



Printing Date: 6/23/2019  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignment
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station\*
- The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings

\* Traction power stations are only required for electric rail alternative

**Index Map**

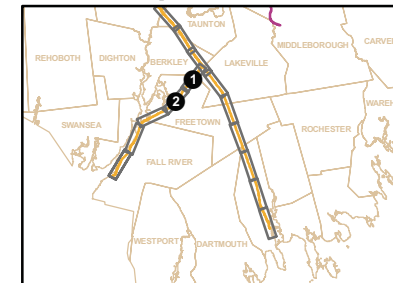


Figure 4.18-1a  
 All Rail Alternatives-  
 Fall River Secondary  
 Coastal Zone Management



Printing Date: 4/22/2009  
 File: \\mbas\projects\10111\_0\GIS\project\Phase2\TechR\reports\OpenSpace\RailOptions\AllRail\_FallRiver\_Page2.mxd

**Legend**

- MBTA Commuter Rail Station
- Proposed Alternative Alignment
- MBTA Commuter Rail
- Town Boundaries
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▭ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings
- ▭ Mount Hope Bay Designated Port Area

\* Traction power stations are only required for electric rail alternative

**Index Map**

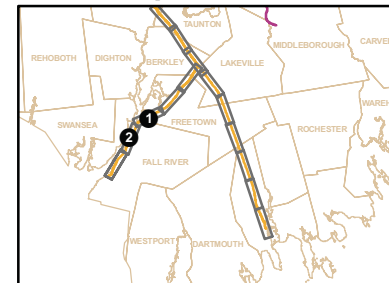


Figure 4.18-1b  
 All Rail Alternatives-  
 Fall River Secondary  
 Coastal Zone Management



Printing Date: 4/27/2009  
 File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\CZM\RailOptions\AIR\_rail\_CZM\_FallRiver\_Page3.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
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- ▭ Traction Power Station\*
- ▨ The Massachusetts Coastal Zone
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- ▨ Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings
- ▨ Mount Hope Bay Designated Port Area

\* Traction power stations are only required for electric rail alternative

**Index Map**

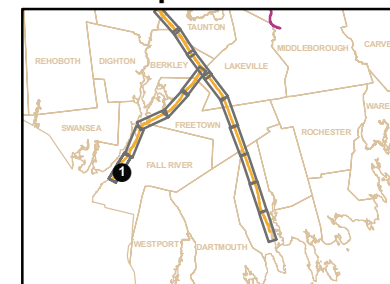


Figure 4.18-1c  
 All Rail Alternatives-  
 Fall River Secondary  
 Coastal Zone Management



Printing Date: 6/16/2009  
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- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - - - Town Boundaries
  - Proposed Alternative Alignment
  - ▭ Limit of Work for Proposed Station/Layover Facility
  - ▭ Limit of Permanent Impact for Proposed Rail
  - ▭ Traction Power Station\*
  - ▨ The Massachusetts Coastal Zone
  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Project Element in Filled Tideland
  - Non-Tidal River and Stream Crossings

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**Index Map**

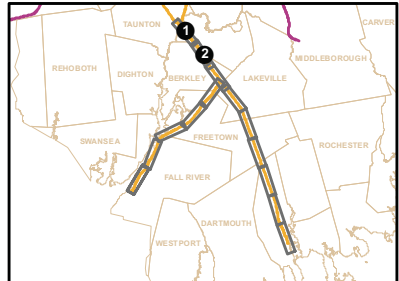


Figure 4.18-2a

All Rail Alternatives-  
New Bedford Main Line

Coastal Zone Management



Printing Date: 6/17/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▨ The Massachusetts Coastal Zone
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- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- ▭ Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings

\* Traction power stations are only required for electric rail alternative

**Index Map**

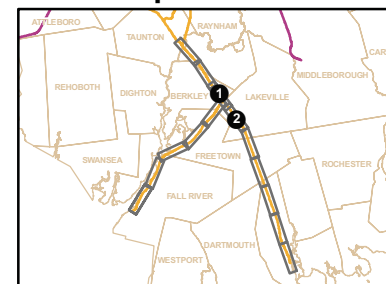


Figure 4.18-2b

All Rail Alternatives-  
New Bedford Main Line

Coastal Zone Management



Printing Date: 6/17/2009  
 File: \\mbas\projects\10111.00\GIS\project\Phase2\Tech\Reports\C2M\RailOptions\WQ\_EC\_NewBedford\_pg3.mxd

- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - - - Town Boundaries
  - Proposed Alternative Alignment
  - ▭ Limit of Work for Proposed Station/Layover Facility
  - ▭ Limit of Permanent Impact for Proposed Rail
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  - - - Historic High Water
  - - - Historic Low Water
  - - - Inferred Historic Shoreline
  - Project Element in Filled Tideland
  - Non-Tidal River and Stream Crossings

\* Traction power stations are only required for electric rail alternative

**Index Map**

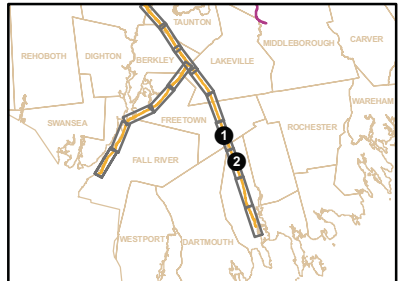


Figure 4.18-2c  
 All Rail Alternatives-  
 New Bedford Main Line  
 Coastal Zone Management



Printing Date: 6/17/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▨ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings

