



Massachusetts Bay  
Transportation Authority

March 2014

# Government Center Station Reconstruction Project Green Line / Blue Line

# 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
- 2014 – Station Closure (March 22)
  - \* 24 month Station Closure & Subway By-pass \*
- 2016 – Station 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
- Architectural Access Board
- Massport
- Local & Regional TMA's

## 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

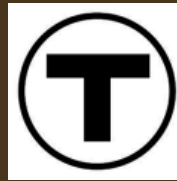
## Community Meetings

- Boston
- East Boston
- Revere
- Lynn
- Winthrop





# Existing Station Headhouse



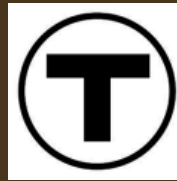


# Proposed Station Headhouse



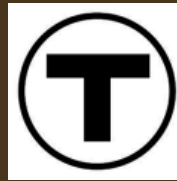


# Existing City Hall Plaza



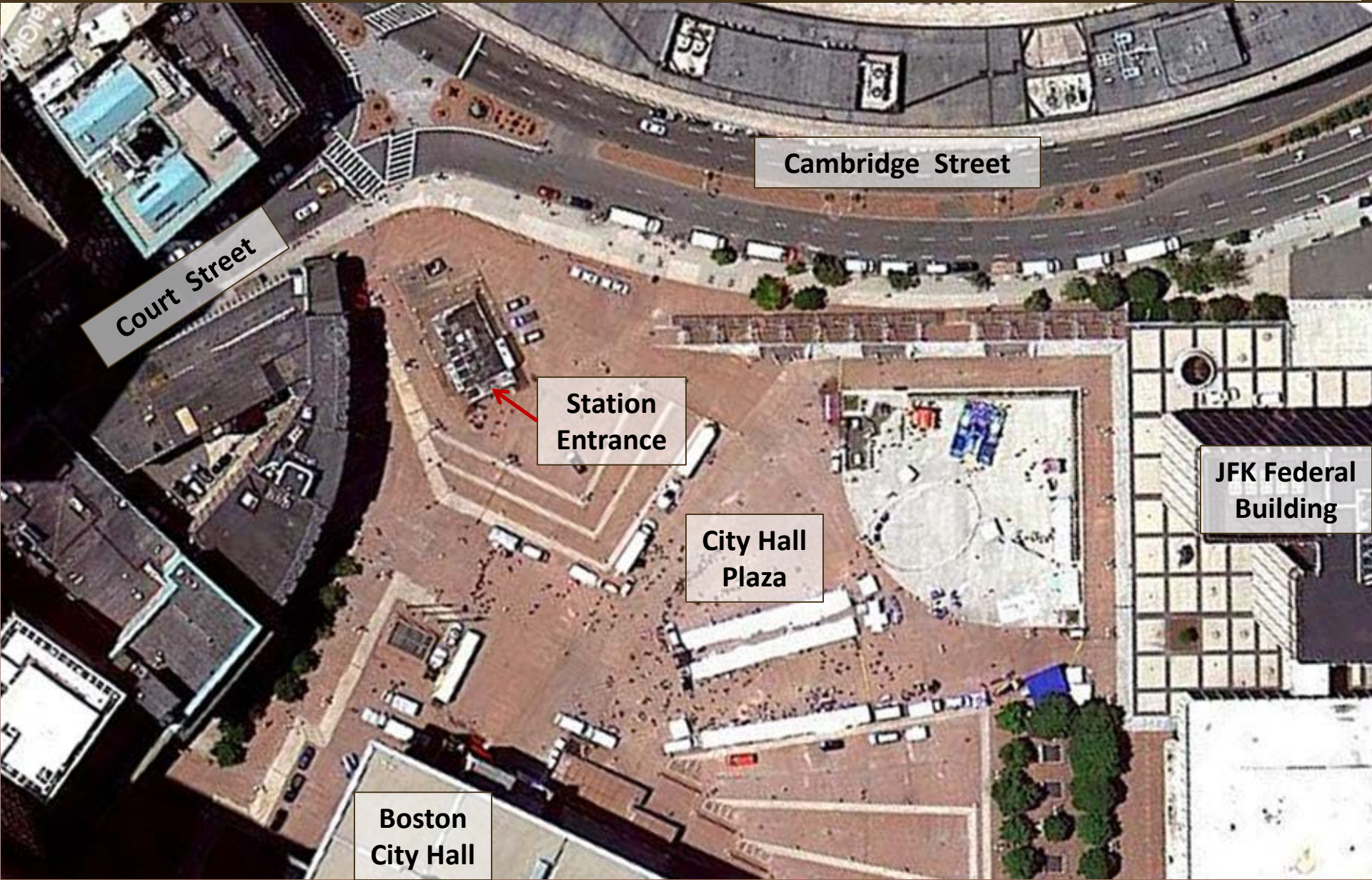


# Proposed City Hall Plaza





# Project Site – Existing



Court Street

