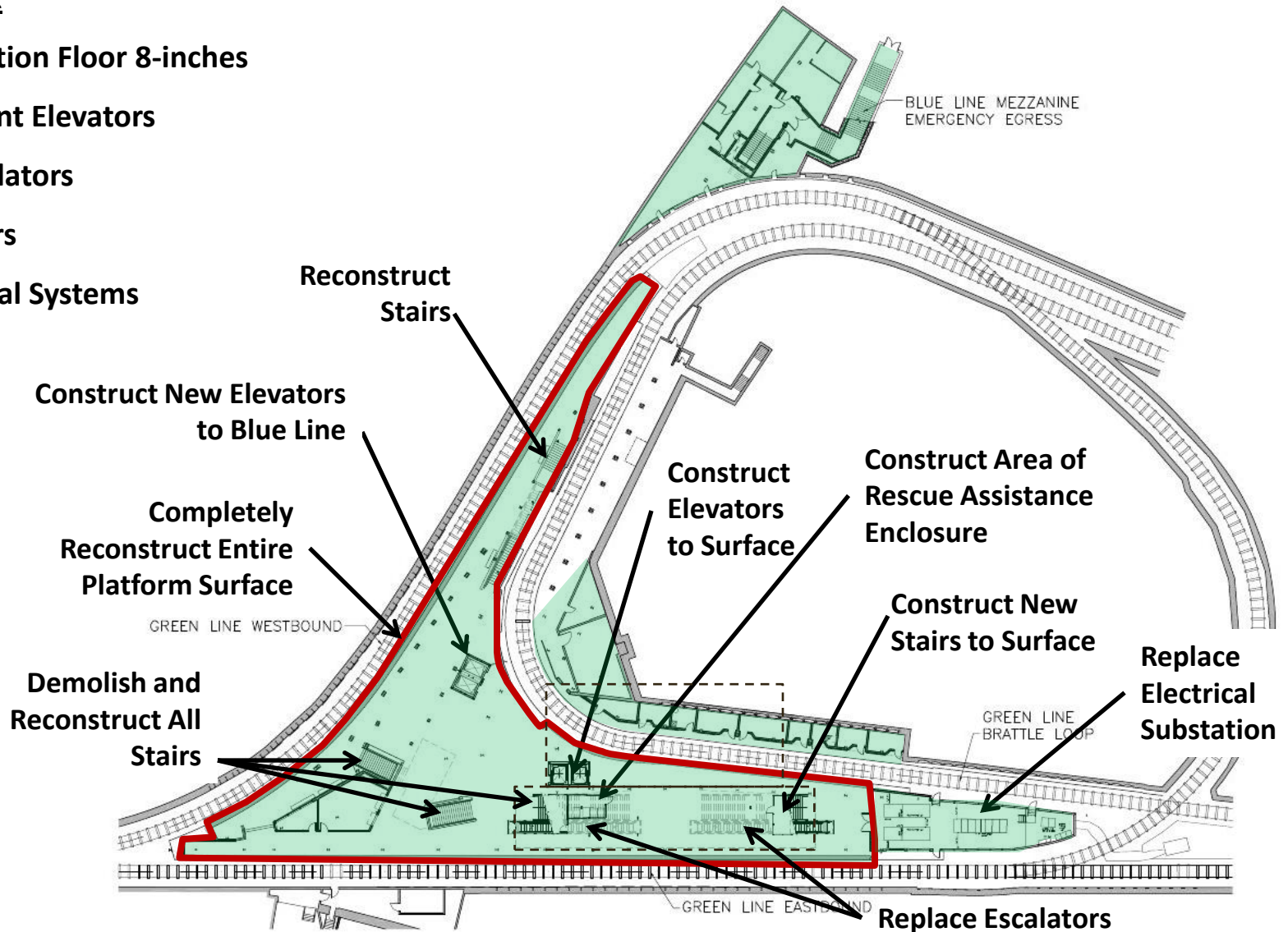


# Green Line Station Plan



## SCOPE OF WORK

- Raise Entire Station Floor 8-inches
- Install Redundant Elevators
- Replace all Escalators
- Replace All Stairs
- Replace Electrical Systems





