

SALEM INTERMODAL STATION

FEBRUARY 16, 2012 PUBLIC MEETING



February 16, 2012

MBTA Station Improvements and Parking Garage
Salem, Massachusetts



Massachusetts Bay
Transportation Authority

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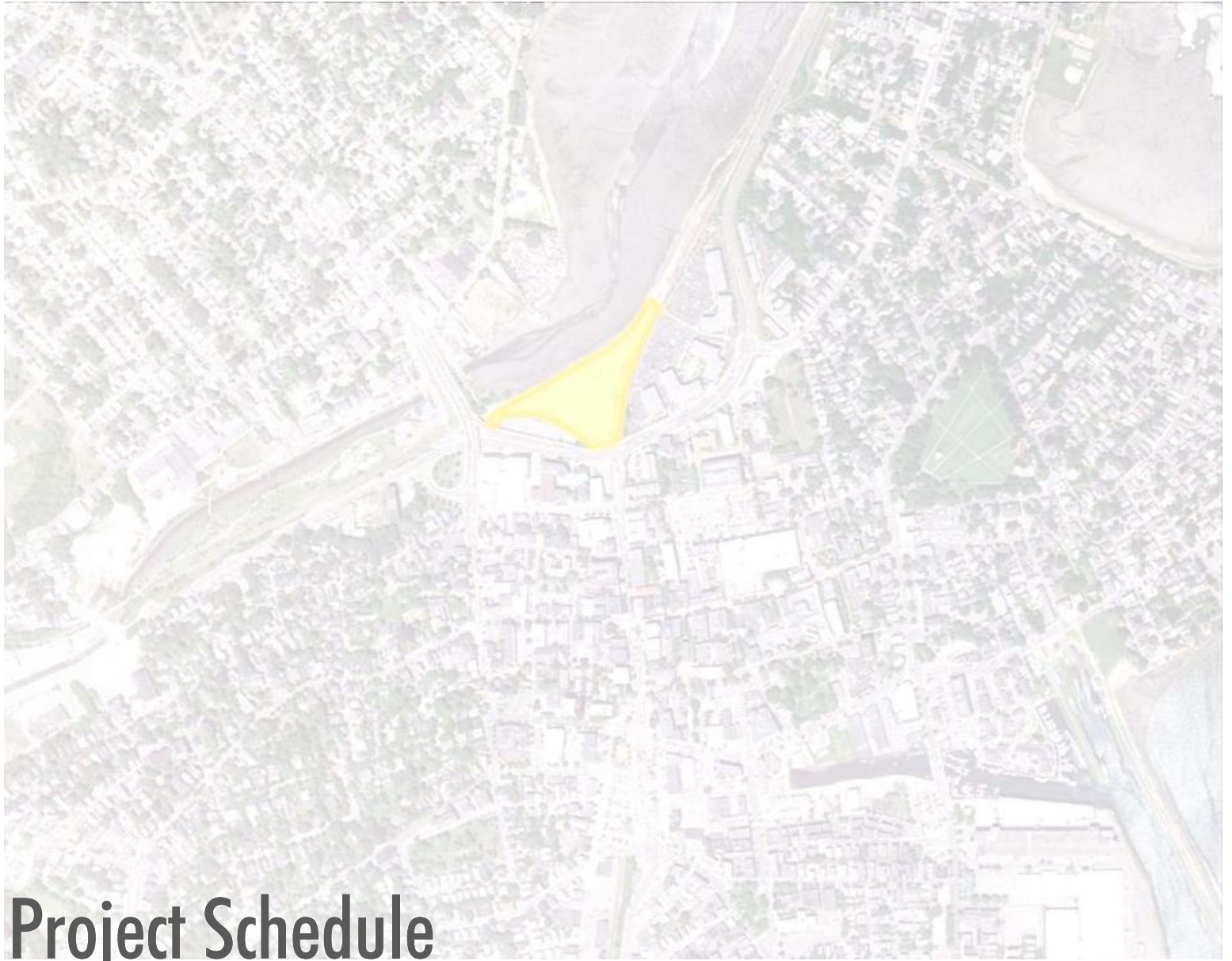
DESIGN PRESENTATION

Purpose of Feb 16 discussion: *input on project function & features*

Purpose of April 9 discussion: *input on design and appearance*

February 16, 2012 discussion topics:

- o Project Schedule
- o Site conditions and challenges
- o Project function, size, and features
- o Approach to design



Project Schedule

PRE-DESIGN:

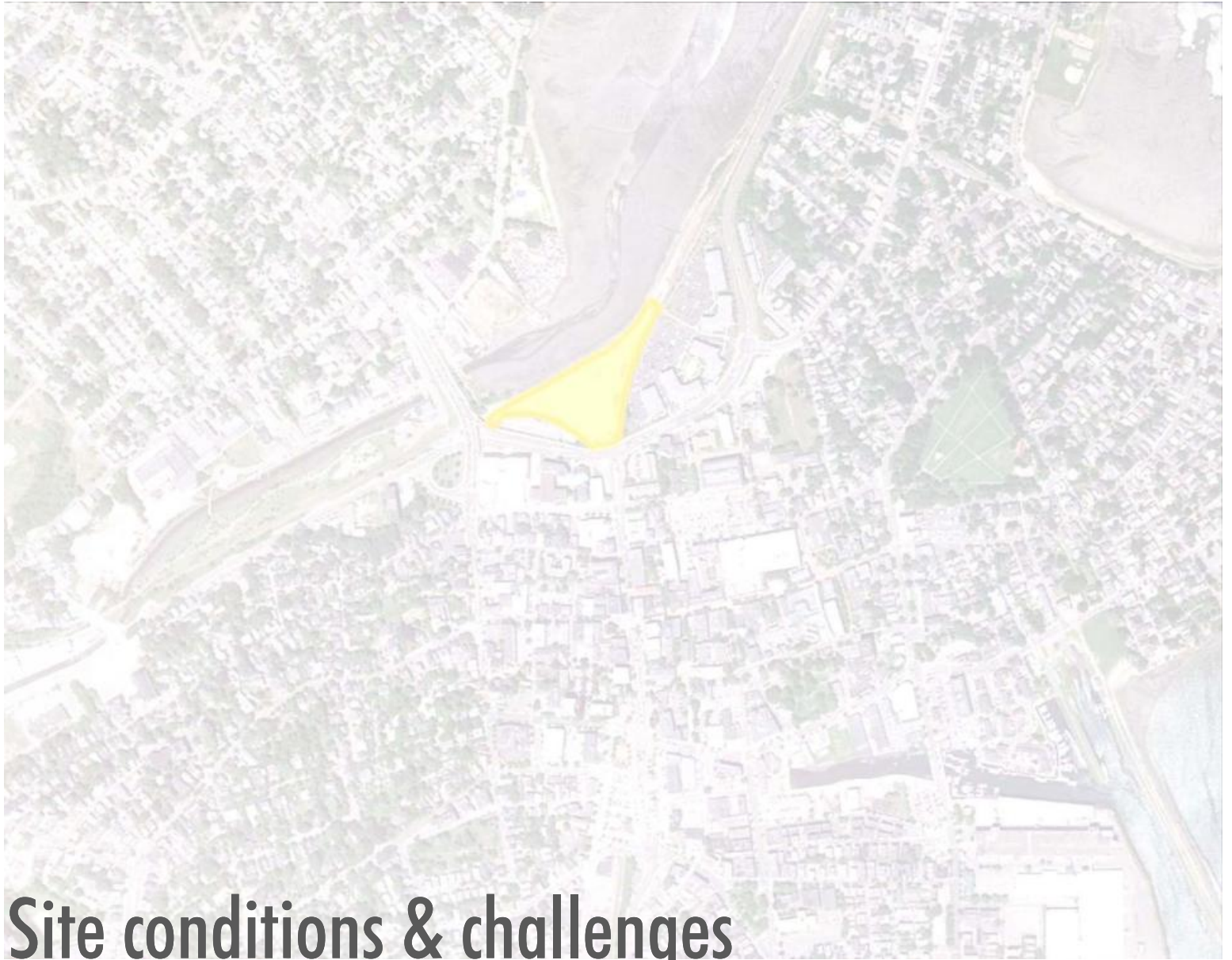
- ✓ Summer 2011: Project budget and scope re-established
- ✓ Fall 2011: Subsurface investigations and testing
- ✓ Winter 2011: Initial functional planning

DESIGN:

- ✓ Feb 16, 2012: Initial public meeting - planning
- o April 9, 2012: Second public meeting – preliminary design
- o Spring 2012: Limited archeology work on-site
- o Summer 2012: Final design

CONSTRUCTION:

- o Spring 2013 Primary construction start
- o September 2014: Substantial completion, garage/station open
- o November 2014: Final completion, project complete



Site conditions & challenges



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Limits of Work

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SALEM, MASS. ROUNDHOUSE



SALEM ROUNDHOUSE IN THE EARLY 1920'S. 12 STALLS.