\* Traction power stations are only required for electric rail alternative

**Index Map**

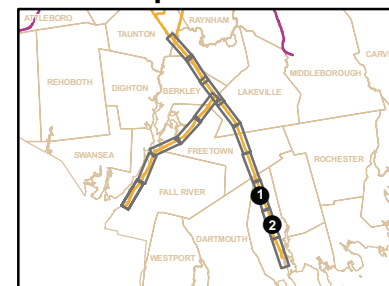
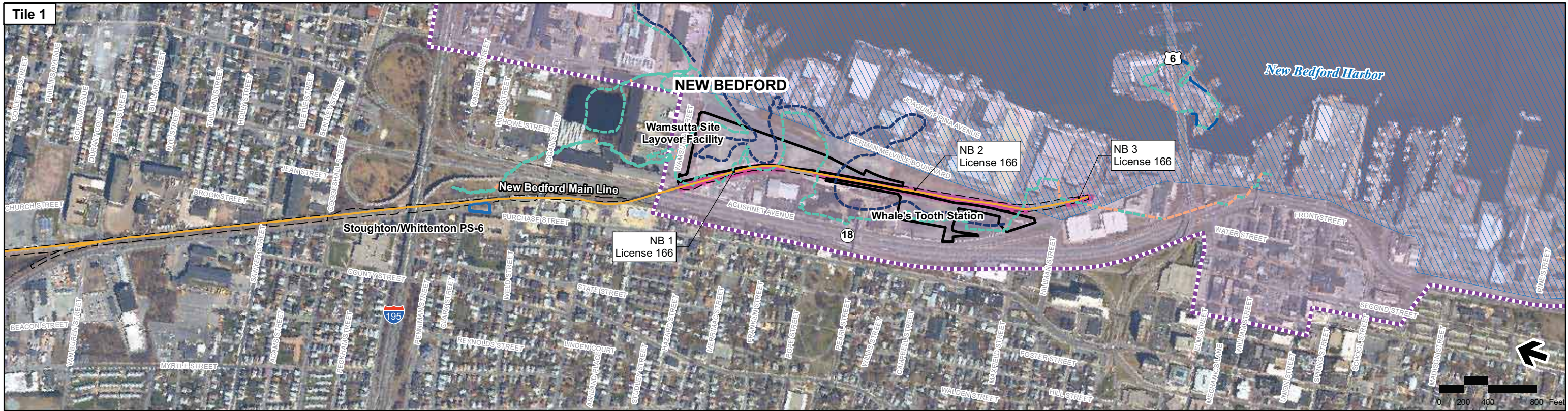


Figure 4.18-2d

All Rail Alternatives-  
New Bedford Main Line

Coastal Zone Management



Printing Date: 6/17/2009  
 File: \\mabos\projects\10111.0\GIS\project\Phase2\TechReports\CZ\RailOptions\WQ\_EC\_NewBedford\_pg5.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▨ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings
- ▨ New Bedford - Fairhaven Designated Port Area

\* Traction power stations are only required for electric rail alternative

**Index Map**

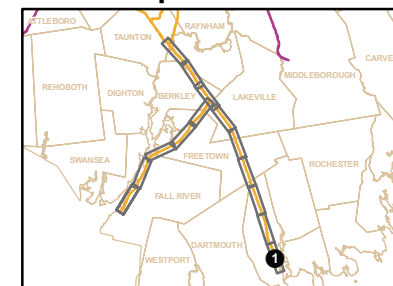


Figure 4.18-2e

All Rail Alternatives-  
New Bedford Main Line

Coastal Zone Management





Printing Date: 2/27/2009  
 File: \\mabos\projects\10111\_00\GIS\project\Phase2\TechReports\CZM\RailOptions\Rail\_CZM\_NEC\_Page1.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignment
- ▭ Limit of Work for Proposed Station/Layover Facility
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- Historic Low Water
- Inferred Historic Shoreline
- Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings

\* Traction power stations are only required for electric rail alternative

**Index Map**

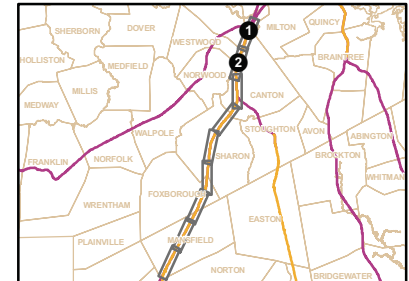


Figure 4.18-3a  
 Attleboro Alternatives-  
 Northeast Corridor  
 Coastal Zone Management



Printing Date: 2/27/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
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- Project Element in Filled Tideland
- Non-Tidal River and Stream Crossings

\* Traction power stations are only required for electric rail alternative

**Index Map**

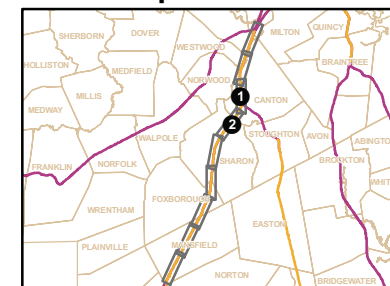


Figure 4.18-3b  
 Attleboro Alternatives-  
 Northeast Corridor  
 Coastal Zone Management



Printing Date: 4/27/2009  
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**Legend**

- MBTA Commuter Rail Station
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- Non-Tidal River and Stream Crossings

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**Index Map**

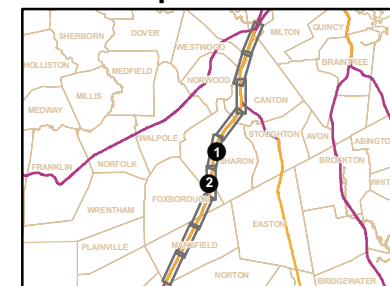


Figure 4.18-3c
Attleboro Alternatives- Northeast Corridor
Coastal Zone Management



Printing Date: 4/27/2009  
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**Legend**

- MBTA Commuter Rail Station
- Proposed Alternative Alignment
- MBTA Commuter Rail
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- Non-Tidal River and Stream Crossings

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**Index Map**

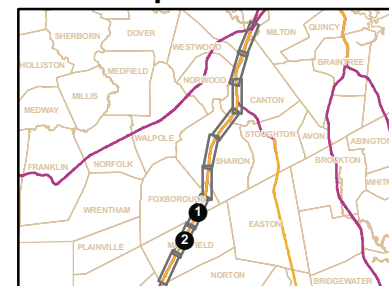


Figure 4.18-3d

Attleboro Alternatives-  
Northeast Corridor

Coastal Zone Management



Printing Date: 4/27/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
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- Historic Low Water
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- Non-Tidal River and Stream Crossings

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**Index Map**

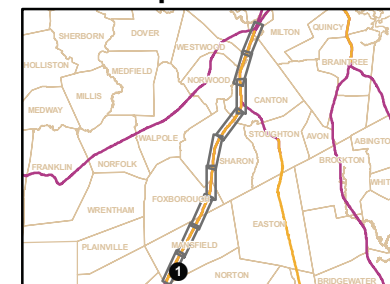


Figure 4.18-3e
Attleboro Alternatives- Northeast Corridor
Coastal Zone Management



