

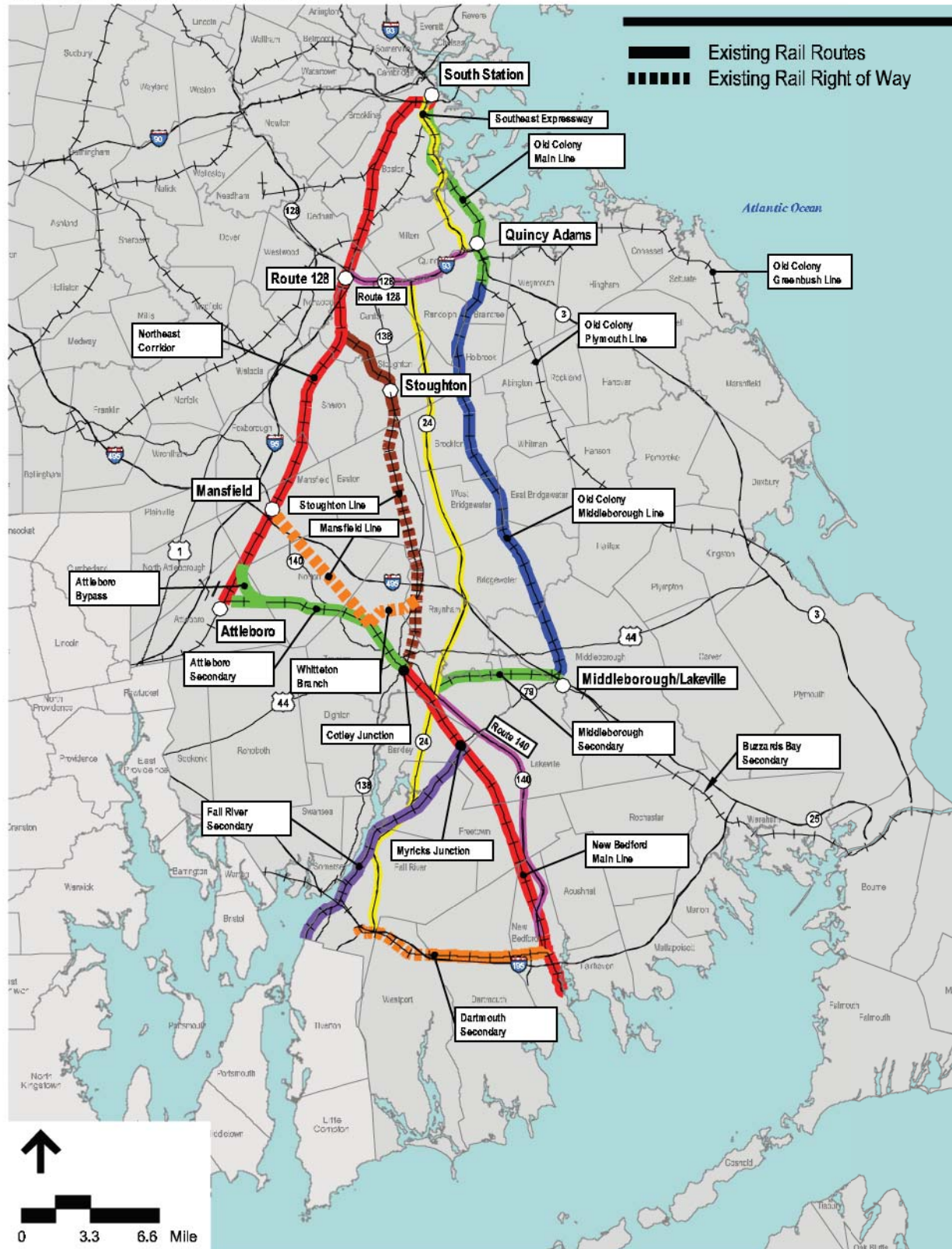


Figure 3.1-1

Corridors Under Consideration

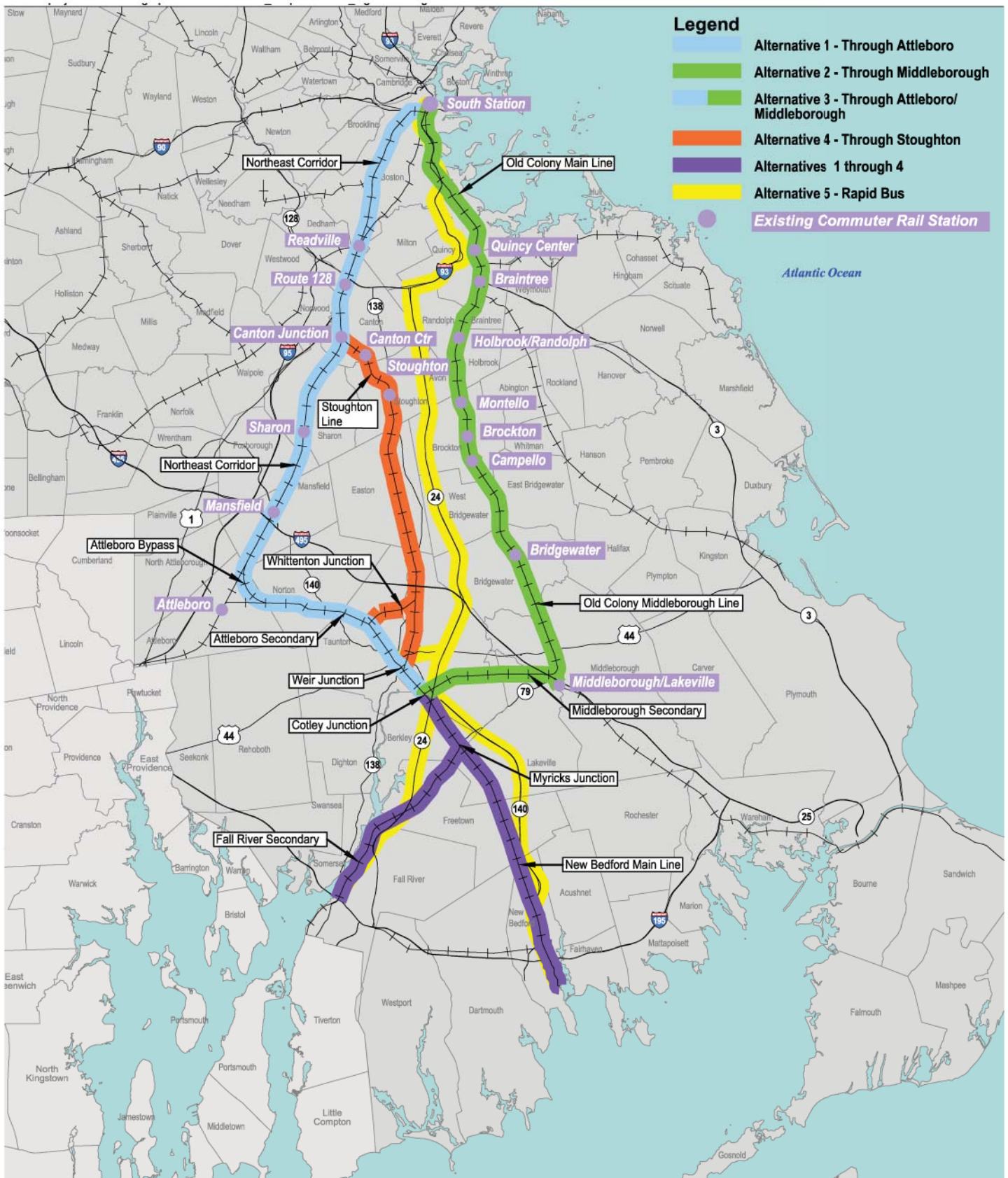


