

Massachusetts Bay Transportation Authority



MBTA Worcester Union Station Improvements & Associated Track Work

Stakeholder Meeting

June 6, 2019





AGENDA



Team Introduction



Project Overview

- Purpose & Need
- Project Benefits
- Existing Station Layout



Project Scope

- Proposed Project Elements
- Construction Phasing
- Schedule
- Maintenance and Ownership



Public Outreach



Open Discussion



Team introduction



MBTA

- Deputy AGM Capital Delivery
Commuter Rail Programs
- Sr. Project Manager

James Jackson
Maribel Kelly

HDR (Designer)

- Principal in Charge
- Project Manager
- Project Engineer
- Architect

Anthony Gouveia
Eric DiVirgilio
Salina Martin
Michael Baskin



Project Goals



- Accessibility
- Safety
- Efficiency
- Operational Flexibility
- Maintainability
- Attractive
- Appropriate to environs
- Resiliency



PROJECT OVERVIEW - Purpose and Need



- The existing Worcester Union Station only provides access for one train at the station at a time, which limits the capacity and operational flexibility of the Worcester/Framingham commuter rail line.
- The Worcester line has been identified for capacity improvements to allow for increased passenger service by the MBTA. The work includes Worcester Station as well as possible triple track between MP 11 and 21 and fully ADA accessible stations at Auburndale, Newtonville and West Newton.
- MassDOT has also commissioned a study to look at increased intercity passenger service between Boston and points west, using the Worcester Mainline.



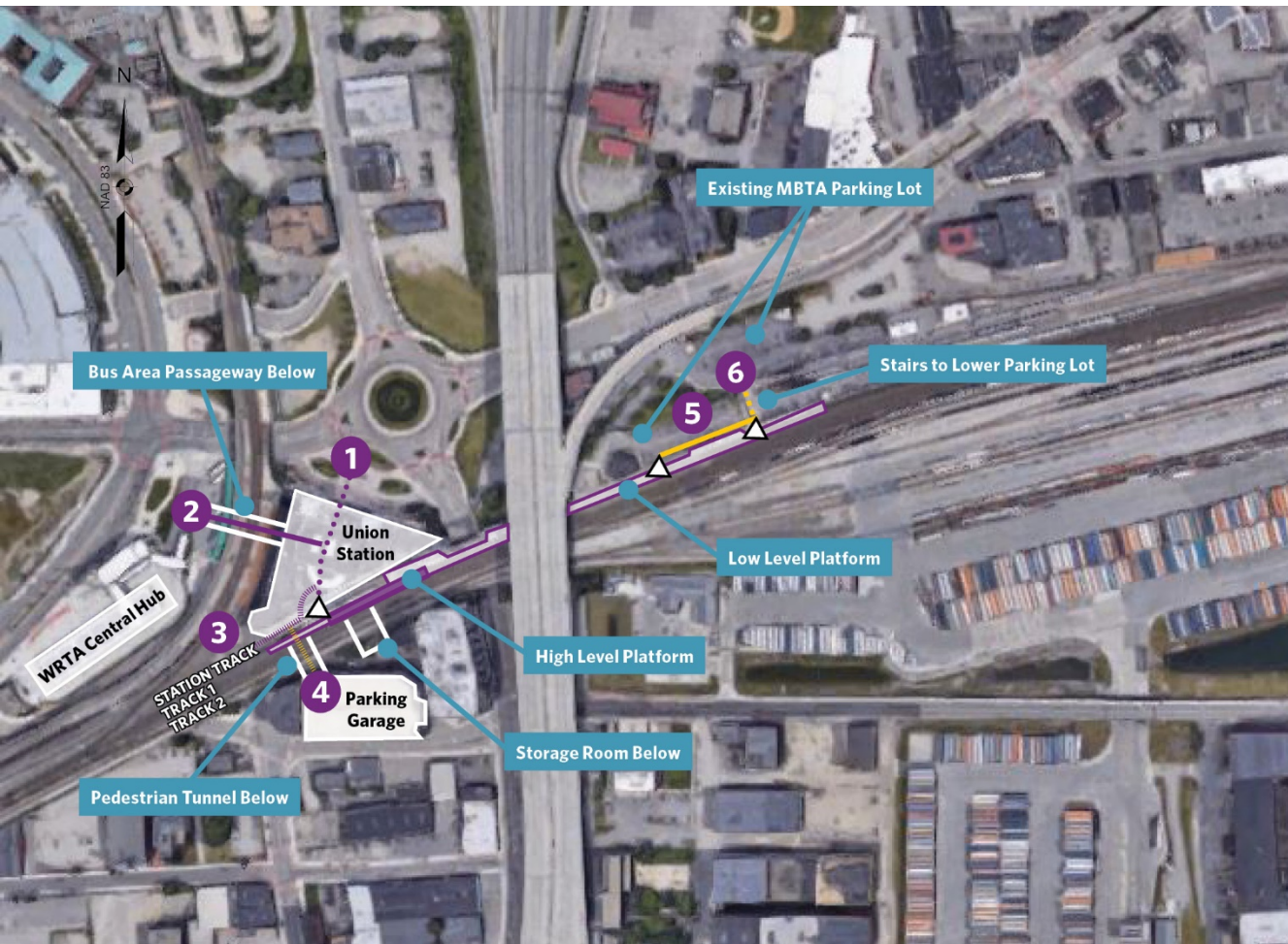
PROJECT OVERVIEW - Project Benefits



- Increase passenger and overall system safety.
- Reduce operating schedules.
- Provide capacity expansion options to meet current and future demand.
- Implement ADA upgrades to fulfill code compliance requirements.
- Reduce station life cycle maintenance costs and lower energy consumption.
- Provide environmentally-friendly station, and facility design concepts.



