



**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

50 High Street, Boston, MA 02110

November 6, 1979

James L. Sullivan, City Manager
City Hall
795 Massachusetts Avenue
Cambridge, Massachusetts 02139

RE: MBTA Contract No. 094-001, Central & Kendall Station Modernization

The Honorable James L. Sullivan:

I am forwarding, for your information, a letter prepared by the Authority in response to the attached letter dated October 12, 1979 from Mr. David R. Vickery regarding concerns that the City of Cambridge has with the station modernization design work underway at Central Station.

You will note by the letter that the MBTA is in agreement with the City of Cambridge on the specific points raised. A follow-up meeting was held with the City's Community Development Staff, at which time the letters and related issues were discussed more fully. It appears that we now have established a positive working relationship with the Community Development Staff on the Central Station modernization work.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R.J. Dempsey', is written over the typed name.

RICHARD J. DEMPSEY
Director of Construction

LFJ:lh

Atts. (2)

cc: City Council (w/atts.)
R.L. Foster (w/atts.)

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OFFICE OF THE
CITY MANAGER

**MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY**

50 High Street, Boston, MA 02110

October 25, 1979

David R. Vickery
Assistant City Manager for
Community Development
City of Cambridge
Community Development Department
City Hall Annex
Inman and Broadway Streets
Cambridge, Massachusetts 02139

RE: Central & Kendall Station Modernization

Dear Mr. Vickery:

This is in response to your letter of October 12, 1979, regarding the scope of design services for the station modernization work at Central and Kendall Stations. I have reviewed your comments and the Authority is in complete agreement with all the points you raised. Specifically:

1. The Authority does intend to make improvements to the existing exits/entrances at Central Station so they are more attractive, well lighted, and function efficiently. As I explained at our meeting on September 20th, the direction the platform is lengthened will have a major impact on whether any new access points will be created or whether the existing ones will be rearranged. This decision will be made during the Schematic Design Phase work which is being done by Wallace, Floyd, Ellenzweig, Moore, Inc. (WFEM). Until WFEM has evaluated a variety of alternatives, the Authority cannot be more specific about the exact nature of the improvements to be made to the exits and entrances at Central Station.
2. The estimated budgets given for Central and Kendall Stations were developed over two years ago, for purposes of the Capital Grant application submitted to UMTA. One of the major tasks included in the Schematic Design Phase work is for WFEM to update these estimates, giving detailed breakdowns of the various improvements proposed. We expect that the costs of the station modernization work proposed at Central and Kendall will exceed the budgets originally indicated in the scope of services. Once more realistic cost estimates have been developed, we will need to establish priorities among the individual station improvements. This will occur at the completion of the Schematic Design Phase work which is anticipated in late February.

The estimated construction cost at Kendall Station is higher than at Central primarily because the platform extension work will be more complicated. In addition, at Kendall, we will definitely be constructing two new major

entrances/exits at the western end of the platform extension. The cost breakdowns originally estimated for the two stations are as follows:

	<u>Platform Lengthening</u>	<u>Station Modernization</u>	<u>Total</u>
Central Station	\$ 1,520,000	\$ 1,500,000	\$ 3,020,000
Kendall Station	2,500,000	2,000,000	4,500,000

3. We do intend to address the issue of bus circulation and the condition of the facilities as part of the station modernization work at Central Station. This element is specifically mentioned under the Technical Services description in the Scope of Services (Task 8; i, j, and k; page 8). We agree that improvement of the bus facilities at Central Station is an important element of the project.
4. The Scope of Services does include tasks dealing with public participation and coordination with interested agencies. Task 7 on page 7 of the scope, specifically addresses coordination with the City of Cambridge. As I stressed at our meeting in September, the Authority fully intends to work closely with your staff in developing plans for Central Station.
5. Your last paragraph puzzles me, when you stated that the ... "MBTA has given no thought to mitigating measures for the construction work...or to coordinating transit design with ongoing local planning and rehabilitation efforts...." First of all, there is a specific task in the Scope of Services for WFEM to undertake an environmental assessment of the construction related impacts which would occur as a result of the station modernization work at both Central and Kendall Stations. Secondly, I understood the purpose of my meeting with the City's Urban Design staff in September was to review the current status of the City's Urban design efforts at Central Square and to begin to coordinate our joint projects. As I pointed out at the meeting, the Authority cannot, at this time, be specific about what measures will be taken to address the construction impacts until we know which direction the platform will be extended and have a better idea of the specific improvements to be made to the station. Once these elements are determined - which will be done in cooperation with the City of Cambridge - we can begin to work out the details of the mitigation measures for the project.

Finally, I would hope that we can develop a working relationship where we can contact one another directly to address outstanding concerns or potential problem areas. As you can see by my response to your letter, we agree fully with all the points you raised and intend to work closely with the City of Cambridge to make the much needed improvements to Central and Kendall Stations.

David R. Vickery
City of Cambridge
October 25, 1979
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I would be happy to sit down with you again to discuss your letter. In any case, I would like to schedule a meeting in the next week between your staff and WFEM now that the design team is under contract.

Very truly yours,

A handwritten signature in black ink, appearing to read "Linda F. Jonash", written in a cursive style.

LINDA F. JONASH
Asst. Project Manager
Station Modernization

LFJ:lh

cc: R.J. Dempsey, Dir. of Construction
R.L. Foster, Chairman, MBTA

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CITY OF CAMBRIDGE

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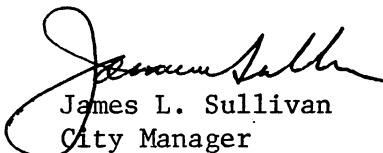
EXECUTIVE DEPARTMENT
JAMES L. SULLIVAN
City Manager

November 19, 1979

To the Honorable, the City Council:

With respect to Awaiting Report Item No. 28 regarding station modernization at Central and Kendall Stations, enclosed is a response from Richard J. Dempsey, Director of Construction for the MBTA to David Vickery's letter sent in accordance with the City Council Order.

Very truly yours,



James L. Sullivan
City Manager

JLS/mbf
Enc.

Agenda #7

S-617

Response to Awaiting Report no. 28 re:
station modernization at the Central and
Kendall MBTA stations.

In City Council,
November 19, 1979

11/19/79

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