SPRUIS

SALEM BRIDGE ST. OLD TUNNEL



MAY 30, 1941 FINDS MOGUL #1388 INBOUND AT TUNNEL AS ENGINEHOUSE SHOWS AT REAR. INTERLOCKING TOWER AT CENTER, COAL TOWER AT LEFT. BRIDGE STREET CROSSING AT GRADE. TODAY (1987) THIS IS SITE OF NEW M.B.T.A. STATION.

DHS

Images source: "Railroad past lies beneath Salem train station" by Tom Dalton, published in The Salem News website on Feb. 16th 2012.

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Subsurface conditions — historic structures

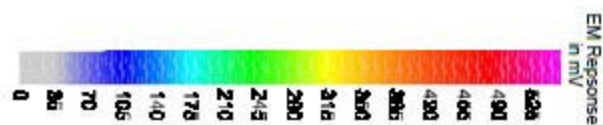
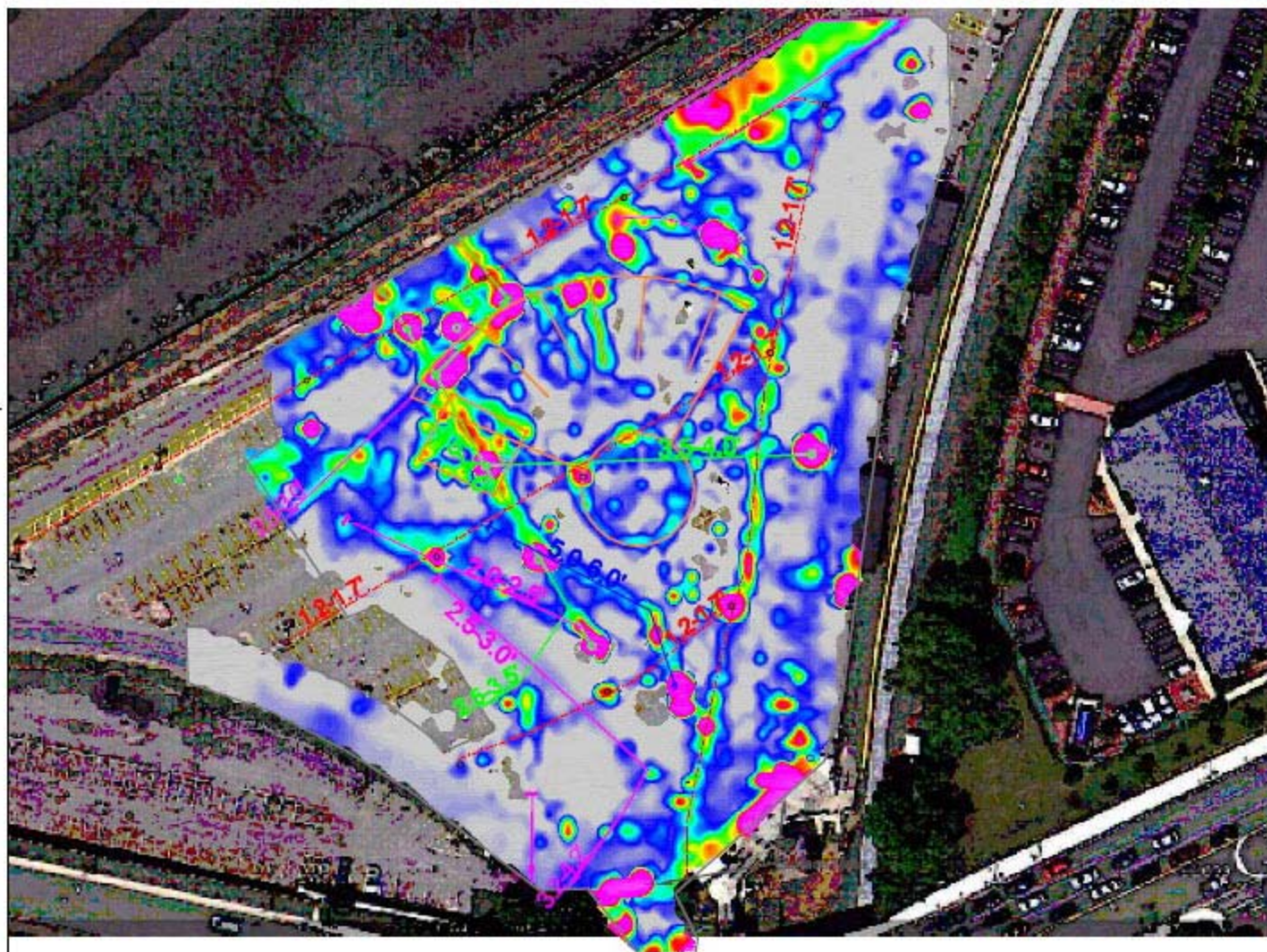
LEGEND

- Survey Perimeter
- GPR - Potential Utility/Linear Anomaly
- GPR - Drainage
- GPR - Water
- GPR - Anomaly
- EM - Former Train Structures
- EM - Linear Anomalies
- PUL - Utility - Electric
- Drain Manhole
- Light Pole
- Water Valve

Notes:

- 1) The site base map was created from HGI field notes and GPS data and overlaid on a Google Maps image.
- 2) HGI's geophysical grid and related markings were site-referenced using field measurements and GPS.
- 3) The "x" symbol indicates the termination of a potential utility/linear anomaly.
- 4) An arrow ending a potential utility/linear anomaly indicates the possible continuation of that feature beyond the surveyed limits.
- 5) Dashed lines indicate lower confidence in the interpretation of a feature.
- 6) Values listed with GPR-identified features are depths in feet based on GPR two-way travel time velocity conversions and are approximate.
- 7) Anomalies are identified as changes from the background due to increased signal amplitude, changes in signal frequency, signal polarity reversals, or a combination of two or more.
- 8) PUL-identified utilities were marked in the field using industry-standard colors along with approximate depths in feet.

Plate 3



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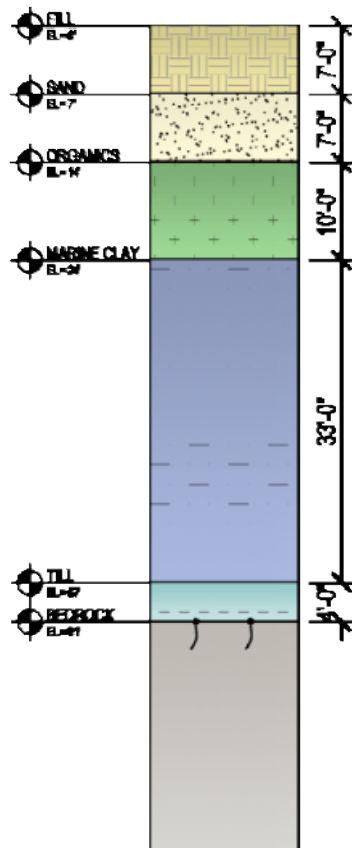
Subsurface conditions — historic structures