PROJECT OVERVIEW – Existing Station Layout

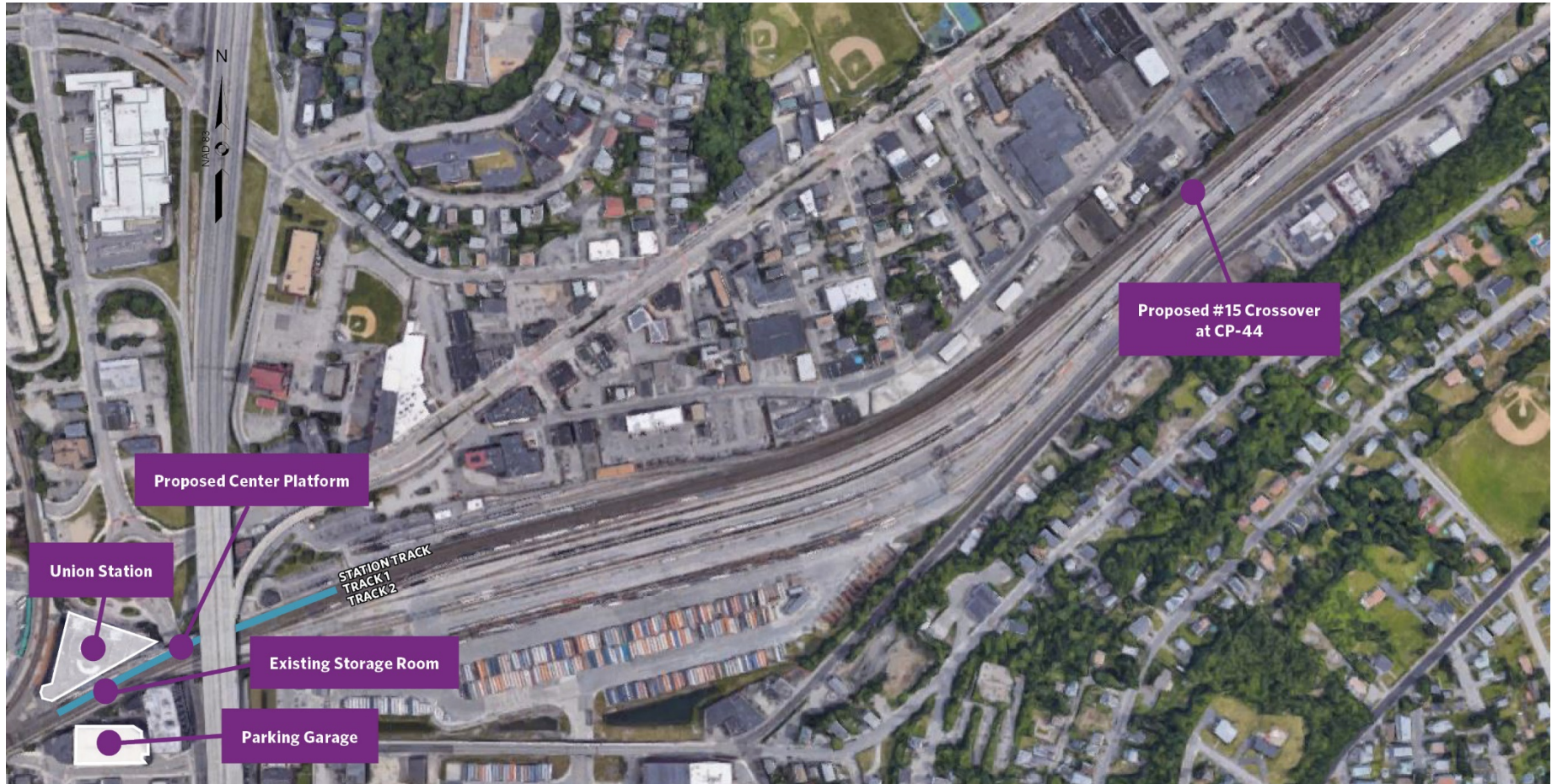


LEGEND

- 1 Front Entrance/Passenger Drop-off/ Pick-up Area
- 2 — Bus Entrance at Harding St. accessed via Bus Area Passageway
- 3 Harding St. Entrance/Taxi Drop-off/ Pick-up
- 4 Parking Garage Entrance, access via Existing Pedestrian Tunnel
- 5 — MBTA Parking Lot (Upper Lot) accessed directly from Low Level Platform
- 6 MBTA Parking Lot (Lower Lot) accessed via Existing Stairs and Walkway from Low Level Platform