# Green Line Station Track Clearance Improvements



**Existing Platform:  
About 3-feet Wide**

**Proposed Platform:  
About 10-feet Wide  
with Tactile Warnings**

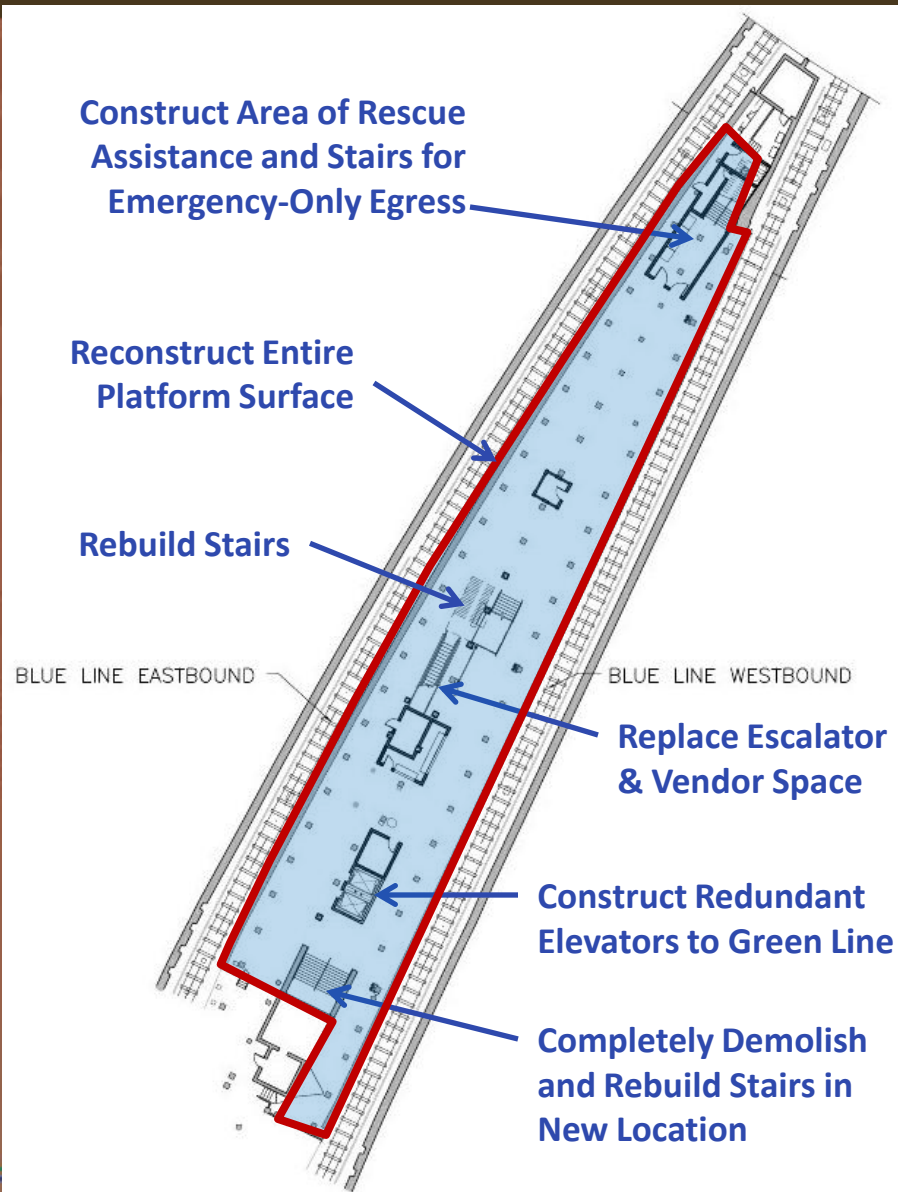


# Station Arrival





# Blue Line Station Plan



# Blue Line Emergency Egress



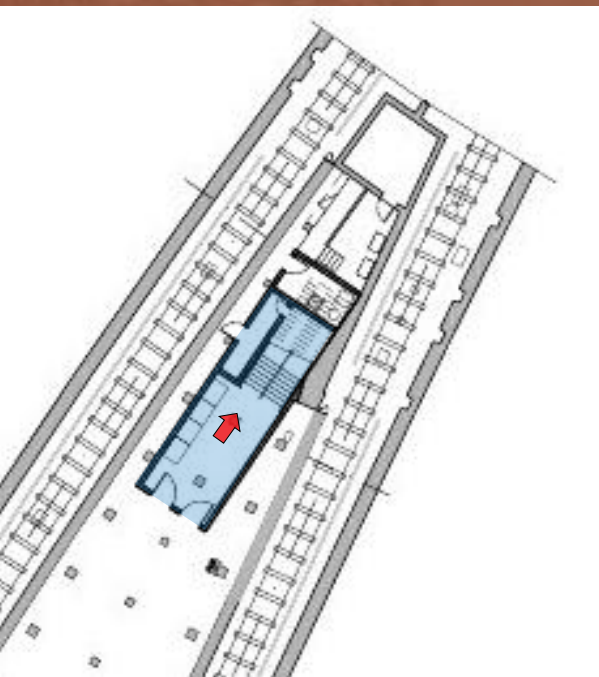
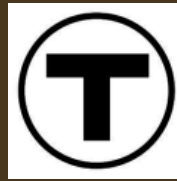
Blue Line Emergency-only Egress  
(looking towards Tremont St)

