Appendix 3.2-E

Layover Facility Alternatives Analysis

Layover Facility Site Selection Analysis

1 Introduction

The purpose of this report is to document and explain the selection and design of overnight layover facilities for the South Coast Rail project. This report examines only civil design, operations, environmental, and socioeconomic issues. The report contains the following sections:

- Purpose and Size of Overnight Layover Facilities
- Site Alternatives Identified by SRPEDD
- Preliminary Assessment of Site Alternatives
- Sites Advanced for Further Consideration
- Attachment A – Conceptual Layouts for Sites Identified by SRPEDD
- Attachment B – Municipal Meeting Notes

2 Purpose and Size of Overnight Layover Facilities

This section provides an overview of why overnight layover facilities are needed, where they should be located, and what infrastructure is required at the facility.

The need for overnight layover facilities is independent of the need for midday layover facilities in the city. Midday layovers are needed for train storage between morning trips into the city and evening trips out of the city.

2.1 Purpose of Overnight Layover Facilities

The overnight layover facility is the location that trains come from at the beginning of the day and retire to at the end of the day. Overnight layover facilities are needed near the end of the line to operate a commuter rail service. The nature of demand for commuter rail service requires that trains begin the day and end the day at the end of the line. In the morning, most passengers want to go from their homes into the city. All of the MBTA's recently restored commuter rail lines, including the Greenbush,

Kingston, Middleborough, and Newburyport Lines, have overnight layover facilities near the terminal station.

2.2 Location of Layover Facilities

The layover facility should be located close to the end of the line. If the layover facility is near the terminal, trains do not have to travel far to get to the start of their morning trips or from the end of their evening trips. If the layover facility is distant from the terminal, trains need to make a long distance non-revenue (deadhead) movement before they start their morning trips or after they end their evening trips.

The ideal location for an overnight layover facility is just beyond the terminal station. When trains complete a trip at the end of the day, they continue down the track into the layover facility. In the morning, they pull up from the layover facility to the first station, and then continue up the track towards Boston. There is no need for the train to reverse direction at the terminal station, and trains moving between the terminal station and the layover yard have no impact on revenue operations on the mainline track. The layover yards at Greenbush and Kingston are of this style.

If the area around the terminal station is constrained by urban development, environmental resources, or other limitations, it may not be possible to locate the layover facility beyond the terminal station. In this case, acceptable layover locations may be found adjacent to the mainline, as close to the terminal station as possible. However, a layover site ½ mile beyond the terminal station is preferable to a layover site ½ mile before the terminal station. The layover yards at Middleborough and Newburyport are of the latter style, each less than a mile from the terminal.

This arrangement is less desirable because trains must reverse direction at the terminal station and use some mainline capacity. For example, in the evening, when a train finishes an outbound trip, it must reverse direction at the terminal station and move back up the mainline towards the city to get to the layover yard. The reverse move, requiring at least 10 minutes, and the time the deadhead train spends on the mainline, present potential conflicts between the deadhead movement and passenger trains. If the reverse move is delayed by a mechanical fault, the next train full of passengers will be delayed from entering the terminal station until the deadhead train can be moved out of the way. The deadhead moves also increase operating costs and wear on vehicles.

There is no hard rule for the distance of a layover facility from the terminal, but increasing distance will results in less reliable operations and greater operating costs. The cost to the MBTA of operating a commuter rail vehicle was $10.00 per revenue mile in 2007. Assuming a cost of $7.50 per non-revenue mile, a service needing four six-car trains each weekday, and 240 weekdays per year, the yearly operating cost of a layover facility being one mile further from the terminal station is $86,400.

2.3 Infrastructure Requirements

The area of the layover facility site must be large enough to accommodate the anticipated number of trains, service vehicles, and other support facilities. The site must be shaped appropriately to allow all tracks to be long enough to accommodate trains.

The number of trains can be determined quickly with the following approach: determine the round-trip travel time, including reverse moves, and divide by the peak period headway. This gives the number of trips that must be made before the first train of the day returns and is available for another inbound trip. For example, if the round-trip travel time is 120 minutes (two hours) and the first train leaves at 6:00 AM, that train will have returned and be ready for another trip at 8:00 AM. If the headway is 30 minutes, there will be departures at 6:30 AM, 7:00 AM, and 7:30 AM, and so the number of trains needed is four. For South Coast Rail, the round trip travel time would be approximately 180 minutes (three hours), and the headway would be approximately 45 minutes on each branch, giving a requirement four trains on each branch.

The layover facility must accommodate the four trains anticipated. In addition, the facility should provide one track for future expansion of service and one track for maintenance equipment. Therefore, the layover site chosen for South Coast Rail must be able to accommodate six tracks.

The tracks must all be long enough to accommodate the longest train operated by the MBTA, which is assumed to be two locomotives and nine coaches, plus buffer space at the ends. This gives a minimum clear track length of approximately 950 feet. The tracks should be spaced with alternate 20-foot and 30-foot track centers, to allow enough space for maintenance vehicles to travel between trains. The layover facilities in Middleborough, Kingston, and Greenbush are of this style, though with shorter tracks due to the train length restriction on the Old Colony Lines.

The site must be able to accommodate a 25-foot wide roadway around the perimeter of the tracks. It must also accommodate the yard lead track and turnouts, which means that the site must be considerably longer than 950 feet. At a minimum, the lead track must be long enough for a series of three #10 turnouts, a distance of 380 feet. It is desirable to provide a two-track lead with a #10 crossover in the middle, so that a problem on the lead track does not render the yard useless. This increases the lead track length need to about 2000 feet. This represents a desirable condition, and design compromises can be made on this feature.

The site must be able to accommodate necessary support facilities, including a maintenance shop, employee parking, and storage space for maintenance equipment. The location and design of these facilities is much more flexible than the location and design of the track features.

3 Site Alternatives Identified by SRPEDD

The Southeast Regional Planning and Economic Development District (SRPEDD) identified 19 site alternatives for the layover facilities. Some of these sites would serve only one of the two branches, while others could serve both branches. This section describes the sites in more detail. Table 1 summarizes the site locations, and Figure 1 shows their locations.

Table 1: Potential Layover Sites Identified by SRPEDD

Site #	Site Location	Community	Terminal Distance*	SRPEDD Notes
Fall River Secondary				
1	Shaw Street	Fall River	-2.7	Flood plain; condos, school
2	Battleship Cove (Behind Gate)	Fall River	-1.7	Good for only 2 tracks
3	Weaver's Cove West	Fall River	1.2	Flood plain; economic development conflict
4	North Fall River	Fall River	2.8	Cut section; country club, condos
5	ISP Facility	Freetown	4.4	Reduced footprint needed
6	Saw Mill	Freetown	5.3	Sharp curve onto site
7	Copicut Road (North)	Freetown	5.8	Poor road access; poor lot shape
8	Copicut Road (South)	Freetown	5.8	Length and width may be problem
9	Boston Beer Site	Freetown	6.8	Town wants site for economic development
New Bedford Main Line				
10	Wamsutta Street	New Bedford	-0.3	Poor ped link to downtown; no mixed use; SRTA bus
11	Wye (South of Nash Road)	New Bedford	1.3	Large wetlands; sharp curve, steep grade
12	Shawmut Avenue	New Bedford	1.3	Wetlands, streams; inadequate width
13	Church Street (East)	New Bedford	3.2	Good
14	Church Street (West)	New Bedford	3.2	Takings; wetlands issues
15	Off Braley Road	Freetown	7.4	Takings
16	South of Chace Road	Freetown	8.3	Cranberry bog; takings
Myricks Junction				
17	Myricks (Southeast)	Berkley	13.6	Inadequate width
18	Myricks (Northwest)	Berkley	14.3	Inadequate width
19	Myricks (SE Jct)	Berkley	13.6	Inadequate width; environmental concerns

* Negative distance indicates site is beyond the southern end of revenue track.

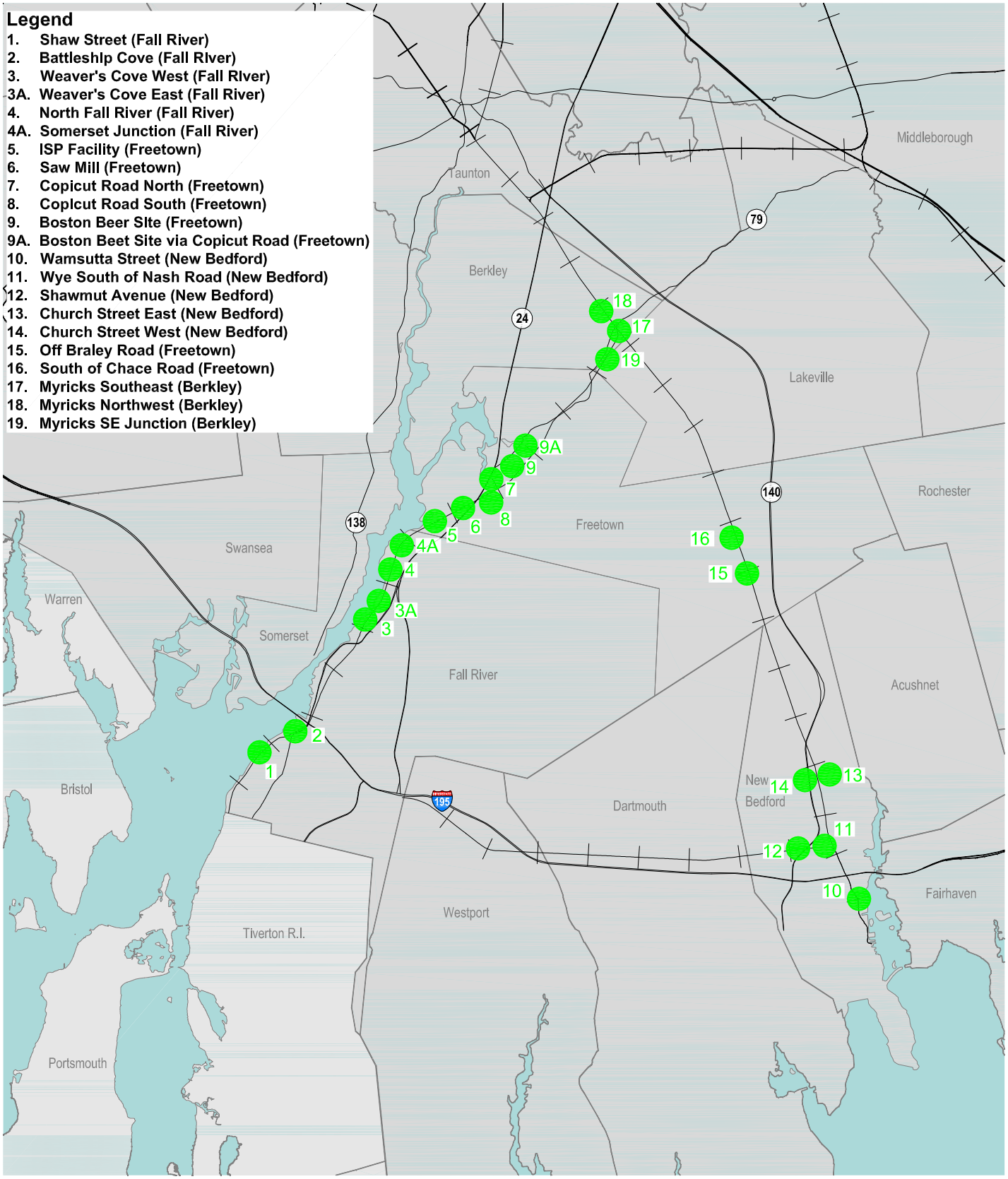

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Figure 1
Alternative Layover Locations
September 2009

Prepared by: VHB

3.1 Sites Along the Fall River Secondary

The following sites would serve the Fall River Secondary.

3.1.1 #1: Shaw Street, Fall River

This site is located south of Battleship Cove Station, on the west side of the right-of-way between the tracks and the Taunton River. To the north is a residential condominium development, to the south are a small marina and an area where the river abuts the tracks, and to the east are a baseball field and a new school.

SRPEDD stated that this site has potential, but would require sound mitigation for surrounding uses.

3.1.2 #2: Battleship Cove (Behind Gate), Fall River

This site is located west of the right-of-way near Battleship Cove Station. The surrounding area is largely industrial and commercial development.

SRPEDD stated that the site has potential for a small, two-track layover facility.

3.1.3 #3: Weaver's Cove West, Fall River

This site is located north of the Route 79 freeway overhead bridge, on the west side of the right-of-way between the tracks and the Taunton River. The site is a former hydrocarbon terminal, and is completely surrounded by the river, the tracks, and Route 79.

SRPEDD stated that the site was unacceptable due to conflict with economic development plans.

3.1.4 #4: North Fall River, Fall River

This site is located near the Fall River Country Club, on the west side of the right-of-way between the tracks and the golf course. The site is surrounded by the tracks, the golf course, and a small stretch of the Taunton River on the south.

SRPEDD stated that the site was in a cut, and abutted by the country club and residential condominiums on both sides.

3.1.5 #5: ISP Facility, Freetown

This site is located near the ISP Facility, on the west side of the right-of-way opposite the ISP Facility plant. Across the tracks, the east side of the site is abutted by the ISP Facility and its fire pond. The rest of the site is bordered by undeveloped land.

SRPEDD stated that a reduced footprint would be needed if this site were chosen.

3.1.6 #6: Saw Mill, Freetown

This site is located at Brightman Lumber on the east side of the right-of-way, and would include taking this business. The site is surrounded by undeveloped land that is part of the Freetown-Fall River State Forest.

SRPEDD state that access to the site would require a sharp curve in the lead tracks.

3.1.7 #7: Copicut Road (North), Freetown

This site is located on the west side of the right-of-way in the triangle-shaped wedge of land bordered by Route 24 on the northwest, Copicut Road on the northeast, and the tracks on the south.

SRPEDD stated that the site was unacceptable due to poor road access and poor lot shape.

3.1.8 #8: Copicut Road (South), Freetown

This site is located on the east side of the right-of-way on land currently occupied by a gravel pit, southeast of the tracks and on the east side of Copicut Road. The site is surrounded by undeveloped land.

SRPEDD stated that the length and width of the site may be a problem.

3.1.9 #9: Boston Beer Site, Freetown

This site is located on the west side of the right-of-way to the north of Forge Pond, on previously disturbed land between the tracks, Ridge Hill Road, Campanelli Way, and several industrial and commercial properties.

SRPEDD stated that the site was unacceptable because the town wants it for economic development.

3.2 Sites Along the New Bedford Main Line

The following sites would serve the New Bedford Main Line.

3.2.1 #10: Wamsutta Street, New Bedford

This site is located on the east side of the tracks, opposite Whale's Tooth Station. It is bordered by Wamsutta Street to the north, Macarthur Drive to the east, and the tracks to the west.

SRPEDD stated that this site would hamper pedestrian linkages to the downtown area and preclude mixed-use development.

3.2.2 #11: Wye (South of Nash Road), New Bedford

This site is located in the wye of the intersection of the New Bedford Line and the Dartmouth Secondary, and is surrounded by the tracks.

SRPEDD stated that this site was unacceptable due to large wetlands, sharp curves, and steep profile grades.

3.2.3 #12: Shawmut Avenue, New Bedford

This site is located on the north side of the Dartmouth Secondary right-of-way, just west of Route 140. The current land uses are industrial and commercial, with a golf course on the opposite side of the tracks.

SRPEDD stated that this site was unacceptable due to wetlands, streams, and narrow width.

3.2.4 #13: Church Street (East), New Bedford

This site is located on the east side of the right-of-way between Tarkiln Hill Road and Route 140. It abuts the tracks to the west, and industrial and commercial properties on all other sides.

SRPEDD stated that this site was acceptable.

3.2.5 #14: Church Street (West), New Bedford

This site is located on the west side of the right-of-way between Tarkiln Hill Road and Route 140. It abuts the tracks to the east, industrial and commercial properties

and undeveloped land to the south, and industrial and commercial properties and Route 140 to the west.

SRPEDD stated that this site was acceptable, but would require property takings and have wetlands impacts.

3.2.6 #15: Off Braley Road, Freetown

This site is located just north of Braley Road, on the east side of the right-of-way in a wedge of land abutted by the tracks to the west, the street to the east, and undeveloped land to the north. There are several residences on Braley Road on the east side of the site.