Figure 3.1-2

ENF Alternatives



0 4 8 Miles

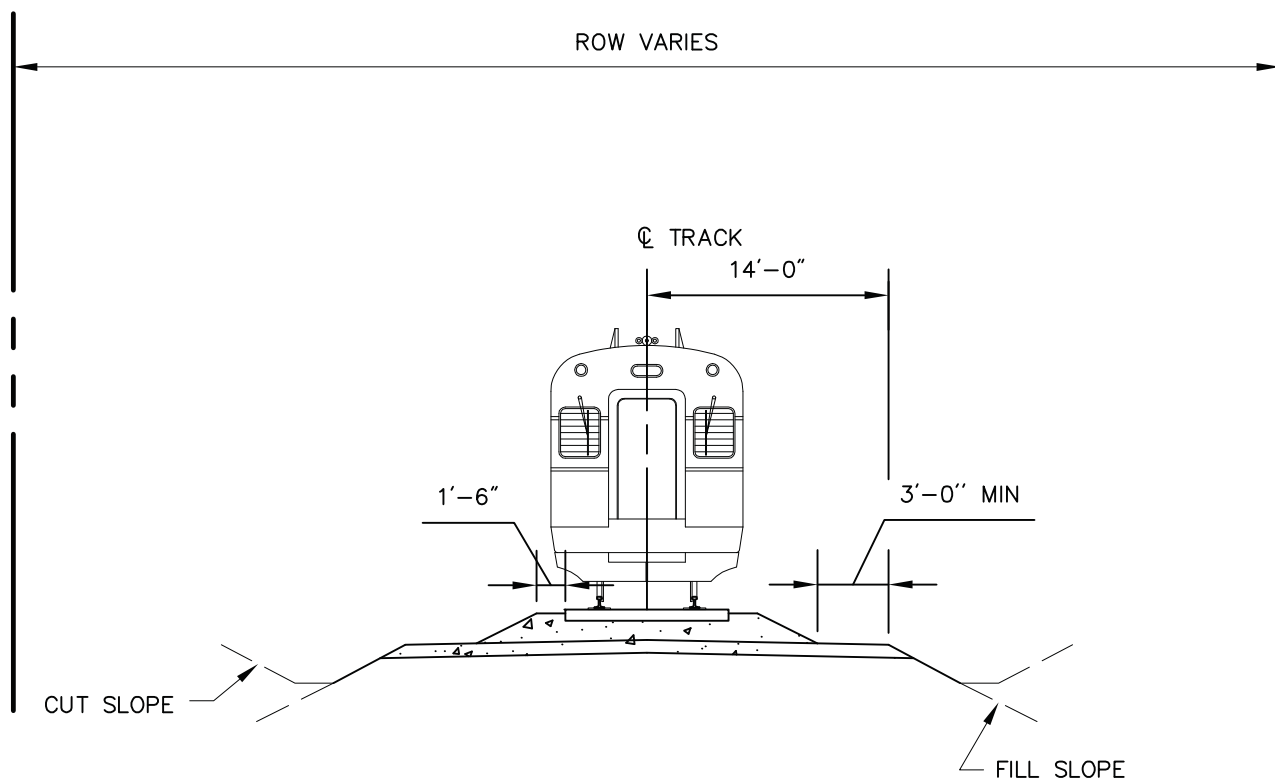


Figure 3.2-1
Conventional Commuter Rail Single Track