Printing Date: 4/27/2009  
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- Legend**
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  - MBTA Commuter Rail
  - - - Town Boundaries
  - Proposed Alternative Alignments
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  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Stream / River Crossing

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**Index Map**

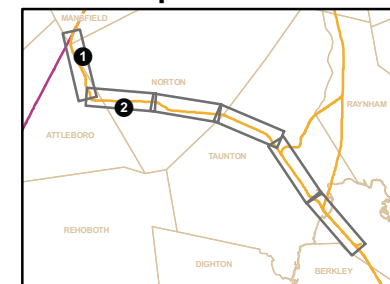


Figure 4.18-4a  
 Attleboro Alternatives-  
 Attleboro Bypass and  
 Attleboro Secondary  
 Coastal Zone Management



**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
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- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▭ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
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- Stream / River Crossing

\* Traction power stations are only required for electric rail alternative

**Index Map**

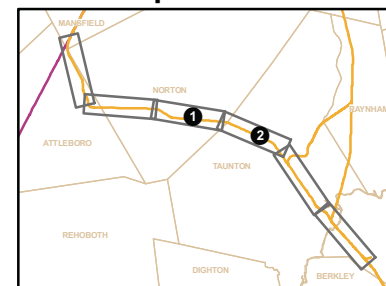


Figure 4.18-4b  
 Attleboro Alternatives-  
 Attleboro Bypass and  
 Attleboro Secondary  
 Coastal Zone Management



Printing Date: 4/27/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
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- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
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**Index Map**

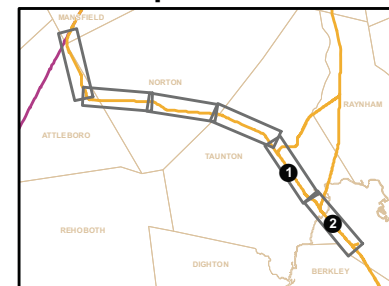


Figure 4.18-4c  
 Attleboro Alternatives-  
 Attleboro Bypass and  
 Attleboro Secondary  
  
 Coastal Zone Management





- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - - - Town Boundaries
  - Proposed Alternative Alignments
  - ▭ Limit of Work for Proposed Station/Layover Facility
  - ▭ Limit of Permanent Impact for Proposed Rail
  - ▭ Traction Power Station\*
  - ▨ The Massachusetts Coastal Zone
  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Stream / River Crossing

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**Index Map**

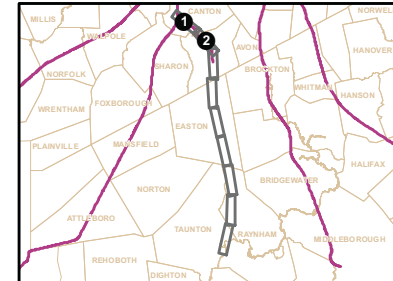
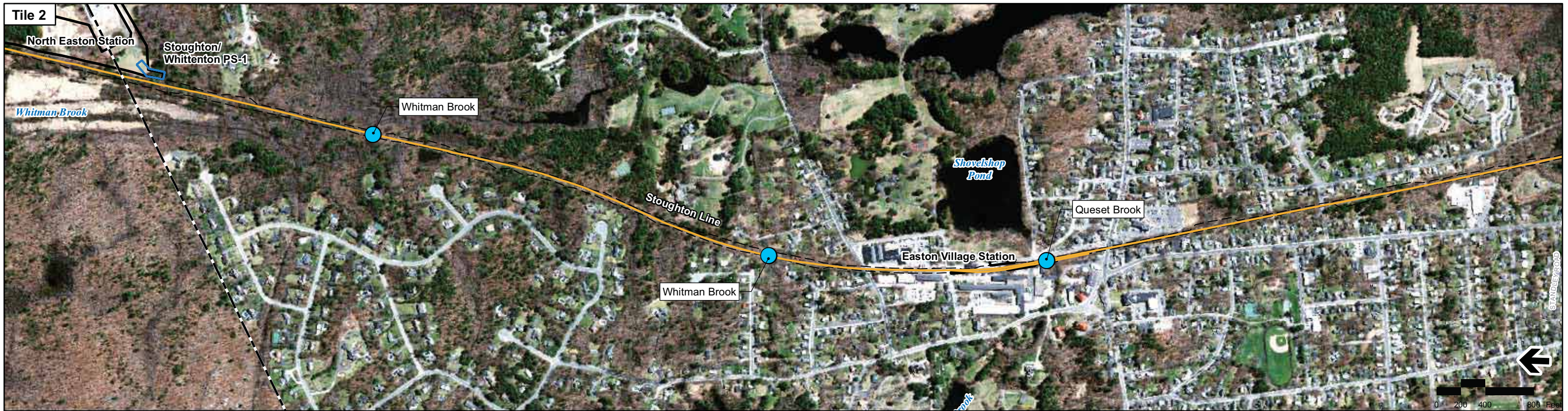


Figure 4.18-5a  
Stoughton Alternatives-  
Stoughton Line  
Coastal Zone Management



Printing Date: 6/24/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
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- Historic High Water
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**Index Map**

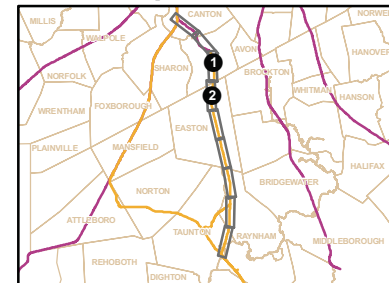


Figure 4.18-5b
Stoughton Alternatives- Stoughton Line
Coastal Zone Management

Tile 1



Tile 2



Printing Date: 6/24/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
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**Index Map**

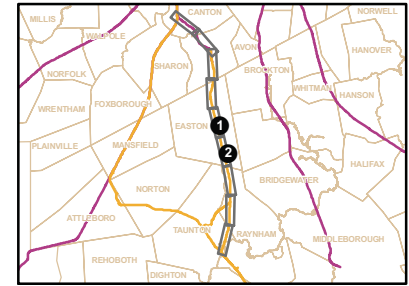


Figure 4.18-5c  
Stoughton Alternatives-  
Stoughton Line  
Coastal Zone Management



