



# **Massachusetts Bay Transportation Authority**

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## **DGM Remarks**

FMCB, June 3, 2019



# Gloucester Drawbridge Project Update

- Partial demolition of south trestle in progress
- Suspension of train service from June 1-16
- Bus shuttles operating between Rockport, Gloucester and West Gloucester Stations

## Why are we suspending train service north of West Gloucester?

The suspension of service allows crews to safely partially-demolish the south trestle of the old bridge.

## Project Background

We're replacing the 108 year-old drawbridge with 2 new drawbridges, new track, and signals

## Timeframe

Work started in fall of 2017 and is expected to be completed in the summer of 2022

## Cost

\$85m total (\$57m construction contract)





# Gloucester Drawbridge Project Update

## Full customer communication plan in effect

### May 13-21

- ✓ Communicated with local officials
- ✓ Website went live
- ✓ Media informed via press release
- ✓ Alerts, Tweets and station announcements started
- ✓ Flyers handed to Rockport train customers at North Station
- ✓ Wall posters and railing banners installed at 3 stations

### Starting June 1

- ✓ Directional signage and boarding location signage in place
- ✓ Keolis Customer Service Representatives at 3 stations to help customers on the spot.





## Harvard Bus Tunnel Rehabilitation – Improvements



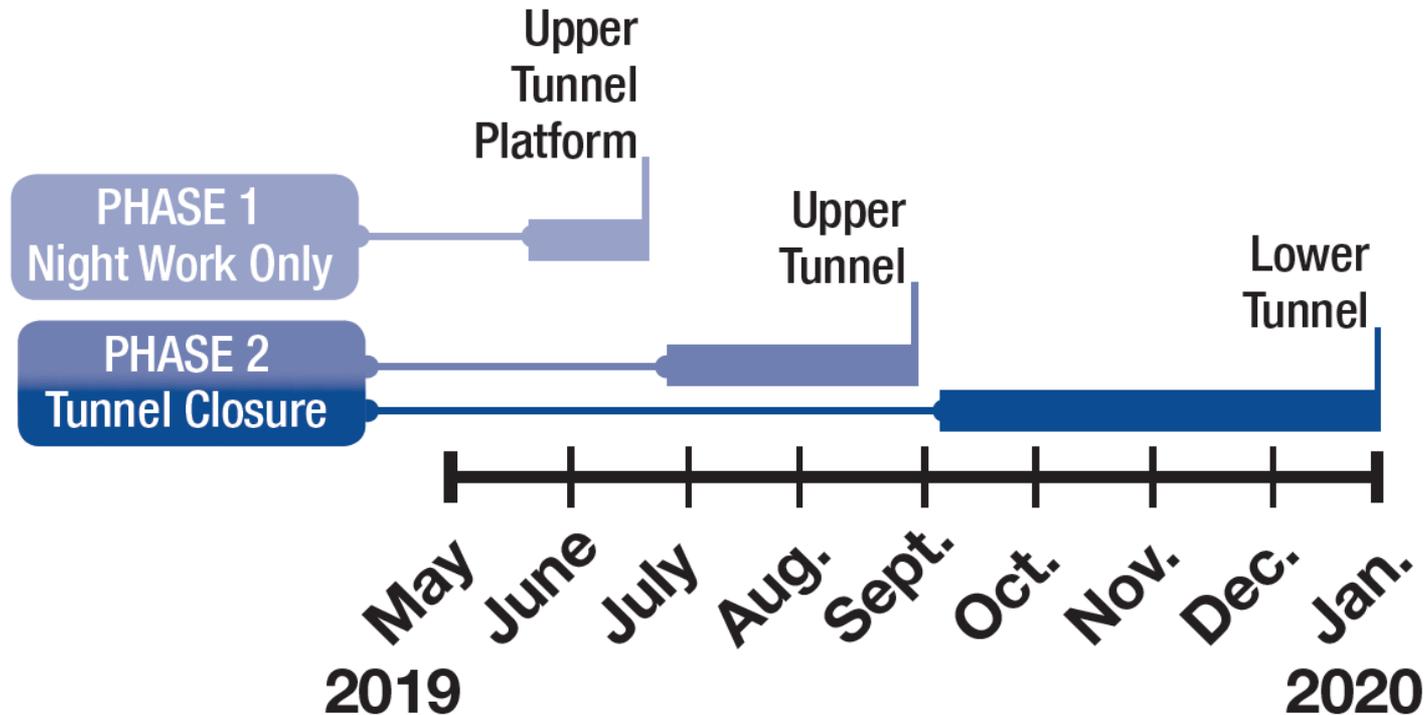
### The planned scope of work includes:

