



South Salem Stop MBTA Commuter Rail Station Salem, MA

***Conceptual Design Presentation
Public Meeting
March 22, 2016***

New MBTA Commuter Rail Stop in South Salem

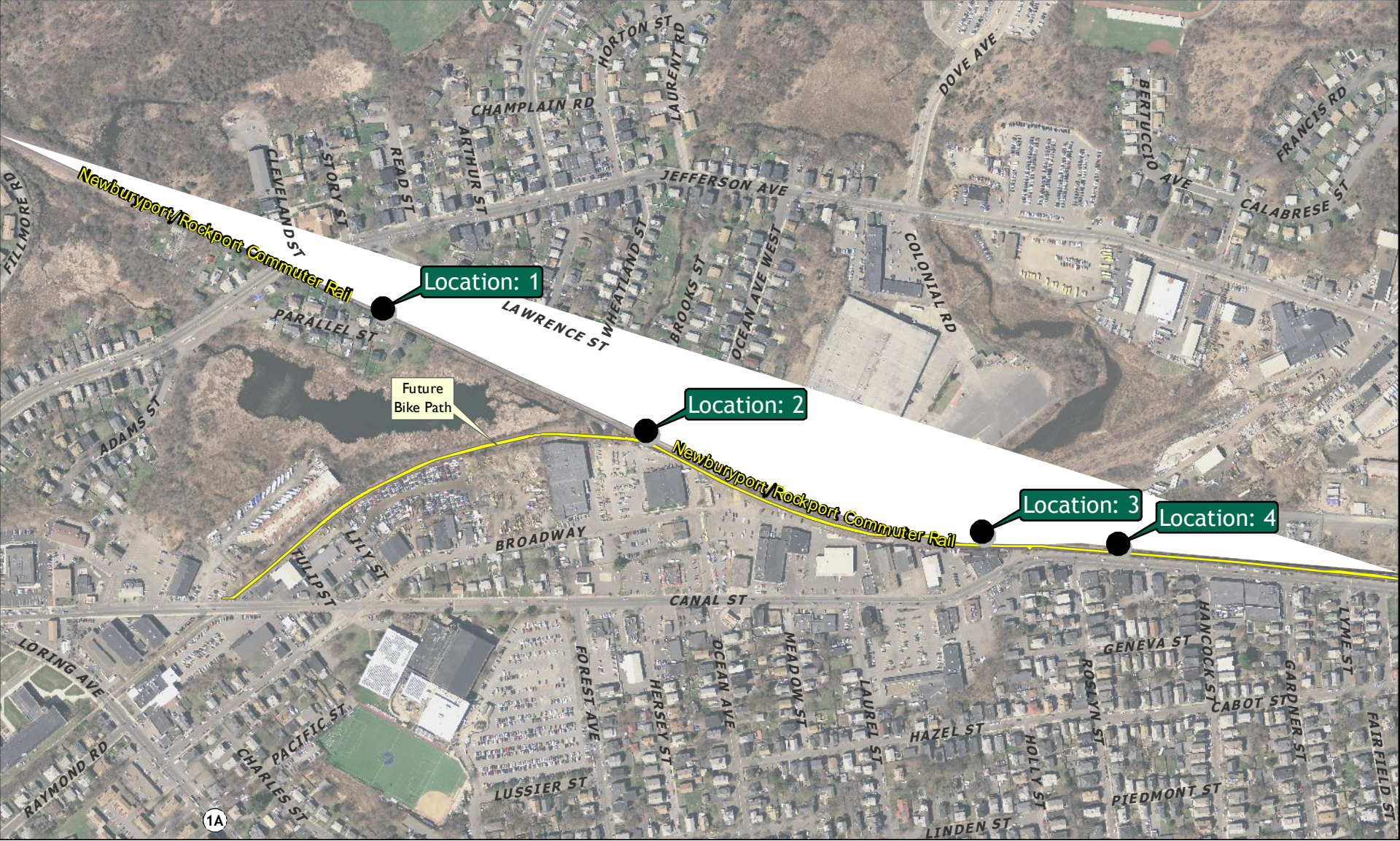
Study Area



MBTA Commuter Rail Design Standards

- 800-foot long High-Level Platforms
- No at-grade pedestrian crossings
- Construct to current ADA/Accessibility Standards
- Construct to CMR 780 (State Bldg. Code) and NFPA 130
- Wayfinding Signage and Variable Message
- Security – Lighting, CCTV, PAT
- Minimize Construction related impacts
- Maintain Commuter Rail service during construction