Cambridge Street

Station Entrance

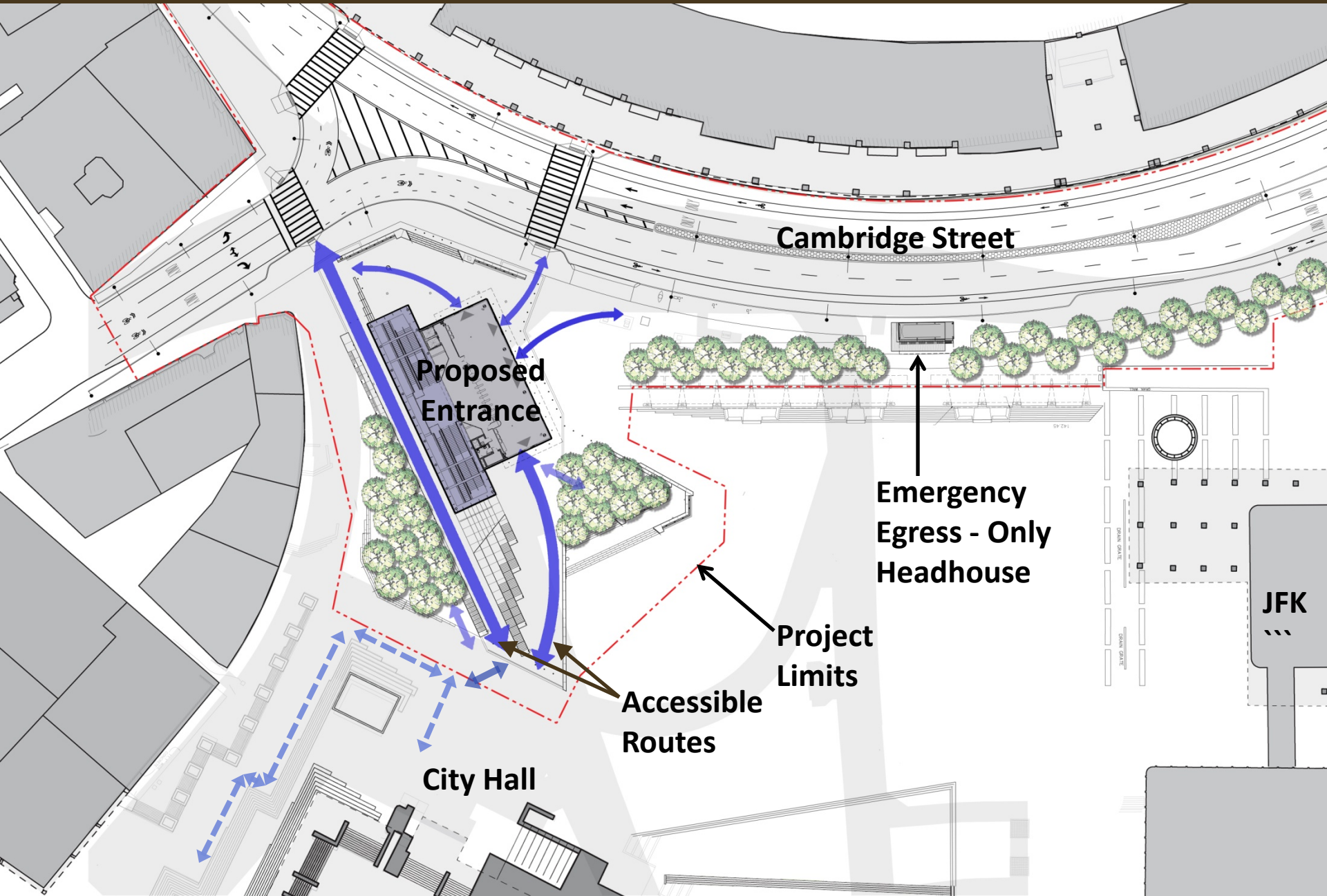
City Hall Plaza

Boston City Hall

JFK Federal Building



# Proposed Site Plan



Cambridge Street

Proposed Entrance

Emergency Egress - Only Headhouse

Project Limits

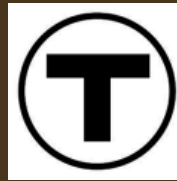
Accessible Routes

City Hall

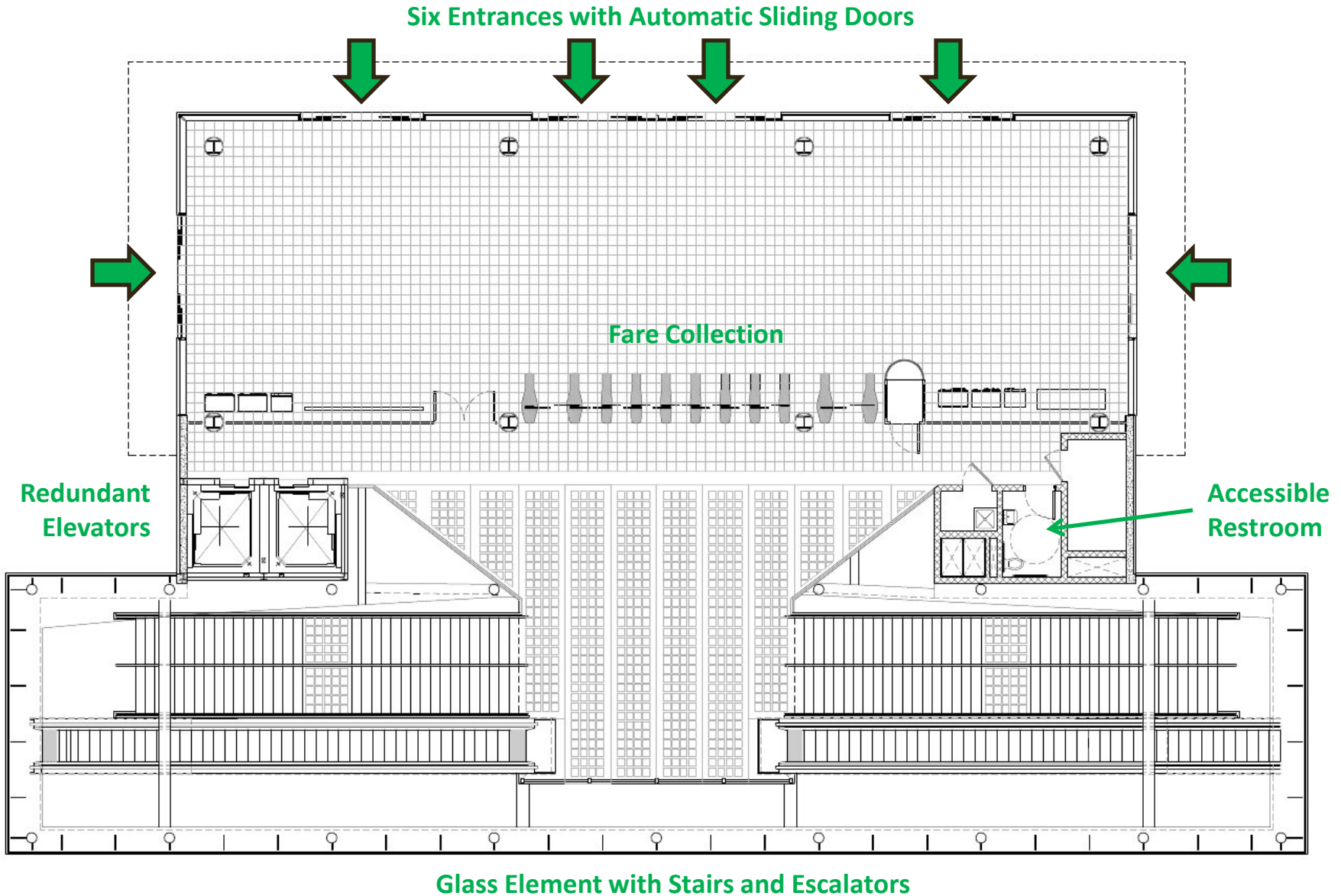
JFK



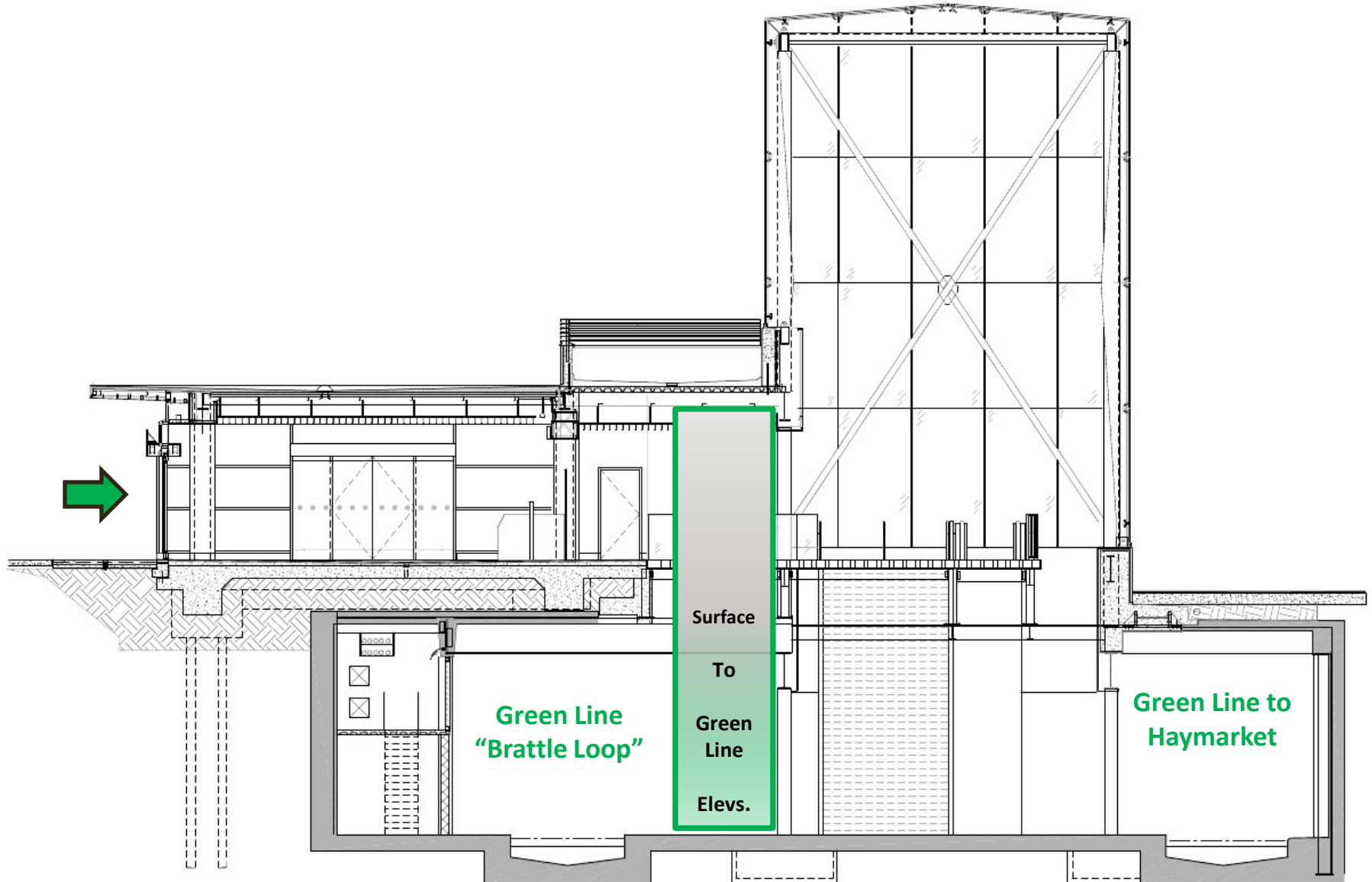