SRPEDD stated that this site involves potential property takings.

3.2.7 #16: South of Chace Road, Freetown

This site is located just south of Chace Road, on the west side of the right-of-way on land currently occupied by a junk yard. It borders the tracks to the east, the street to the north, cranberry bogs to the west, and undeveloped land to the south.

SRPEDD stated that this site has potential, but has environmental issues, including the cranberry bogs, and would require property takings.

3.3 Sites at Myricks Junction

These sites are located near Myricks Junction and could potentially serve both the Fall River Secondary and the New Bedford Main Line.

3.3.1 #17: Myricks (Southeast), Berkley

This site is located on the east side of the right-of-way of the New Bedford Main Line opposite the wye at Myricks Junction. It abuts the town line to the southeast, the tracks to the southwest, Myricks street to the northwest, and Grove Street to the northeast.

SRPEDD stated that this site is unacceptable because there is not enough width for eight storage tracks.

3.3.2 #18: Myricks (Northwest), Berkley

This site is located on the west side of the right-of-way of the New Bedford Main Line just north of Myricks Junction. It abuts the tracks to the northeast, Myricks Street to the southeast, and undeveloped swamp to the northwest and southwest.

SRPEDD stated that this site is unacceptable because there is not enough width for eight storage tracks.

3.3.3 #19: Myricks (SE Junction), Berkley

This site is located south of the wye at Myricks Junction. It abuts the New Bedford Main Line to the northeast, the Fall River Line to the northwest, and undeveloped swamp to the southwest and southeast.

SRPEDD stated that this site is unacceptable because of environmental concerns and because there is not enough width for eight storage tracks.

4 Preliminary Assessment of Site Alternatives

This section explains the criteria used to evaluate the sites, and describes the preliminary assessment of the site alternatives. It explains why alternatives were advanced or dismissed. The preliminary assessment was based on a rough conceptual layout that was developed for each site, general civil design and operations assumptions, and existing environmental resource mapping. Table 2 summarizes the preliminary assessment of site alternatives.

4.1 Site Evaluation Criteria

Alternative sites were evaluated based on civil design, operations impact, anticipated environmental impact, and socioeconomic impact criteria. For the preliminary assessment, detailed design for each site was not feasible. Alternatives were evaluated based on general knowledge of the site layout, general operations knowledge, existing available macro-scale environmental information, and general knowledge of development in the surrounding area.

Civil design was assessed by examining several issues:

- Ability of the site to accommodate the layover facility
- Shape, layout, and grading of the site
- Complicated construction items, such as rebuilding bridges or large retaining walls

Operations impact was assessed by considering the distance of the site from the terminal station. The further a site is from the terminal, the more difficult operations become, because trains traveling to and from the layover facility will interfere with the mainline for a longer period of time, and therefore further restrict the time available for revenue train movements.

Anticipated Environmental impact was assessed by examining several issues:

- Need to fill in rivers, ponds, or other water bodies
- Need to fill in wetlands
- Need to acquire public open space

Socioeconomic impact was assessed by examining several issues:

- Property impacts, especially to developed land
- Proximity to residential development

4.2 Sites Along the Fall River Line

This section describes the assessment of sites that would serve the Fall River Line. Due to the lack of ideal layover sites on the Fall River Line, areas near the sites proposed by SRPEDD were also taken into consideration. Some sites on the Fall River Line were recommended to be advanced that would have been recommended to be dismissed on the New Bedford Line.

4.2.1 #1: Shaw Street, Fall River

Civil Design

The site might be able to accommodate the layover facility with some compromises in design, such as reduced lead track length and a single-track lead rather than a double-track lead. Even with these compromises, the site is barely long enough, and impacts to the Taunton River might occur. The site may also impact a maritime industry located on the river nearby.

The site would have considerable grading challenges, because the tracks are about 20 feet above the river. This would likely result in the need for significant retaining walls.

The site would require reconstructing the overhead bridge at Club Road. This is a minor street serving a condominium development, and construction would be relatively simple.

Operations Impact

The site would be the best site on the Fall River Line for operations. No reverse move would be required to get to the facility from the terminal station. The site is further south than the terminal station, so trains moving to and from the layover facility would have no impact on mainline operations.

Environmental Impact

The site would have impacts to waterways if the Taunton River were impacted.

The site would have no wetland impact.

The site would require acquisition of a portion of Kennedy Park. This is city-owned public open space, so acquisition would require an act of the State Legislature.

Socioeconomic Impact

The site would impact the marina located near the southern end of the property. It is possible that the facility could be reconfigured with access from Club Road, to avoid the need to acquire the entire parcel and relocate the business.

There is a condominium development to the north of the site, on the opposite side of the Club Road bridge. The mainline track between Battleship Cove Station and the site abuts this development on the east side. There is a new school on the opposite side of the right-of-way from the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require acquisition of public open space.
- It might impact waterways if the Taunton River were impacted.

4.2.2 #2: Battleship Cove (Behind Gate), Fall River

Civil Design

This site would not be large enough to accommodate the layover facility without major property acquisitions, demolition of structures, and relocation of businesses. The site would also require adjustment of the completed Battleship Cove Station access roadway to reduce the size of the roadway and provide enough space for the layover. According to SRPEDD this facility would be able to accommodate a two-track layover facility which would not adequately support the full proposed operations of the line. It is undesirable to divide layover facility operations among multiple sites.

The site would not have any grading challenges.

The site would require filling in a small pond, and reconstructing several bridges, including Eagle Street, Anawan Street, and Central Street. The site would require modifying the very large and complicated bridges associated with the Route 79 Viaduct, the I-195 – Route 79 interchange, and the I-195 Braga Bridge.

Operations Impact

This site would be ideal for trains terminating at Fall River Depot Station. No reverse move would be required to get to the facility from the terminal station. The site is further south than the station, so trains moving to and from the layover facility would have no impact on mainline operations.

However, the site would be unacceptable for trains terminating at Battleship Cove Station. These trains would have to perform two reverse moves to access the layover facility – one north out of the station, and another south back into the layover facility.

Environmental Impact

The site would require filling the small pond near Battleship Cove Station, which would be a major environmental impact.

The site would have no wetland impacts.

The Battleship Cove Station access roadway is on the Ponte Delgada monument, a public park, so there would be the need to acquire public open space, requiring an act of the State Legislature.

Socioeconomic Impact

The site would require the acquisition of multiple commercial and industrial properties, including the relocation of many businesses.

There is residential development on the opposite side of the right-of-way, across Route 138.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require modifications to several bridges, and might impact extremely costly overhead freeway structures.
- It is unacceptable for the operation of trains terminating at Battleship Cove Station.
- It would have many environmental impacts, including filling a pond and the acquisition of public open space.

- It would require acquisition of land desired for economic development.

4.2.3 #3: Weaver's Cove West, Fall River

Civil Design

The site would be large enough to accommodate the layover facility with some minor compromises in the design (single lead track instead of double) to avoid impacting the Taunton River. There is a curve in the mainline along the southern portion of the site, and the turnouts and lead track must be located north of the curve. There is the potential to locate the turnout and lead track south of the mainline curve and have a long lead.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 1.2 miles from Fall River Depot Station and 2.3 miles from Battleship Cove Station. The runaround track at Fall River Depot Station could be used to prevent conflicts between revenue trains and yard movements. This facility would be akin to the present layover facility on the Middleborough Line, which is just north of the terminal station at Middleborough/Lakeville.

Environmental Impact

The site would not impact lakes or rivers.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require the acquisition of a portion of an industrial property that is proposed for economic development as an LNG terminal, though state approvals have yet to be obtained.

There is residential development on the opposite side of the right-of-way, off of South Main Street.

Recommendation

It is recommended that this site be advanced for further consideration. Design should be coordinated with the proposed LNG terminal.

4.2.4 #3A: Weaver's Cove East, Fall River

The site identified as Weaver's Cove East is located on the east side of the right-of-way, north of the Route 79 freeway overhead bridge. The site is opposite site #3 with the same ownership, and bordered the tracks, North Main Street, and residential development.

Civil Design

The site would be large enough to accommodate the layover facility and it would be easy to site an access road. The site would also provide the potential to flatten a speed-restricting curve on the mainline, thereby improving operations.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 1.2 miles from Fall River Depot Station and 2.3 miles from Battleship Cove Station. The runaround track at Fall River Depot Station could be used to prevent conflicts between revenue trains and yard movements. This facility would be akin to the present layover facility on the Middleborough Line, which is just north of the terminal station at Middleborough/Lakeville. The site would be operationally equivalent to Alternative #3.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require the acquisition of industrial property that is proposed for economic development as an LNG terminal, though state approvals have yet to be

obtained. This portion of the property does not have any permanent improvements proposed as part of the LNG terminal proposal.

There is residential development to the north and south of the site, and on the opposite side of North Main Street. The site is large enough to allow a buffer between the facility and residential developments.

Recommendation

It is recommended that this site be advanced for further consideration. Design should be coordinated with the proposed LNG terminal.

4.2.5 #4: North Fall River, Fall River

Civil Design

The site would not be large enough to accommodate the layover facility without acquiring a portion of the Fall River Country Club.

The site would have serious grading issues, because it rises steeply towards the north, going away from the Taunton River. Layover sites should be pitched away from the mainline so that a runaway train in the layover does not move by gravity towards the mainline. To achieve this, the grading at this site would require cuts up to 35 feet deep.

The site would not have any complicated construction items beyond the grading issues.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 2.8 miles from Fall River Depot Station and 3.9 miles from Battleship Cove Station. The runaround track at Fall River Depot Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be a concern for this site.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquisition of a portion of the Fall River Country Club.

There is minor residential development, somewhat distant on the opposite side of the right-of-way, at both ends of the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require major grading changes.

4.2.6 #4A: Somerset Junction, Fall River

The site identified as Somerset Junction is located on the west side of the right-of-way where the presently abandoned Dighton and Somerset Line diverged and cross the Taunton River.

Civil Design

The site would be large enough to accommodate the layover facility, and much of the land, where the abandoned line ran, is already railroad property. It would be difficult to site an access road, because the nearest street on the west side of the right-of-way is 3,000 feet to the south. There are closer roads on the east side of the right-of-way, but connecting to those streets would require a new grade crossing or bridge, and those streets are as much as 60 feet higher in elevation than the site.

The site would have serious grading issues, because the site falls from an elevation of 60 feet near the tracks to the Taunton River, which is almost at sea level. This would require major earthworks.

The site would not have any complicated construction items beyond the grading issues.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 3.4 miles from Fall River Depot Station and 4.5 miles from Battleship Cove Station. The runaround track at Fall River Depot Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be a concern for this site.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would not impact developed property.

There is residential development on the east side of the right-of-way, at least 30 feet in elevation higher than the tracks and the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require major grading changes.
- It would be difficult to site an access road.

4.2.7 #5: ISP Facility, Freetown

Civil Design

The site would be large enough to accommodate the layover facility. It would be difficult to site an access road because the site is about 2,000 feet from the nearest public roadway, which is located on the opposite side of the tracks.

The site would have grading issues, because the land is hilly and falls steeply from the tracks to the Taunton River. The site is as much as 10 feet higher and 20 feet lower than the tracks. The layout of the facility would be skewed relative to the tracks, rather than parallel, to avoid major impacts to wetlands and a large stream that outlets from the ISP Facility fire pond. This design would still have some potential wetlands impacts and grading challenges.

The site would not require any complicated construction items beyond the grading issues.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 4.4 miles from Fall River Depot Station and 5.5 miles from Battleship Cove Station. The runaround track at Fall River Depot Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be a concern for this site.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts due to the need to fill wetlands at the north end of the site.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would not impact developed property.

There is no residential development close to the site.

Recommendation

It is recommended that this site be advanced for further consideration. Design compromises, to minimize the impact of the grading issues and wetland fill, should be investigated.

4.2.8 #6: Saw Mill, Freetown

Civil Design

The site as proposed would not be large enough to accommodate the layover facility. It would be necessary to acquire the wedge of land between Brightman Lumber, the tracks, and Route 24 to get a large enough site.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be difficult for operations. Trains would have to perform one reverse move, at the terminal station, to get to the site. The site is about 5.3 miles from Fall River Depot Station and 6.4 miles from Battleship Cove Station. The runaround tracks at Fall River Depot Station and Freetown Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would begin to use a portion of mainline capacity.

Environmental Impact

The site would not have impacts to lakes or rivers.

The site would require filling four potential vernal pools.

The site would require acquiring the wedge of land between Brightman Lumber, the tracks, and Route 24, which is public open space. This land is part of the Freetown-Fall River State Forest, so acquisition would require an act of the State Legislature.

Socioeconomic Impact

The site would require acquiring Brightman Lumber property and relocating the business.

There is minor residential development somewhat distant the site, on the opposite side of the right-of-way off of Route 79.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require acquisition of public open space.
- It would require filling potential vernal pools.
- It would be difficult for operations.

4.2.9 #7: Copicut Road (North), Freetown

Civil Design

The site would not be large enough to accommodate the layover facility. Acquisition of land on the opposite side of Copicut Road would be required.

The site would not have any grading challenges.

The site would require filling a portion of Forge Pond on the north side of Copicut Road and relocating the detention pond at the industry located on Campanelli Drive. It would also require a four-track grade crossing at Copicut Road.

Operations Impact

The site would be difficult for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 5.8 miles from Fall River Depot Station and 6.9 miles from Battleship Cove Station. The runaround tracks at Fall River Depot Station and Freetown Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would require filling in a portion of Forge Pond on the north side of Copicut Road. It would also require relocating a detention pond, which, though manmade, may provide wildlife habitat. It would require a long culvert over Terry Brook, the stream that outlets Forge Pond.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring the property on Copicut Road and a portion of the property off of Campanelli Drive, where the detention pond is located. The property on Copicut Road would need to be relocated.

There is no residential development close to the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require a four-track grade crossing at Copicut Road.
- It would have significant environmental impacts, including filling a portion of Forge Pond and constructing a long culvert over Terry Brook.
- It would be difficult for operations.

4.2.10 #8: Copicut Road (South), Freetown

Civil Design

The site would be large enough to accommodate the layover facility. However, to access the site, acquisition of land on the opposite side of Copicut Road would be required.

The site would have moderate grading challenges. The site is a former gravel pit, and the pit would have to be filled in to bring the site up to grade for a level layover facility.

The site would require a two-track grade crossing on Copicut Road.

Operations Impact

The site would be difficult for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 5.8 miles from Fall

River Depot Station and 6.9 miles from Battleship Cove Station. The runaround tracks at Fall River Depot Station and Freetown Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would not impact lakes or rivers.

The site would have no wetland impacts.

The site would require acquiring land on the opposite side of Copicut Road from the gravel pit, between Copicut Road and the tracks. This land is part of the Freetown-Fall River State Forest, which is public open space, so acquisition would require an act of the State Legislature.

Socioeconomic Impact

The site would not impact developed property.

There is no residential development close to the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require acquisition of public open space.
- It would be difficult for operations.

4.2.11 #9: Boston Beer Site, Freetown

Civil Design

The site would be large enough to accommodate the layover facility.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be unacceptable for operations. Trains would have to perform two reverse moves, one at the terminal station and one at the yard lead, to get to the site. The site is about 6.8 miles from Fall River Depot Station and 7.9 miles from Battleship Cove Station. The runaround tracks at Fall River Depot Station and Freetown Station could be used to prevent conflicts between revenue trains and yard movements.

However, the distance would be a serious issue for this site, because deadhead movements would use a significant portion of mainline capacity.

Environmental Impact

The site would not impact lakes or rivers.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring a property designated for 43D development.

There is no residential development close to the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would be unacceptable to operations because it would require two reverse moves and is too distant from the terminal.
- It would require acquiring a property designated for 43D development.

4.2.12 #9A: Boston Beer Site via Copicut Road (North), Freetown

This alternative uses the Boston Beer Site (Alternative #9), but provides access via a track diverging at the Copicut Road (North) Site (Alternative #7). This alternative avoids many of the environmental impacts of Alternative #7 and the operations impacts of Alternative #9.

Civil Design

The site would be large enough to accommodate the layover facility.

The site would not have any grading challenges.