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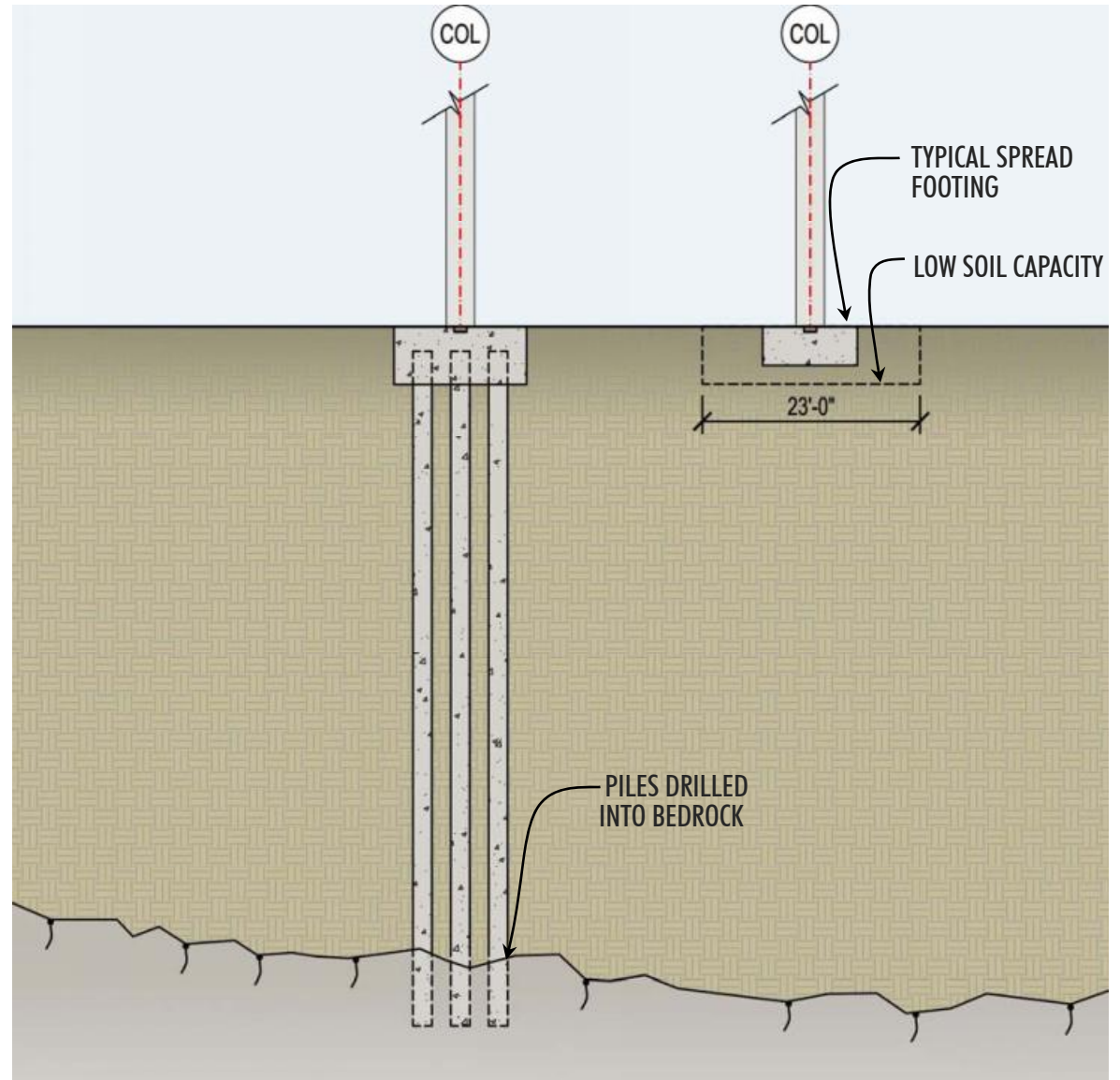
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BORING LOG



DRILLED PILE
FOUNDATION SYSTEM

SPREAD FOOTING
FOUNDATION SYSTEM



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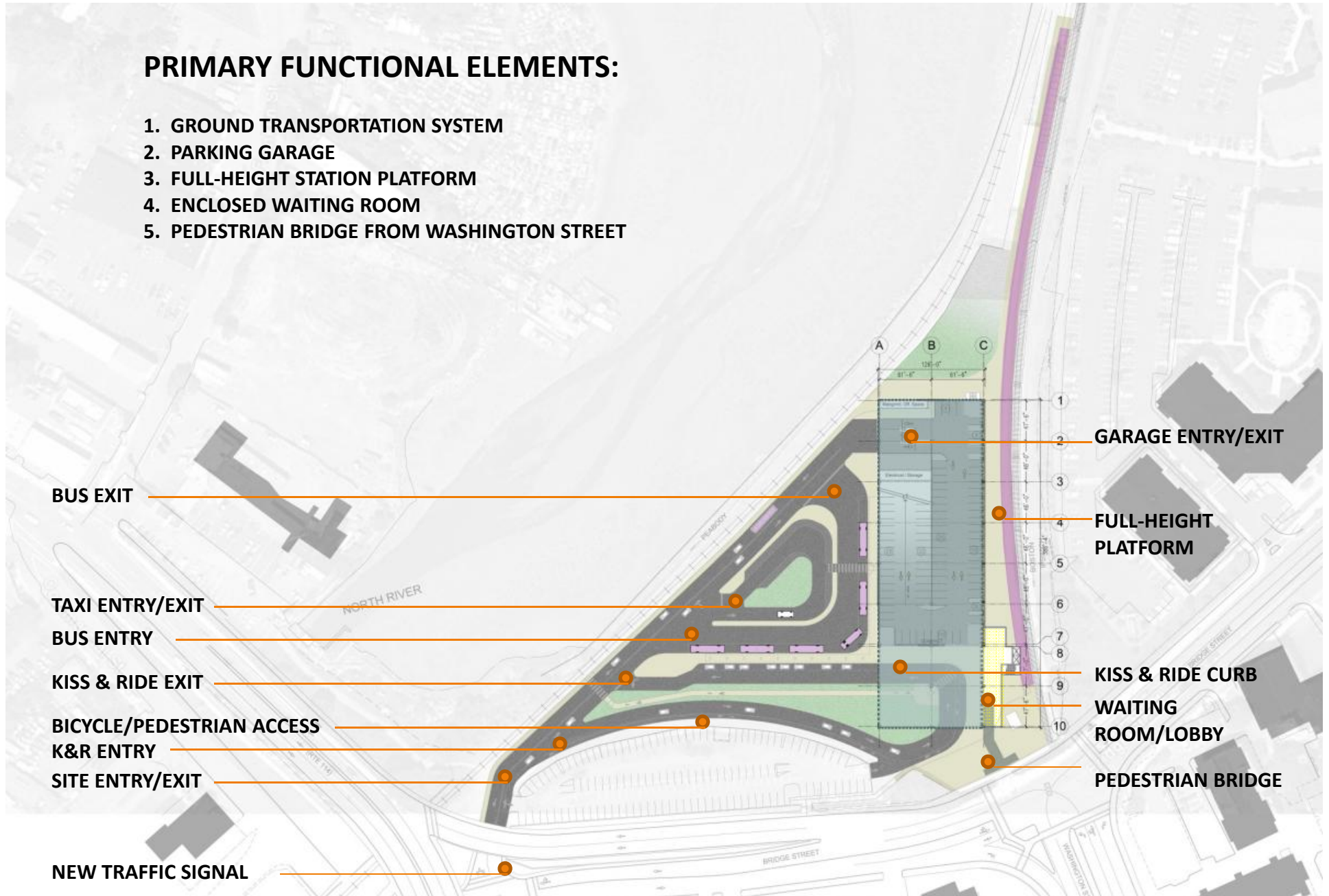
Foundation system diagrams



Project function, size & features

PRIMARY FUNCTIONAL ELEMENTS:

1. GROUND TRANSPORTATION SYSTEM
2. PARKING GARAGE
3. FULL-HEIGHT STATION PLATFORM
4. ENCLOSED WAITING ROOM
5. PEDESTRIAN BRIDGE FROM WASHINGTON STREET