South Salem Stop – Alternative Locations



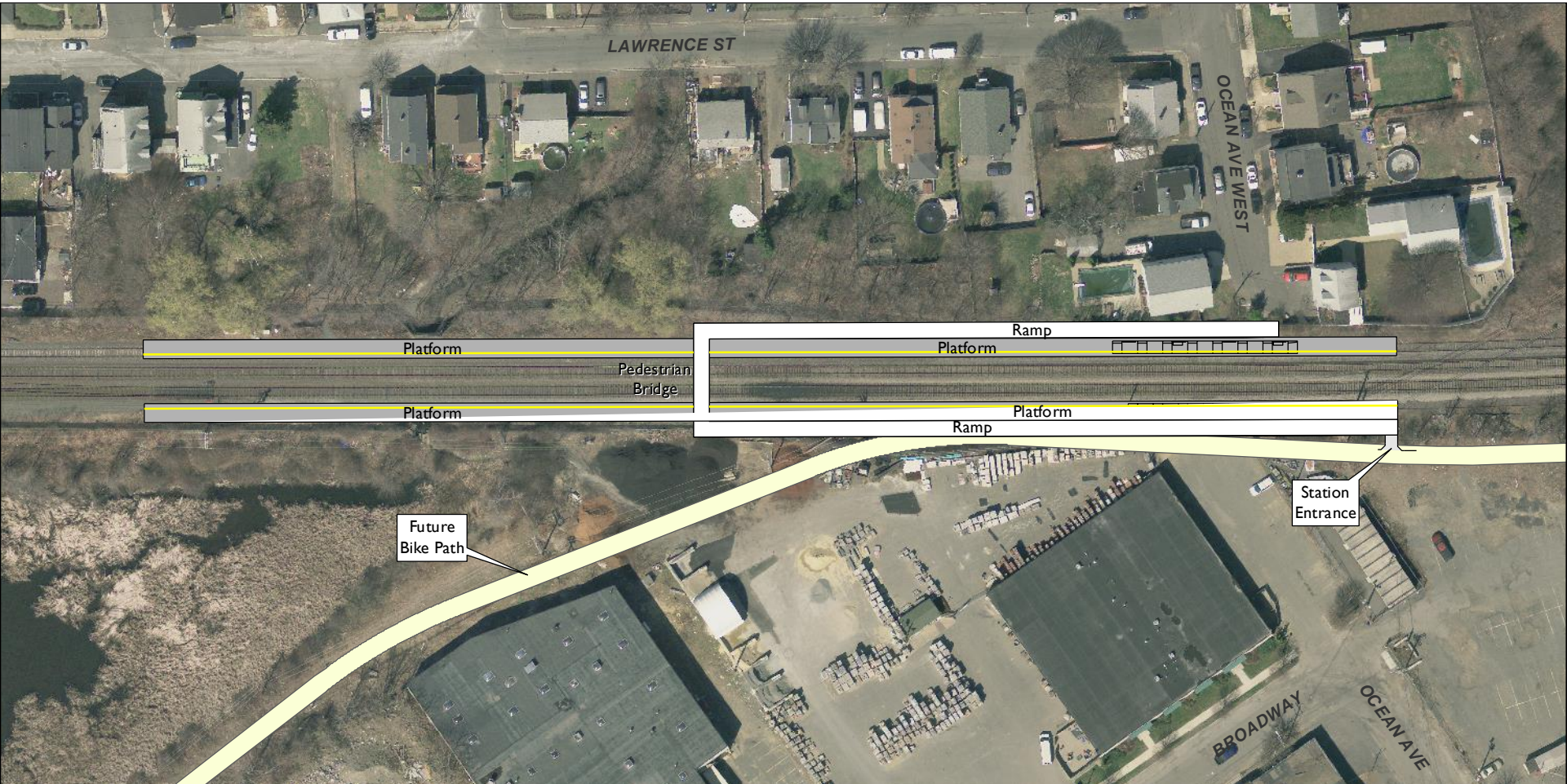
Alternative 1A – Jefferson Avenue