- Removing the roadway pavers and installing a new concrete road surface
- Replacing the tunnel drainage system
- Installing new overhead catenary system wire and supports
- Providing new redundant pumps at the Palmer St pump station
- Concrete repairs and crack injection at the tunnel walls and ceiling
- New busway lighting and wayfinding signage
- Ceiling replacement at the upper and lower platforms
- New sliding doors at the ramps and raising the lower level platform to improve accessibility



# Harvard Bus Tunnel Rehabilitation – Phasing

- **Designer:** WSP
- **Contractor:** Bond Brothers, Inc
- **NTP:** April 10, 2019
- **Award Amount:** \$13.2M

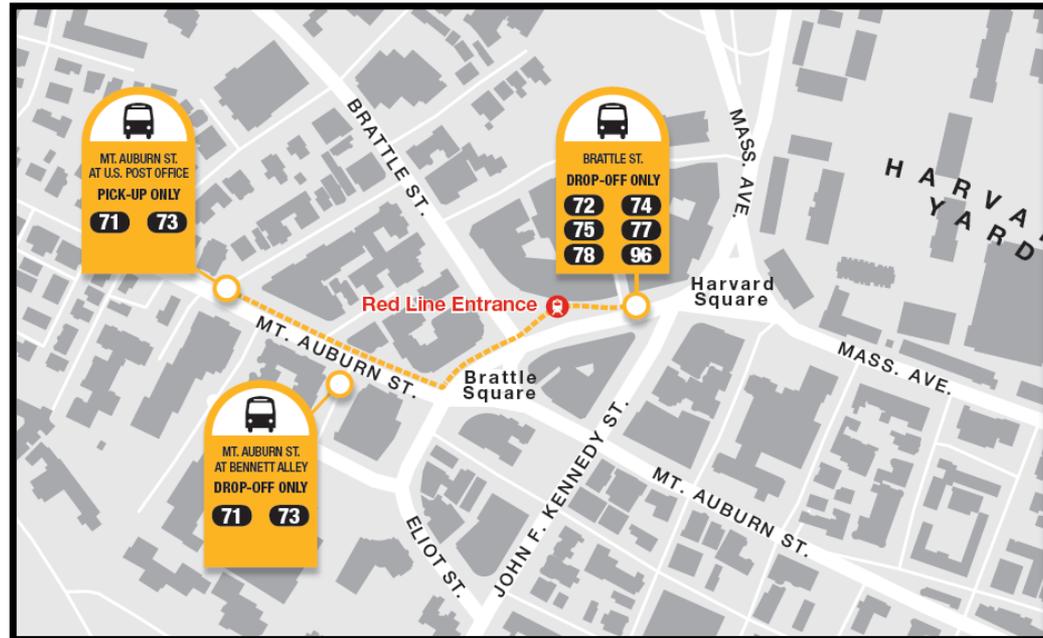




## Harvard Bus Tunnel Rehabilitation – Stop Changes

**Beginning June 23, temporary Harvard Square bus stop changes during revitalization of Harvard Square Station busway**

- Inbound/Outbound Routes 71 & 73: Routes begin/end at existing stops on Mt. Auburn St.
- Inbound Routes 72, 74, 75, 77, 78, & 96: New Stop on Brattle St.
- Outbound Routes 72, 74, 75, 77, 78, & 96: Remain in Harvard Tunnel