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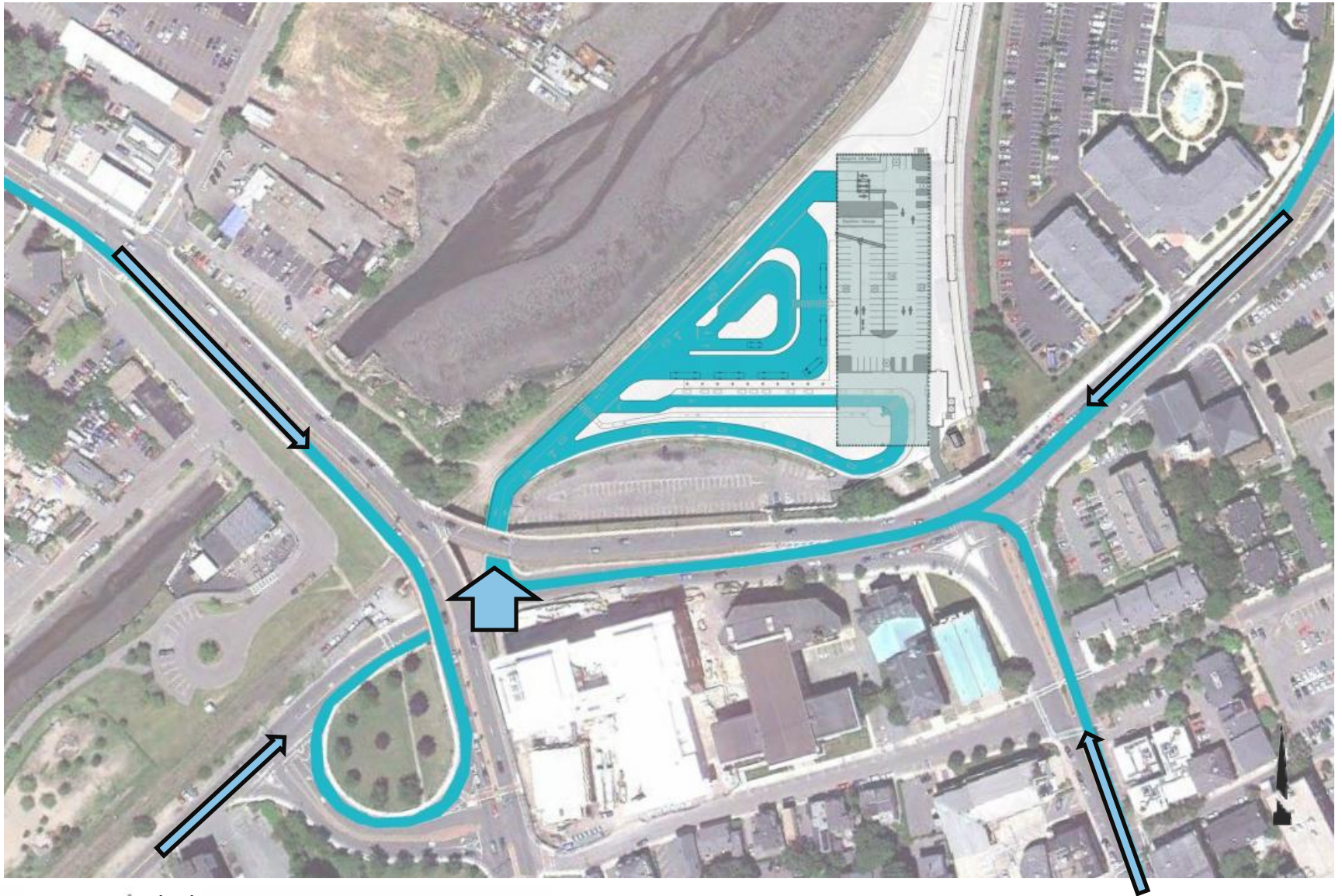
Site plan

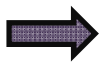
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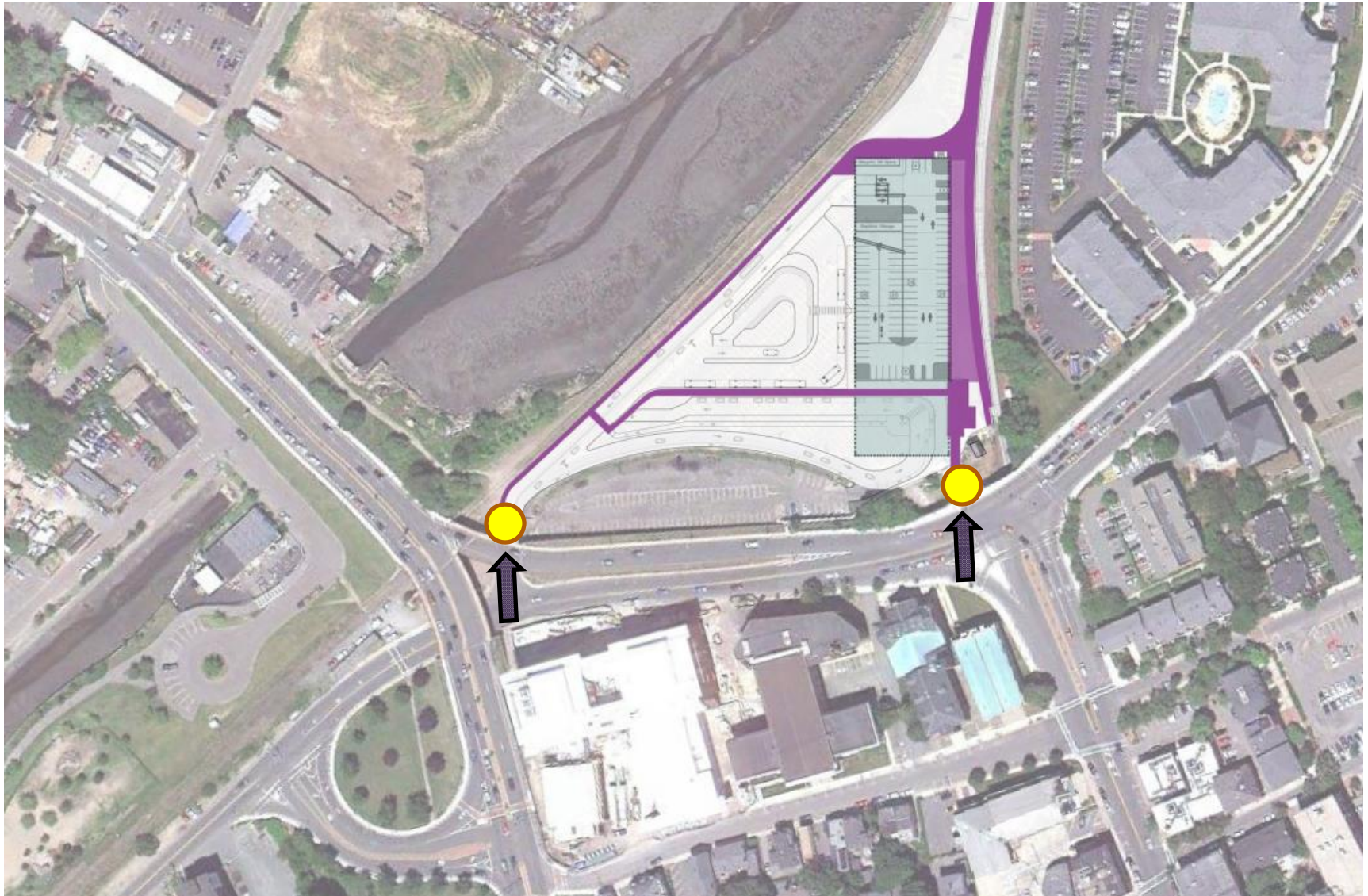
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➡ VEHICLE AND
BUS ACCESS





PEDESTRIAN AND
BICYCLE ACCESS



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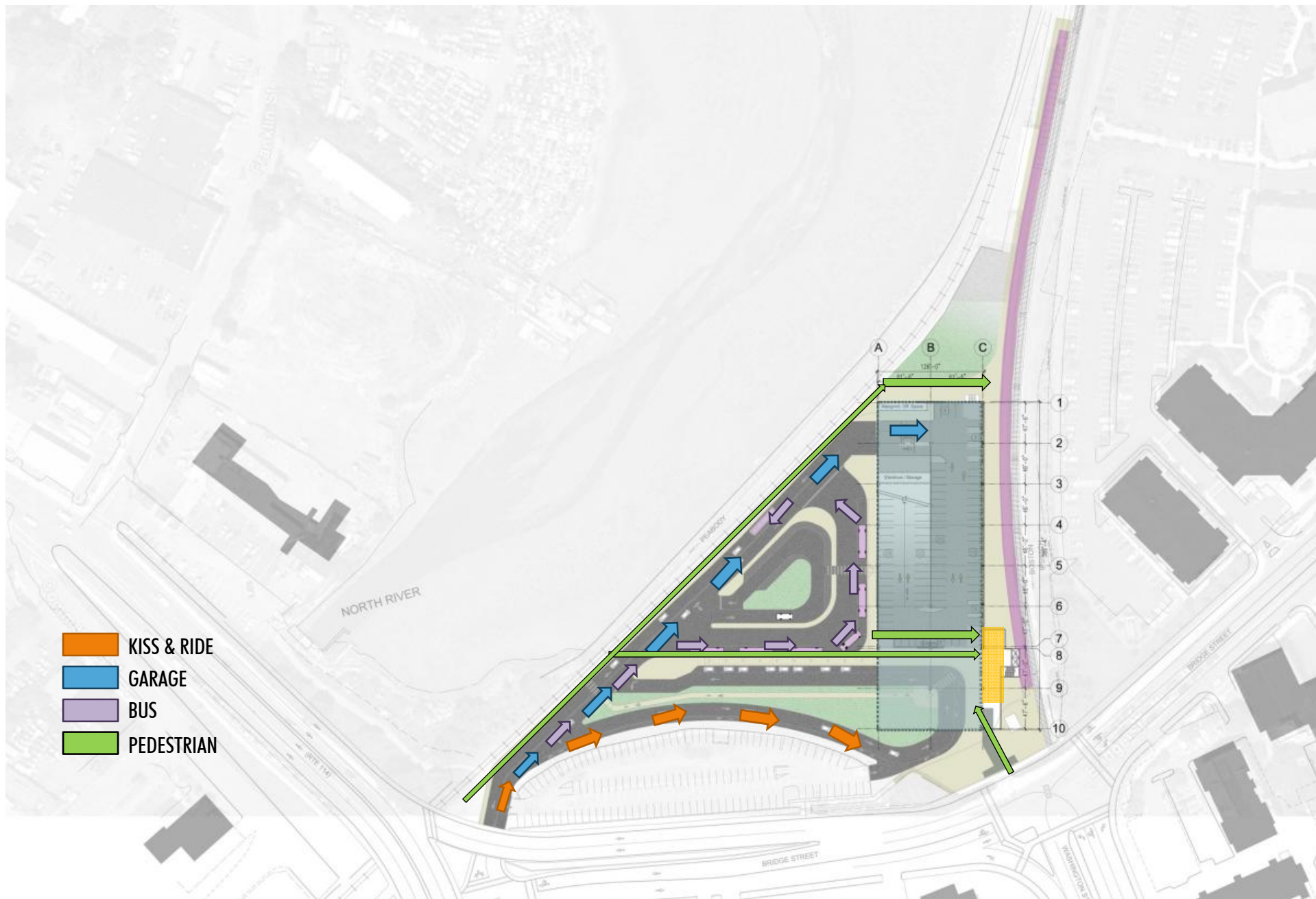
Pedestrian and bicycle access