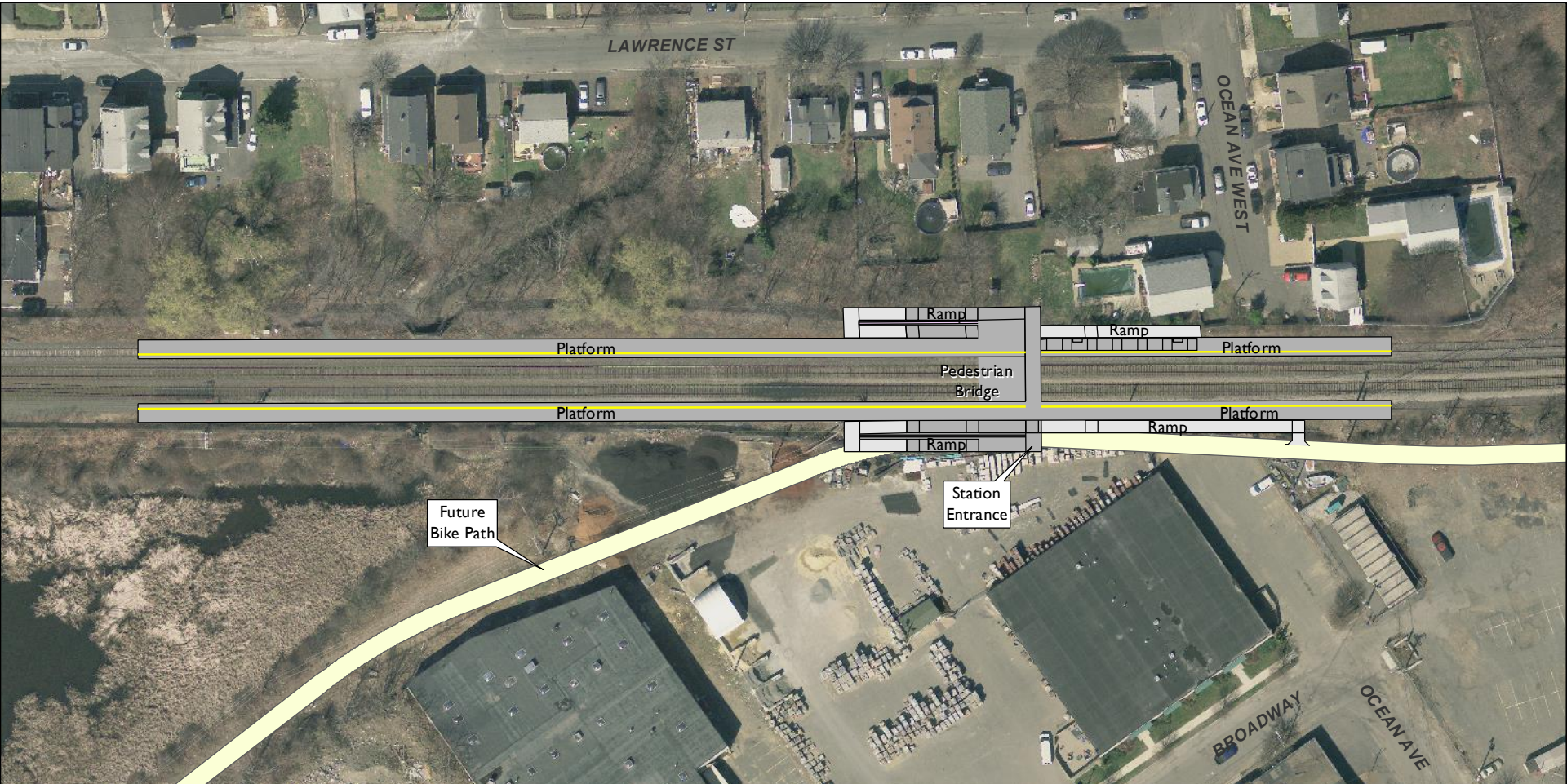
Alternative 1B – Jefferson Avenue



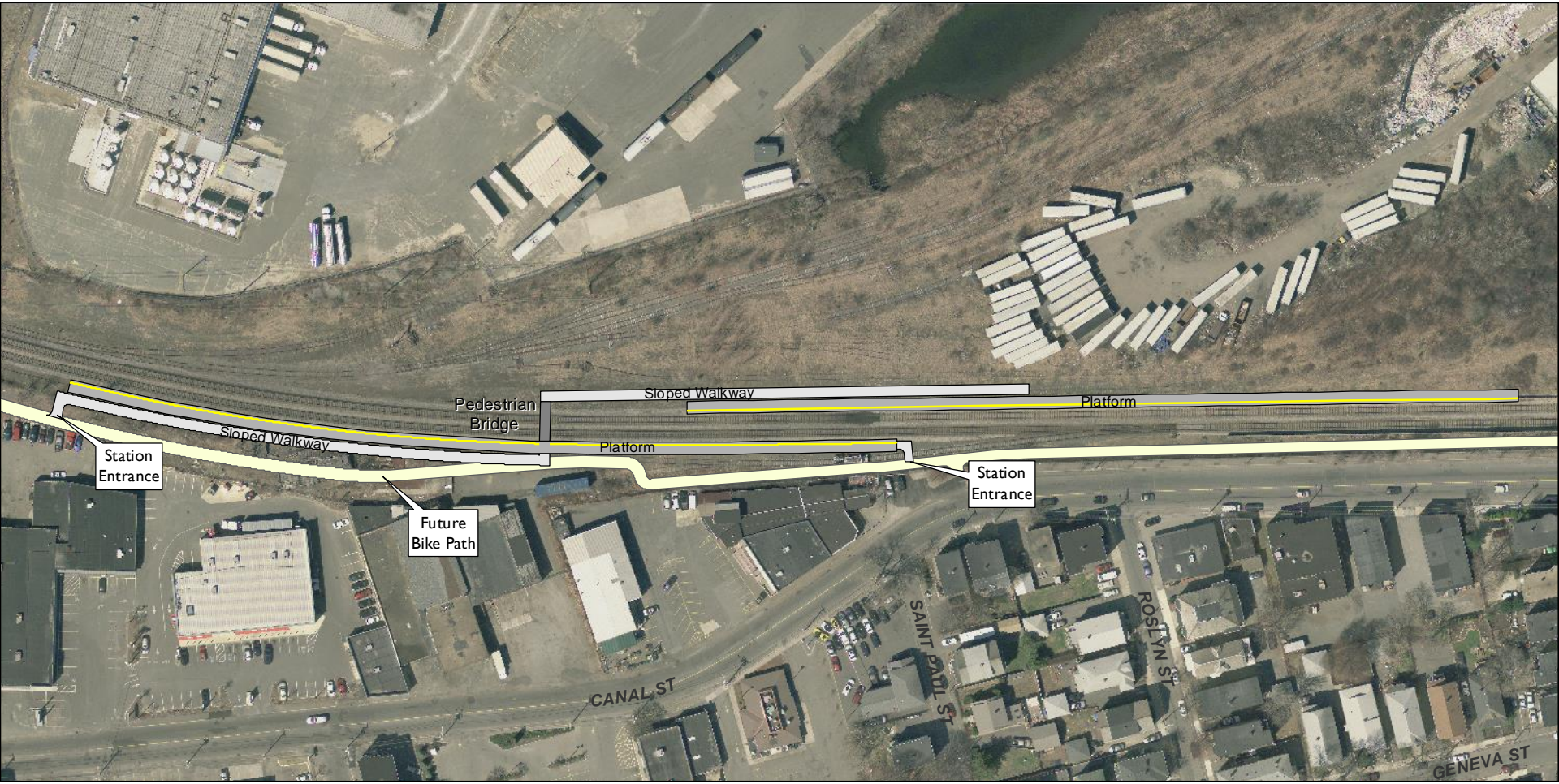
Alternative 2A – Ocean Avenue



Alternative 2B – Ocean Avenue



Alternative 3 – Ocean Ave. to Canal St.



