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State to delay 2-year closure of

Tweets

After Callahan Tunnel reopens

By [Neil Ruckelshaus](#) July 31, 2013 11:56 AM

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By [Neil Ruckelshaus](#), Town Correspondent

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The planned two-year closure of Government Center subway station will be delayed until after the Callahan Tunnel reopens next spring, MBTA officials announced today.

Government Center Station has been scheduled to close for construction for 24 months starting in September, but state transportation Secretary Richard A. Murray decided recently to keep the station open until after the reopening of the Callahan Tunnel, which is scheduled to be completed in the next few months.

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The delay announced

Gov. Murray's decision to delay the closure of Government Center Station until after the Callahan Tunnel reopens next spring.

ember to the end of March.


had been raised that those two and other overlapping road and way construction projects and their related closures would cause travel nightmares, particularly around the downtown area of Boston and for those going to and from Logan Airport.

Work on Government Center Station will still start as scheduled this fall, but it will be done without closing the station until the Callahan Tunnel reopens, Transportation Secretary Joe Pesaturo said Tuesday.

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During the closures, trains will still run through, but will not stop at the station.

The MBTA says it will take steps to try to reduce impacts from the closures, including running special bus routes that will stop at Government Center, Baymont, and State stations. And, Bowdoin Station, normally closed on weekends and other major on weekdays, will be kept open seven days a week and until the station lines other stations close.

The overhaul, the first significant modernization to the Government Center Station in 50 years, will bring it into compliance with the Americans With Disabilities Act and make myriad other improvements. The most dramatic change will be a tall, glass-tiled station entrance, or "beardcase," connecting from City Hall Plaza.

Other work will include reconfiguring Green Line and Blue Line platforms; overhauling the electrical system; installing new elevators, escalators, LED signs, improved lighting, and an expanded fare collection area, and reconstructing some of the surrounding parts of Cambridge Street and City Hall Plaza, officials said.

The project is expected to wrap up in the second quarter of 2016. The MBTA expects federal funding to cover about 80 percent of the cost.

By David M. Hanchey on myjournal@journal.com.

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