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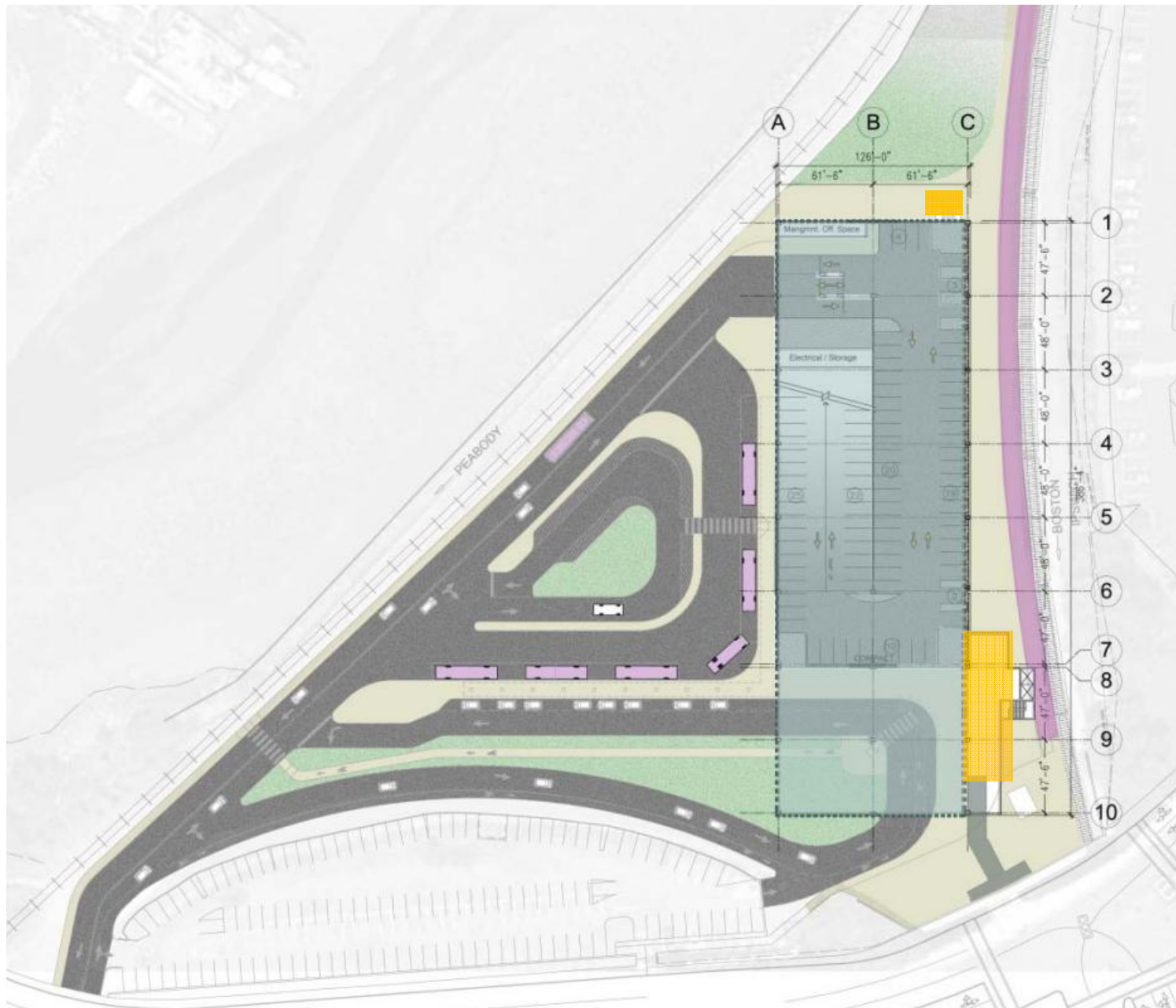


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- KISS & RIDE
- GARAGE
- BUS
- PEDESTRIAN



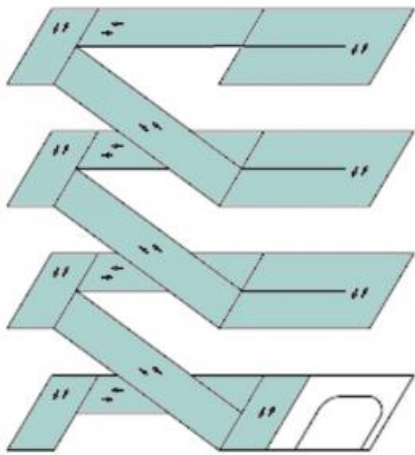
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Ground level plan

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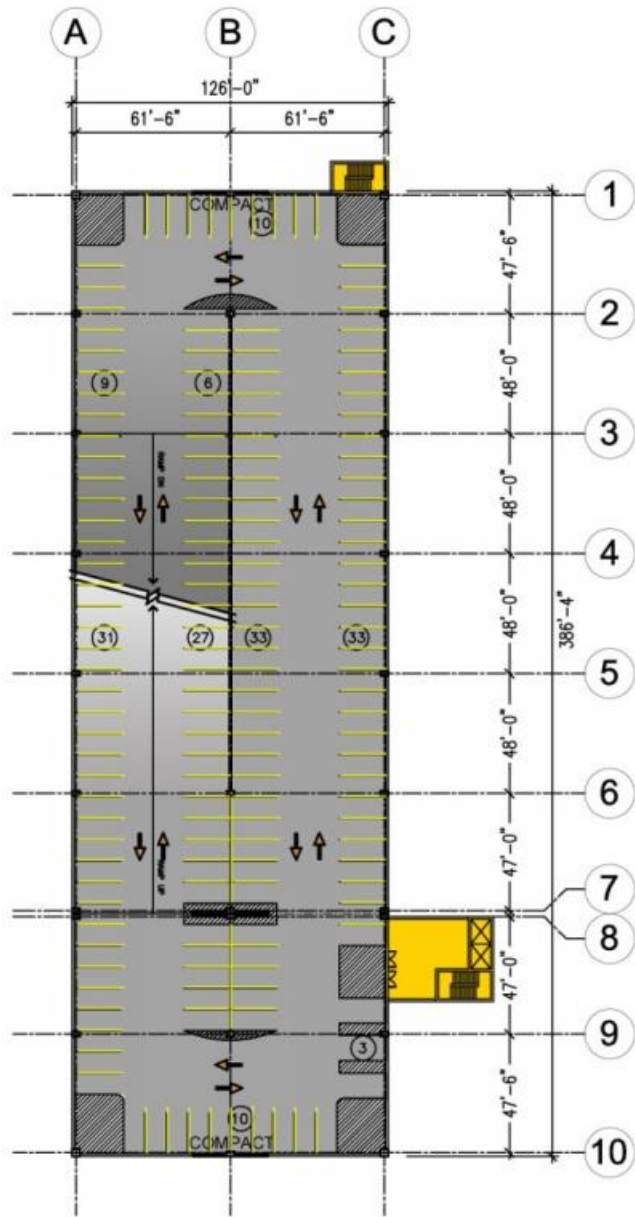