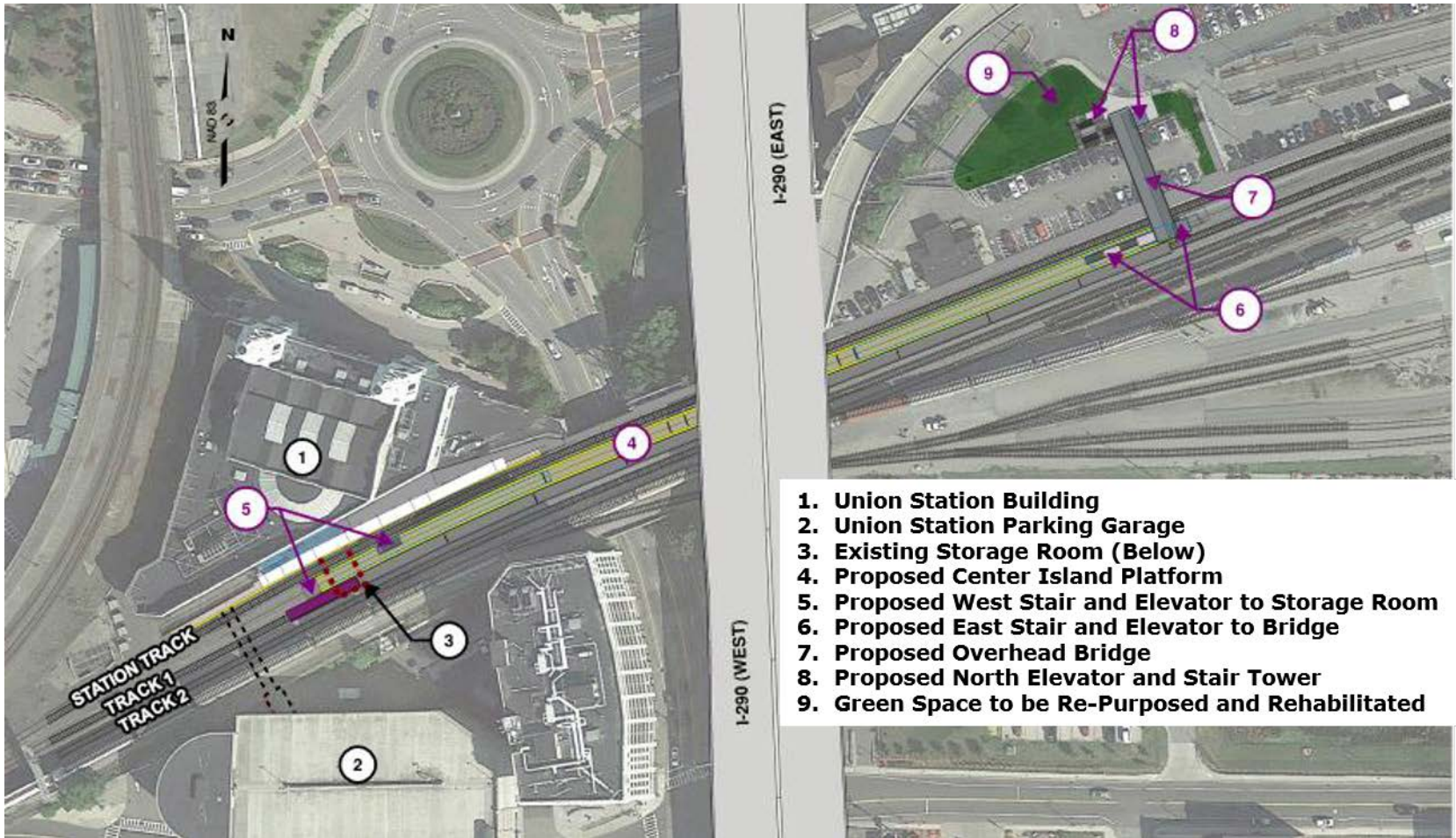


PROJECT OVERVIEW



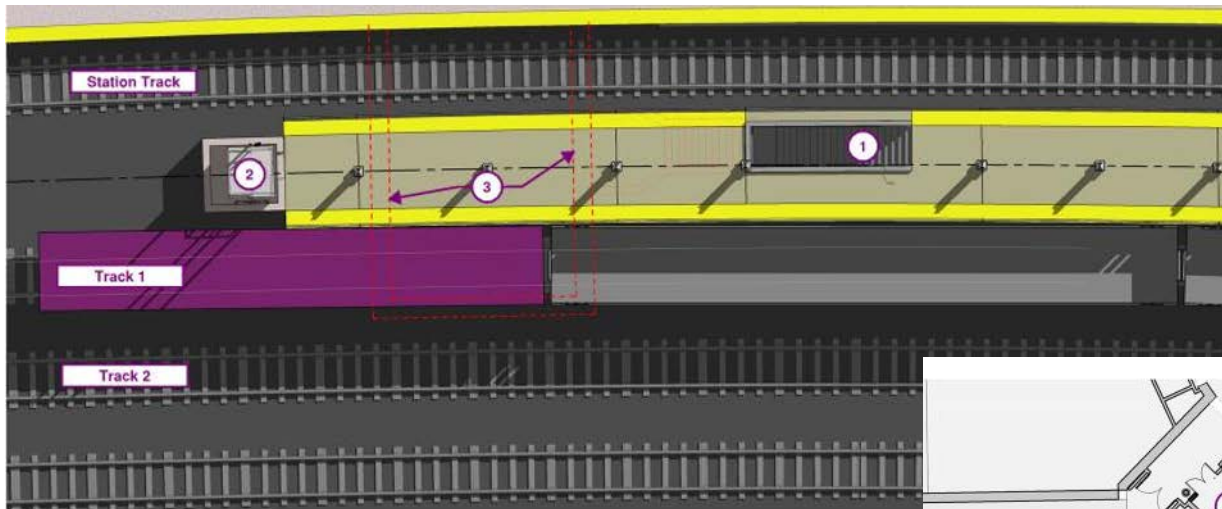


PROJECT SCOPE - Proposed Project Plan

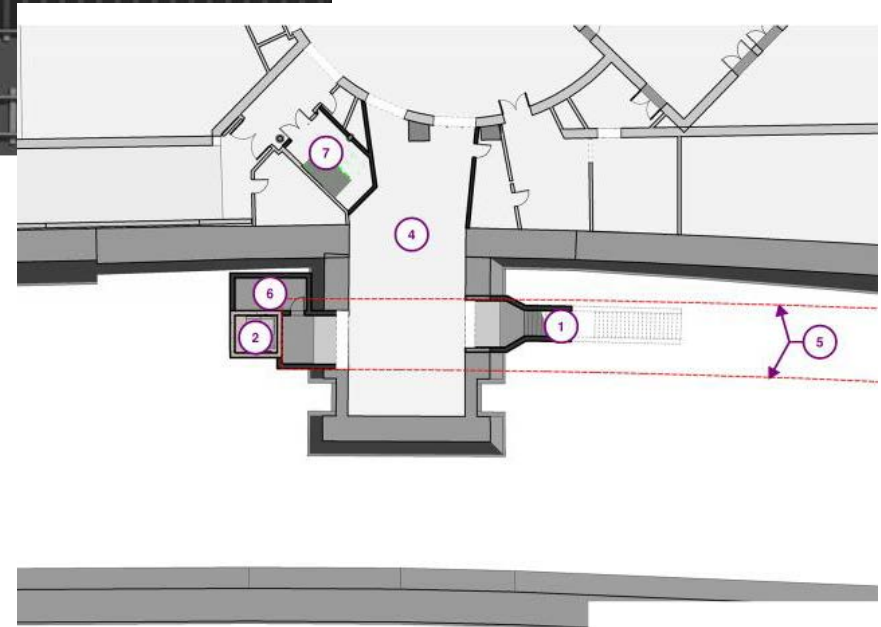




West End Platform – Existing Storage Room

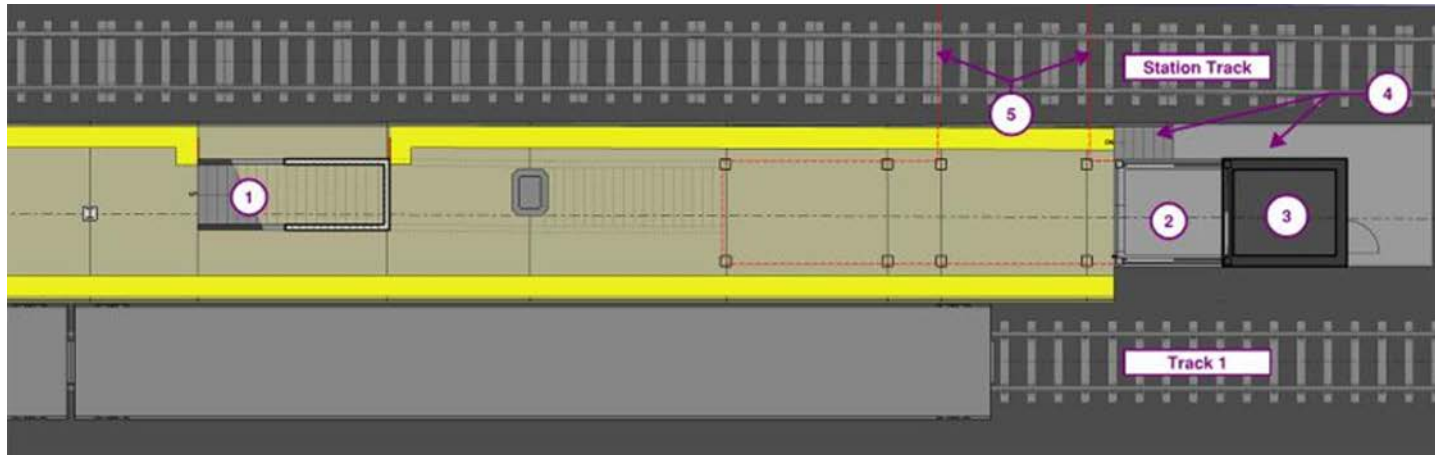


1. Stairs Down to Existing Storage Room
2. Elevator Down to Existing Storage Room
3. Outline of Existing Storage Room Below
4. Existing Storage Room to be converted into Platform Access Corridor
5. Outline of Platform Above
6. Proposed Elevator Machine Room
7. Proposed Mechanical Room