The site would require relocating a portion of the detention pond at the industry located on Campanelli Drive. It would also require a two-track grade crossing at Copicut Road.

Operations Impact

The site would be difficult for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 5.8 miles from Fall River Depot Station and 6.9 miles from Battleship Cove Station. The runaround tracks at Fall River Depot Station and Freetown Station could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would have minor impacts to waterways because it would require relocating of a portion of a detention pond, which, though manmade, may provide wildlife habitat. It would require a two-track culvert over Terry Brook, the stream that outlets Forge Pond.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring a portion of the property off Campanelli Drive, where the detention pond is located, but would not require relocating of the business. It would require acquiring a property designated for 43D development.

There is not any residential development close to the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require acquisition of a property designated for 43D development.
- It would be difficult for operations.

4.3 Sites Along the New Bedford Line

This section describes the assessment of sites that would serve the New Bedford Line.

4.3.1 #10: Wamsutta Street, New Bedford

Civil Design

The site would be large enough to accommodate the layover facility.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be the best site on the New Bedford Line for operations. Trains would have to pull south of Whale's Tooth Station and perform one reverse move to get to the site. The site is adjacent to the terminal station.

Environmental Impact

The site would not impact lakes or rivers, as there are none on site.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require using some property desired for transit-oriented development.

There is no residential development close to the site.

Recommendation

It is recommended that this site be advanced for further consideration. The design should take into consideration the urban location of the site and connection between the nearby station and neighborhoods, and ensure that there is no potential for hazardous materials to be disturbed.

4.3.2 #11: Wye (South of Nash Road), New Bedford

Civil Design

The site would be large enough to accommodate the layover facility.

The area within the wye appears to have a gentle slope suitable for a layover facility. However, the tracks are higher than nearby residential properties, so the embankment would need to be widened to accommodate the layover yard.

The curvature at the site is approximately 5° 00′, an acceptable degree of curvature for a railroad entering a yard; the sharp curves mentioned by SRPEDD do not appear to impact the viability of the site. The site would sever the north leg of the Dartmouth Wye, which is undesirable for freight operations because it eliminates the ability to turn around a locomotive.

Operations Impact

The site would be favorable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 1.3 miles from Whale's Tooth Station. The runaround track at the Dartmouth Secondary junction could be used to prevent conflicts between revenue trains and yard movements.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts because some existing wetlands would need to be filled. These wetlands, located in the wye of the junction between the New Bedford Line and the Dartmouth Secondary, are already degraded and have been taken over by invasive species such as phragmites.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring one commercial/industrial property on Shawmut Avenue, including relocating the business.

There are multi-family residential properties to the north of the site, on the opposite side of Barrett Street.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would sever the north leg of the Dartmouth Wye, which is detrimental to freight operations.

4.3.3 #12: Shawmut Avenue, New Bedford

Civil Design

The site would not be large enough to accommodate the layover facility without acquiring industrial and commercial property on the north side of the tracks.

The site would not have any grading challenges.

The site would require a new two-track bridge underneath the Route 140 freeway, which would be an expensive and complicated item. It would also require a six-track grade crossing at Shawmut Avenue, which would negatively impact traffic and public safety.

Operations Impact

The site would be favorable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 1.3 miles from Whale's Tooth Station. The runaround track at the Dartmouth Secondary junction could be used to prevent conflicts between revenue trains and yard movements. The site is operationally equivalent to Alternative #11.

Environmental Impact

The site would not impact lakes or rivers.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring commercial and industrial property on both sides of Shawmut Avenue, including business relocation. There is also city-owned infrastructure on site, including a solid waste transfer station.

There is no residential development close to the site.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would require a costly new bridge under the Route 140 freeway.
- It would require a six-track crossing of Shawmut Avenue.

4.3.4 #13: Church Street (East), New Bedford

Civil Design

The site would not be large enough to accommodate the layover facility without acquiring industrial and commercial property on the east side of the tracks.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 3.2 miles from

Whale's Tooth Station. The runaround track at the Dartmouth Secondary junction could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be a concern for this site. The site would be operationally equivalent to Alternative #14.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring one commercial/industrial property and relocating the business.

There are residential properties distant from the site, on the east side of the right-of-way off Church Street.

Recommendation

It is recommended that this site be dismissed for the following reasons:

- It would be operationally the same as Site #14 but presents greater impacts to residential and commercial property.

4.3.5 #14: Church Street (West), New Bedford

Civil Design

The site would not be large enough to accommodate the layover facility without acquiring industrial and commercial property on the west side of the tracks.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be acceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 3.2 miles from Whale's Tooth Station. The runaround track at the Dartmouth Secondary junction could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be a concern for this site.

Environmental Impact

The site would not impact lakes or rivers.

The site would have minor wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring one commercial/industrial property and relocating the business.

There are some residential properties distant from the site, on the east side of the right-of-way off Church Street.

Recommendation

It is recommended that this site be advanced for further consideration.

4.3.6 #15: Off Braley Road, Freetown

Civil Design

The site would be large enough to accommodate the layover facility.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be unacceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 7.4 miles from Whale's Tooth Station. The runaround track at the Dartmouth Secondary junction could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would not impact lakes or rivers.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would not impact developed property.

There is a residential property directly abutting the east side of the site on Braley Road.

It is recommended that this site be dismissed for the following reasons:

- The site would be unacceptable for operations due to the distance from terminal stations, and there are viable sites further south.
- Residential property directly abuts the site.

4.3.7 #16: South of Chace Road, Freetown

Civil Design

The site would be large enough to accommodate the layover facility, but requires acquiring an industrial and commercial property.

The site would not have any grading challenges.

The site would not have any complicated construction items.

Operations Impact

The site would be unacceptable for operations. Trains would have to perform one reverse move at the terminal station to get to the site. The site is about 8.3 miles from Whale's Tooth Station. The runaround track at the Dartmouth Secondary junction could be used to prevent conflicts between revenue trains and yard movements in that area. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would not impact lakes or rivers.

The site would have no wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring of one commercial/industrial property and relocating the business.

There are residential properties opposite the northeast corner of the site, off Chace Road on the other side of the tracks.

It is recommended that this site be dismissed for the following reasons:

- It would be unacceptable for operations due to the distance from terminal stations, and there are viable sites further south.

4.4 Sites at Myricks Junction

This section describes the assessment of sites located near Myricks Junction that could potentially serve both the Fall River Line and the New Bedford Line.

4.4.1 #17: Myricks (Southeast), Berkley

Civil Design

The site would not be large enough to accommodate the layover facility without acquiring residential and commercial property, and relocating a public street (Grove Street).

The site would not have any grading challenges.

The site would require the restoration of the wye track at Myricks Junction. It would require a four-track grade crossing at Malbone Street, which would negatively impact traffic and public safety.

Operations Impact

The site would be unacceptable for operations. Trains from New Bedford would have to perform one reverse move, at the terminal station, to get to the site. Trains from Fall River would have to perform two reverse moves, one at the terminal station and one at the wye, to enter the site. The site is about 13.6 miles from Whale's Tooth Station, 10.3 miles from Fall River Depot Station, and 11.4 miles from Battleship Cove Station. The runaround tracks could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an intractable issue for this site, because deadhead movements would use an unacceptable portion of mainline capacity.

Environmental Impact

The site would not impact lakes or rivers.

The site would have moderate wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring multiple residential and commercial properties and relocating of the businesses. It would also require relocating of a public street.

There is a residential property adjacent to the site, on the opposite side of Grove Street.

It is recommended that this site be dismissed for the following reasons:

- It would require acquisition of residential and commercial property, and require the relocation of Grove Street.
- It would be unacceptable for operations due to the distance from terminal stations.
- It would require a four-track grade crossing at Malbone Street.

4.4.2 #18: Myricks (Northwest), Berkley

Civil Design

The site would not be large enough to accommodate the layover facility without acquiring residential property and relocating a public street (Padelford Street).

The site would not have any grading challenges.

The site would require relocating Padelford Street to the north, to go around the edge of the facility. A large portion of the site is swamp that would have to be filled, which would require a large amount of earthworks.

Operations Impact

The site would be unacceptable for operations. Trains from New Bedford would have to perform one reverse move at the terminal station to get to the site. Trains from Fall River would have to perform two reverse moves, one at the terminal station and one at the wye, to enter the site. The site is about 14.3 miles from Whale's Tooth Station, 11.0 miles from Fall River Depot Station, and 12.1 miles from Battleship Cove Station. The runaround tracks could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would not impact lakes or rivers.

The site would have major wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring several residential properties and relocating a public street.

There is a low density residential development adjacent to the west side of the site, and across Padelford Street to the north of the site.

It is recommended that this site be dismissed for the following reasons:

- It would require acquiring several residential properties and relocating Padelford Street.
- It would be unacceptable for operations due to the distance from terminal stations.
- It would cause unacceptable wetland impacts because it would require filling large wetlands.

4.4.3 #19: Myricks (SE Junction), Berkley

Civil Design

The site would be large enough to accommodate the layover facility.

The site would not have any grading challenges.

A large portion of the site is swamp that would have to be filled, which would require a large amount of earthworks.

Operations Impact

The site would be unacceptable for operations. Trains from New Bedford would have to perform one reverse move at the terminal station to get to the site. Trains from Fall River would have to perform two reverse moves, one at the terminal station and one at the wye, to enter the site. The site is about 13.6 miles from Whale's Tooth Station, 9.6 miles from Fall River Depot Station, and 10.7 miles from Battleship Cove Station. The runaround tracks could be used to prevent conflicts between revenue trains and yard movements. However, the distance would be an issue for this site, because deadhead movements would use a portion of mainline capacity.

Environmental Impact

The site would require a new two-track bridge over the Cedar Swamp River on the Fall River Line, and a large portion of the site would abut the river.

The site would have major wetland impacts.

The site would not require acquisition of public open space.

Socioeconomic Impact

The site would require acquiring at least one commercial property on Malbone Street, and possibly one residential property on Malbone Street.

There is a low-density residential development adjacent to the yard lead on Malbone Street, and on the opposite side of the right-of-way on the Fall River Line, off of Myricks Street.

It is recommended that this site be dismissed for the following reasons:

- It would be unacceptable for operations due to the distance from terminal stations.
- It would cause unacceptable environmental impacts because it would require filling large wetlands and would cause impacts to the Cedar Swamp River.

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Table 2: Preliminary Assessment of Potential Layover Sites

Site #	Site Location	Terminal Distance+	Civil			Operations	Environmental Impact			Socioeconomic Impact		Recommendation
			Large Enough	Grading	Complicated Construction	Performance	Waterbodies	Wetlands	Public Open Space	Property Taking	Residential Property	
Fall River Branch												
1	Shaw Street	-2.7	Yes*	Moderate	Club Road bridge	Excellent	No	No	Yes	Minor	Minor	Dismiss
2	Battleship Cove (Behind Gate)	-1.7	No	No	Many bridge impacts	Very Good	Yes	No	Yes	Major	Minor	Dismiss
3	Weaver's Cove West	1.2	Yes*	No	No	Very Good	No	No	No	Minor	Minor	**Advance**
3A	Weaver's Cove East	1.2	Yes*	No	No	Very Good	No	Minor	No	Minor	Minor	**Advance**
4	North Fall River	2.8	No	Major	No	Good	No	Minor	No	Major	Minor	Dismiss
4A	Somerset Junction	3.4	Yes	Major	No	Good	No	Minor	No	None	Minor	Dismiss
5	ISP Facility	4.4	Yes	Moderate	No	Fair	Yes	Minor	No	Minor	None	**Advance**
6	Saw Mill	5.3	No	No	No	Poor	No	Minor	Yes	Minor	Minor	Dismiss
7	Copicut Road (North)	5.8	No	No	4-track grade x-ing	Poor	Yes	No	No	Minor	None	Dismiss
8	Copicut Road (South)	5.8	Yes	Moderate	2-track grade x-ing	Poor	No	No	Yes	None	None	Dismiss
9	Boston Beer Site	6.8	Yes	No	2-track grade x-ing	Bad	No	No	No	Major	None	Dismiss
9A	Boston Beer via Copicut (North)	5.8	Yes	No	No	Poor	Yes	No	No	Major	None	Dismiss
New Bedford Branch												
10	Wamsutta Street	-0.3	Yes	No	No	Very Good	No	No	No	Minor	None	**Advance**
11	Wye (South of Nash Road)	1.3	Yes	Moderate	Dartmouth Wye	Very Good	No	Minor	No	Minor	Major	Dismiss
12	Shawmut Avenue	1.3	No	No	Route 140 bridge	Very Good	No	No	No	Major	None	Dismiss
13	Church Street (East)	3.2	Yes*	No	No	Good	No	Minor	No	Minor	Minor	Dismiss
14	Church Street (West)	3.2	Yes*	No	No	Good	No	Minor	No	Minor	Minor	**Advance**
15	Off Braley Road	7.4	Yes	No	No	Bad	No	No	No	None	Major	Dismiss
16	South of Chace Road	8.3	Yes	No	No	Bad	No	No	No	Minor	Minor	Dismiss
Myricks Junction												
17	Myricks (Southeast)	13.6	No	No	Street relocation	Bad	No	Moderate	No	Major	Major	Dismiss
18	Myricks (Northwest)	14.3	No	No	Street relocation	Bad	No	Major	No	Major	Major	Dismiss
19	Myricks (SE Jct)	13.6	Yes	No	Swamp	Bad	Yes	Major	No	Minor	Minor	Dismiss

+ Negative distance indicates site is beyond the southern end of revenue track.
* With compromises

Civil
Grading – moderate over 20 feet elevation change; major over 50 feet elevation change

Operations
Performance – excellent south of terminal & no reverse move; very good south of terminal with reverse move or 0.0-2.0 miles north of terminal; good 2.0-3.5 miles north of terminal; fair 3.0-4.5 miles north of terminal; poor 4.5-6.0 miles north of terminal; bad >6.0 miles north of terminal

Environmental Impact
Wetlands – minor 0.0-1.0 acres; moderate 1.0-2.0 acres; major >2.0 acres

Socioeconomic Impact
Property Taking – minor undeveloped land or one building; major multiple buildings
Residential Property – none no residences near site; minor residences near site but buffered from direct noise and visual impacts ; major residences directly abutting site

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5 Sites Advanced for Further Consideration

Based on the preceding assessment, it is recommended that the following five sites be advanced for further analysis:

- Site #3: Weaver's Cove West
- Site #3A: Weaver's Cove East
- Site #5: ISP Facility
- Site #10: Wamsutta Street
- Site #14: Church Street West

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Attachment A: Conceptual Layouts for Sites Identified by SRPEDD