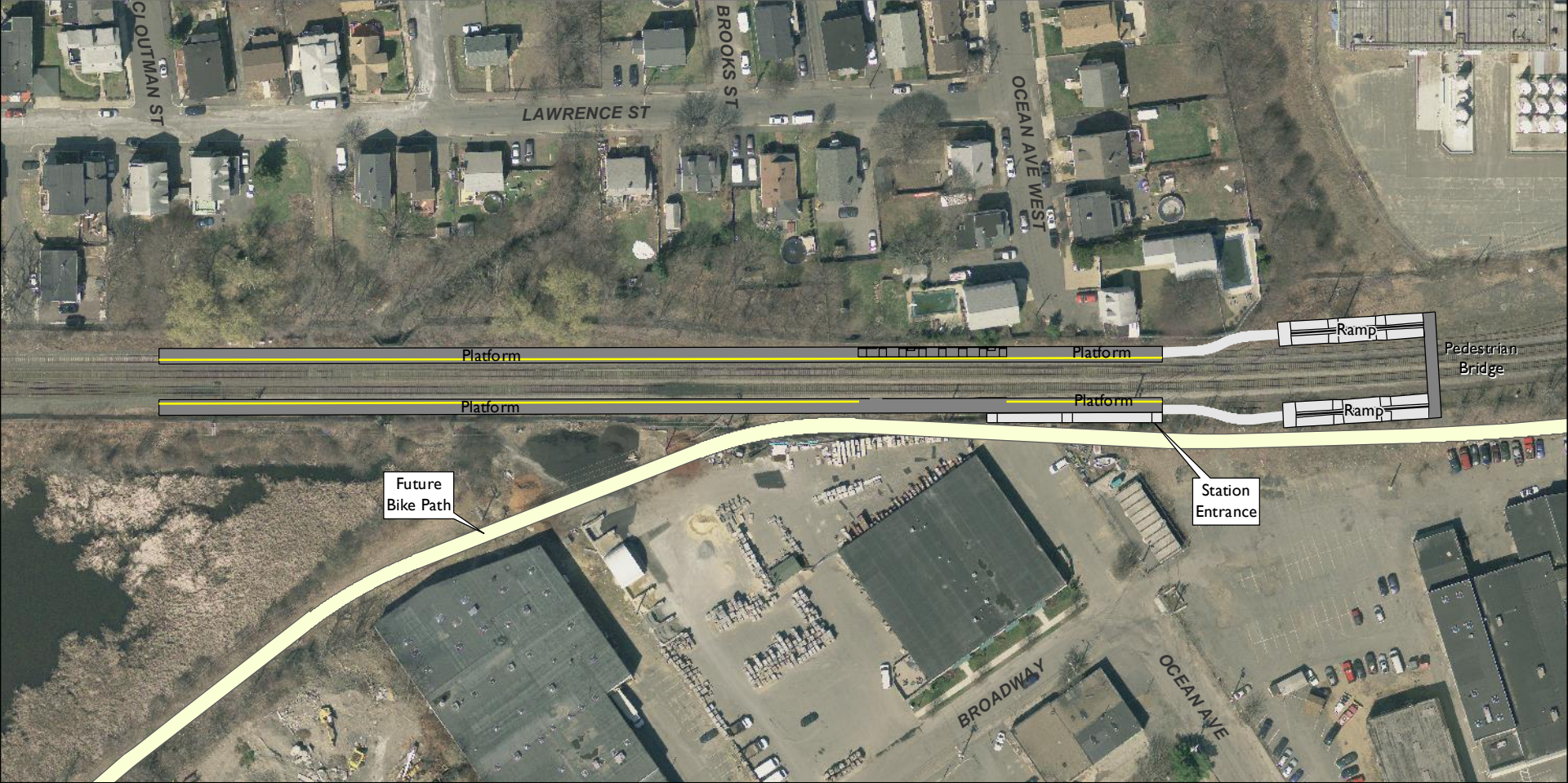
Alternative 4A – Canal Street



Alternative 4B – Canal Street



Alternative 2C – Ocean Avenue



Rendered Site Plan



Typical MBTA Commuter Rail Station with Pedestrian Bridge



Pedestrian Bridge with Ramp Structure



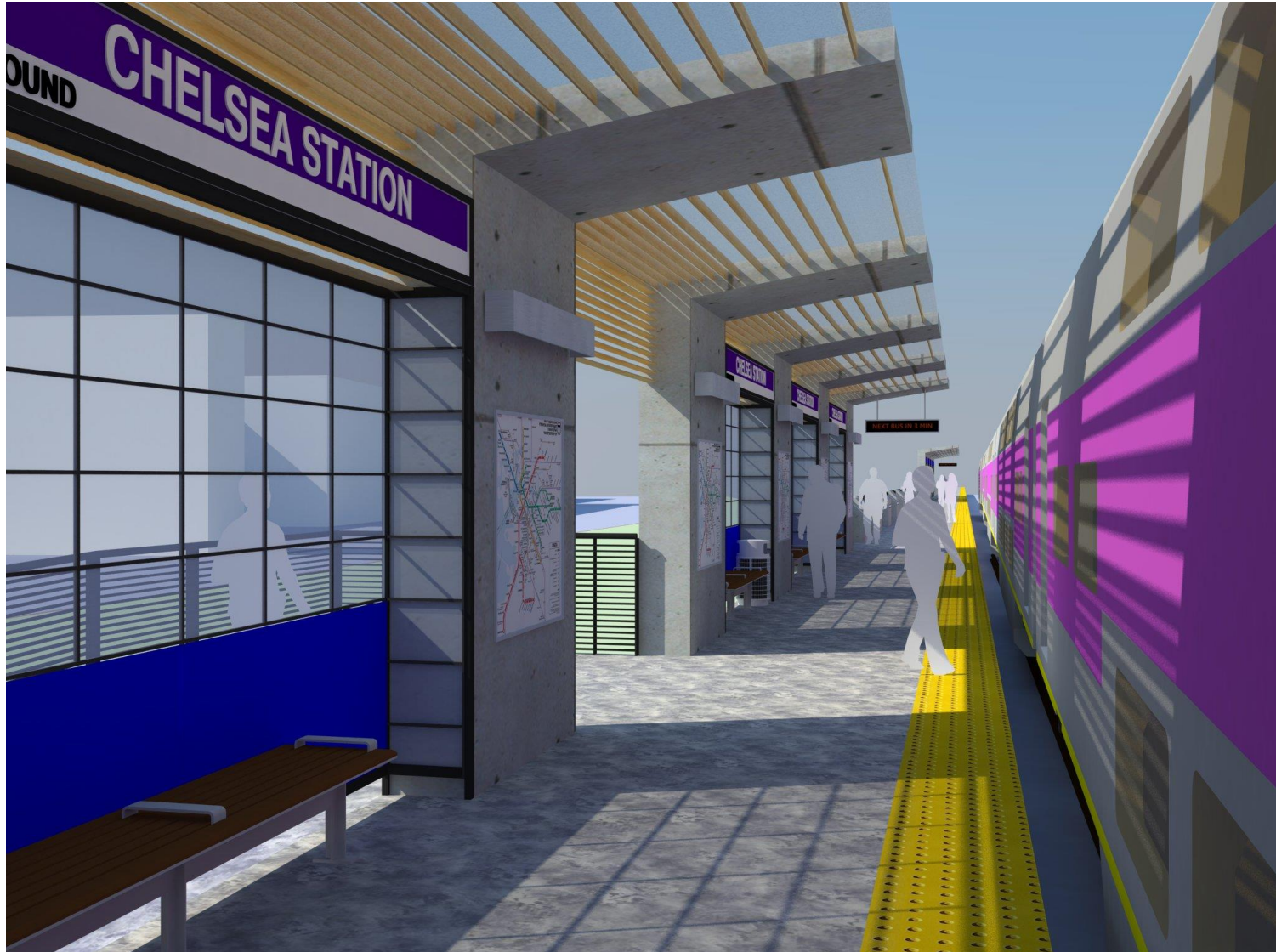
Salem Commuter Rail Stop



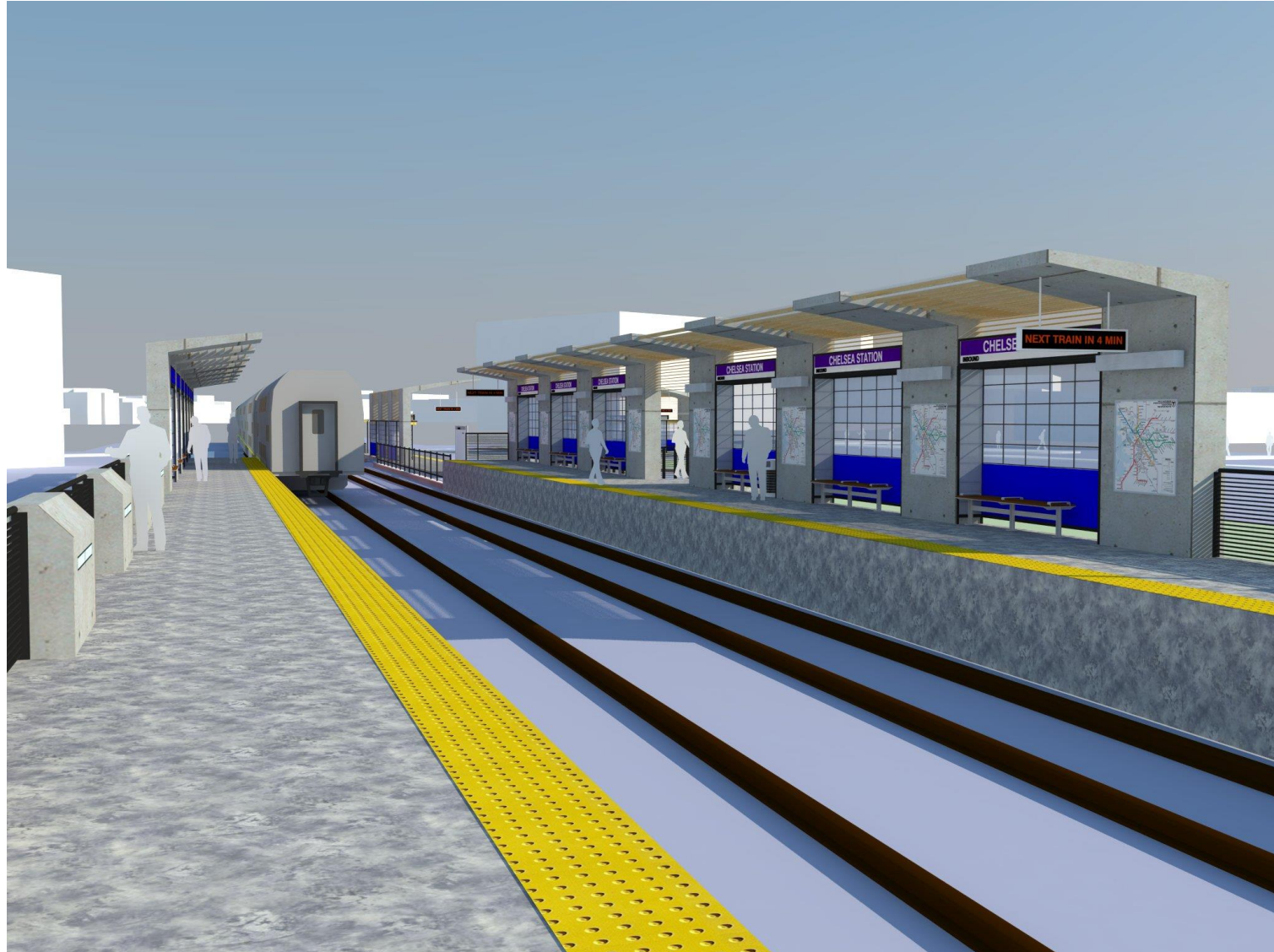
Typical MBTA Commuter Rail Station



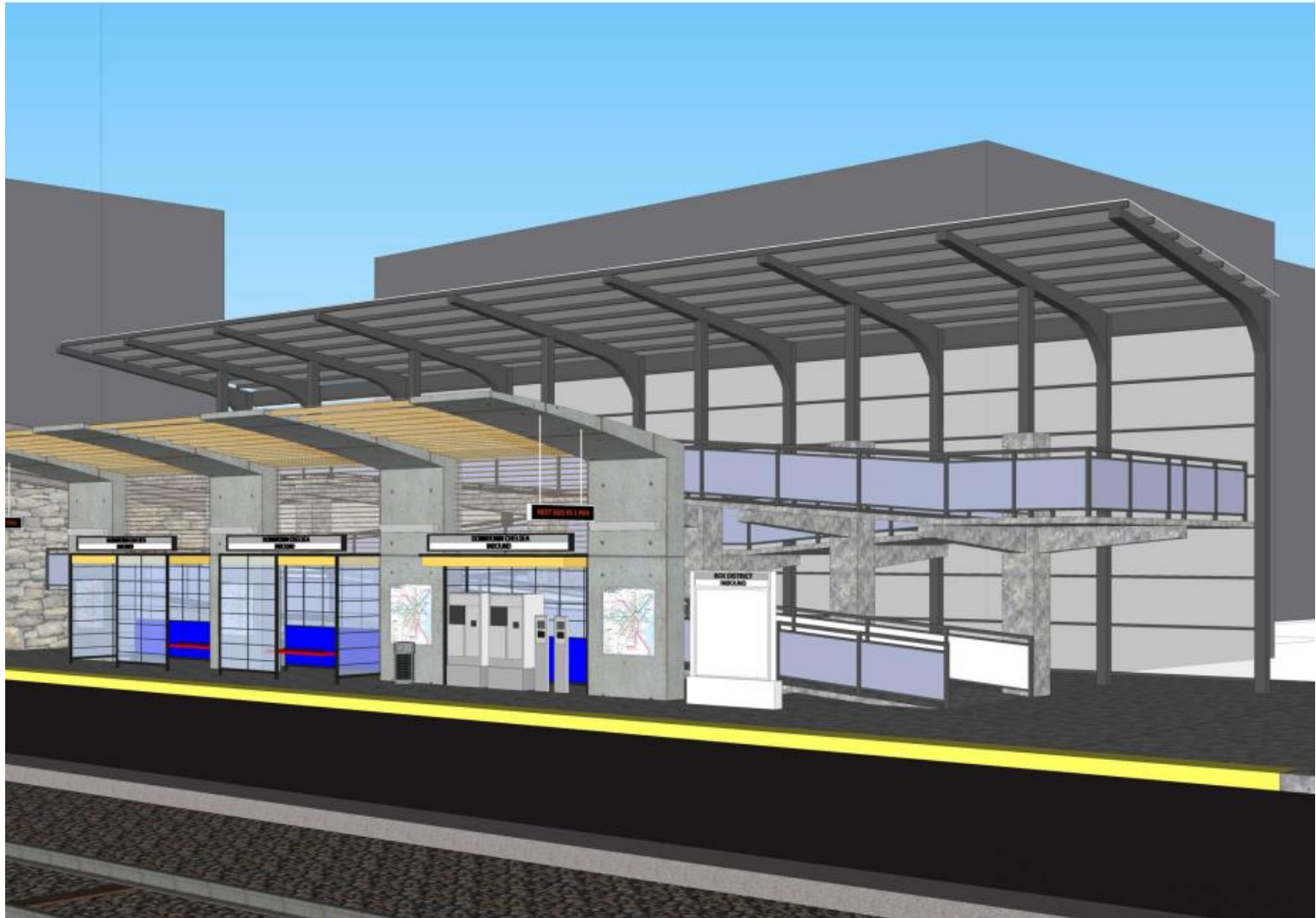
Alternative Commuter Rail Canopy



Alternative Commuter Rail Canopy



Alternative Ramp Layout



Comparison of Alternatives

ALTERNATIVE	COST	ADVANTAGES	DISADVANTAGES