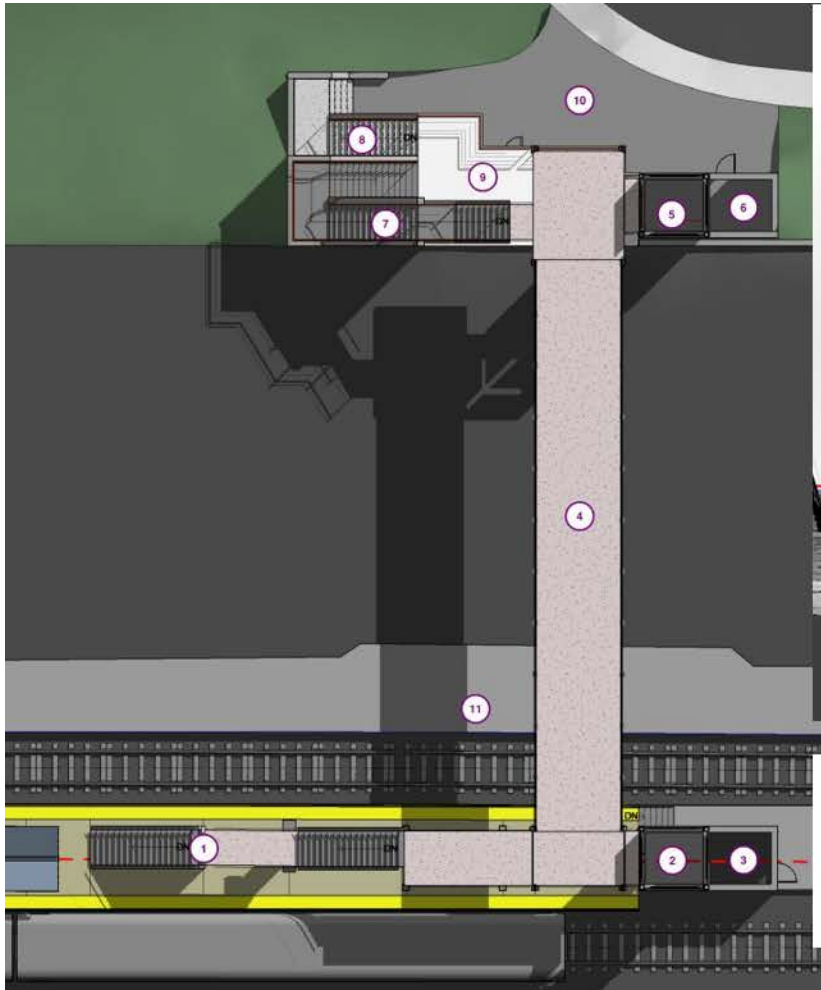
East End Platform – Pedestrian Bridge Connection



1. Stairs Up to Bridge
2. Elevator #2 Up to Bridge
3. Elevator #2 Machine Room
4. Stair & Walkway access to machine room
5. Bridge above



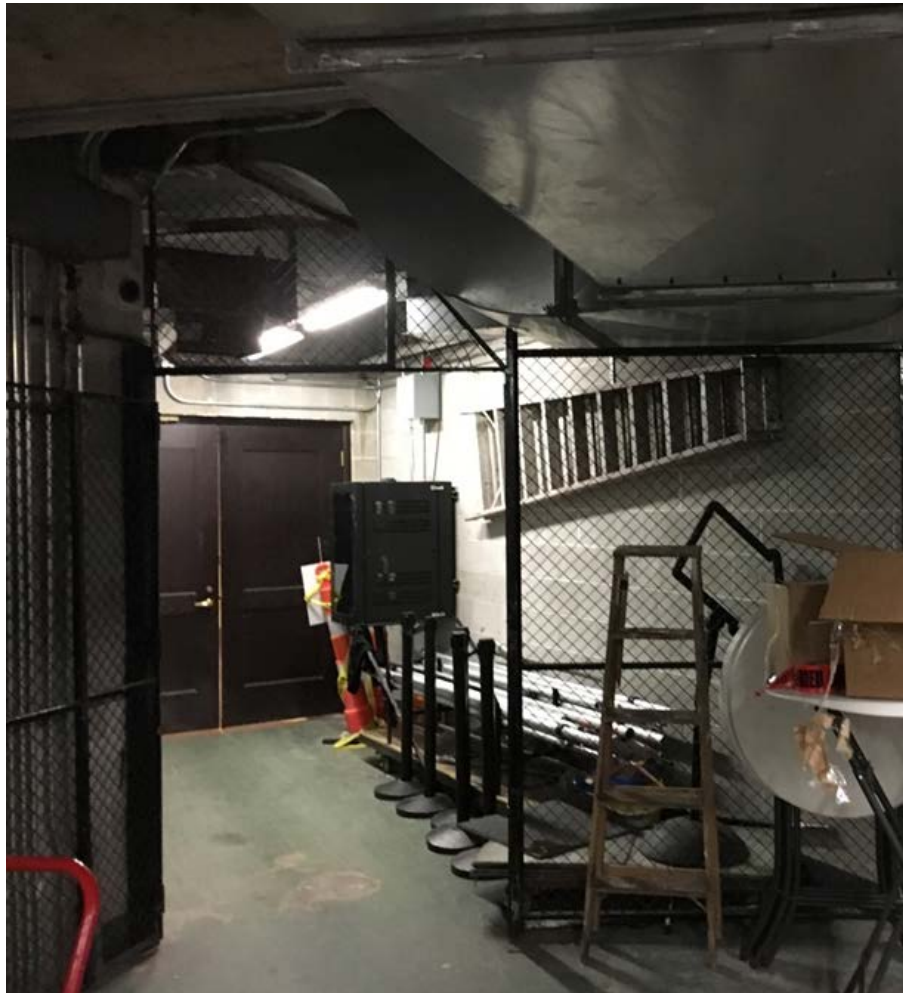
East End Platform – Pedestrian Bridge Connection (cont.)



1. Stairs between platform and bridge.
2. Elevator #2 between Platform and Bridge
3. Elevator #2 Machine Room
4. Pedestrian Bridge
5. Elevator #3 between bridge and parking lot.
6. Elevator #3 Machine Room
7. Stairs between bridge and upper parking level.
8. Stairs between lower and upper parking levels.
9. Landing / Plaza at upper parking level
10. Landing / Plaza at lower parking level
11. Accessible walkway to Union Station



Design Progression



- Considered multiple configurations (Use existing pedestrian tunnel vs. existing storage room; Tunnel vs. Overhead on east end)
- Through early coordination with WRA – now using existing storage room for access – feasible and preferred option for construction phasing and wider platforms
 - Results in additional modifications to existing mechanical and electrical systems
 - Requires modifications to interior station walls
 - Pedestrian Overhead bridge on east end
 - Full depth track construction – will allow for waterproofing over the storage room