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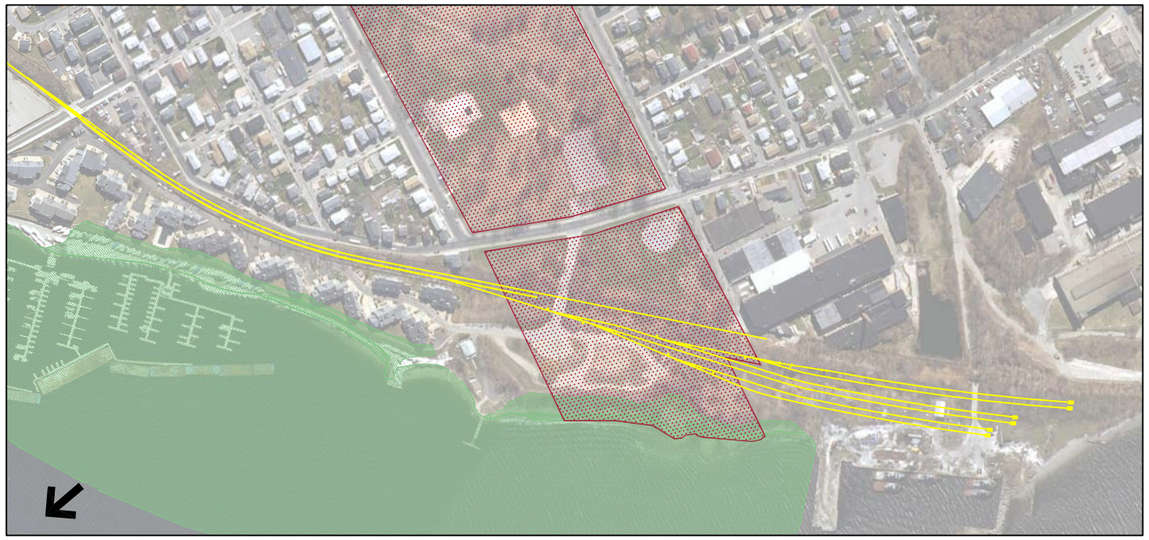
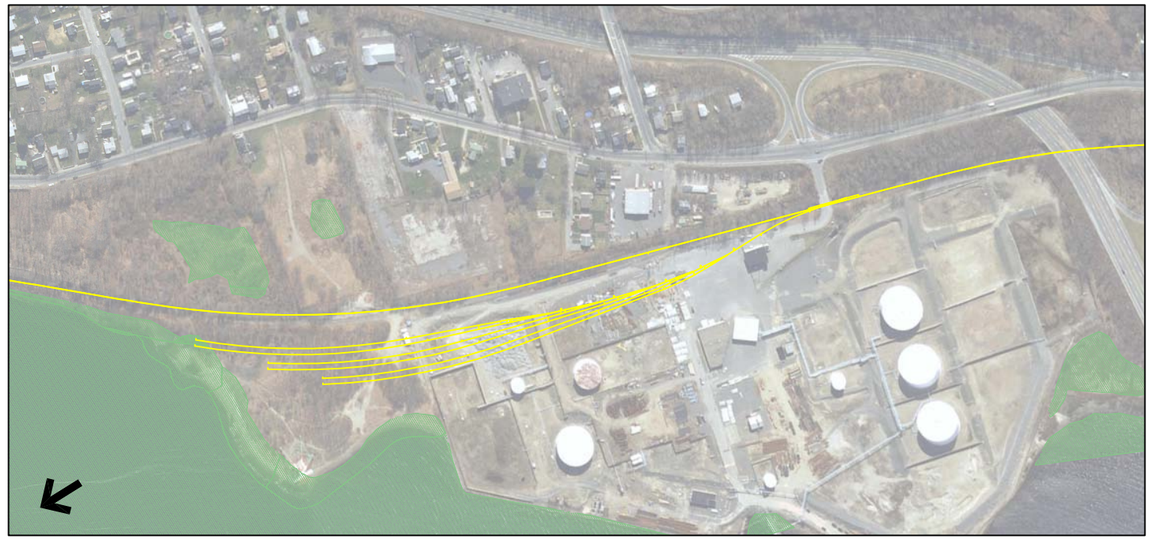
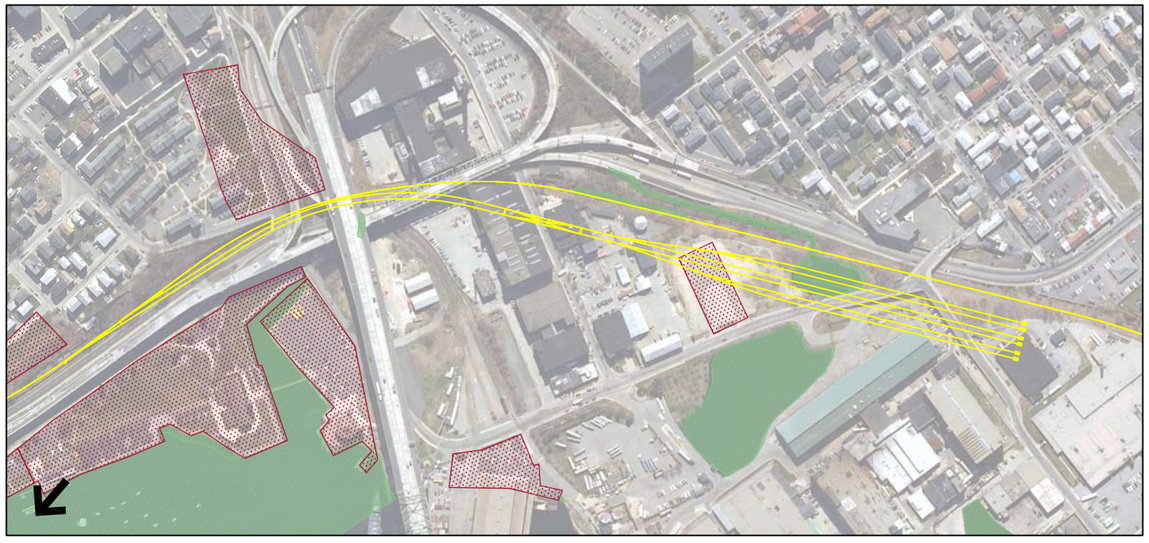


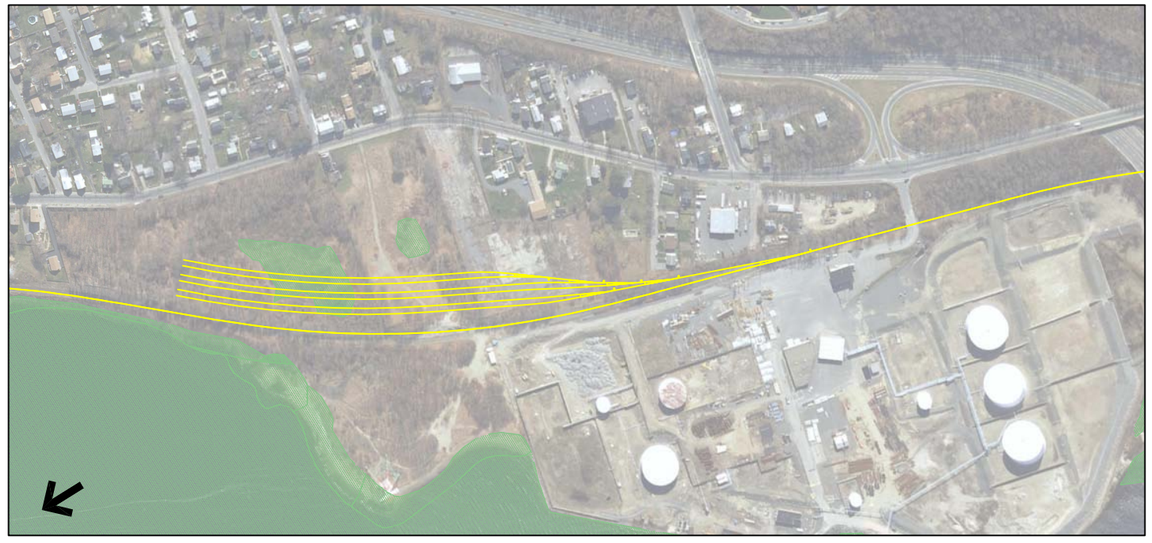
Alternative 1: Shaw Street



Alternative 3: Weaver's Cove West



Alternative 2: Battleship Cove



Alternative 3A: Weaver's Cove East

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

SOUTH COAST RAIL

Figure 2
Proposed Layover Alternatives
September 2009

Prepared by: VHB

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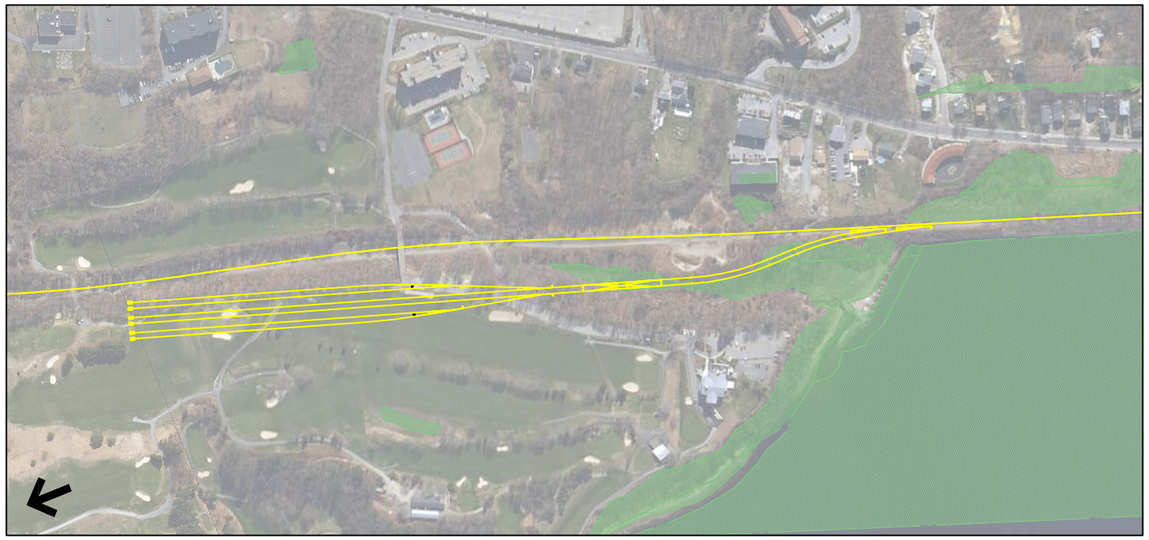
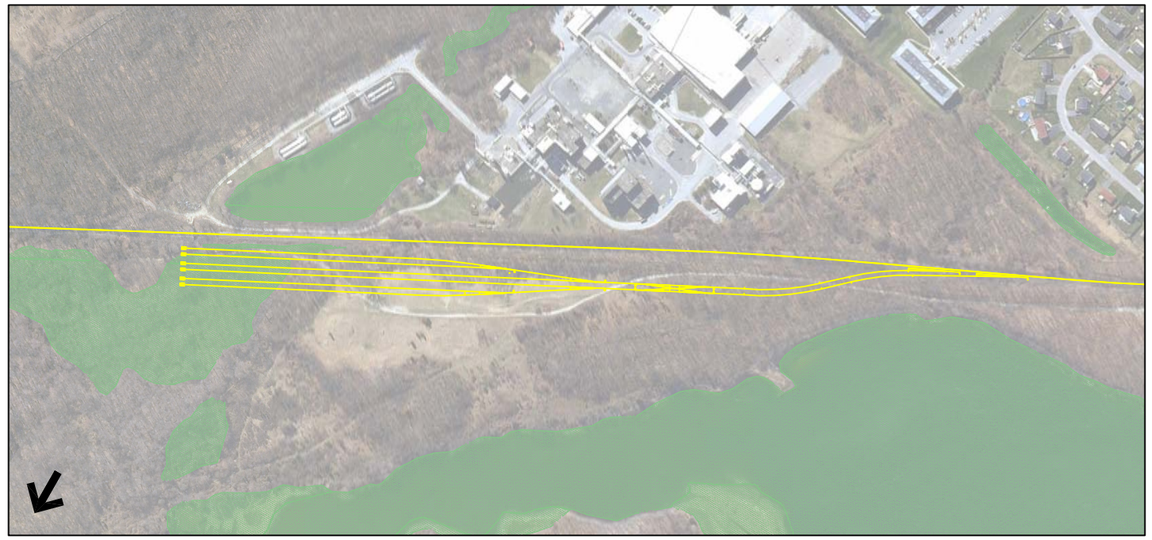
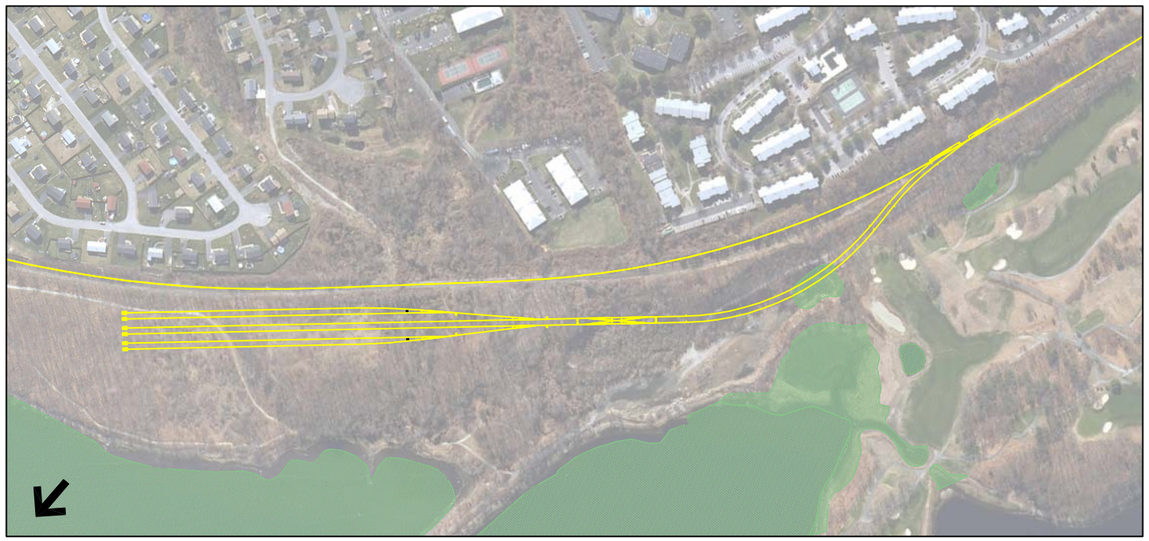