CIRCULATION DIAGRAM

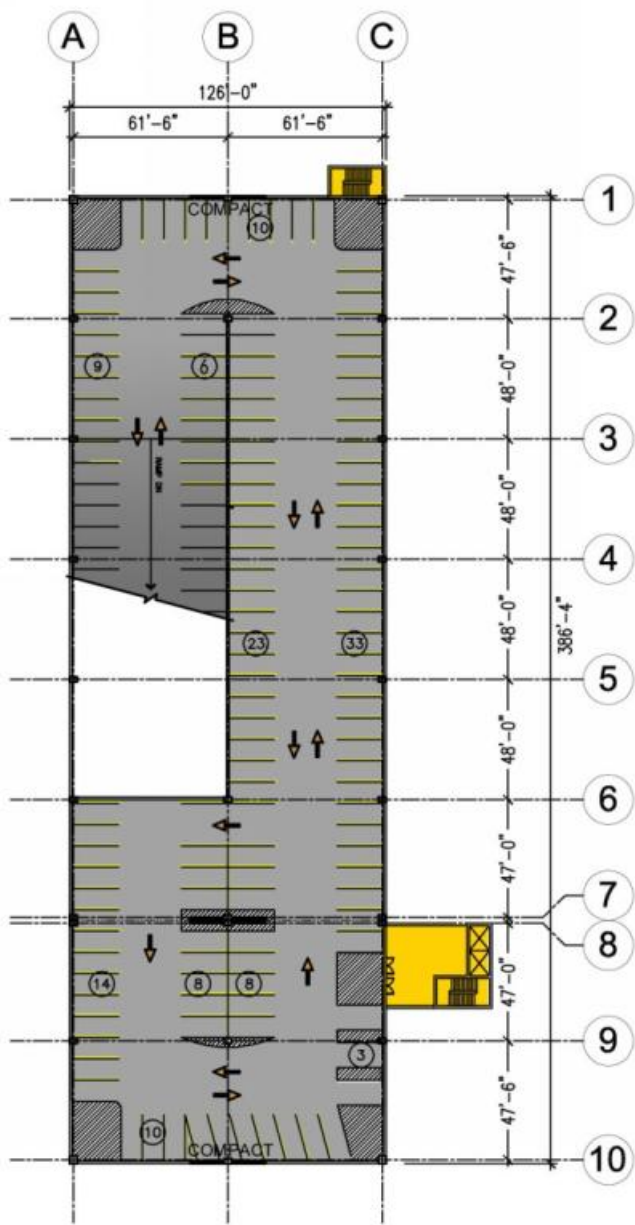
CAR COUNT TABLE

LEVEL	CARS	TOTAL
G	105	105
2ND	162	267
3RD	162	429
4TH	124	553

Total number of parking spaces: 500 – 553.



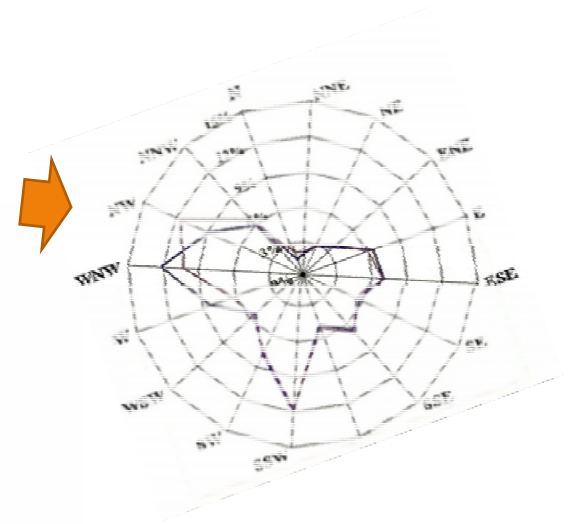
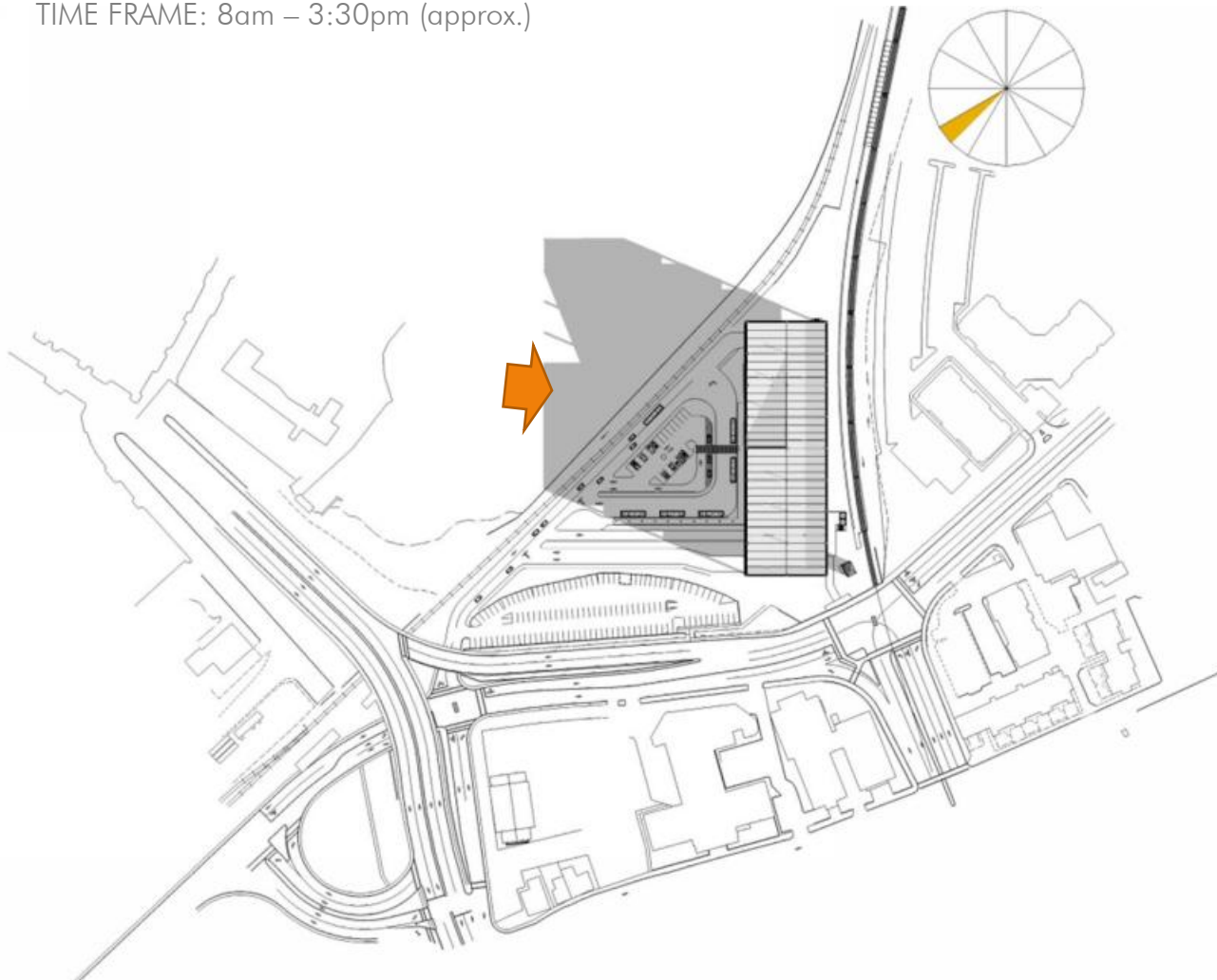
TYPICAL FLOOR PLAN



ROOF PLAN

SHADOW & WIND ACTIVITY STUDY

TIME FRAME: 8am – 3:30pm (approx.)