Blue Line Emergency-only Egress  
(from Cambridge Street)

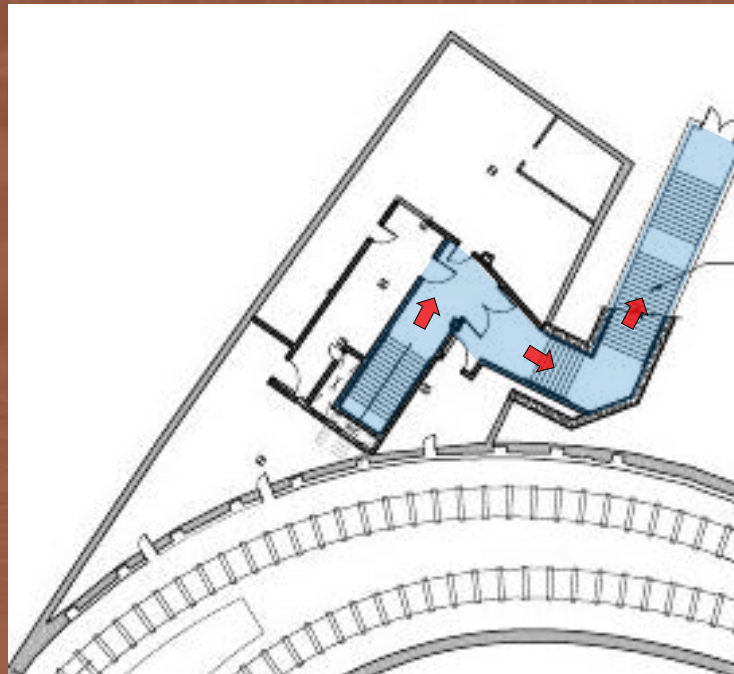




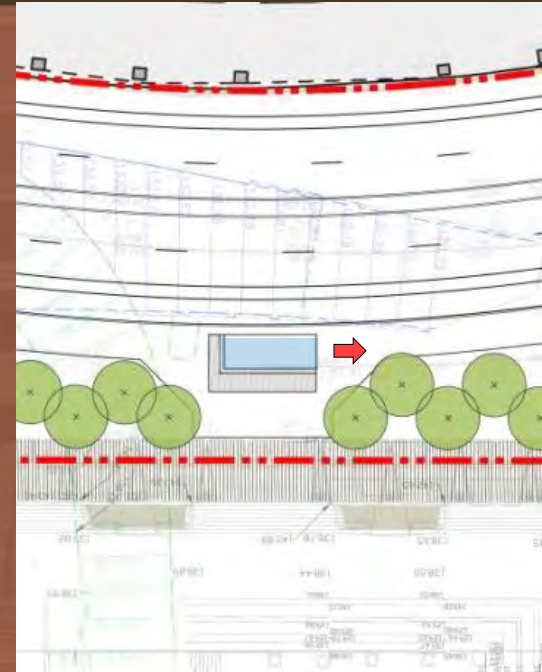
# Blue Line Emergency Egress



Area of Rescue Assistance at  
Blue Line Station Level



Blue Line Mezzanine Level



Headhouse at  
Cambridge Street Level



# Construction Phasing



## Criteria:

- Maintain Public and Worker Safety
- Minimize Customer Inconvenience
- Minimize Operational Disruptions
- Minimize Risks of Construction Delays
- Maximize Quality of Workmanship

## Value Engineering Recommendation:

- Station Closure and Trains Run Through





# Construction Phasing



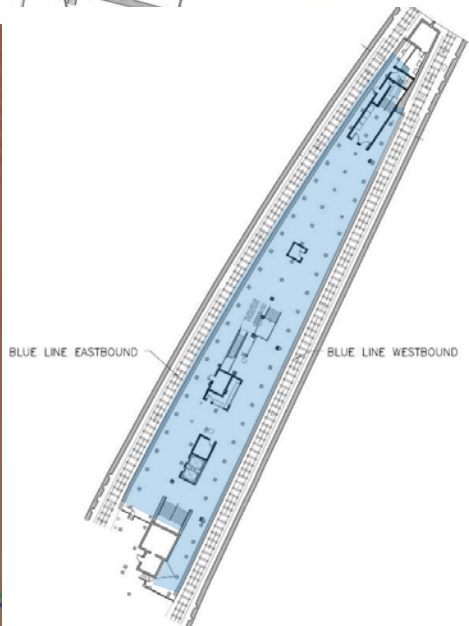
## Station Closure and Allow Trains to Run Through

### Advantages:

- Safer Operations & Construction
- Simpler Trip Planning
- Reduced Project Schedule
- Accessibility Provided 2-years Earlier
- Cost Savings of at least \$20 Million