# Proposed Entrance - City Hall Plaza



# Proposed Entrance Headhouse Plan

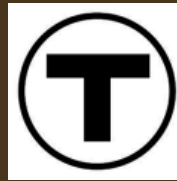


# Headhouse/Station Cross Section



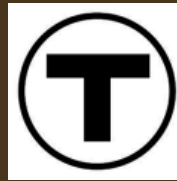


# Existing Headhouse Entry



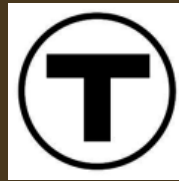


# Proposed Headhouse Entry



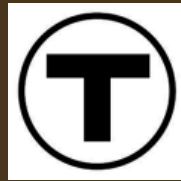


# Existing Interior – Entry Lobby



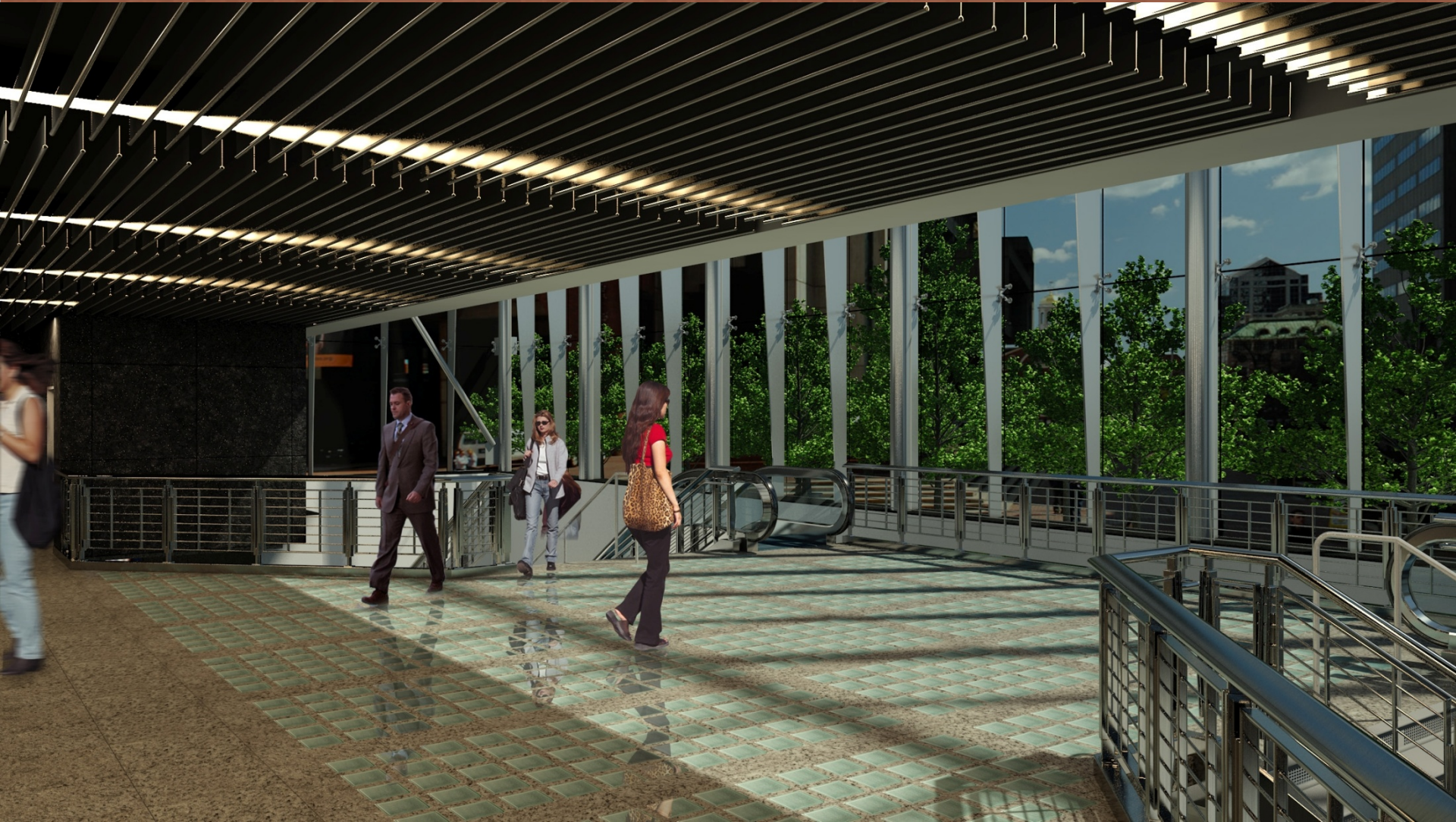