APPROACH FROM WASHINGTON STREET



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Existing view

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APPROACH FROM WASHINGTON STREET



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Proposed 4-level garage size/height



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APPROACH FROM ROUTE 114 RAMP



APPROACH FROM ROUTE 114 RAMP



VIEW FROM JEFFERSON AT SALEM STATION RESIDENCES



VIEW FROM JEFFERSON AT SALEM STATION RESIDENCES

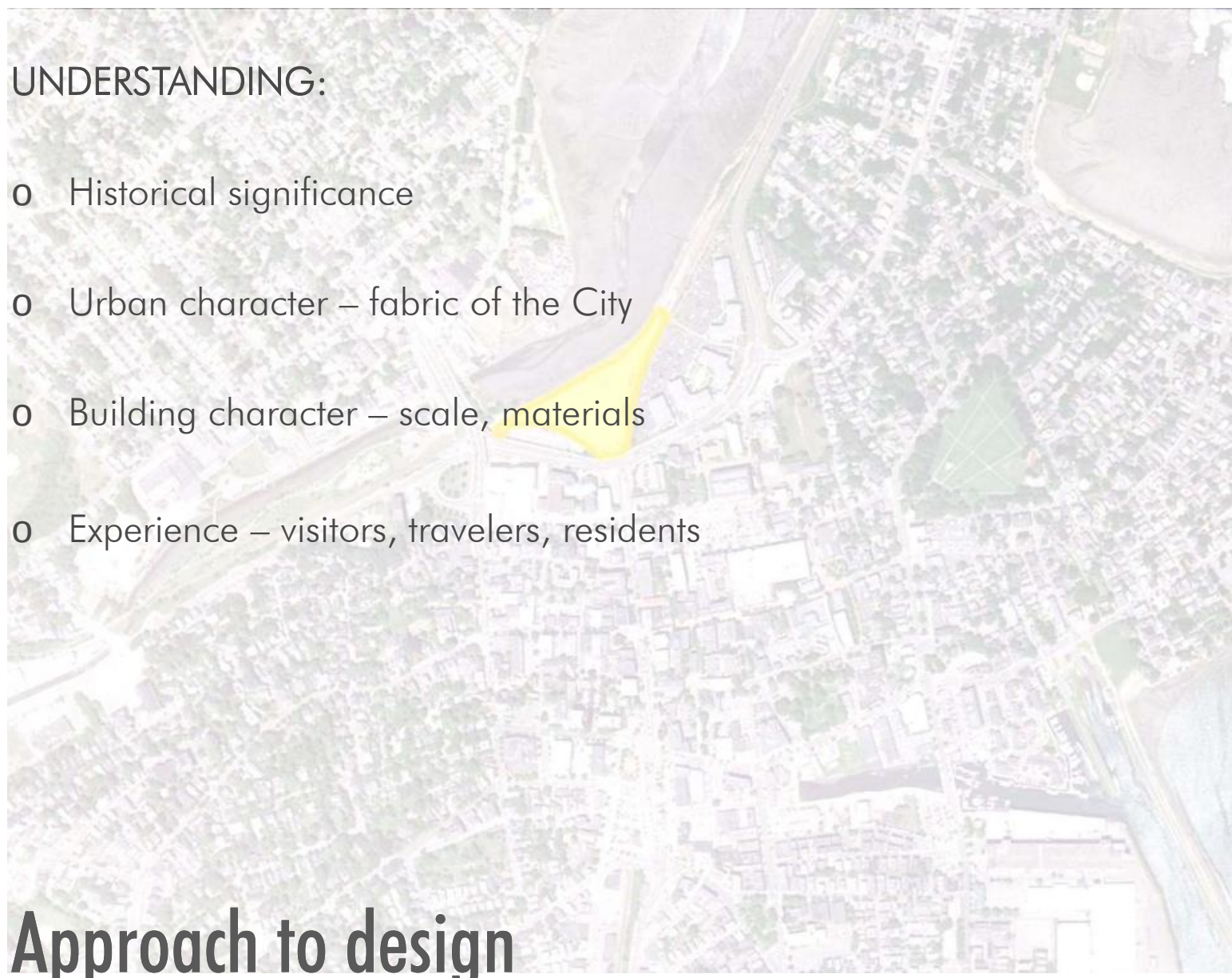


APPROACH FROM PLATFORM



APPROACH FROM PLATFORM

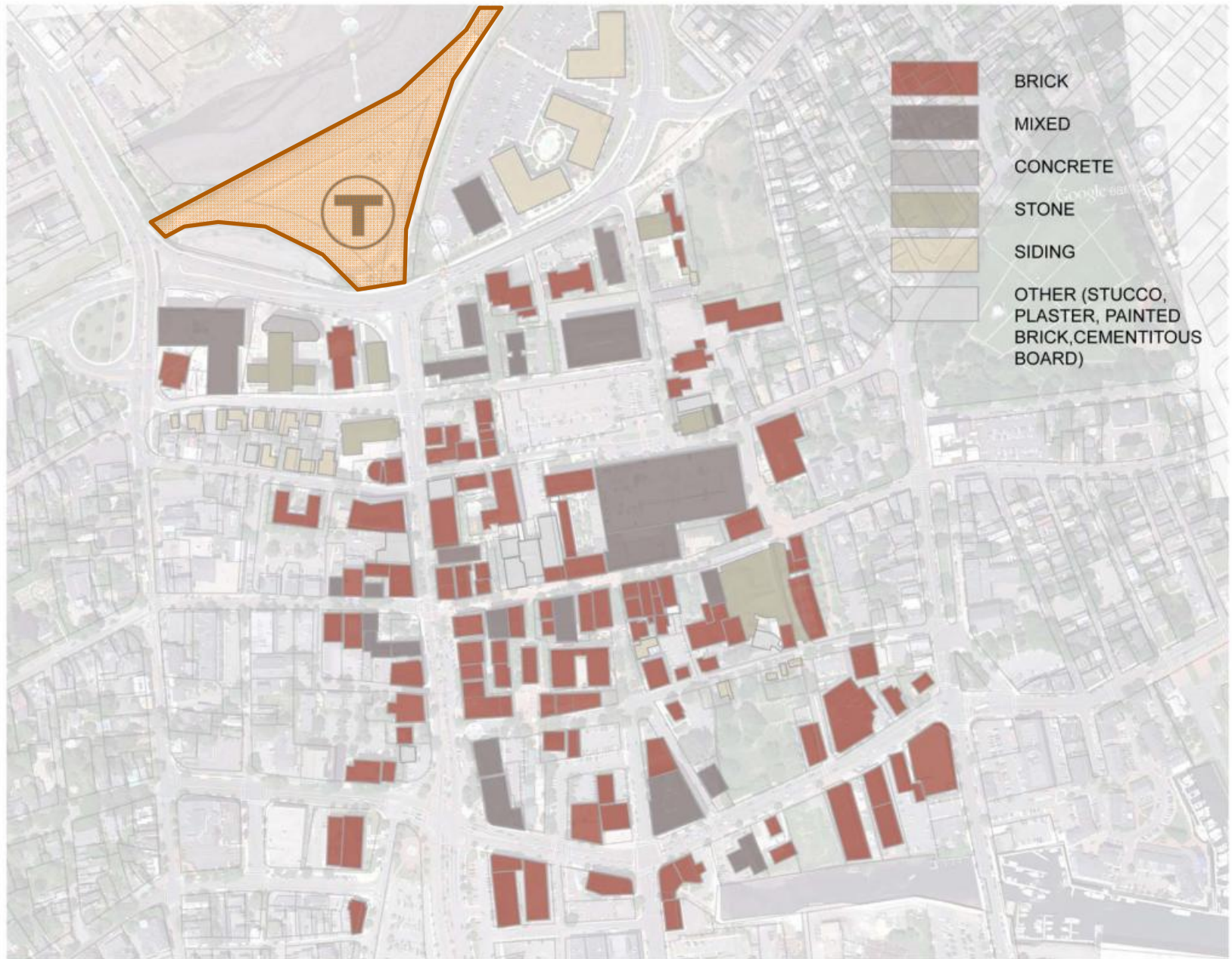




UNDERSTANDING:

- o Historical significance
- o Urban character – fabric of the City
- o Building character – scale, materials
- o Experience – visitors, travelers, residents

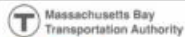
Approach to design



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Analysis of nearby 'character-defining' building materials

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BUILDINGS ADJACENT TO THE PROJECT SITE



JEFFERSON APARTMENTS



SUPERIOR COURT



COUNTY OF ESSEX – ADMINISTRATIVE OFFICES



JUDICIAL CENTER

EXISTING BRICK STRUCTURES AND PATTERNING



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Urban character — use of brick material

EXISTING STONE
STRUCTURES
AND PATTERNING



EXISTING
CONCRETE
STRUCTURES
AND PATTERNING



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Urban character — use of concrete materials