ALTERNATIVE 1A/1B	\$ 15 million	<ul style="list-style-type: none"> Least Costly Alternative Direct Access from Local Road Minimal Impacts to Railroad Sidings Furthest from existing CR Station 	<ul style="list-style-type: none"> Abutter Impacts – Jefferson Avenue Lawrence St. and Ocean Ave. West Further away from SSU and NSMC Drop-off area would be on Jefferson
ALTERNATIVE 2A/2B	\$ 18 million	<ul style="list-style-type: none"> Better access to SSU and NSMC Better Parking & Drop-Off Area Potential Most conventional layout for CR Station 	<ul style="list-style-type: none"> Abutter Impacts - Lawrence Street and Ocean Ave. West Impacts to the Future Bike Path More RR Track & Signal work needed
ALTERNATIVE 3	\$ 20 million	<ul style="list-style-type: none"> Fewer Abutter Impacts Sufficient ROW to construct Good access to SSU & NSMC 	<ul style="list-style-type: none"> Most Costly Alternative More RR Track & Signal work needed Inbound side further away from SSU – potential safety & security issues
ALTERNATIVE 4A/4B	\$ 18 million	<ul style="list-style-type: none"> Least impacts to Railroad Sidings Fewer Abutter Impacts Sufficient ROW to construct 	<ul style="list-style-type: none"> Further away from SSU and NSMC Closest to existing Salem CR Station More RR Track & Signal work needed Impacts to Future Bike Path Requires wall reconstruction (into tunnel)
ALTERNATIVE 2C	\$ 20 million	<ul style="list-style-type: none"> Same as Alternative 2A & 2B (better access to SSU and NSMC, better parking & drop-off area potential; conventional) Reduces impacts to Abutters Reduces impacts to the Future Bike Path 	<ul style="list-style-type: none"> Still some Abutter Impacts - Lawrence Street and Ocean Ave. West (but better potential for screening) More RR Track & Signal work needed