# Proposed Interior – Entry Lobby





# Interior – Paid Lobby



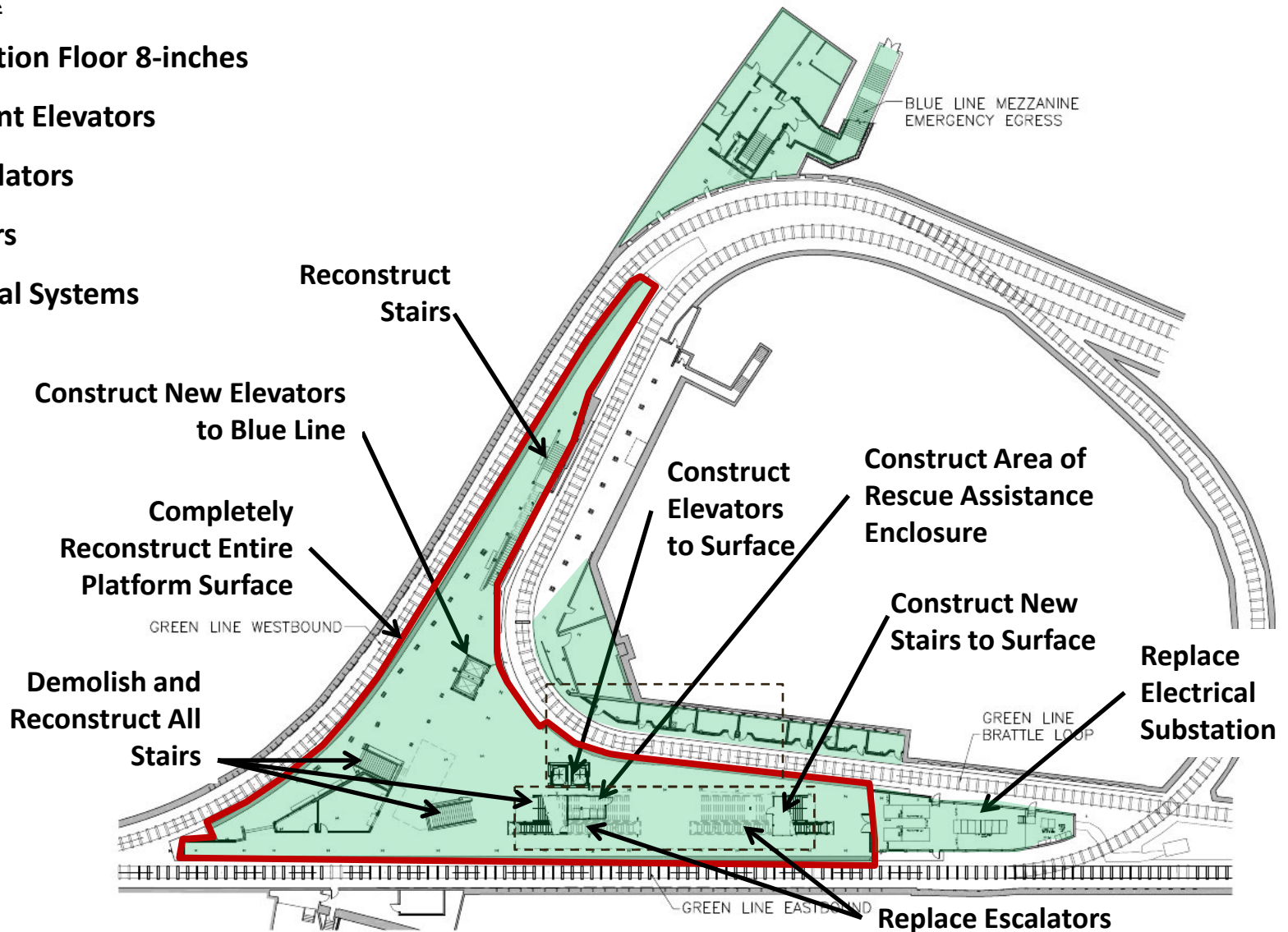


# Green Line Station Plan

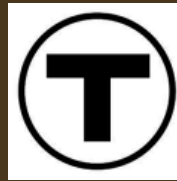


## SCOPE OF WORK

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



# Green Line Station Track Clearance Improvements



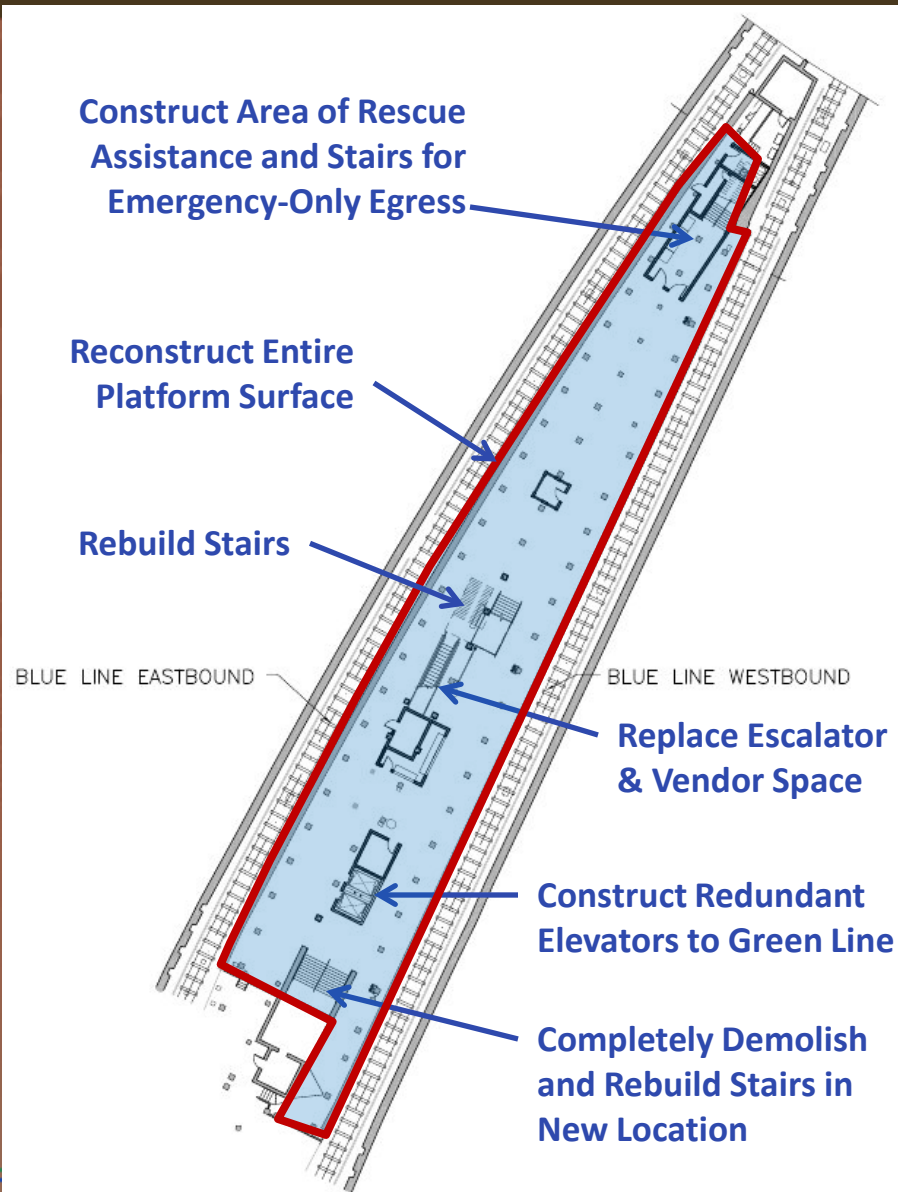
Existing Platform:  
About 3-feet Wide

Proposed Platform:  
About 10-feet Wide  
with Tactile Warnings