# Harvard Bus Tunnel Rehabilitation – Service Impacts

**Beginning June 23, service levels will be adjusted to accommodate changed stop locations and partial tunnel closure**

- **Routes 71 & 73:** Frequency is estimated to **significantly increase** in the peak period with service starting/ending on Mt. Auburn St.
- **Routes 72, 74, 75, 77, 78, & 96:** There is **minimal to no estimated impact on frequency** during the peak period using the new inbound stop on Brattle St. and continued outbound stops in the Harvard Bus Tunnel

## Public Information Sessions

- **Location:** Harvard Square Station, Main Lobby
- **Thursday, June 6:** 7-9 AM & 4-6 PM
- **Tuesday, June 18:** 7-9 AM & 4-6 PM

**Harvard Square Station Busway Improvements**

The Massachusetts Bay Transportation Authority (MBTA) is completing the final design of improvements for the Harvard Square Station Busway to enhance the level of service, performance, and passenger safety.

**WHERE IS THE TUNNEL?**  
The tunnel extends from Mass. Ave. near Cambridge Street, underneath Harvard Square and Brattle Square, into Mount Auburn Street. The 1,200-foot long tunnel includes an upper (northbound) and a lower (southbound) tunnel.

**WHY ARE IMPROVEMENTS NEEDED?**  
Originally constructed in 1973, Harvard Square Station was last renovated in the 1980s and improvements are now needed to address aging structural, inspection of the busway structure and systems in 2015 and 2017 identified deterioration of the structure, such as leaks and cracks in the walls and roof slab, settling of the roadway surface, and flooding of the platform.

**WHAT'S GOING TO CHANGE?**  
The planned improvements will upgrade, replace or repair the roof surface, drainage system, electrical and fire safety components, overhead catenary system, mechanical systems, and the tunnel structure. Improvements are also planned for station lighting, signage, architectural finishes, and ADA and code compliance.

**PLANNED BUSWAY IMPROVEMENTS**

- High performance concrete roadway
- Redundant pumps for improved drainage and resiliency
- Structural repairs to joints to prevent infiltration of ground water and extend tunnel's service life
- Reinforce catenary wire supports to improve functionality
- Platform and tunnel lighting and signage
- Electrical and security systems
- Accessibility improvements

**Service & Stop Changes**

**Beginning June 23**

To maintain bus service during construction with one lane, the planned construction will require closure of the tunnel for one month period. Bus service will be as follows:

- Routes 71, 72, 73, 74, 75, 77, 78, and Concord Ave. buses will board passengers while inbound buses will drop off passengers at a new stop on Brattle Street.
- Routes 71, 72, 73, 74, 75, 77, 78, and Concord Ave. buses will continue to use the open tunnel.
- Routes 71, 72, 73, 74, 75, 77, 78, and Concord Ave. buses will board passengers on Mt. Auburn Street while the tunnel is closed.

Street and Mt. Auburn Street stops will direct passengers (Red Line) to the nearest station stairway and elevator (Red Line) to the nearest station stairway and elevator (Blue Line) to the nearest station stairway and elevator (Orange Line) to the nearest station stairway and elevator (Silver Line) to the nearest station stairway and elevator.

The MBTA is working with the City of Cambridge Traffic, Parking & Transportation Department, Department of Public Works, Police and Harvard University to coordinate traffic patterns and minimize impacts to the public.

Learn more at [MBTA.com/harvardbus](http://MBTA.com/harvardbus)

Massachusetts Bay Transportation Authority  
MBTA. Referred to as a system of transportation.



## Orange Line Project Status

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- Alstom system modification and testing progressing to schedule.
- Alstom is currently on-site to support vehicle testing.
- Updated system testing is scheduled for completion in mid-June.
- Alstom is on target to complete the Independent Safety Assessment Report in July.
- With successful certification completion: first six-car consist expected to enter into revenue service in mid-summer
- Currently 12 Cars have been delivered to Wellington: Acceptance Testing Continues