EXISTING MIXED MATERIAL STRUCTURES AND PATTERNING



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Urban character — use of mixed materials

DESIGN CONSIDERATIONS:

- o Scale
- o Experience
- o Appropriateness
- o Creativity

Approach to design



HAVERHILL INTERMODAL CENTER



LOWELL GARAGE + RETAIL

EXPLORED DESIGN DETAILS AND CONDITIONS



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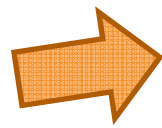
Creativity in design materials and details

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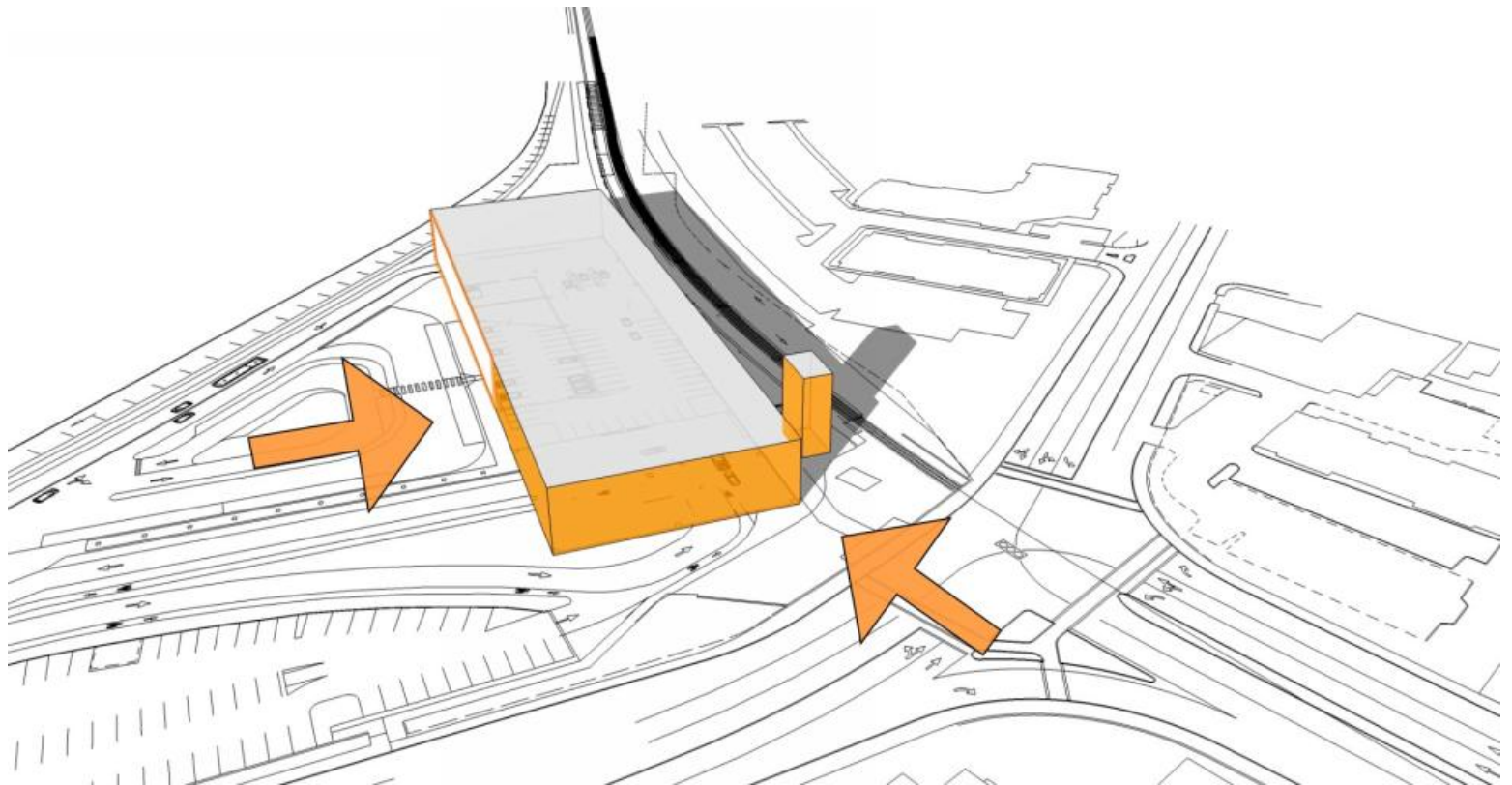


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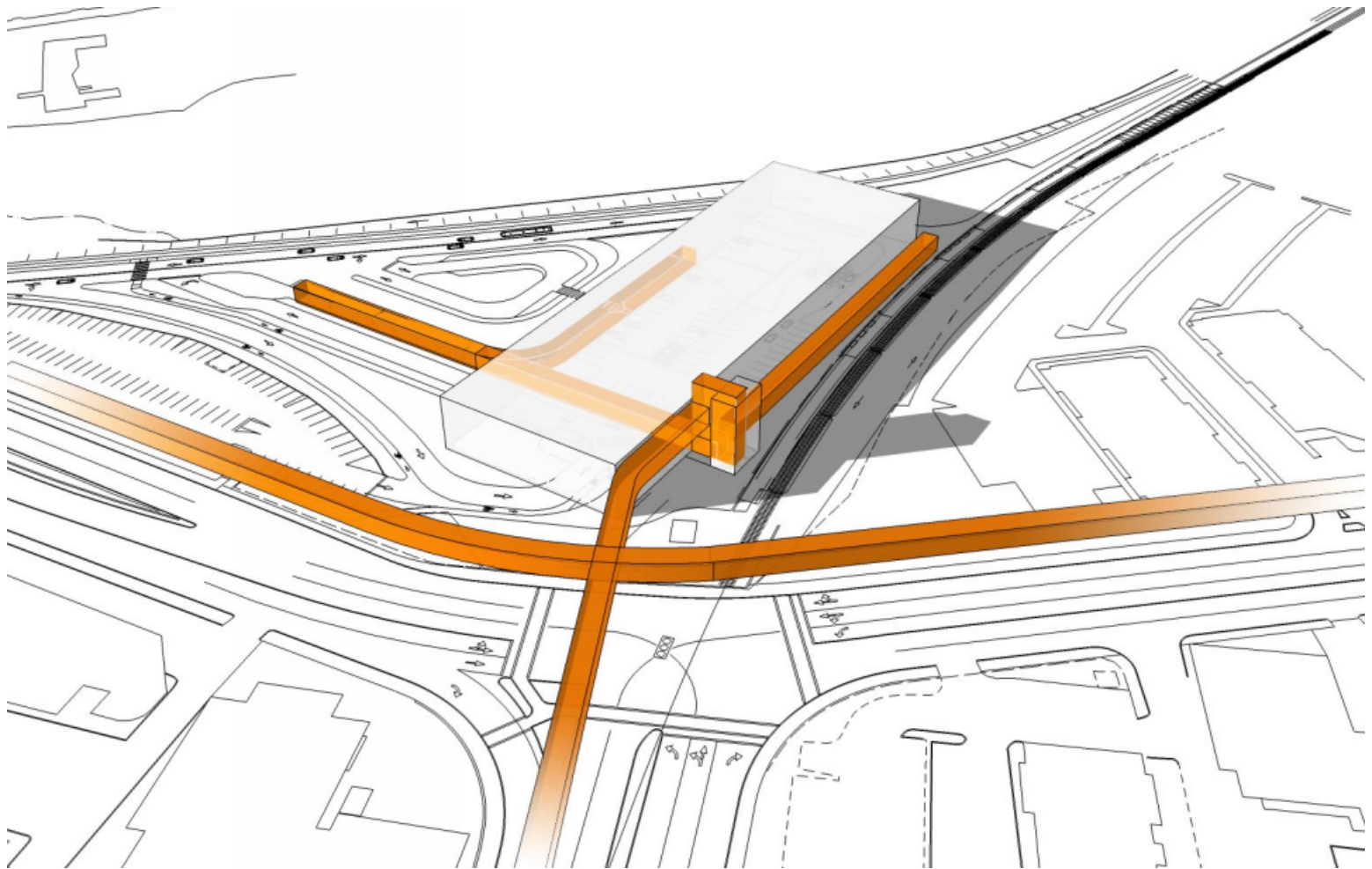
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Visually predominant facades



 Main traveling/circulation paths



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NEXT PUBLIC MEETING: APRIL 9, 2012

DESIGN AND APPEARANCE PROPOSALS



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