### Disadvantages:

- Longer walk for some users
- Additional transfer time



# Mitigation: Customer Rerouting & Busing





# Customer Transfers



Riders who usually transfer here

Options:

**Via Haymarket** (recommended)

- Connect via Orange Line
- Increased service at Haymarket:

**Via Downtown Crossing** (off-peak)

- Connect via Orange Line
- Red Line Connection or  
Walk via Winter St Concourse



# Customer Diversion: Government Center Entries/Exits



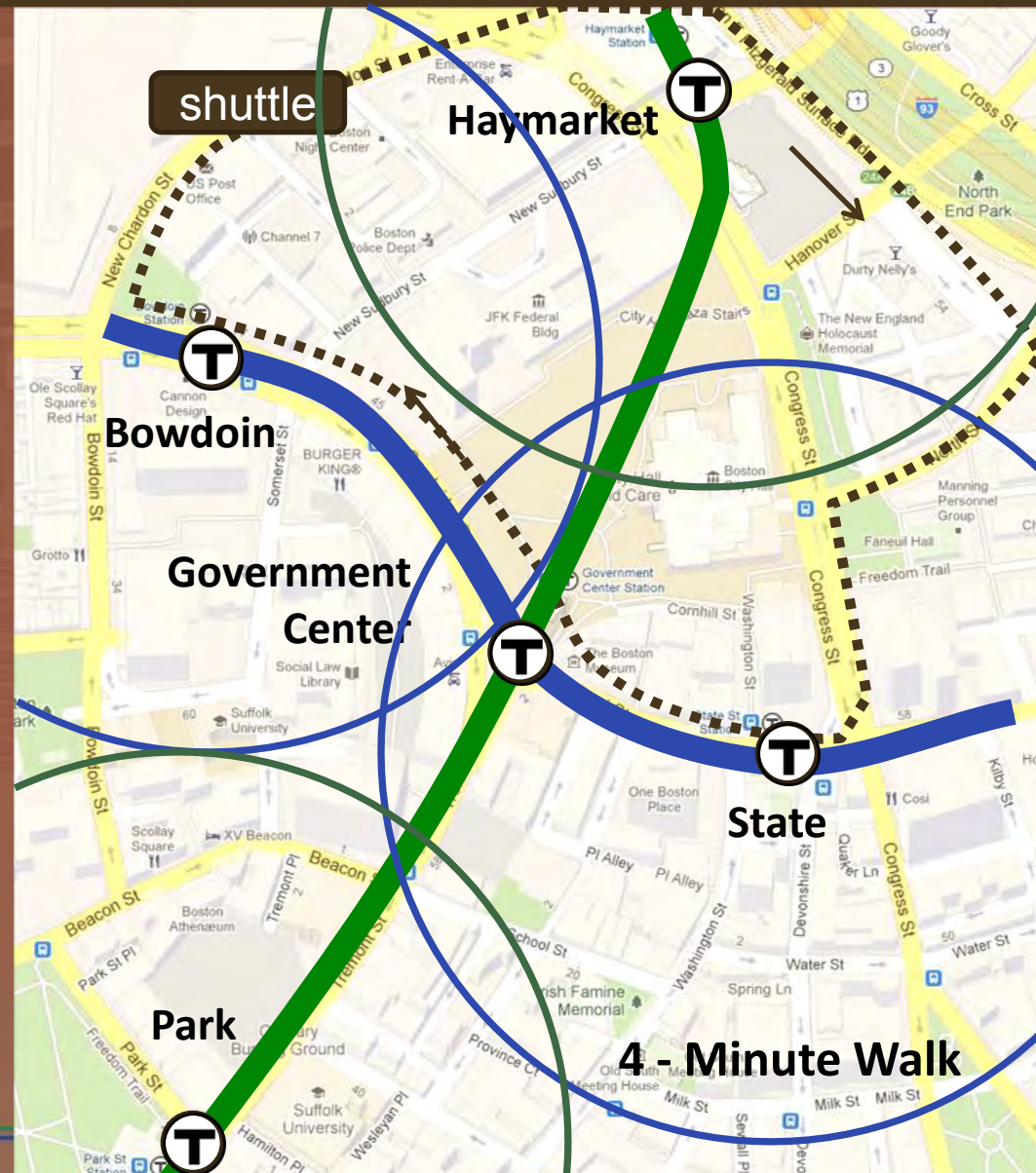
If you usually enter or exit here:

## Green Line Options:

- Walk from Park or Haymarket
- Shuttle bus from Haymarket

## Blue Line Options:

- Walk from State or Bowdoin
- Extended Bowdoin hours
- Shuttle bus from State or Bowdoin





# Proposed Station Headhouse



**THANK YOU**