Printing Date: 6/24/2009  
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- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - - - Town Boundaries
  - Proposed Alternative Alignments
  - ▭ Limit of Work for Proposed Station/Layover Facility
  - ▭ Limit of Permanent Impact for Proposed Rail
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  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Stream / River Crossing

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**Index Map**

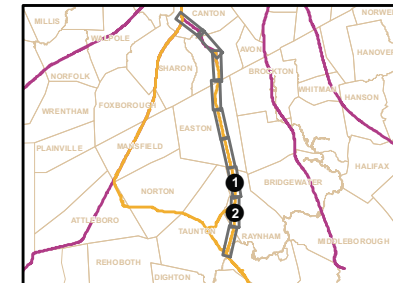
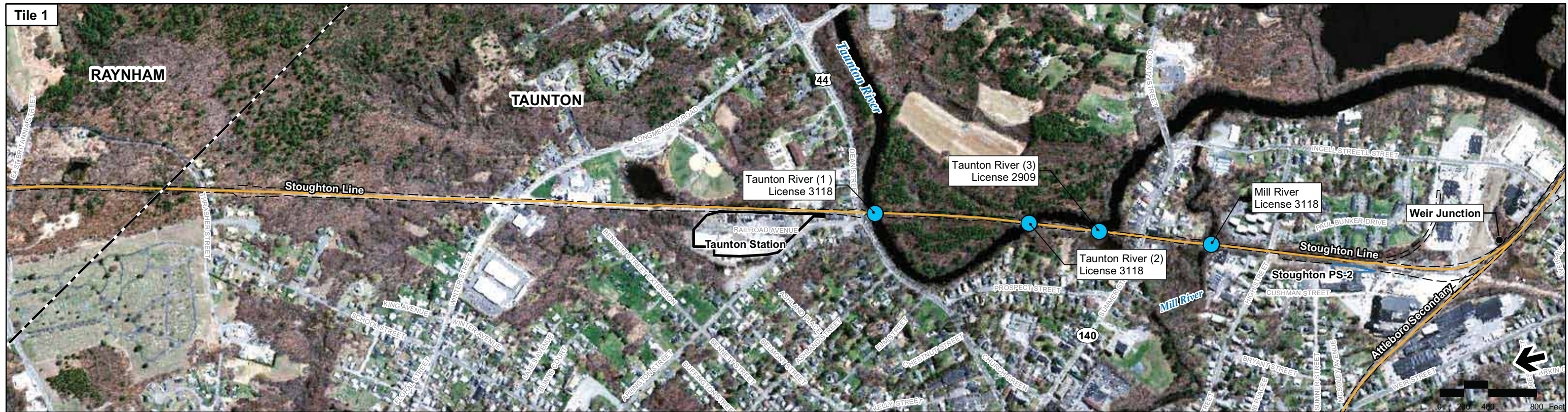


Figure 4.18-5d

Stoughton Alternatives-  
Stoughton Line

Coastal Zone Management



Printing Date: 4/27/2009  
 File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\CZM\RailOptions\CZM\_Stoughton\_Page5.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
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- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
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- Historic Low Water
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**Index Map**

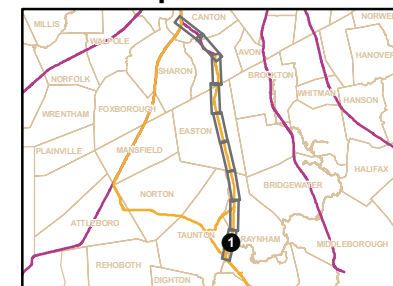


Figure 4.18-5e

Stoughton Alternatives-  
Stoughton Line

Coastal Zone Management



- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - - - Town Boundaries
  - Proposed Alternative Alignments
  - ▭ Limit of Work for Proposed Station/Layover Facility
  - ▭ Limit of Permanent Impact for Proposed Rail
  - ▭ Traction Power Station\*
  - ▭ The Massachusetts Coastal Zone
  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Stream / River Crossing

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**Index Map**

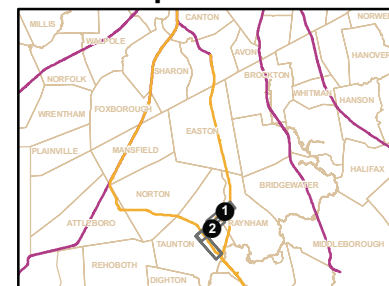


Figure 4.18-6a

Whittenton Alternatives-  
Whittenton Branch

Coastal Zone Management



Printing Date: 4/24/2009  
 File: \\Mabos\projects\10111.00\GIS\project\Phase2\TechReports\OpenSpace\RailOptions\Stoughton\_Whittenton\_Page2.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
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**Index Map**

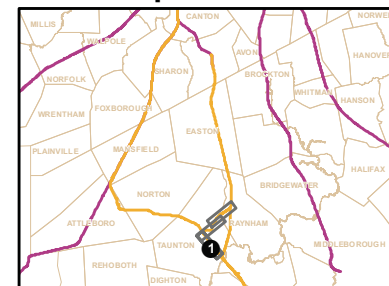


Figure 4.18-6b
Whittenton Alternatives- Whittenton Branch
Coastal Zone Management



Printing Date: 6/17/2009  
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**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Limit of Permanent Impact for Proposed Rapid Bus
- ▨ The Massachusetts Coastal Zone
- Contemporary High Water
- - - Historic High Water
- - - Historic Low Water
- - - Inferred Historic Shoreline
- Stream / River Crossing

**Index Map**

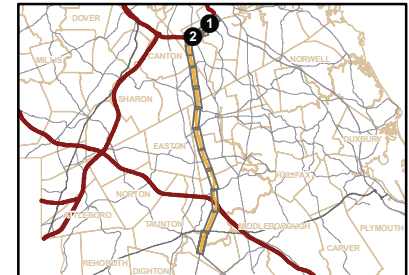


Figure 4.18-7a  
 Rapid Bus Alternatives  
 Coastal Zone Management





Printing Date: 6/17/2009  
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- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - Town Boundaries
  - Limit of Permanent Impact for Proposed Rapid Bus
  - The Massachusetts Coastal Zone
  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Stream / River Crossing