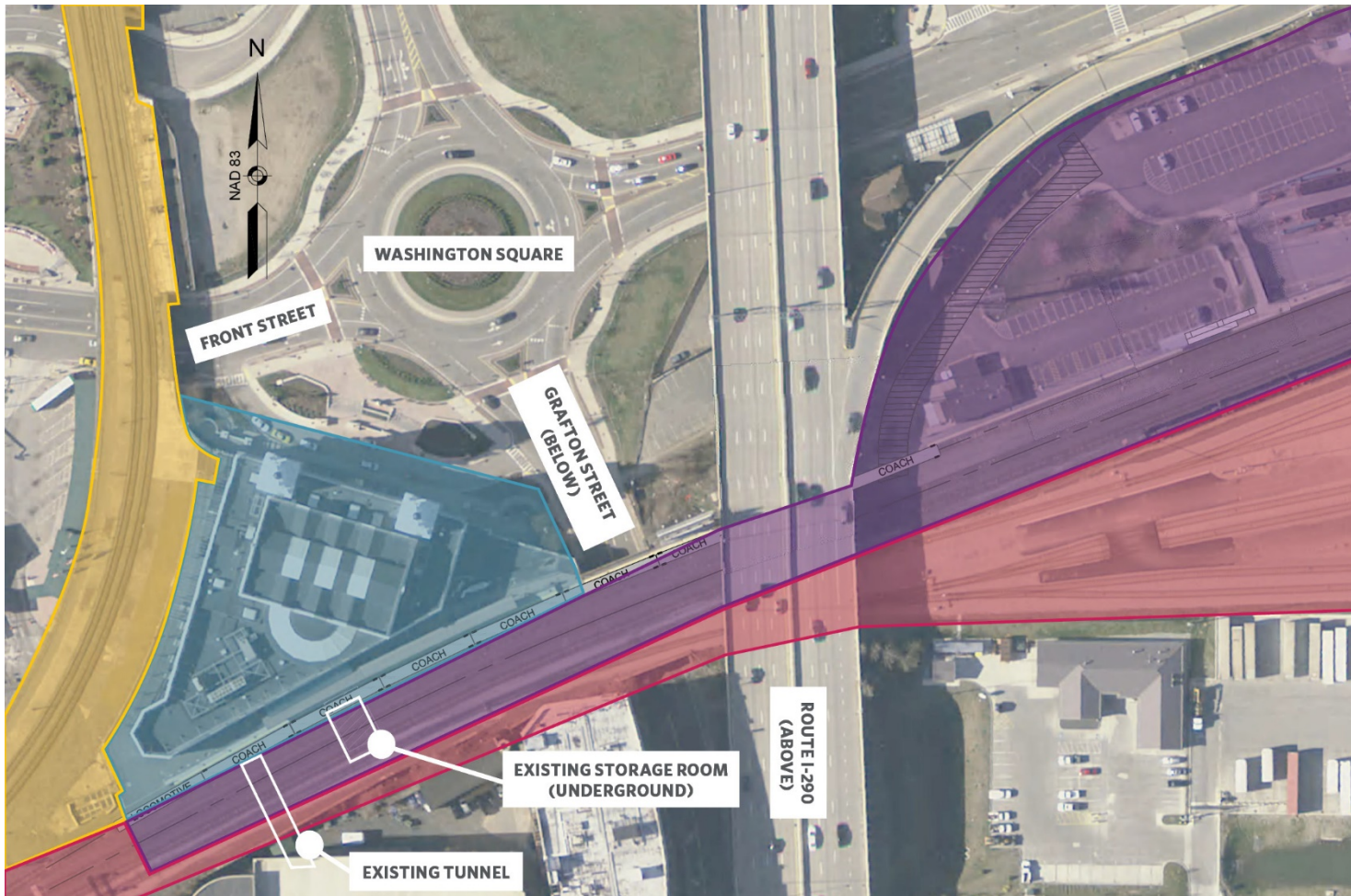
Existing Storage Room



Maintenance and Ownership

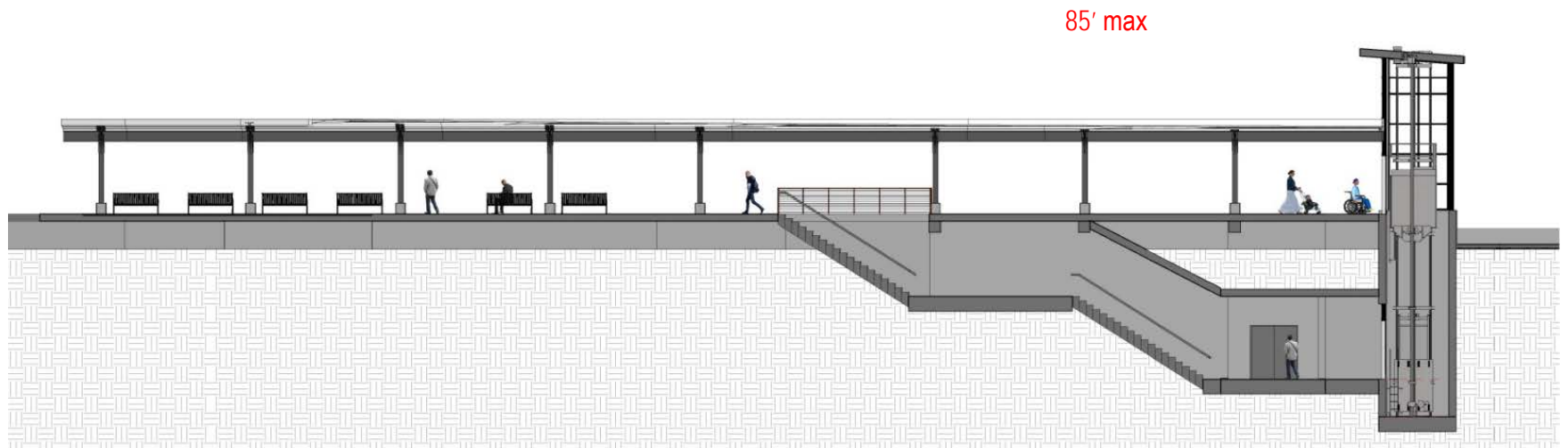
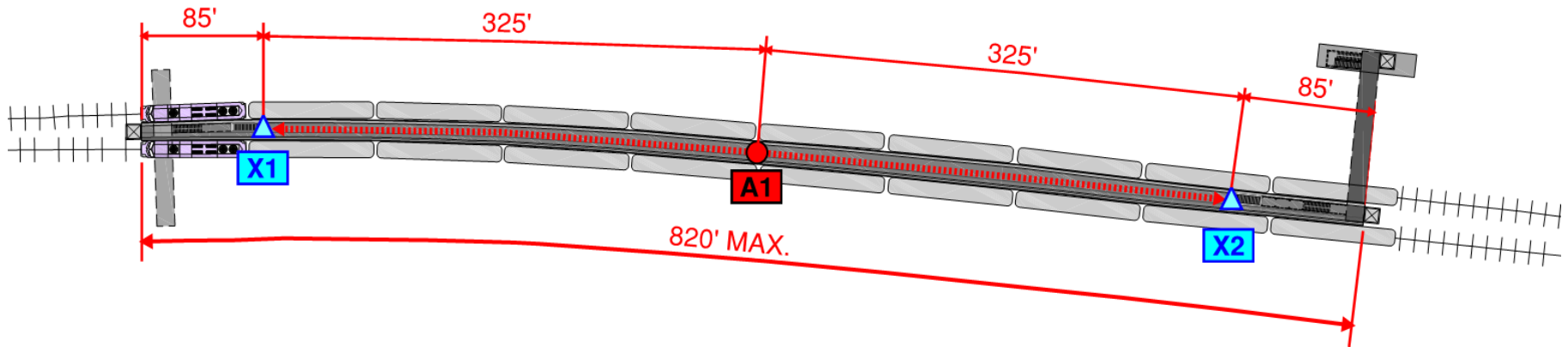
LEGEND

- CSX Owned and Maintained
- MBTA Owned and Maintained
- G+W Owned and Maintained
- WRA Owned and Maintained