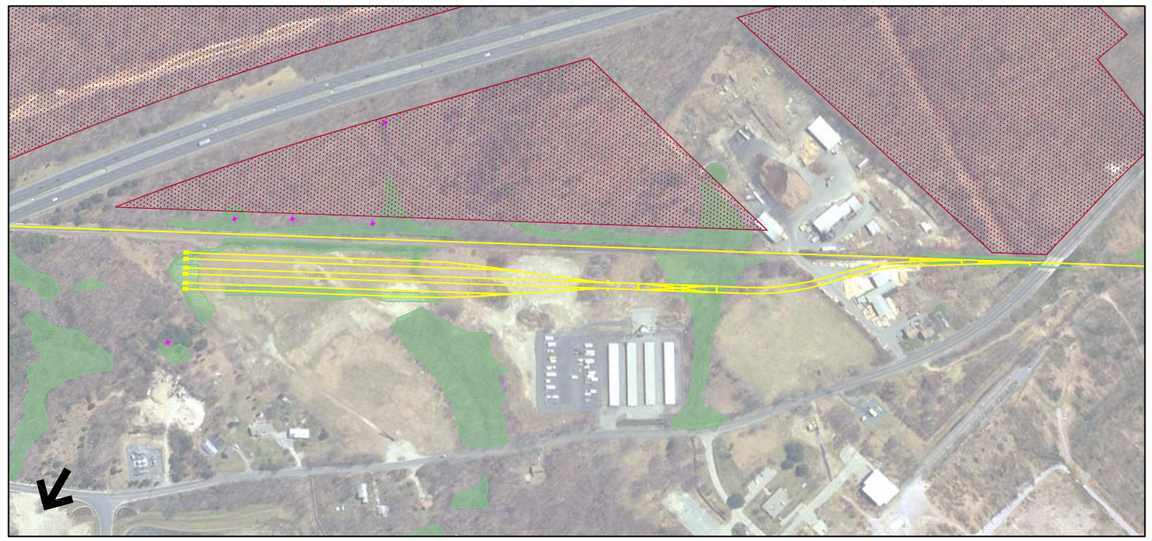
Alternative 4: North Fall River



Alternative 5: ISP Facility



Alternative 4A: Somerset Junction



Alternative 6: Saw Mill

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

SOUTH COAST RAIL

Figure 3
Proposed Layover Alternatives
September 2009

Prepared by: VHB

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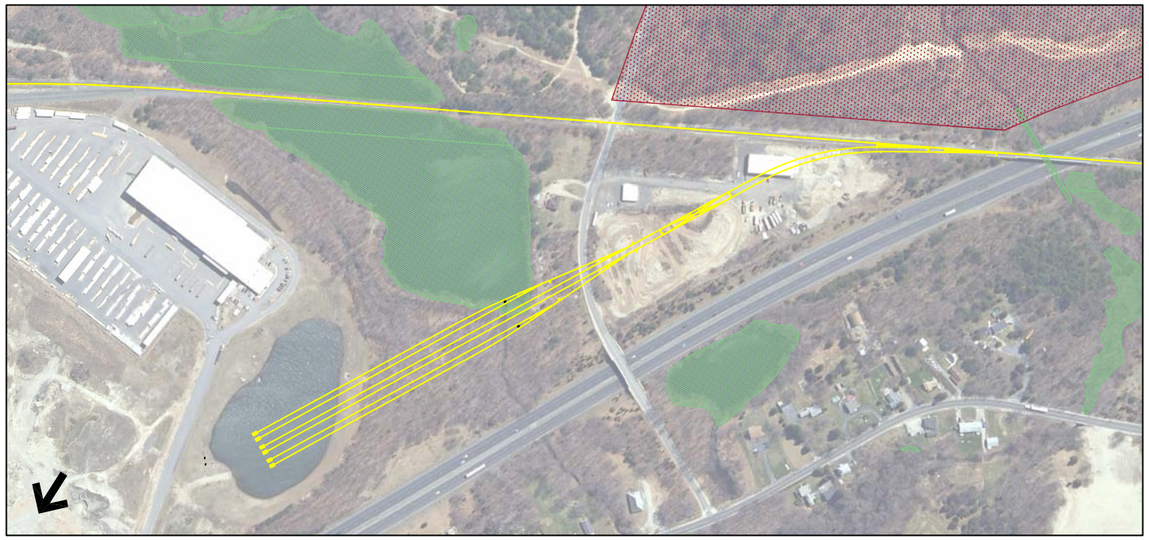
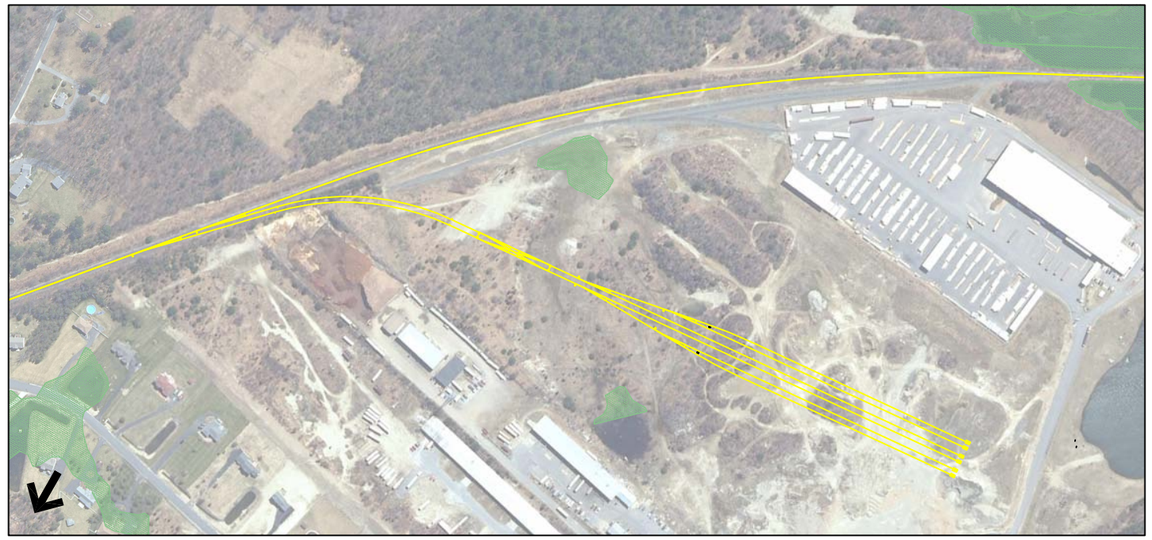
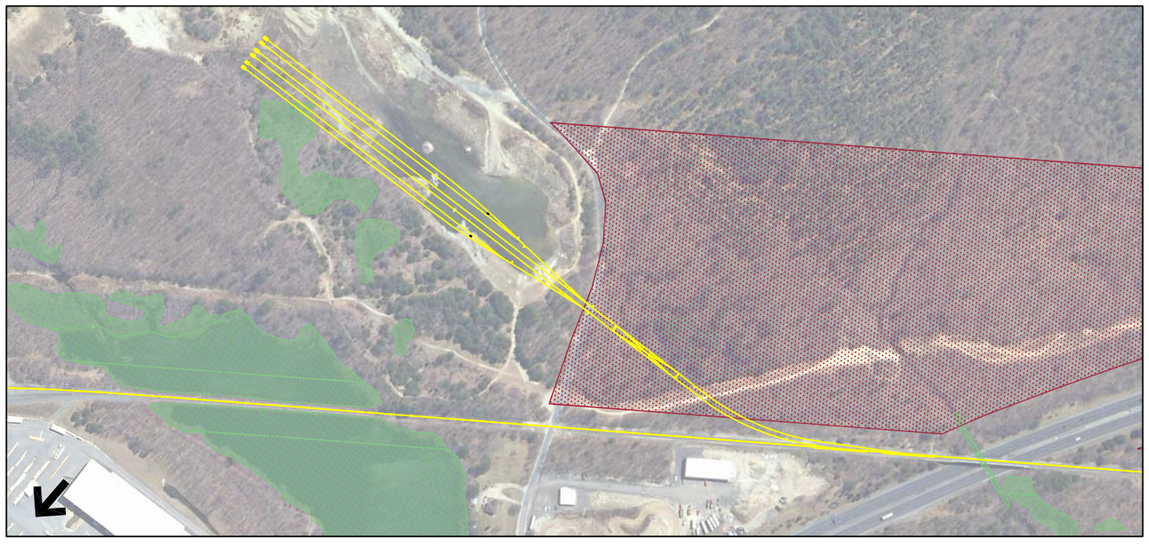


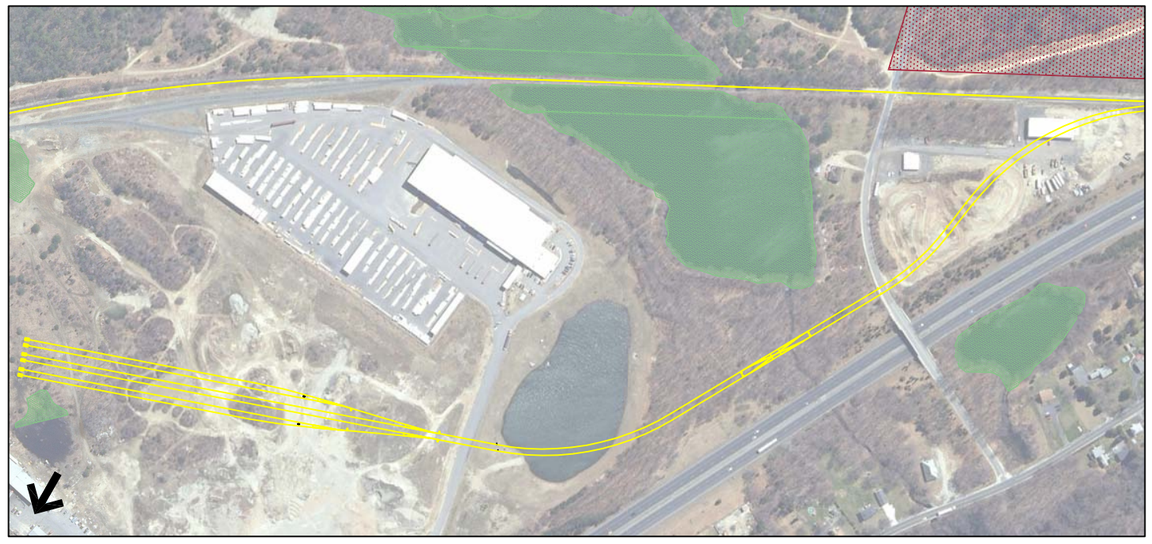
Alternative 7: Copicut Road North



Alternative 9: Boston Beer Site



Alternative 8: Copicut Road South



Alternative 9A: Boston Beer Site via Copicut Road

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

SOUTH COAST RAIL

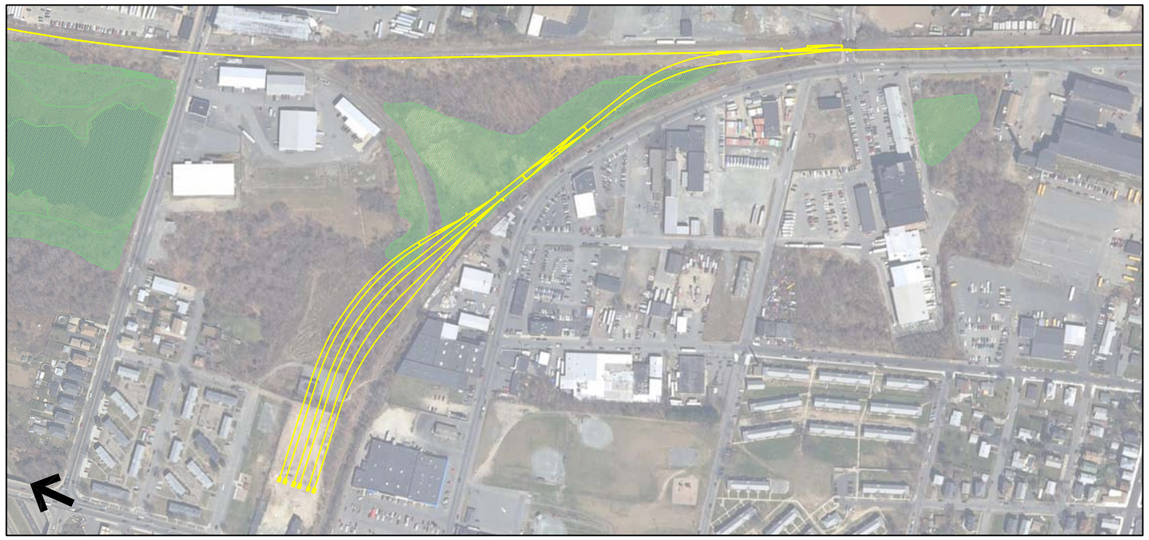
Figure 4
Proposed Layover Alternatives
September 2009

Prepared by: VHB

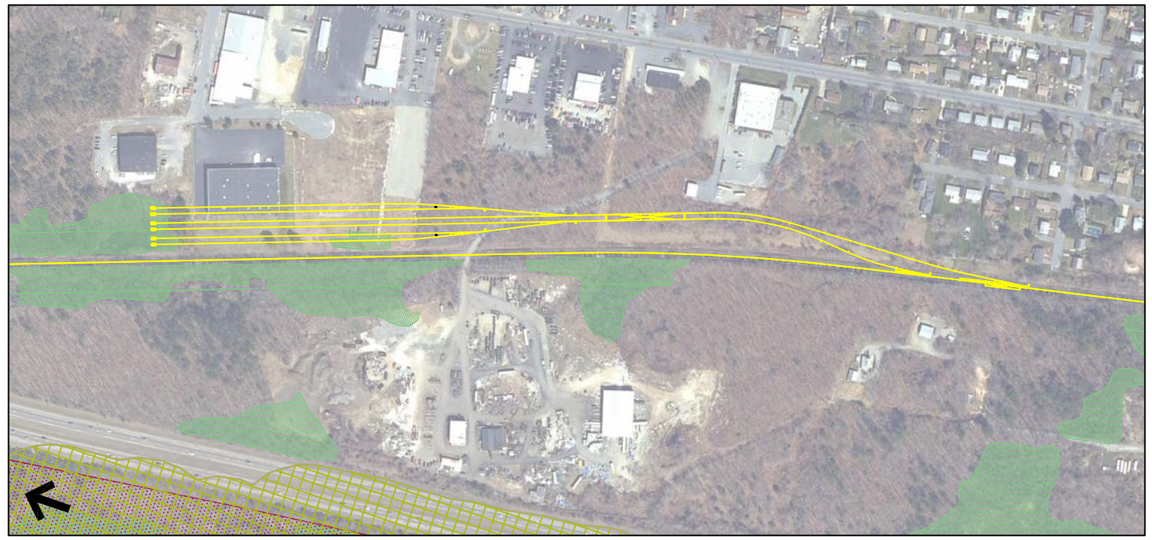
\\Mabos\projects\10111.00\graphics\FIGURES\LayoverMemo\10111-Layover03_07-9a_20090903.dwg Printing Date: 9/8/2009

Alternative 10: Wamsutta Street

Alternative 12: Shawmut Avenue



Alternative 11: Wye South of Nash Road



Alternative 13: Church Street East

\\Mabos\projects\10111.00\graphics\FIGURES\LayoverMemo\10111-Layover04_10-13_20090903.dwg Printing Date: 9/8/2009

0 250 500 Feet

Legend

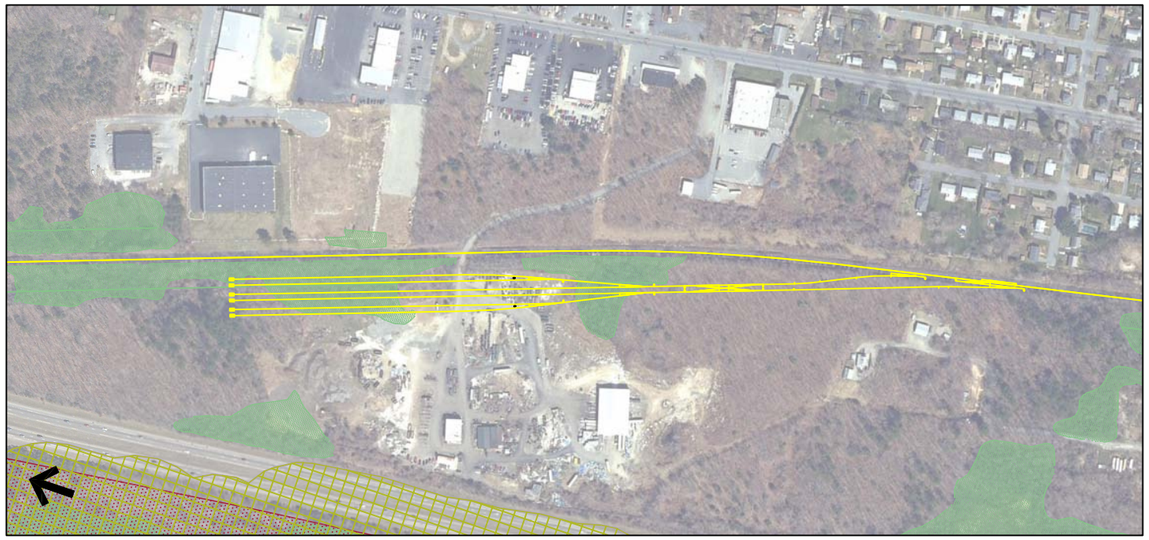
- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