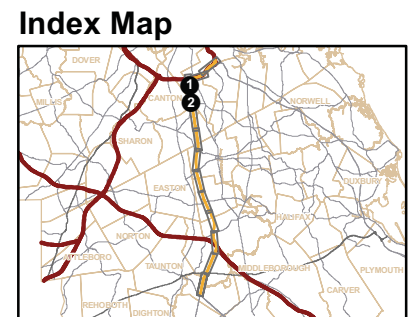


Figure 4.18-7b  
 Rapid Bus Alternatives  
 Coastal Zone Management



Printing Date: 6/17/2009  
 File: \\M:\BOS\projects\10111\_00\GIS\project\Phase2\TechReports\WaterQuality\EC\WQ\_EC\_RapidBus\_pg3.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▭ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Stream / River Crossing

\* Traction power stations are only required for electric rail alternative

**Index Map**

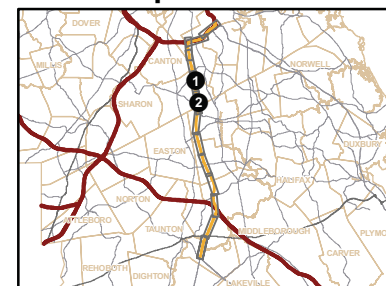


Figure 4.18-7c

Rapid Bus Alternatives

Coastal Zone Management



Printing Date: 6/17/2009  
 File: \\MA\BOS\projects\10111\00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ\_EC\_RapidBus\_pg4.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- Limit of Work for Proposed Station/Layover Facility
- Limit of Permanent Impact for Proposed Rail
- Traction Power Station\*
- The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Stream / River Crossing

\* Traction power stations are only required for electric rail alternative

**Index Map**

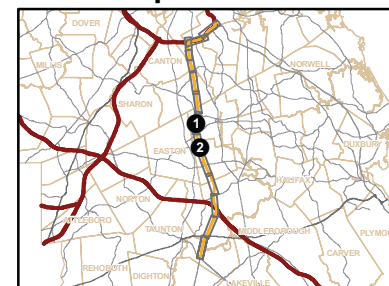


Figure 4.18-7d  
 Rapid Bus Alternatives  
 Coastal Zone Management

Tile 1



Tile 2



Printing Date: 6/17/2009  
 File: \\mbas\projects\10111.00\GIS\project\Phase2\Tech\Reports\WaterQuality\ECIWO\_EC\_ReportBus\_pg5.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- - - Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▭ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Stream / River Crossing

\* Traction power stations are only required for electric rail alternative

**Index Map**

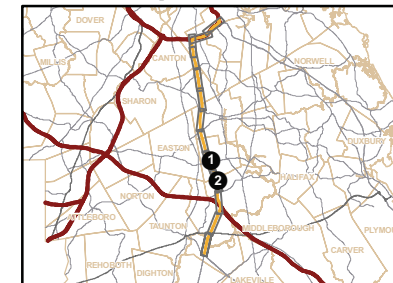


Figure 4.18-7e

Rapid Bus Alternatives

Coastal Zone Management



Printing Date: 6/17/2009  
 File: \limbos\projects\10111.0\GIS\project\Phase2\Tech\Reports\WaterQuality\ECWQ\_EC\_RapidBus\_pg6.mxd

- Legend**
- MBTA Commuter Rail Station
  - MBTA Commuter Rail
  - Town Boundaries
  - Proposed Alternative Alignments
  - ▭ Limit of Work for Proposed Station/Layover Facility
  - ▭ Limit of Permanent Impact for Proposed Rail
  - ▭ Traction Power Station\*
  - ▭ The Massachusetts Coastal Zone
  - Contemporary High Water
  - Historic High Water
  - Historic Low Water
  - Inferred Historic Shoreline
  - Stream / River Crossing

\* Traction power stations are only required for electric rail alternative

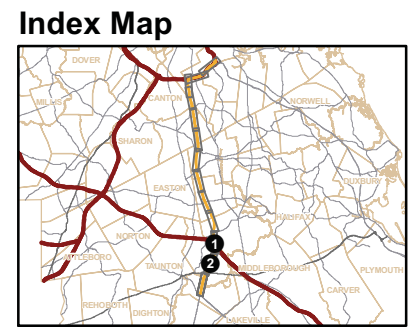


Figure 4.18-7f

Rapid Bus Alternatives

Coastal Zone Management



Printing Date: 6/17/2009  
 File: \\mabos\projects\10111.00\GIS\project\Phase2\TechReports\WaterQuality\ECWQ\_EC\_RapidBus\_pg7.mxd

**Legend**

- MBTA Commuter Rail Station
- MBTA Commuter Rail
- Town Boundaries
- Proposed Alternative Alignments
- ▭ Limit of Work for Proposed Station/Layover Facility
- ▭ Limit of Permanent Impact for Proposed Rail
- ▭ Traction Power Station\*
- ▭ The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Stream / River Crossing