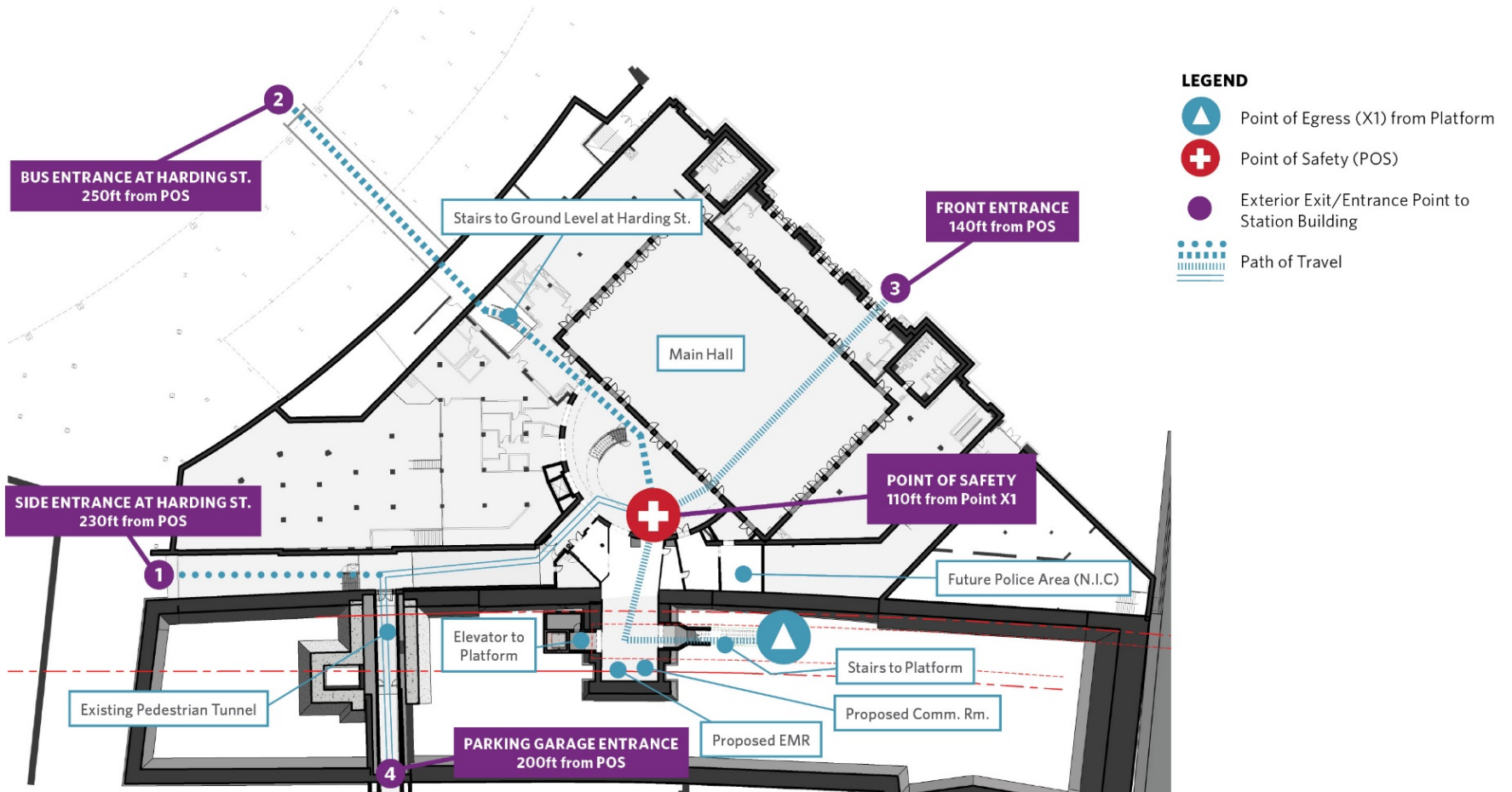


NFPA 130 Egress Requirements



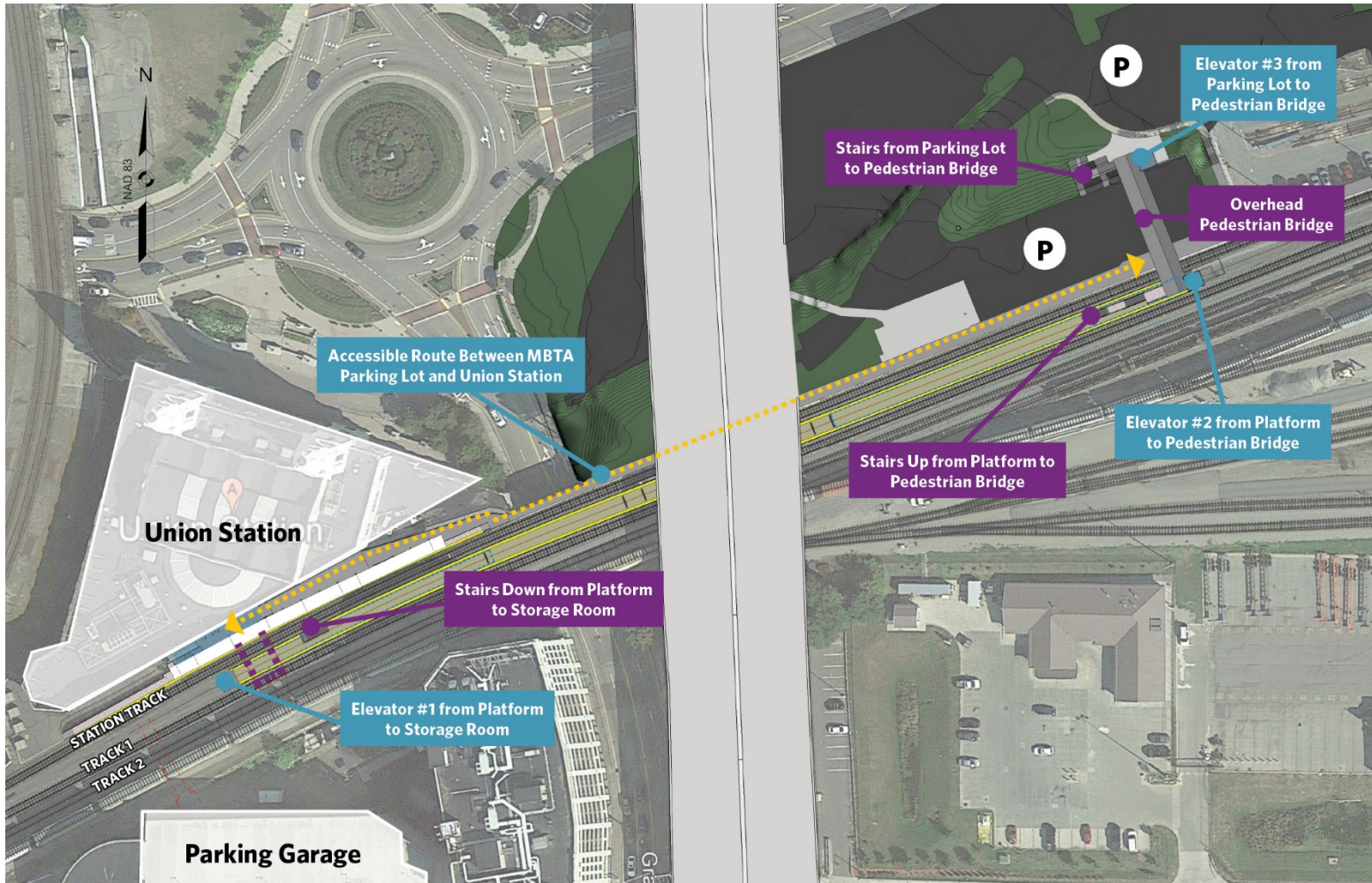


West End – Egress Through Station Building



