

Summary of Alternative 4 and Potential Hybrid

- Primary Advisory Committee priorities for East-West service include rail service for the full corridor and service to intermediate stops
- Alternative 4 (Rail between Pittsfield and Boston)
 - Would share the current MBTA rail corridor between Boston and Worcester
 - Would double-track the CSX rail line between Pittsfield and Springfield
 - Includes stations in Chester and Palmer
- Rail corridor realignments to reduce travel time within the Springfield to Worcester segment (from Alternative 5) could be added to Alternative 4
- Slides 3 and 4 detail these potential rail corridor realignments



Summary of Alternatives 4 and 5

Alternative	Alternative 4	Alternative 5
Frequency	9	9
Rail Connections	PIT – CST – SPG – PLM – WOR – LAN – BBY – BOS	SPG – WOR – LAN – BBY – BOS
Travel Time – WOR to BOS	0:53	0:48
Travel Time – SPG to BOS	1:47	1:34
Travel Time – PIT to BOS	2:59	3:00
Total Annual Ridership	117,100	115,050
Total Daily Ridership	387	381
Capital Costs (Million)	\$4,130.5	\$5,181.3
Annual Operations & Maintenance Costs (Million)	\$65.7	\$49.0

Note: Ridership forecasts and cost estimates listed are preliminary and will be finalized for the final three alternatives. Additional information on the alternatives can be found on the study [website](#).



Alternative 5: Potential Rail Corridor Realignment

Element	Location	Length Reduction (miles)	Travel Time Savings (min:sec)	Net Cost (\$M)	Rate (\$M/min.)
Shortcut 1	Auburn, Oxford, Charlton	0.64	2:38	\$142	\$54
Shortcut 2	Charlton	0.14	0:09	\$62	\$413
Shortcut 3	Charlton	0.24	1:01	\$78	\$77
Shortcut 4	Spencer	0.47	1:03	\$484	\$461
Shortcut 5	East Brookfield	0.04	0:19	\$47	\$148
Shortcut 6	West Brookfield	0.04	0:19	\$7	\$22
Shortcut 7	Warren	0.05	0:49	\$26	\$32
Shortcut 8	Monson (not feasible)	NA	NA	NA	NA
Grade Separate Crossings	Wilbraham (Consolidate 3 crossings into 2 overhead bridges)	0.00	0:35	\$27	\$46

Note: The realignment in Monson is classified as "not feasible" because, while the track could be realigned, doing so would not offer benefit since an adjacent curve (that cannot be straightened) prevents the trains from going any faster through that segment.



Alternative 5: Potential Rail Corridor Realignmentments