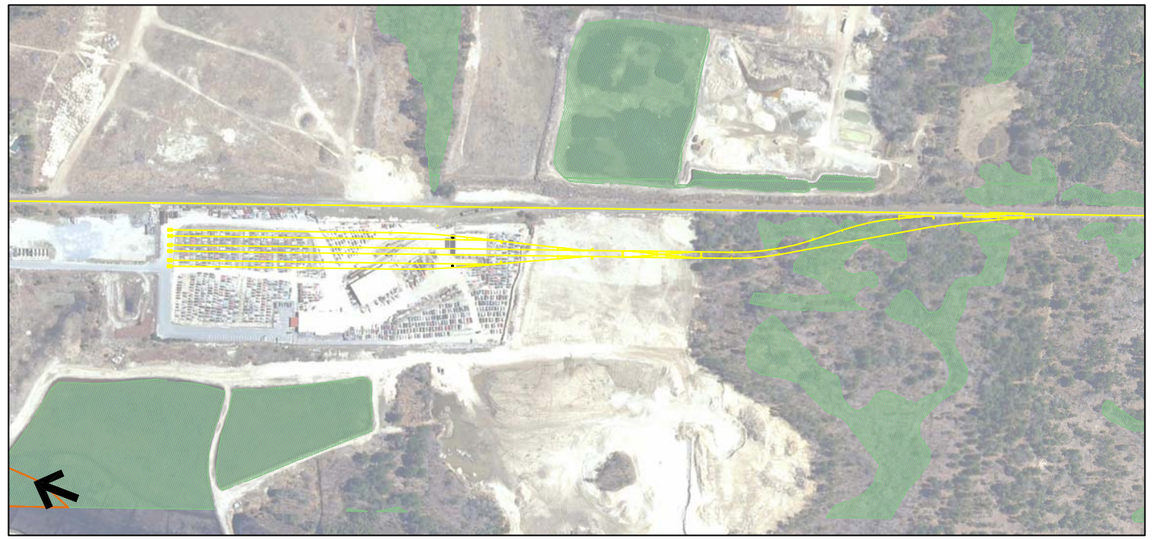
SOUTH COAST RAIL

Figure 5
Proposed Layover Alternatives
September 2009

Prepared by: VHB



Alternative 14: Church Street West



Alternative 16: South of Chace Road

Alternative 15: Off Braley Road

Alternative 17: Myricks Southeast

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

SOUTH COAST RAIL

Figure 6
Proposed Layover Alternatives
September 2009

Prepared by: VHB

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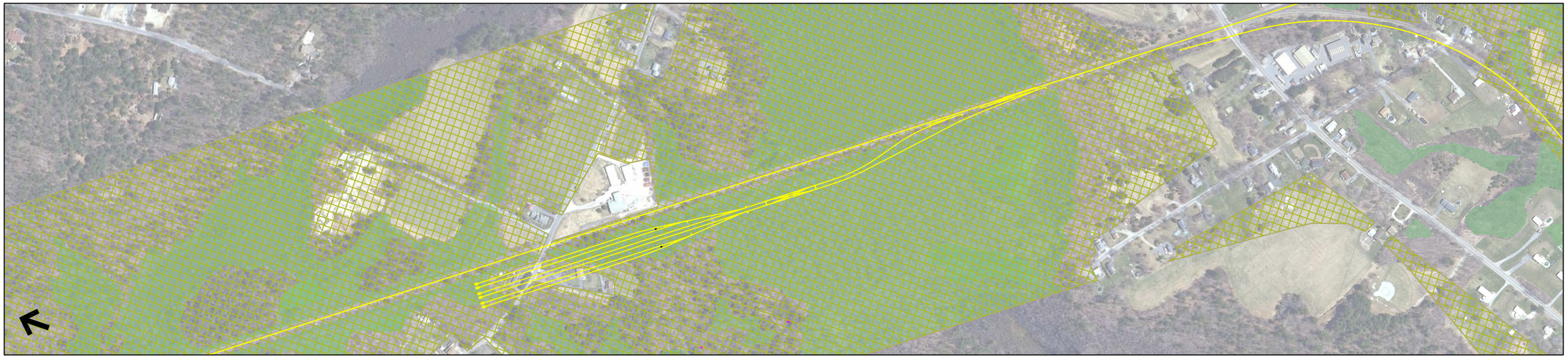

Alternative 18: Myricks Northwest

Alternative 19: Myricks SE Junction

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Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

0 250 500 Feet

EOT

SOUTH COAST RAIL

Figure 7
Proposed Layover Alternatives
September 2009

Prepared by: VHB

Attachment B: Municipal Meeting Notes

This section contains notes from community meetings.

City of New Bedford

EOT met with the City of New Bedford on February 2, 2009. The need for and characteristics of layover facilities were described, using an aerial photograph of the Kingston layover facility for reference. The following comments were provided concerning Site #10, Wamsutta Street:

- It was noted that this is the same site as proposed in the 2002 FEIR, and that the CSX freight tracks for the harbor dredging project had been constructed to accommodate that concept.
- It was noted that the Wamsutta Mill complex on the opposite side of Wamsutta Street had been converted into a residential development.
- It was suggested that there is a need for coordination of projects in the area, including the layover facility, station, and potential for properties between the ROW and Route 18.
- It was suggested that structured parking could be a buffer between neighborhoods and the layover site.
- It was suggested that access over Route 18 between the station on the east and the neighborhoods on the west was very desirable.
- It was suggested that the industrial area to the east would not be impacted by the layover facility.
- Overall, the city would support the site, especially if the area had a comprehensive plan to help connect the station to neighborhoods.

The following comments were provided concerning Site #11, Dartmouth Wye:

- It was noted that the property was previously city-owned but had been sold off, though there were no developments targeted for the area.
- It was noted that low-income housing is located just to the north, though locomotives would be at the southeast end of the site.
- It was noted that the west end of the site is on a hill and higher than nearby streets, while the east end the site impacts some wetlands.

The following comments were provided concerning Site #12, Shawmut Avenue:

- It was suggested that the site was good from an economic development perspective.

- It was noted that the city solid waste transfer station is located on site.
- It was suggested that the need for a Route 140 bridge and the impacts to Shawmut Avenue were very unfavorable for this site.

The following comments were provided concerning Site #13, Church Street East:

- It was noted that there was a new residential development (Whaler's Woods) on the northeast corner of the site, which does not appear on current MassGIS imagery.

The following comments were provided concerning Site #14, Church Street West:

- It was suggested that access to the parcel could be difficult.
- It was suggested that this was the best parcel from an economic development perspective.

Town of Freetown

EOT met with the Town of Freetown on February 2, 2009. The need for and characteristics of layover facilities were described, using an aerial photograph of the Kingston layover facility for reference. The following comments were provided concerning Site #5, ISP Facility:

- It was noted that Exit 8½ is just to the north, and archeological resources were encountered on that project.
- It was noted that the ISP Facility is subject to significant homeland security restrictions.
- It was noted that this is the same site as proposed in the 2002 FEIR.

The following comments were provided concerning Site #6, Sawmill:

- It was suggested that a layover facility was not consistent with the potential TOD, the character of the town, or the goals for the area.
- It was questioned how potential residents and business at a future TOD would view the layover facility.

The following comments were provided concerning Site #7, Copicut Road (North):

- It was noted that there are major environmental issues with the site.

The following comments were provided concerning Site #8, Copicut Road (South):

- It was noted that the site would impact the Freetown-Fall River State Forest.
- It was suggested that it was undesirable to add a second grade crossing to Copicut Road.

The following comments were provided concerning Site #9, Boston Beer Site:

- It was noted that this site has been designated for Chapter 43D.

City of Fall River

EOT met with the City of Fall River on February 2, 2009. The need for and characteristics of layover facilities were described, using an aerial photograph of the Kingston layover facility for reference. The following comments were provided concerning Site #1, Shaw Street:

- It was noted that the site would require taking a portion of public parkland at Kennedy Park.
- It was noted that a new school has been built to the east of the site at a former mill complex, which does not appear on current MassGIS imagery.

The following comments were provided concerning Site #2, Battleship Cove (Behind Gate):

- It was suggested that the site was incompatible with city goals for the Battleship Cove area.

The following comments were provided concerning Site #3, Proposed LNG Site (Shell Oil):

- It was noted that the site is a brownfield and that there are few residences nearby.
- It was questioned whether the rest of the site would be developable if a portion was used for a layover.
- It was noted that the site would face challenges with the proposed LNG development.
- Overall, the city thought the site had good potential.

The following comments were provided concerning Site #4, North Fall River:

- It was suggested that the site was infeasible due to impacts to the golf course.

The following comments were provided concerning Site #4A, Somerset Junction:

- It was suggested that there may be archeological resources on the site.
- Overall, the city did not view the site as favorably as Site #3.

Town of Berkley

EOT met with the Town of Berkley on February 2, 2009. The need for and characteristics of layover facilities were described, using an aerial photograph of the Kingston layover facility for reference. The following comments were provided concerning Site #17, Myricks (Southeast):

- It was noted that the site would require relocating Grove Street.
- It was noted that the site would have major residential and commercial impacts.
- It was noted that the site would impact wetlands.

The following comments were provided concerning Site #18, Myricks (Northwest):

- It was noted that the site is all wetlands.

The following comments were provided concerning Site #19, Myricks (Southeast Junction):

- It was noted that the site is all wetlands and subject to seasonal flooding.
- It was noted that the site includes land with a conservation restriction.

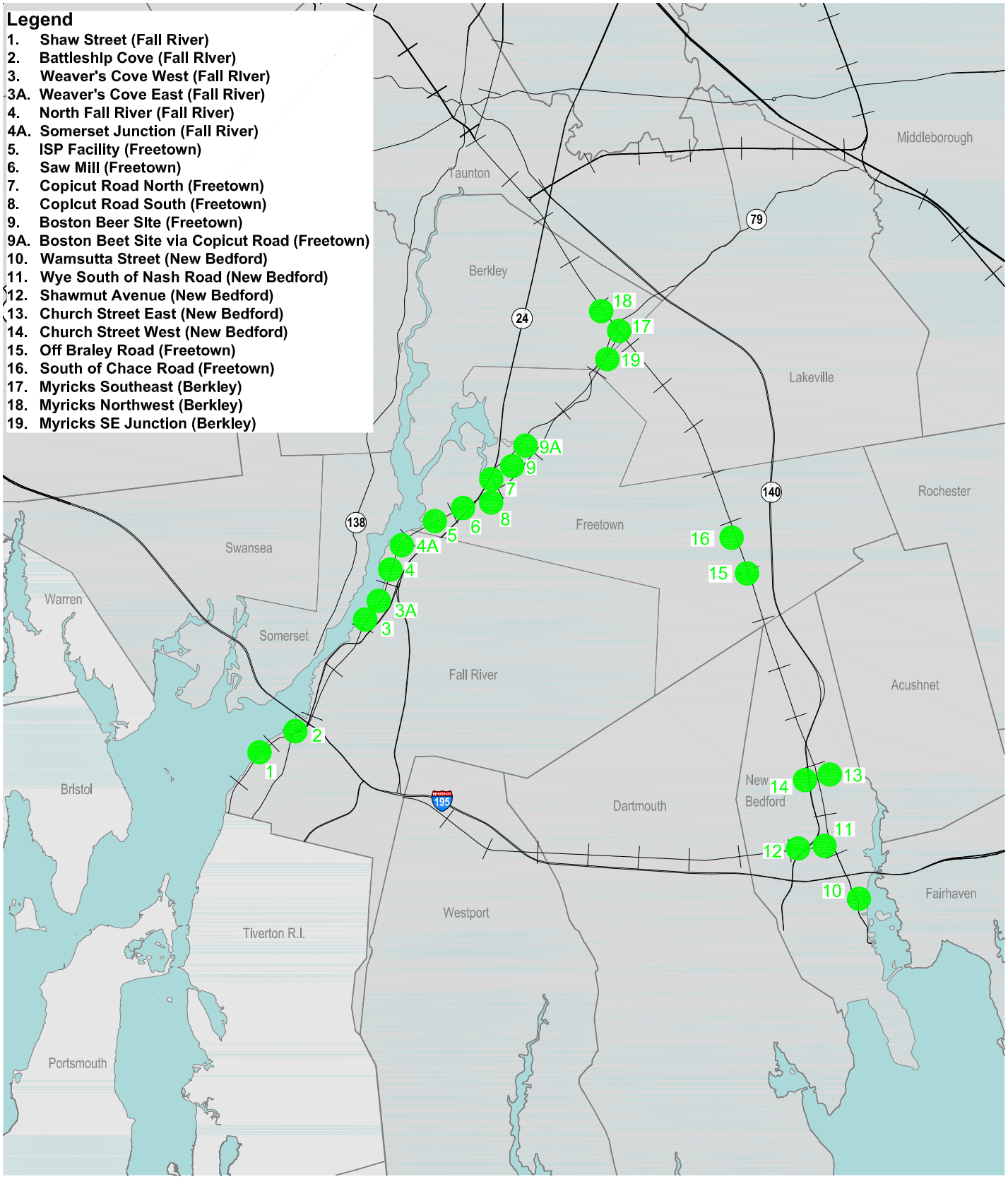

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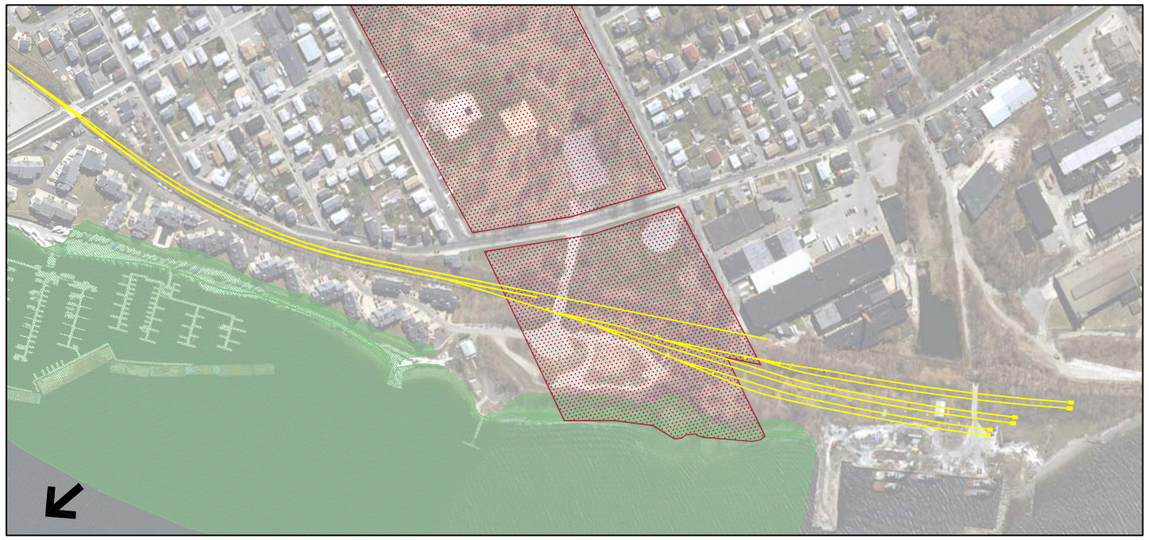
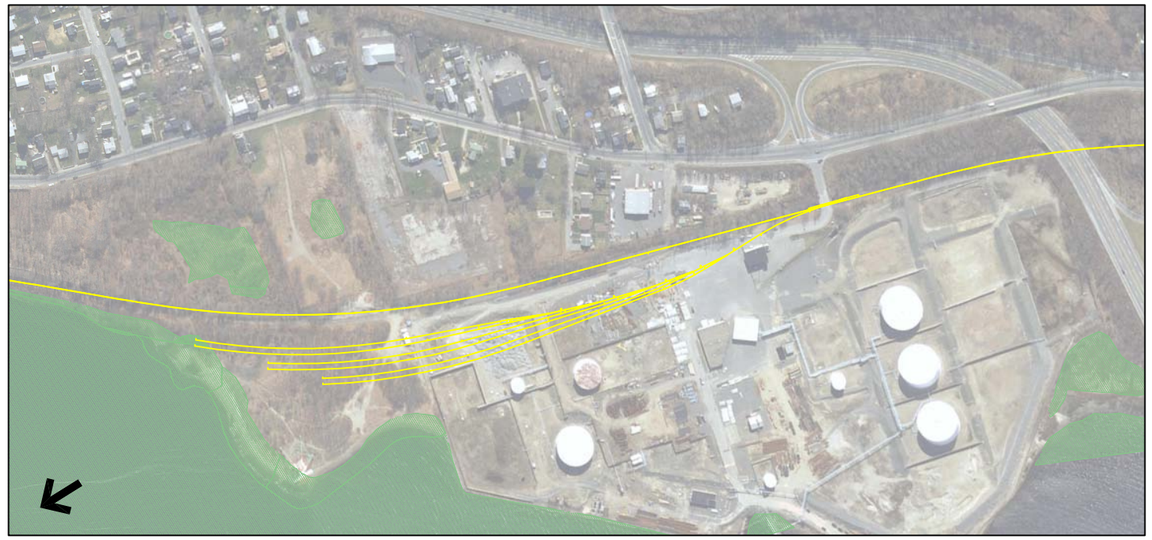
Figure 1
Alternative Layover Locations
September 2009