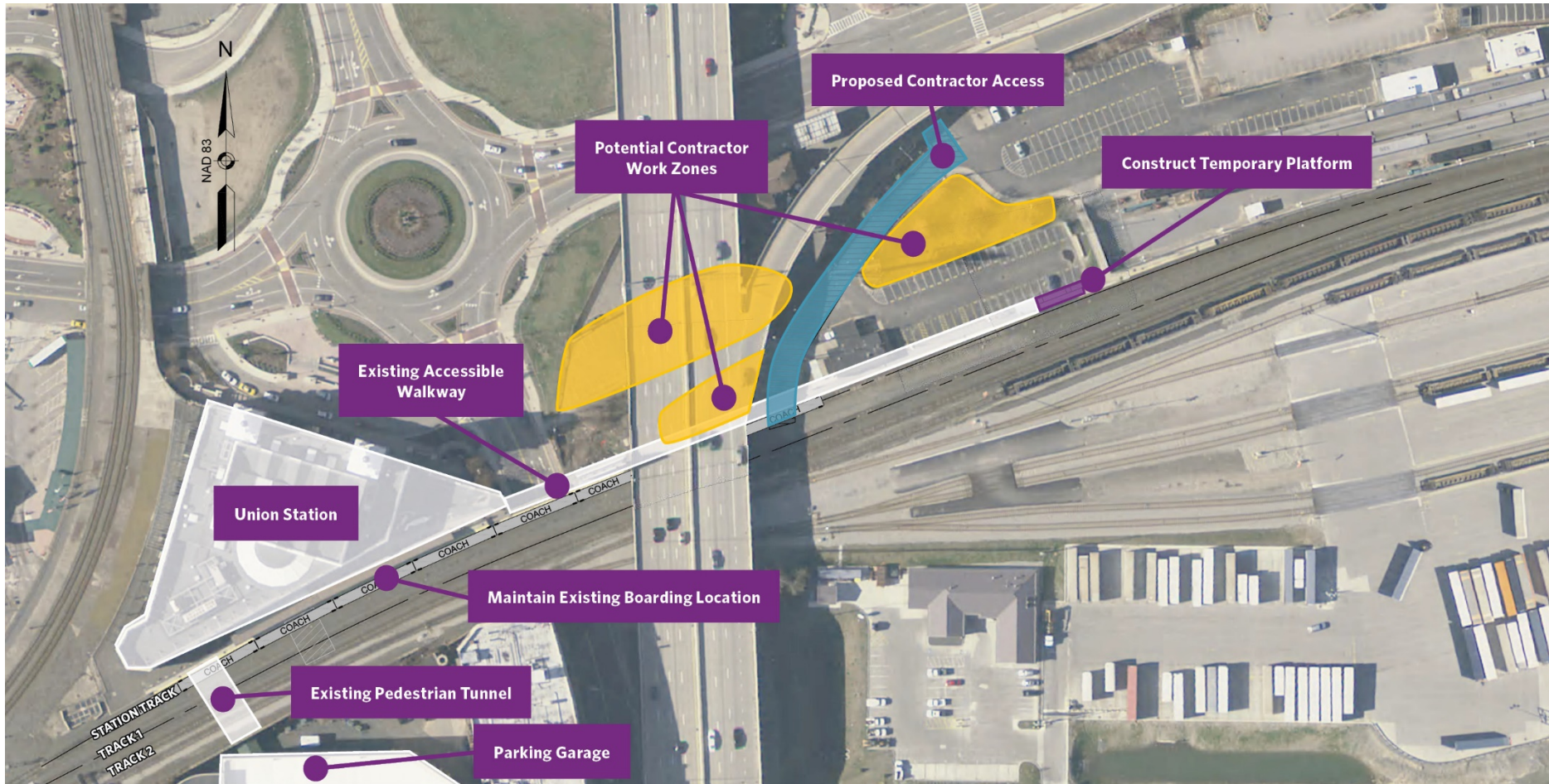


Accessible Routes



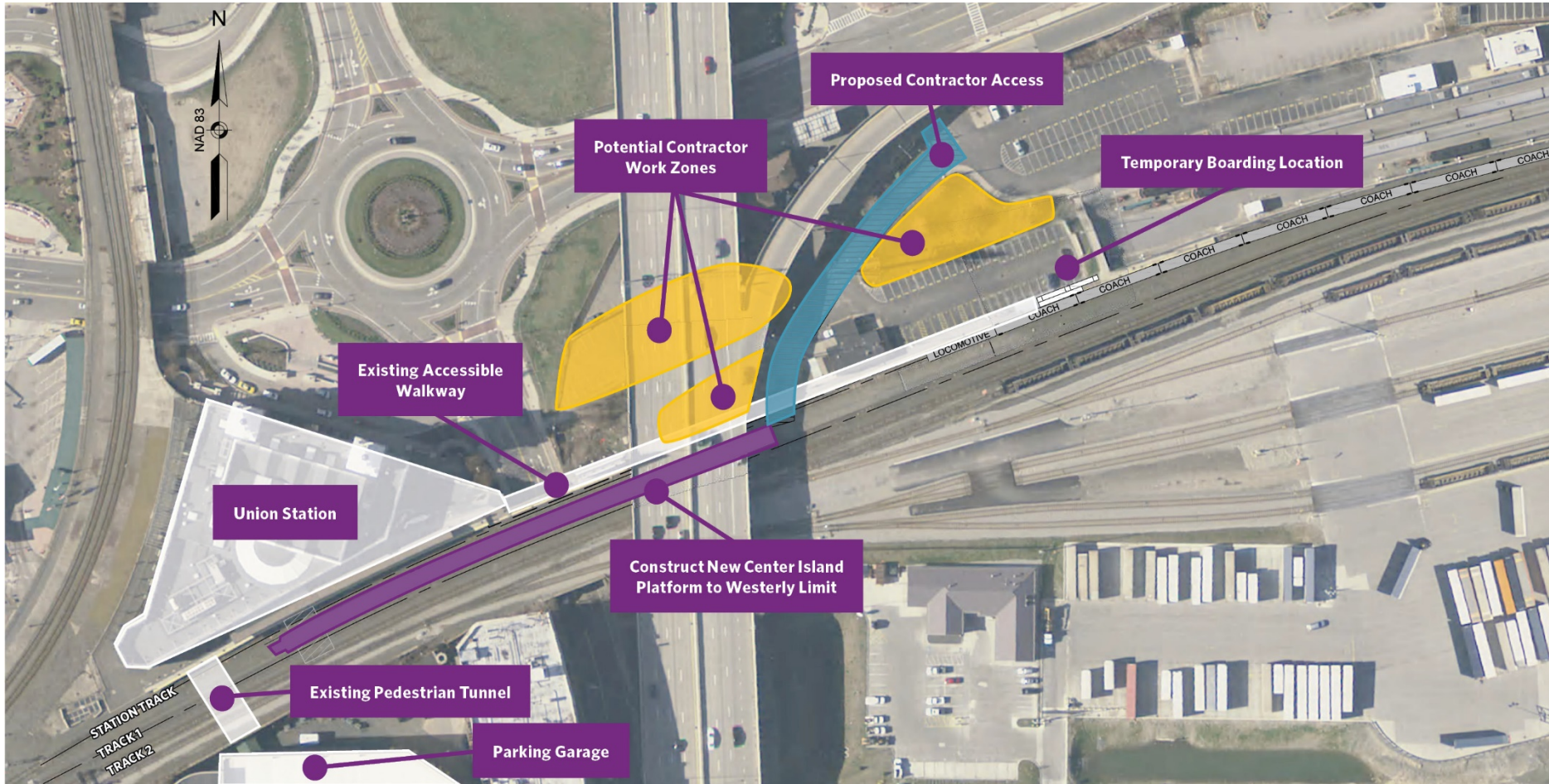


Construction Phasing – Phase 1 (Approximately 3 months)