# Blue Line Station Plan



# Construction Phasing



## Criteria:

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

## Recommendation:

- Station Closure and Trains Run Through





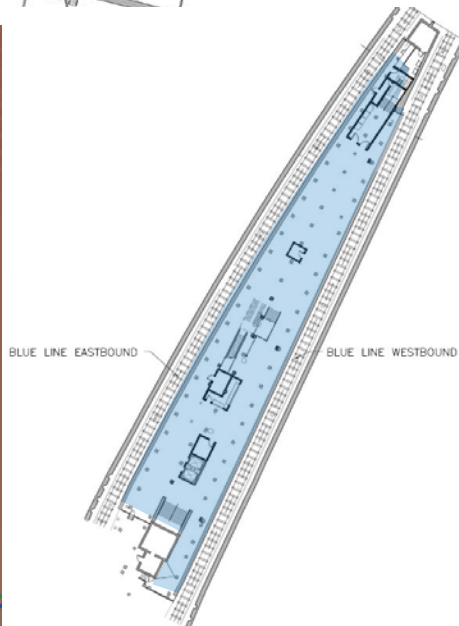
# Construction Phasing



## 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



# Customer Transfers



Riders who usually transfer here

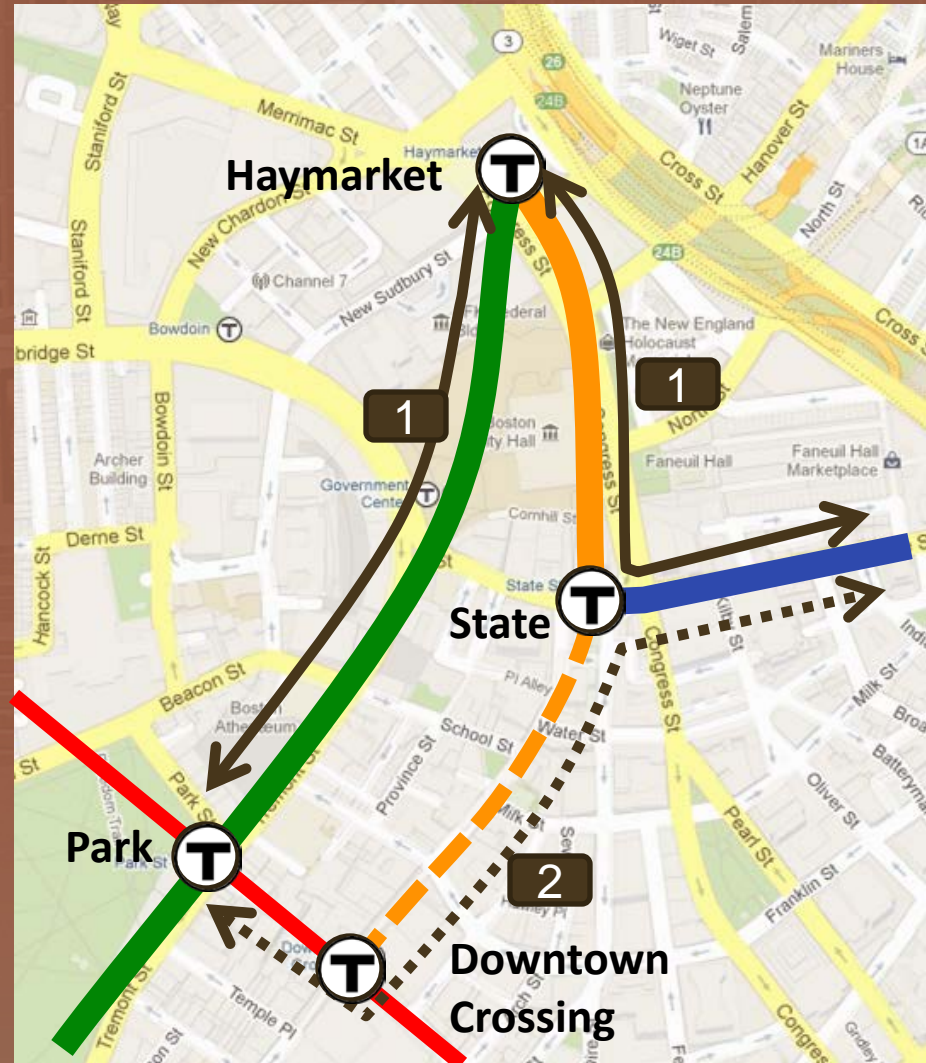
Options:

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



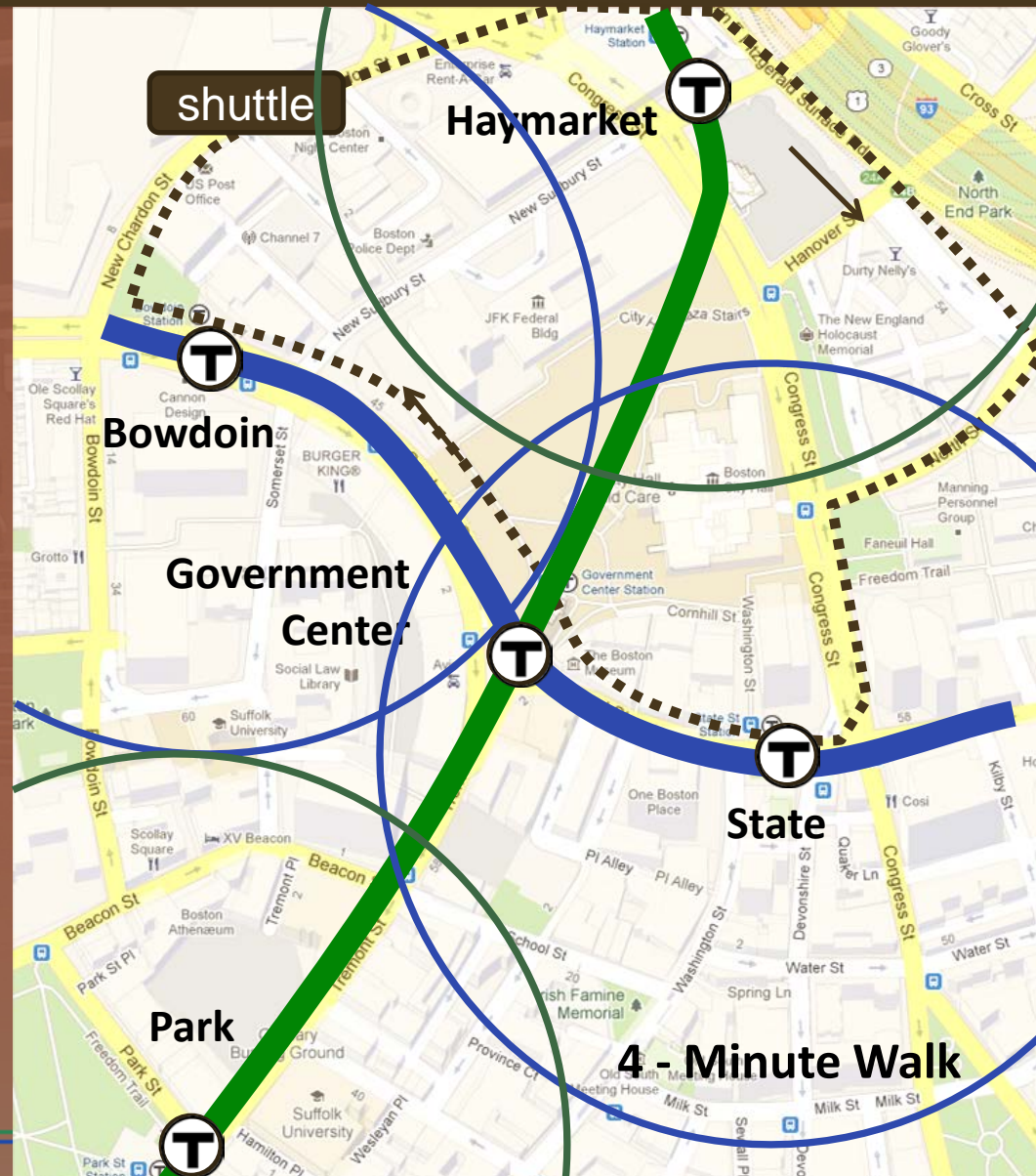
If you usually enter or exit here:

## Green Line Options:

- Walk from Park or Haymarket
- Shuttle bus from Haymarket

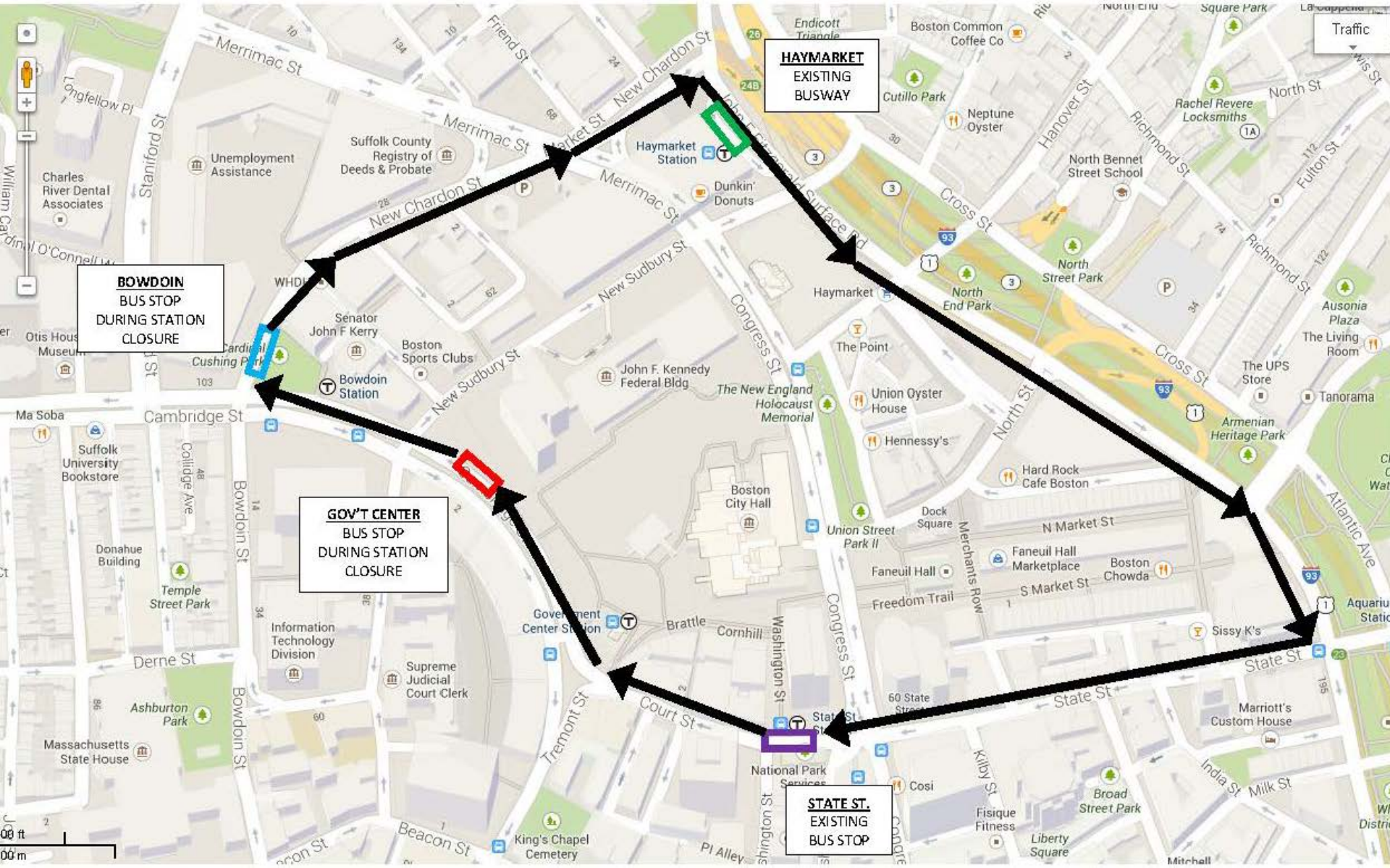
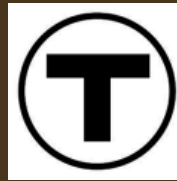
## Blue Line Options:

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



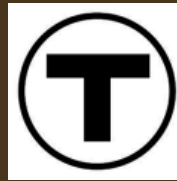


# MBTA Shuttle Bus – Route 608 During Closure





# Transit Options and Passenger Accommodations During Closure



- Transfers within the System
- Enter/Exit at a Nearby Station
- Bowdoin Station: Full Operational Hours
- Additional Green Line Trains
  - D-Line Off-Peak service extended to North Station
  - C-Line Peak service increased by 15%
- Silver Line 1: Add'l Service (+25%) (So. Station to Airport)
- Shuttle Bus (Route No. 608)
  - alternative to walking from adjacent station
  - State – Gov. Cen. – Bowdoin – Haymarket
- Increased MassPort Shuttle: Logan to Airport Station

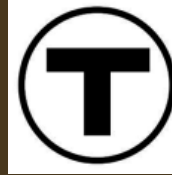




# GOVERNMENT CENTER

## CLOSED FOR CONSTRUCTION

### BLUE / GREEN LINE TRANSFER DETOUR



# STATION BYPASS



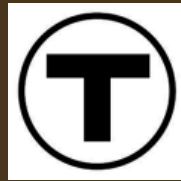
- ELEVATOR SERVICE. THESE STATIONS ARE ACCESSIBLE
- BLUE AND GREEN LINE SERVICE WILL BYPASS GOVERNMENT CENTER STATION
- HAYMARKET: RECOMMENDED DETOUR ROUTE
- DOWNTOWN CROSSING: SECONDARY DETOUR ROUTE (CAPACITY LIMITED)
- ABOVE GROUND WALKING TRANSFER (FREE WITH LINK PASS)
- FREE WALKING TRANSFER VIA WINTER ST CONCOURSE

For more information:  
617-222-3200  
617-222-5146 (TTY)  
mbta.com





# Proposed Station Headhouse



THANK YOU