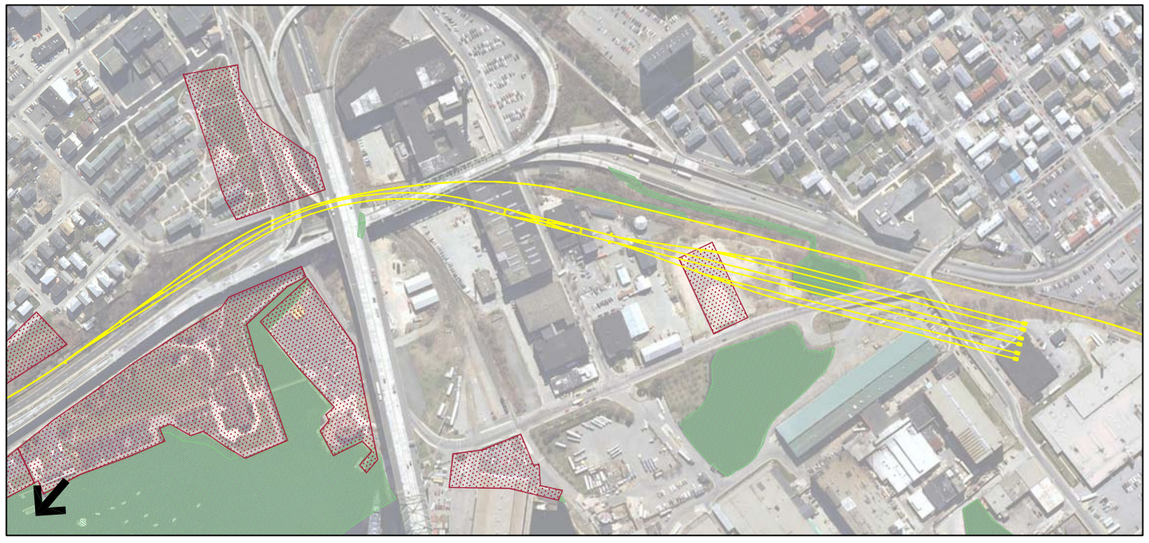
Prepared by: VHB



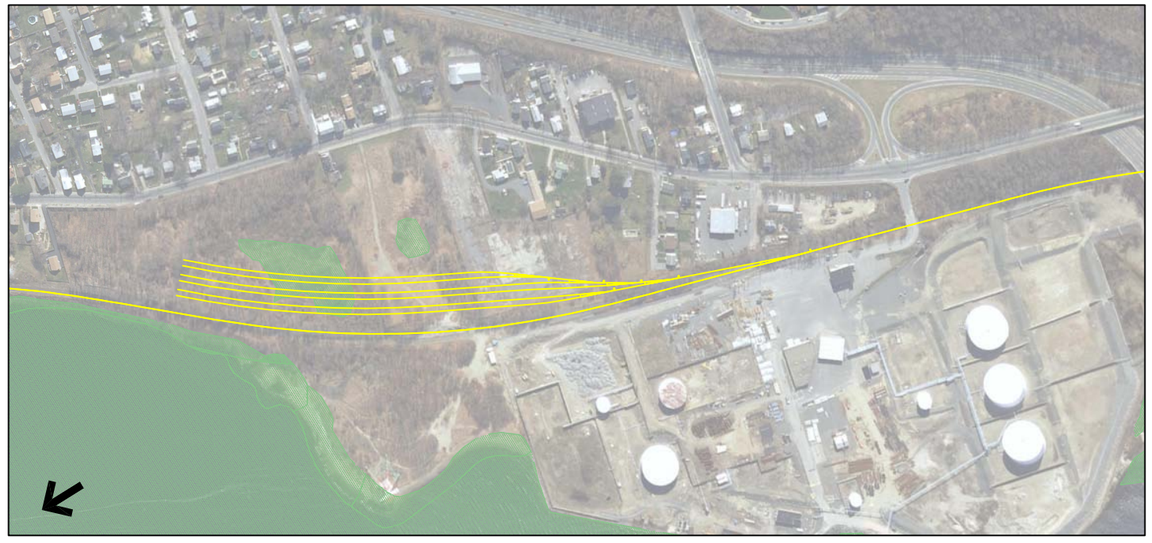
Alternative 1: Shaw Street



Alternative 3: Weaver's Cove West



Alternative 2: Battleship Cove



Alternative 3A: Weaver's Cove East

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

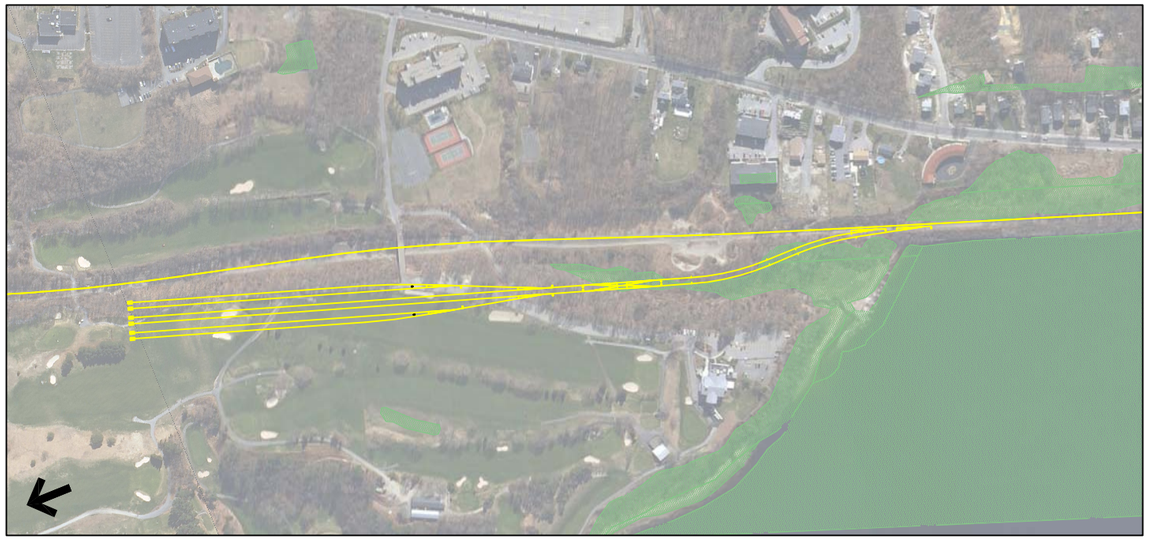
EOT

SOUTH COAST RAIL

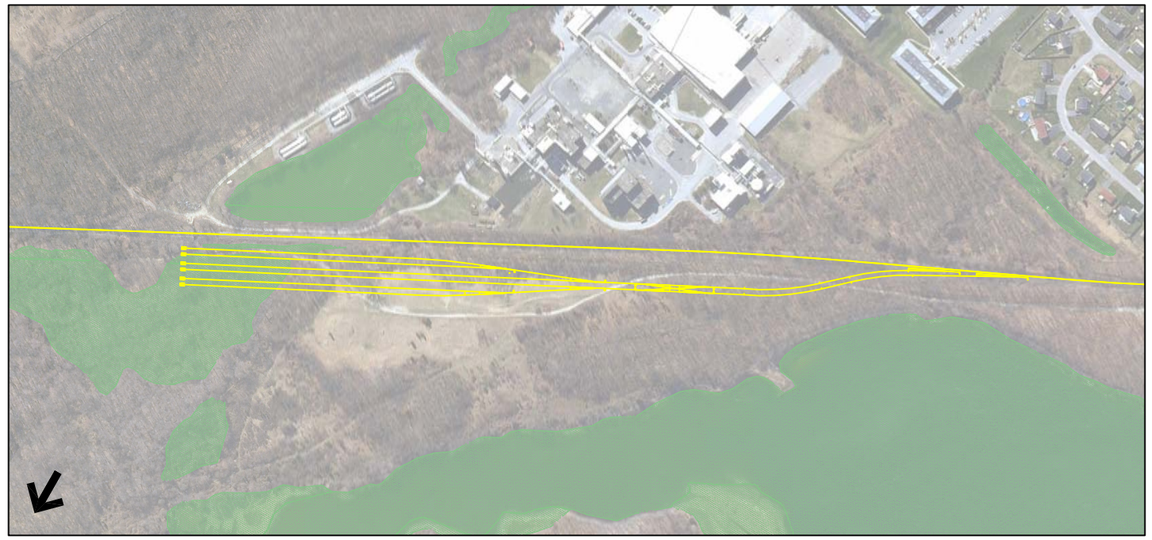
Figure 2
Proposed Layover Alternatives
September 2009

Prepared by: VHB

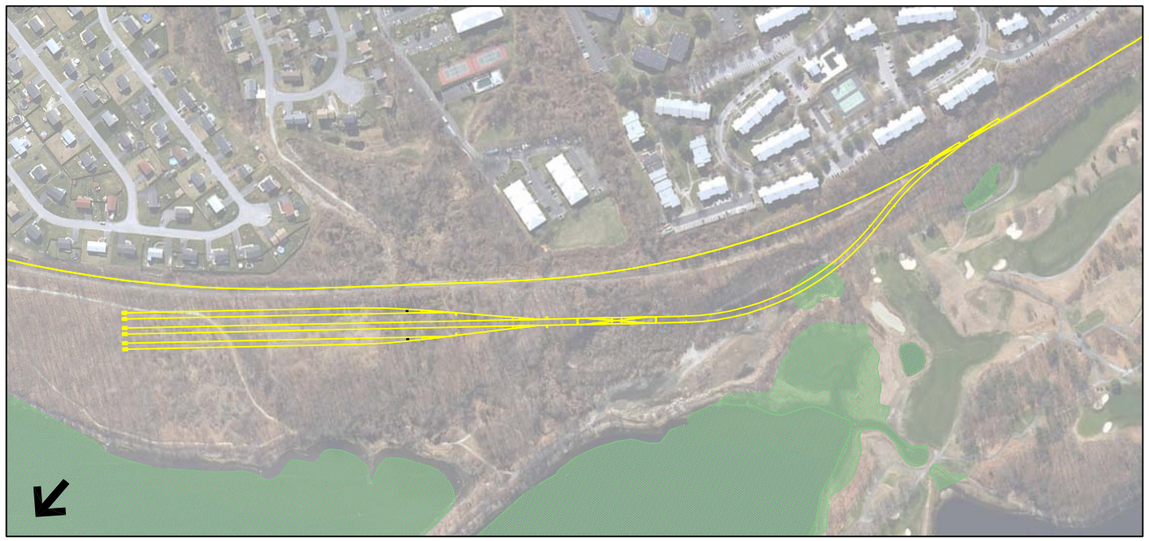
\\Mabos\projects\10111.00\graphics\FIGURES\LayoverMemo\10111-Layover01_01-03a_20090903.dwg Printing Date: 9/8/2009



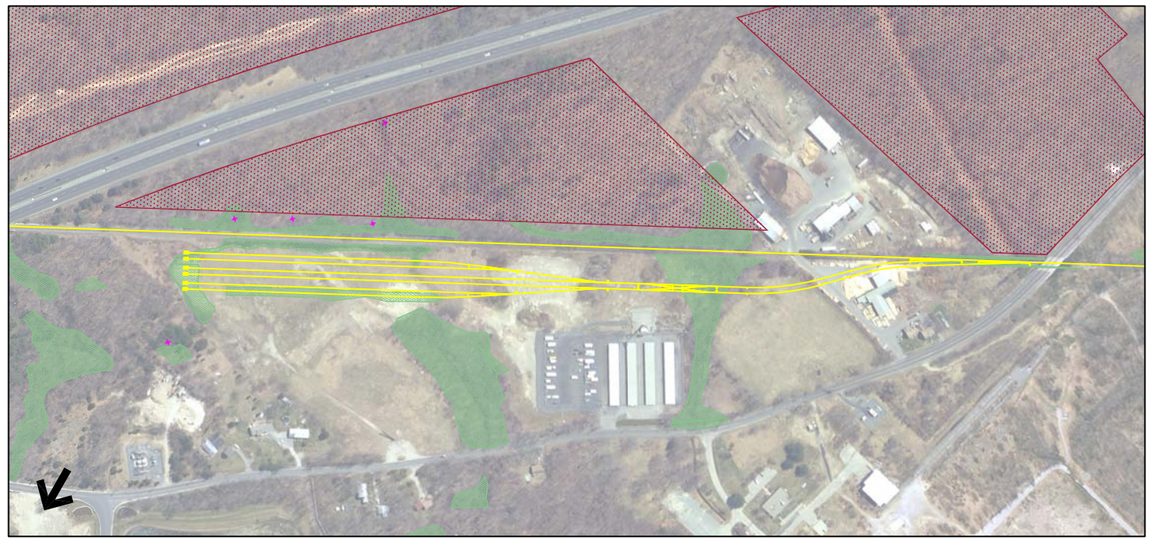
Alternative 4: North Fall River



Alternative 5: ISP Facility



Alternative 4A: Somerset Junction



Alternative 6: Saw Mill

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

SOUTH COAST RAIL

Figure 3
Proposed Layover Alternatives
September 2009

Prepared by: VHB

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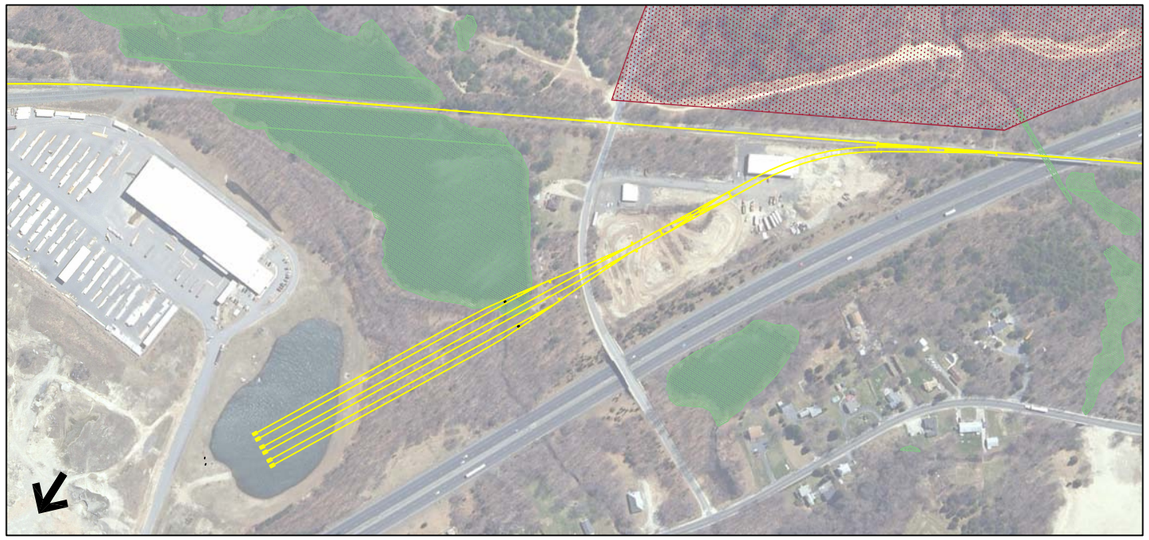
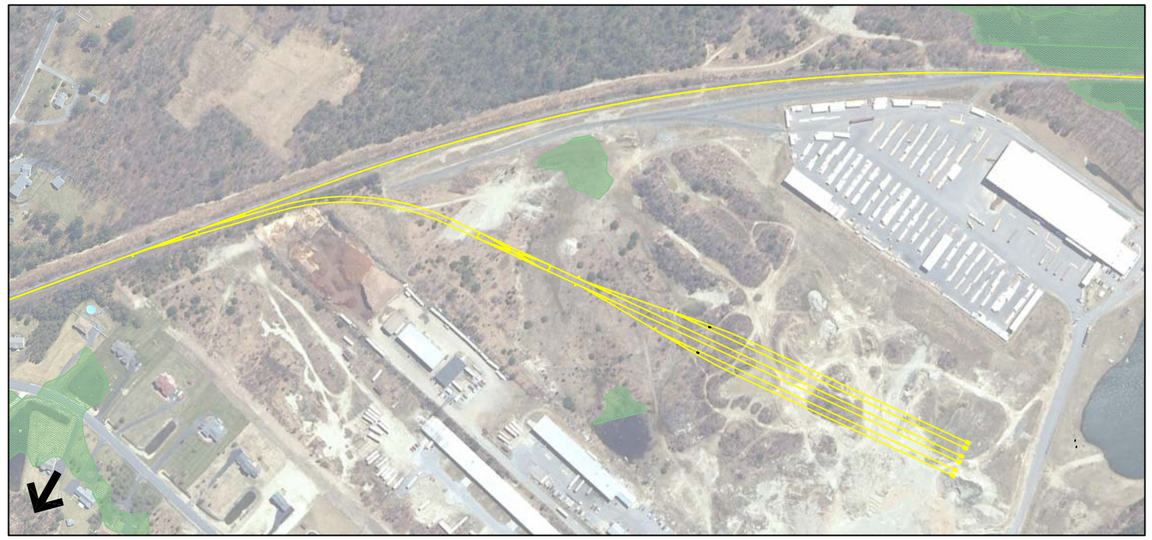
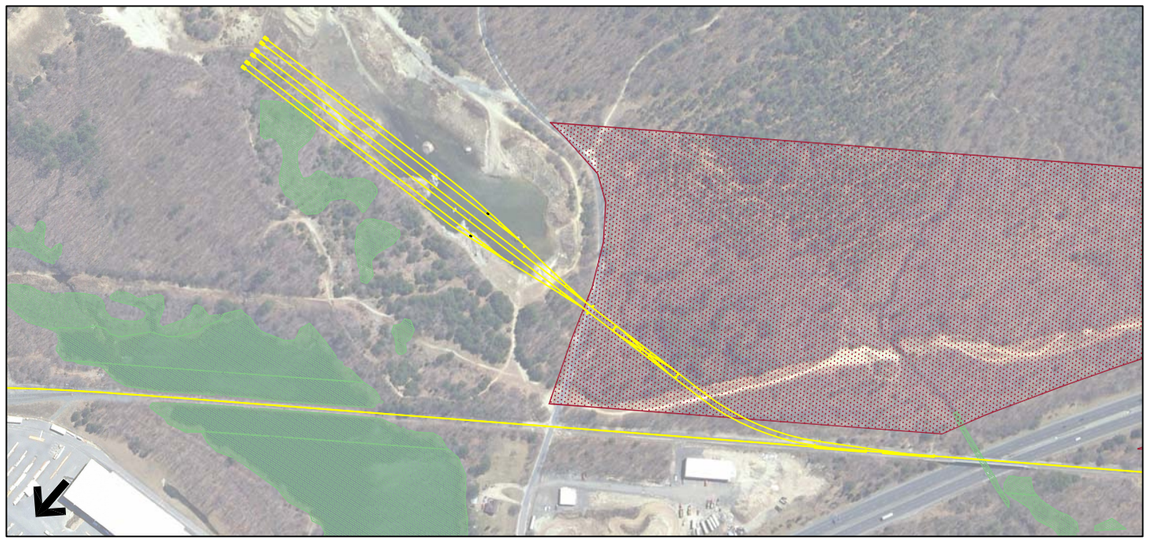