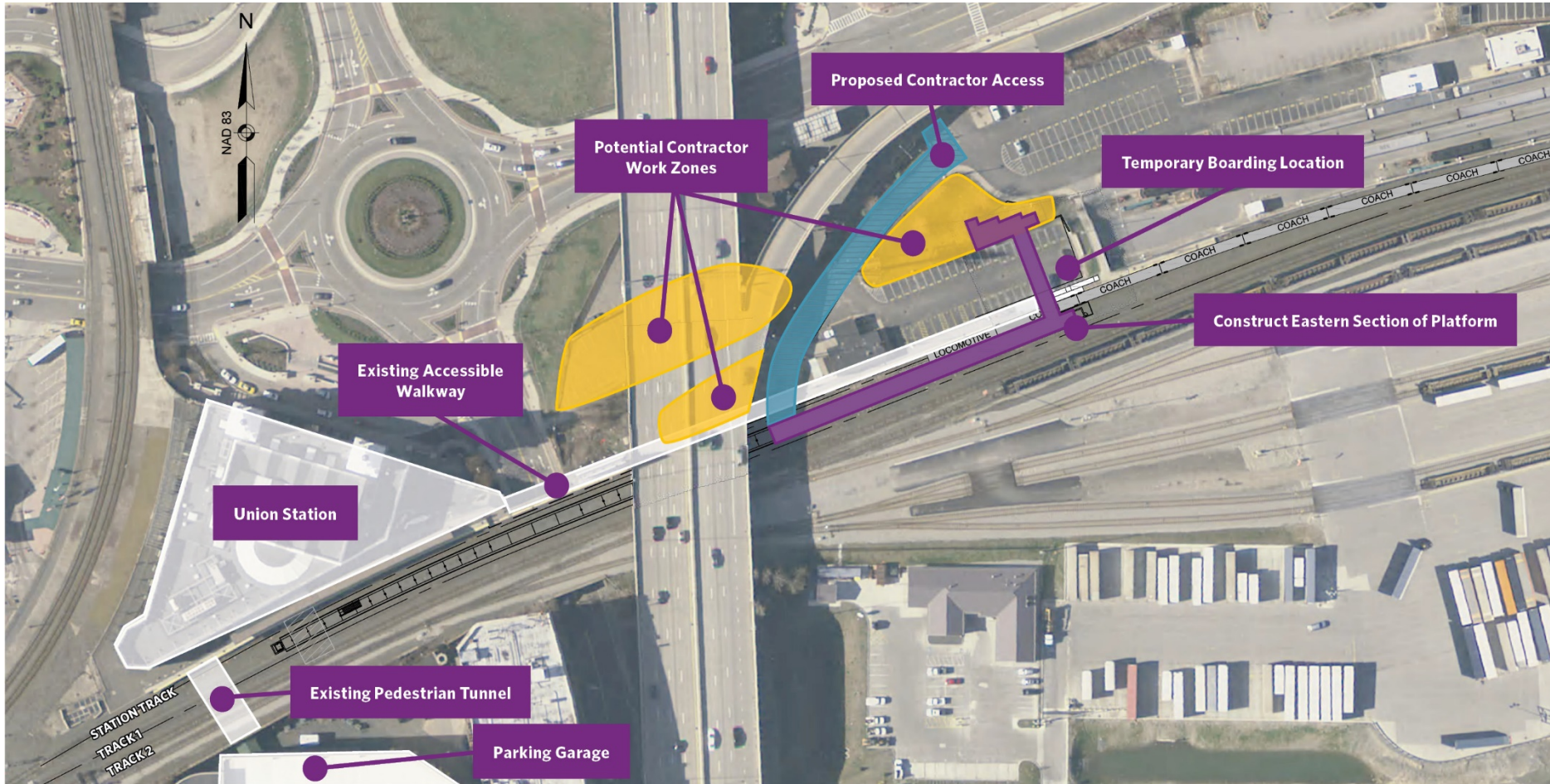


Construction Phasing – Phase 2 (Approximately 6-9 months)



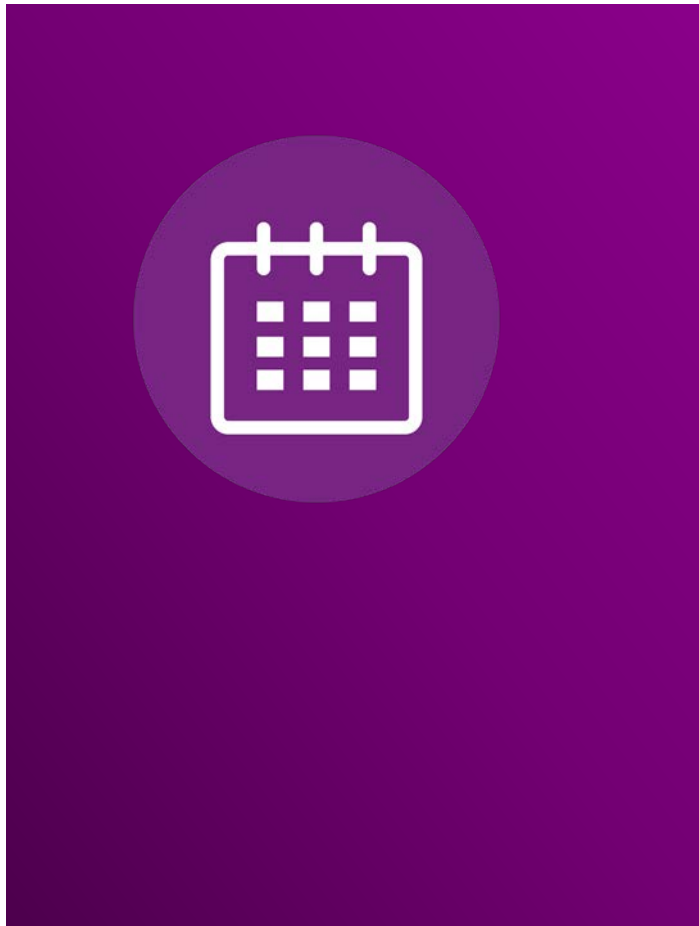


Construction Phasing – Phase 3 (Approximately 6-9 months)





Project Schedule



| TASK | SCHEDULE TO BE COMPLETED |
|-------------------|--------------------------|
| 30% Submission | 07/2019 |
| 75% Submission | 11/2019 |
| PS&E | 04/2020 |
| Bid Phase | 05/2020 - 08/2020 |
| NTP Construction | 08/2020 |
| Project Completed | 08/2022 |



Public Outreach



Project Website

<https://www.mbta.com/projects/worcester-union-station-improvements>

Public and Stakeholders can sign up for email updates from project on website.



Project Email

UnionStation@mbta.com



Open Discussion



Thank you!