\* Traction power stations are only required for electric rail alternative

**Index Map**

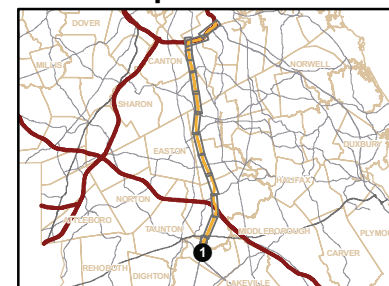
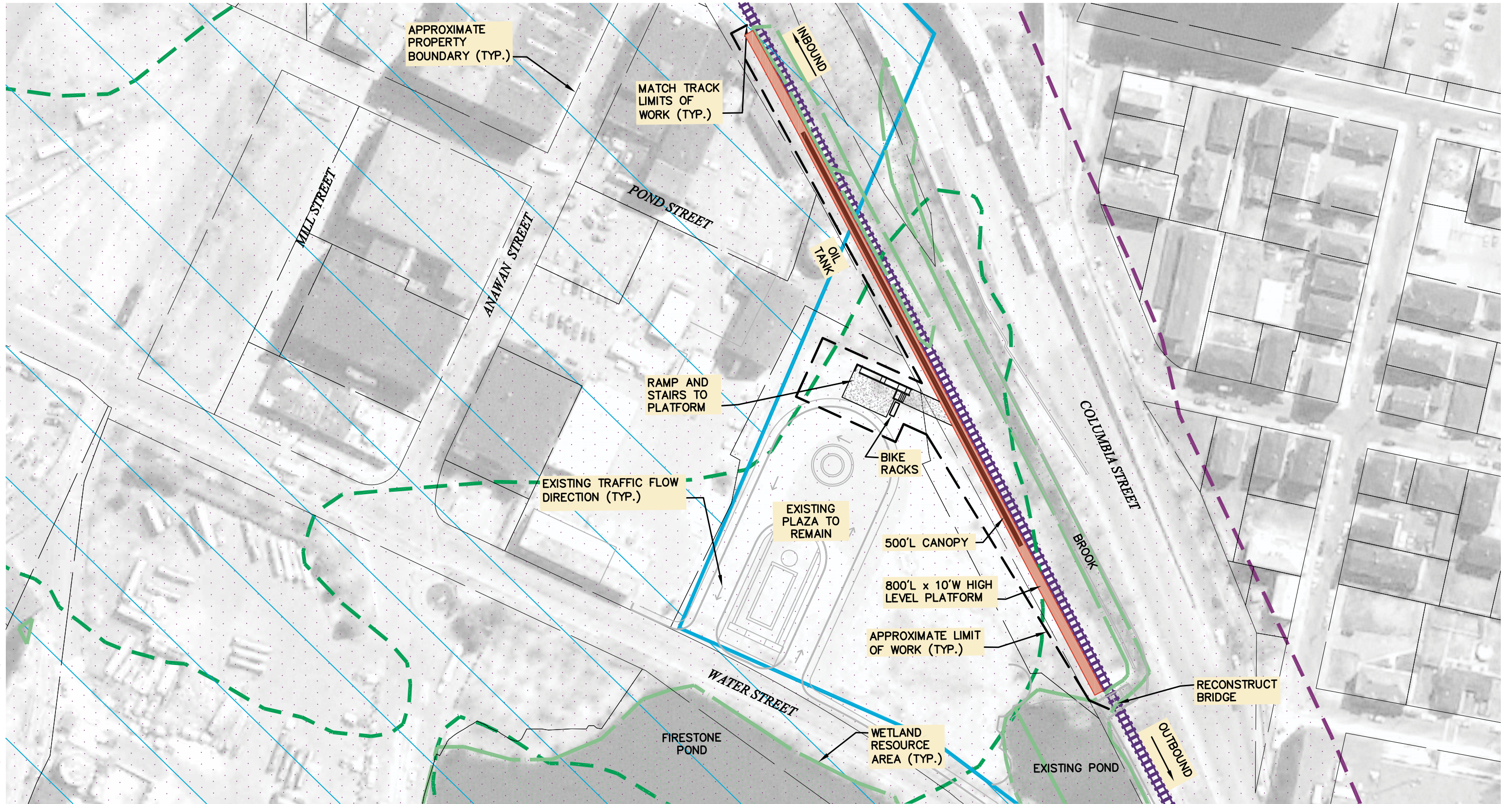


Figure 4.18-7g

Rapid Bus Alternatives

Coastal Zone Management

\\mabos\projects\10111.00\cad\A-prj\dwg\SCR\_2008\_Stations\Fall River - Battleship Cove\10111\_BattleshipCove.dwg Printing Date: 9/4/2009



**Parking Summary Chart**

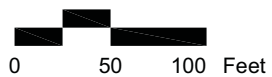
STANDARD SPACES	0
ACCESSIBLE SPACES	0
DROPOFF SPACES	0
TOTAL SPACES	0

**Legend**

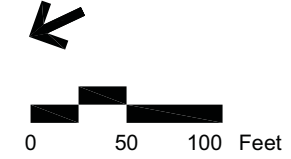
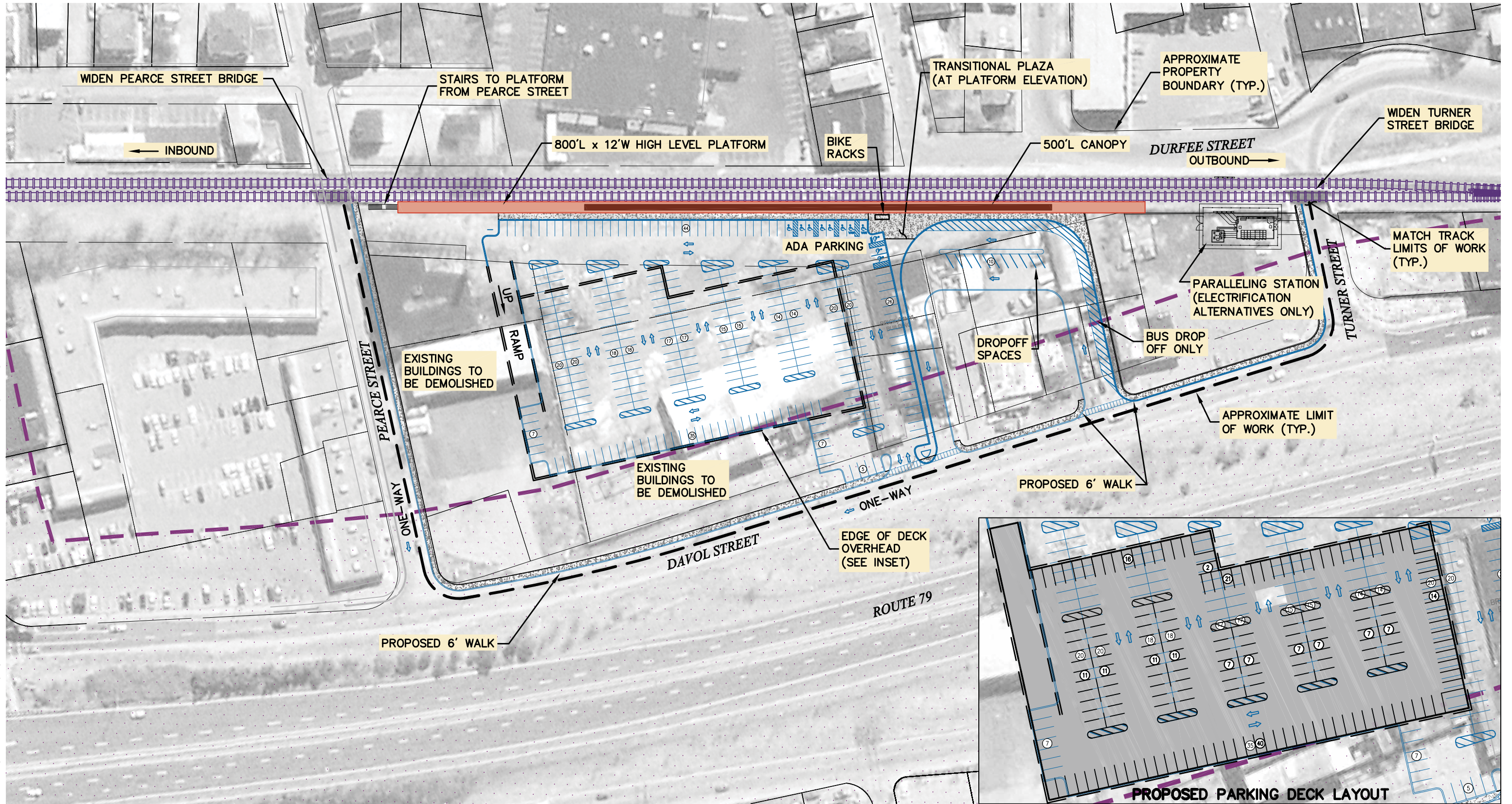
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- The Massachusetts Coastal Zone
- Mount Hope Bay Designated Port Area
- Historic High Water