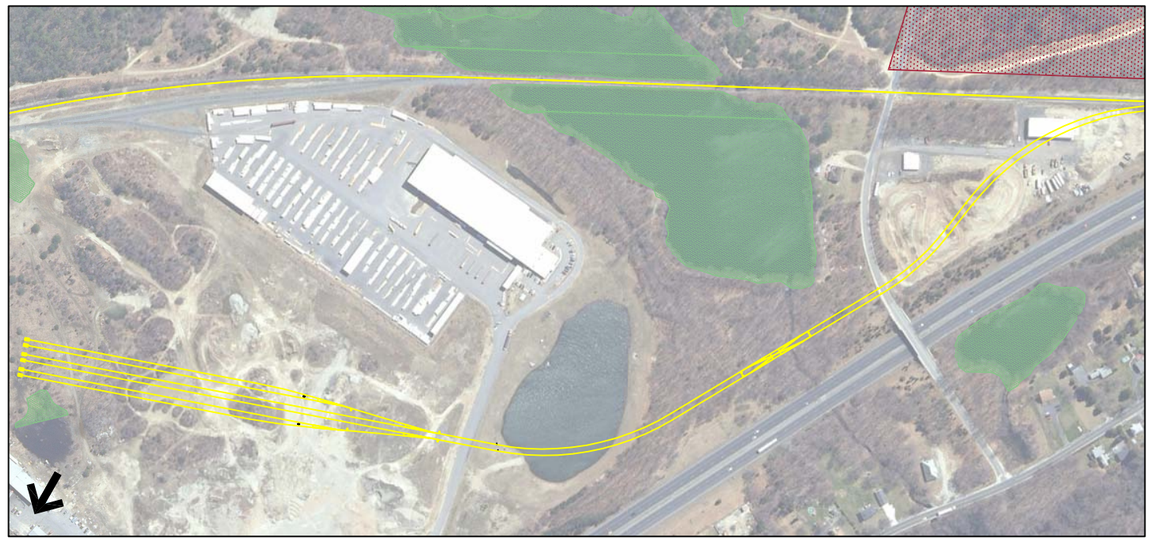
Alternative 7: Copicut Road North



Alternative 9: Boston Beer Site



Alternative 8: Copicut Road South



Alternative 9A: Boston Beer Site via Copicut Road

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

SOUTH COAST RAIL

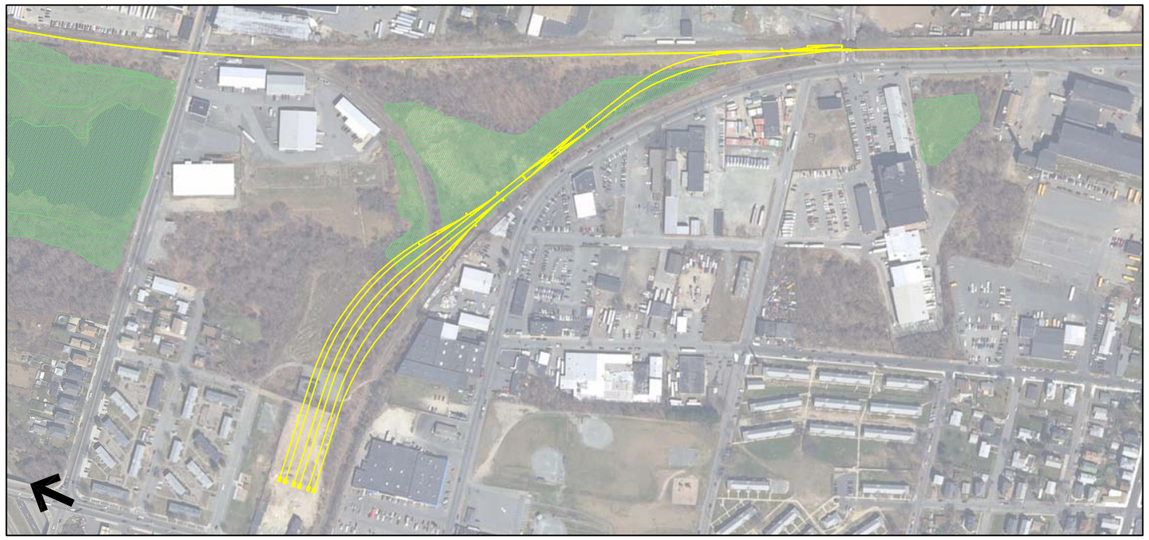
Figure 4
Proposed Layover Alternatives
September 2009

Prepared by: VHB

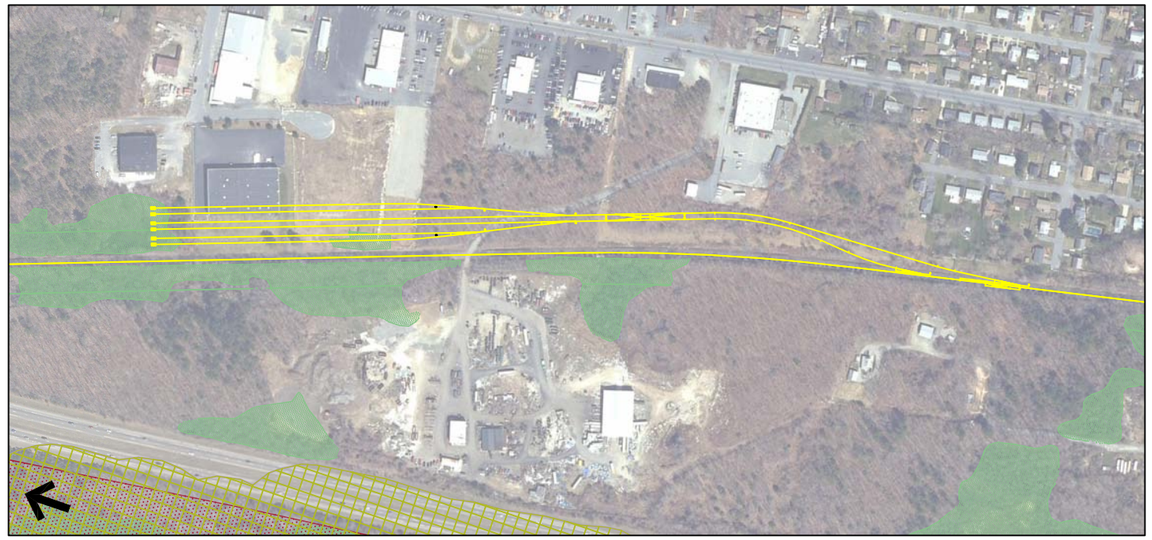
\\Mabos\projects\10111.00\graphics\FIGURES\LayoverMemo\10111-Layover03_07-9a_20090903.dwg Printing Date: 9/8/2009

Alternative 10: Wamsutta Street

Alternative 12: Shawmut Avenue



Alternative 11: Wye South of Nash Road



Alternative 13: Church Street East

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0 250 500 Feet

Legend

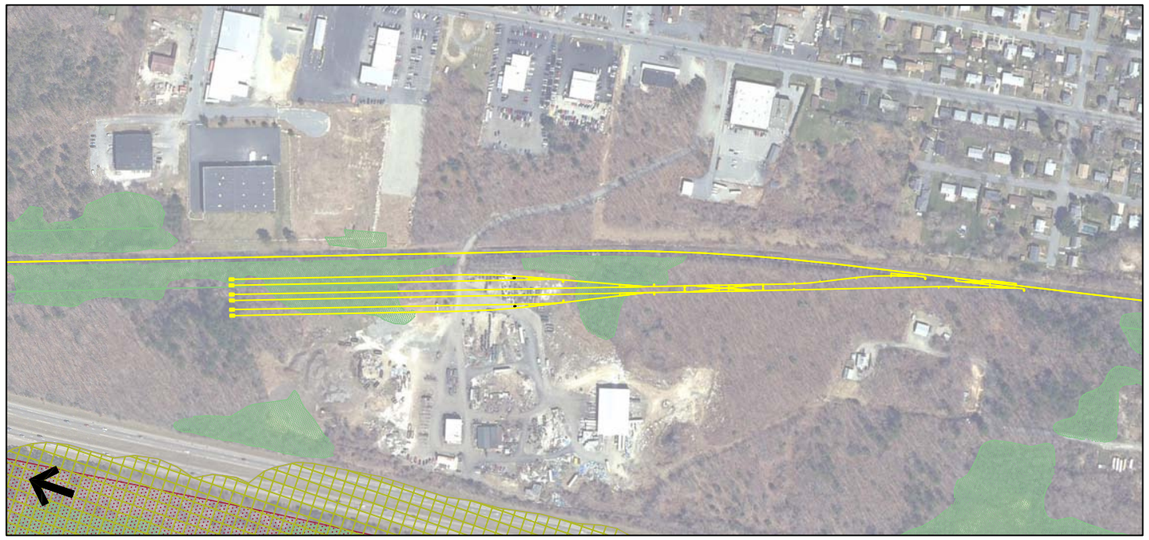
- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

EOT

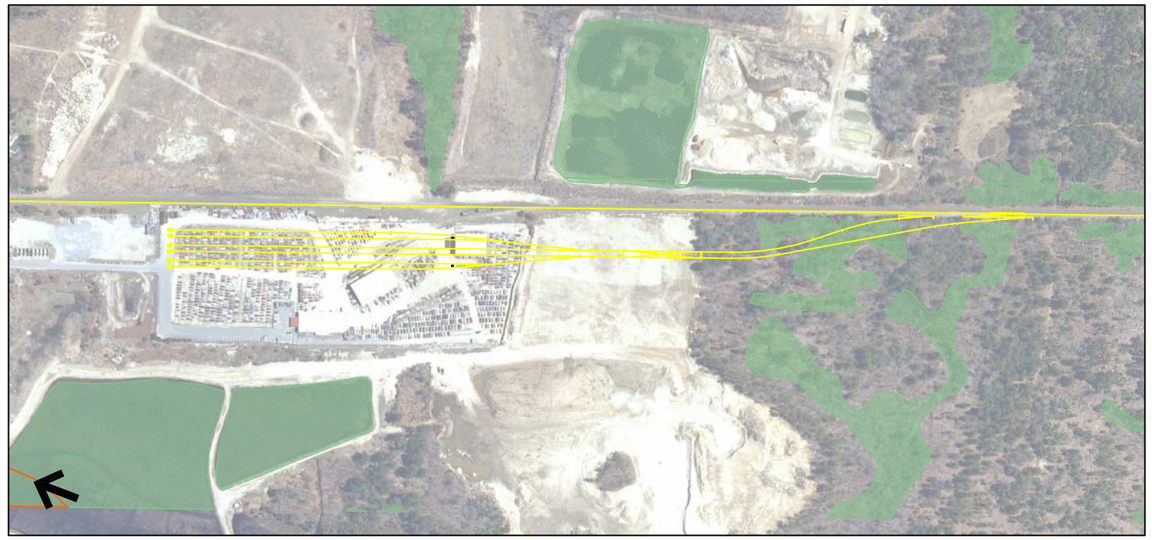
SOUTH COAST RAIL

Figure 5
Proposed Layover Alternatives
September 2009

Prepared by: VHB



Alternative 14: Church Street West



Alternative 16: South of Chace Road

Alternative 15: Off Braley Road

Alternative 17: Myricks Southeast

0 250 500 Feet

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

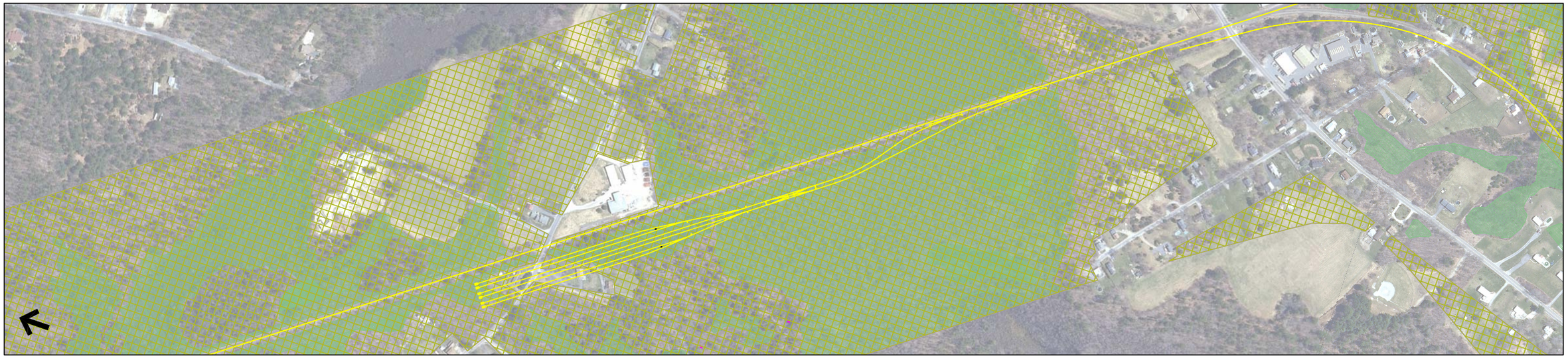
EOT

SOUTH COAST RAIL

Figure 6
Proposed Layover Alternatives
September 2009

Prepared by: VHB

\\Mabos\projects\10111.00\graphics\FIGURES\LayoverMemo\10111-Layover05_14-17_20090903.dwg Printing Date: 9/4/2009



Alternative 18: Myricks Northwest

Alternative 19: Myricks SE Junction

\\Maboss\projects\10111.00\graphics\FIGURES\LayoverMemo\10111-Layover06_18-19_20090903.dwg Printing Date: 9/4/2009

Legend

- *ACEC*
- *Open Space*
- *Rare Species Estimated Habitat*
- *Rare Species Priority Habitat*
- *Wetland*
- *Zone A (400' Buffer of Public Water Supplies)*
- *Track*
- *Public Water*
- *Vernal Pool*
- *Zone 1 (Water Supply Protection Area)*

0 250 500 Feet

EOT

SOUTH COAST RAIL

Figure 7
Proposed Layover Alternatives
September 2009

Prepared by: VHB