Figure 4.18-8

Conceptual Layout of Battleship Cove Station



\\mabos\projects\10111.00\cad\A-prj\dwg\SCR\_2008\_Stations\Fall River Depot\10111\_FallRiverDepot.dwg Printing Date: 9/3/2009



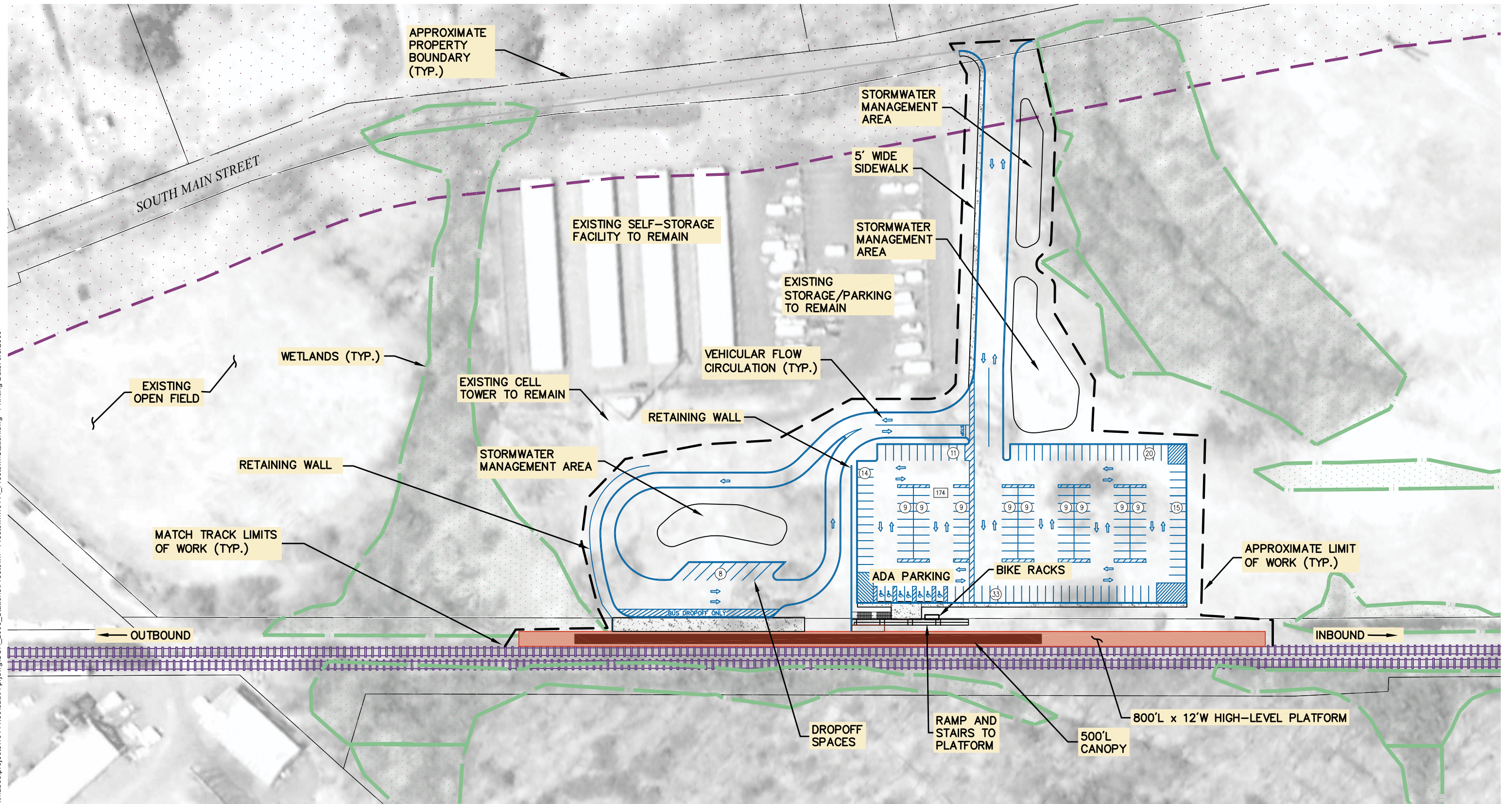
STANDARD SPACES	502
ACCESSIBLE SPACES	11
DROPOFF SPACES	10
TOTAL SPACES	523

- Legend**
- Platform
  - Canopy
  - Transitional Plaza
  - Proposed Track
  - Existing Track
  - Wetland
  - Retaining Wall
  - Property
  - Proposed Roadway
  - Limit of Work
  - The Massachusetts Coastal Zone

Figure 4.18-9  
Conceptual Layout of Fall River Depot Station

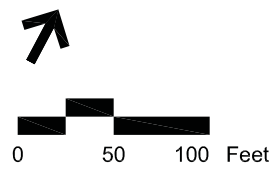


I:\mabos\projects\10111.00\cad\A-prj\dwg\SCR\_2008\_Stations\Freetown - Freetown\10111\_FreetownStation.dwg Printing Date: 9/3/2009



**Parking Summary Chart**

STANDARD SPACES	167
ACCESSIBLE SPACES	7
DROPOFF SPACES	8
TOTAL SPACES	182

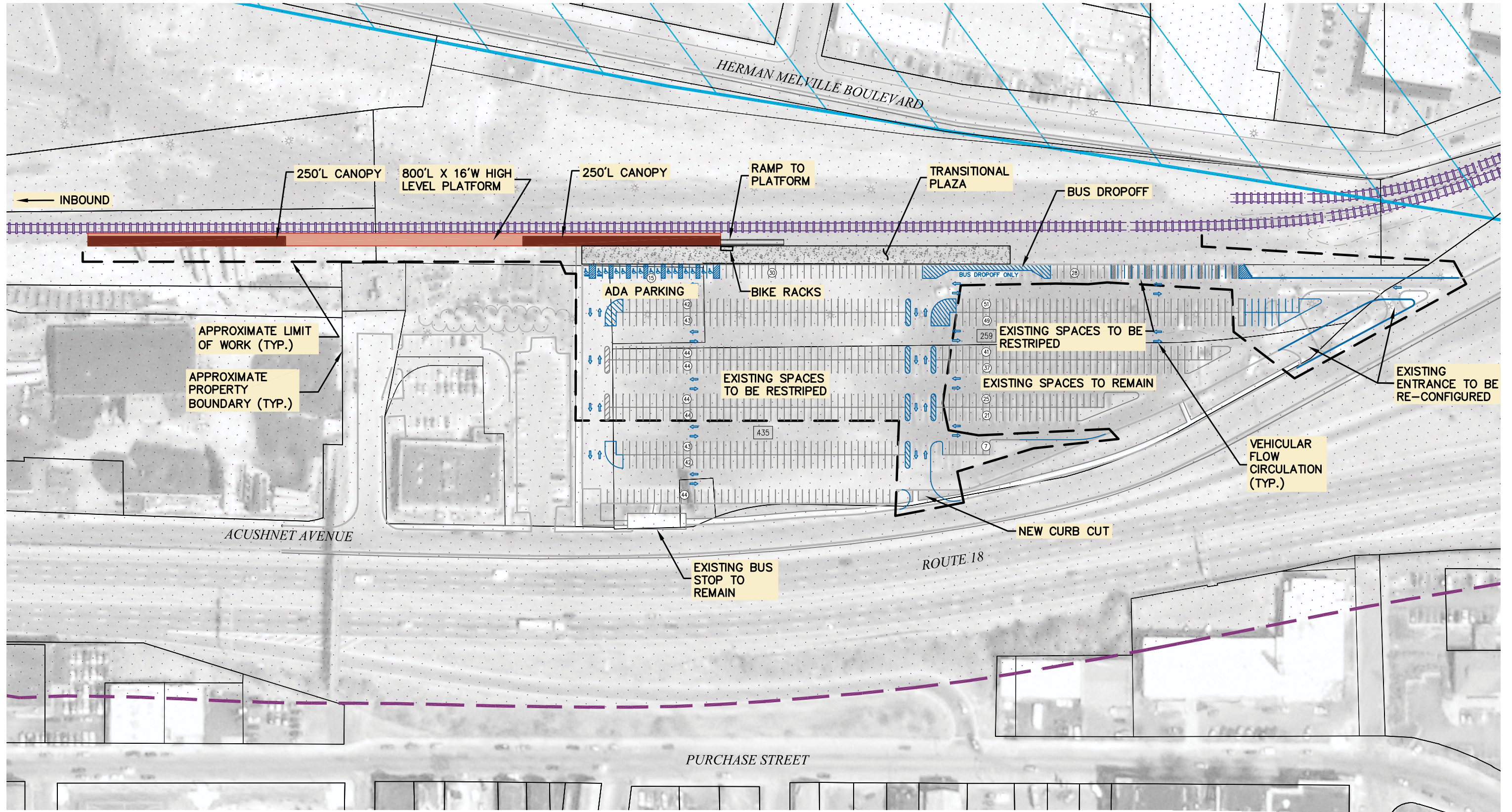


**Legend**

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- The Massachusetts Coastal Zone

Figure 4.18-10  
Conceptual Layout of Freetown Station

I:\MABOS\projects\101111\_00\cad\A-prj\dwg\SCR\_2008\_Stations\New Bedford - Whales Tooth\101111\_NewBedford\_WhalesTooth.dwg Printing Date: 9/4/2009



**Parking Summary Chart**

STANDARD SPACES	679
ACCESSIBLE SPACES	15
DROPOFF SPACES	0
<b>TOTAL SPACES</b>	<b>694</b>

**Legend**

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- The Massachusetts Coastal Zone
- Mount Hope Bay Designated Port Area

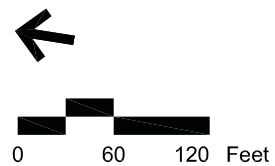


Figure 4.18-11  
Conceptual Layout  
of Whale's Tooth Station












-  Proposed Edge of Pavement
-  Limit of Permanent Impact for Proposed Layover Facility
-  Parcel Boundary
-  The Massachusetts Coastal Zone
-  Contemporary High Water
-  Historic High Water
-  Historic Low Water
-  Inferred Historic Shoreline
-  Mount Hope Bay Designated Port Area

Figure 4.18-12  
Weaver's Cove East and West Sites  
Layover Facilities  
Coastal Zone and Ch. 91



**Legend**

- Track Centerline
- Proposed Building
- Proposed Pavement
- Limit of Permanent Impact for Proposed Layover Facility
- The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- Mount Hope Bay Designated Port Area

Figure 4.18-13

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ISP Site Layover Facility



**Legend**

- Track Centerline
- Limit of Permanent Impact for Proposed Layover Facility
- Proposed Building
- Proposed Edge of Pavement
- Parcel Boundary
- The Massachusetts Coastal Zone
- Contemporary High Water
- Historic High Water
- Historic Low Water
- Inferred Historic Shoreline
- New Bedford - Fairhaven Designated Port Area

Figure 4.18-14

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Wamsutta Site Layover Facility