Typical Cross Section

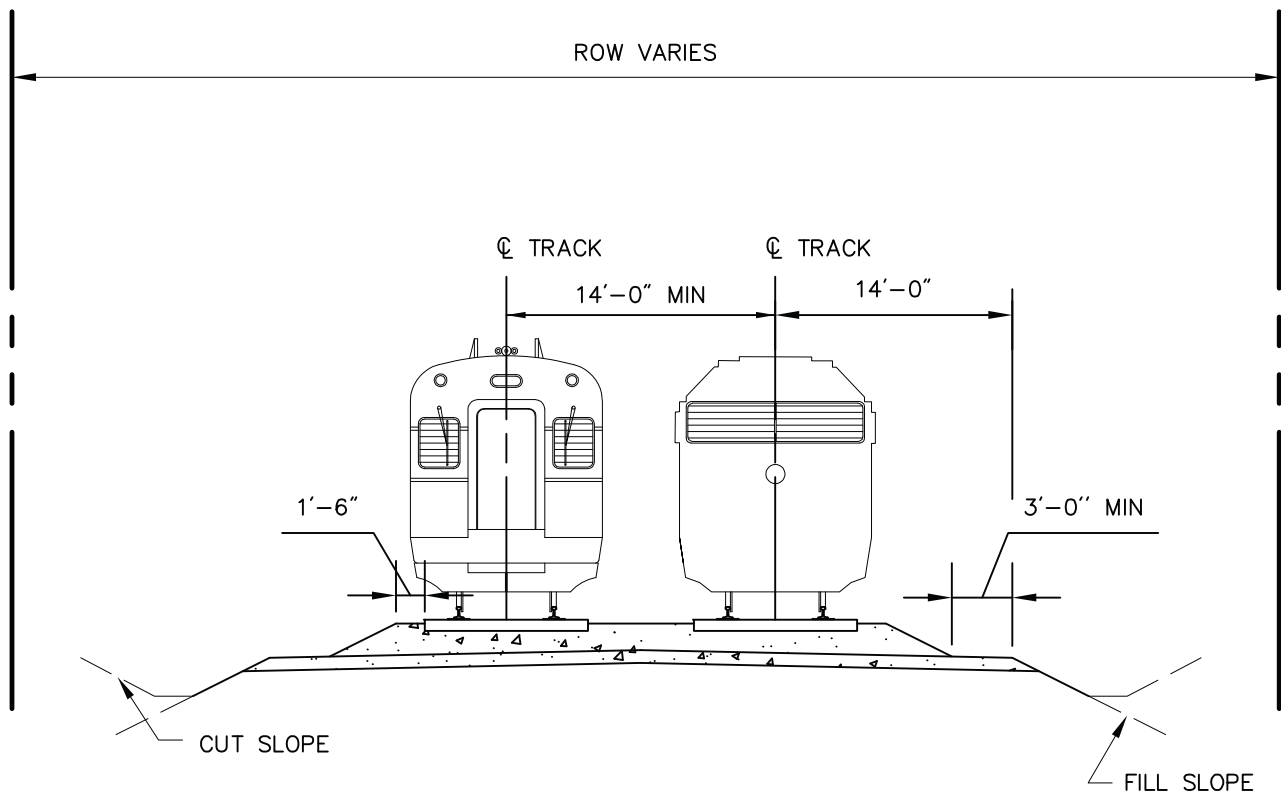


Figure 3.2-2

Conventional Commuter Rail
Double Track

Typical Cross Section

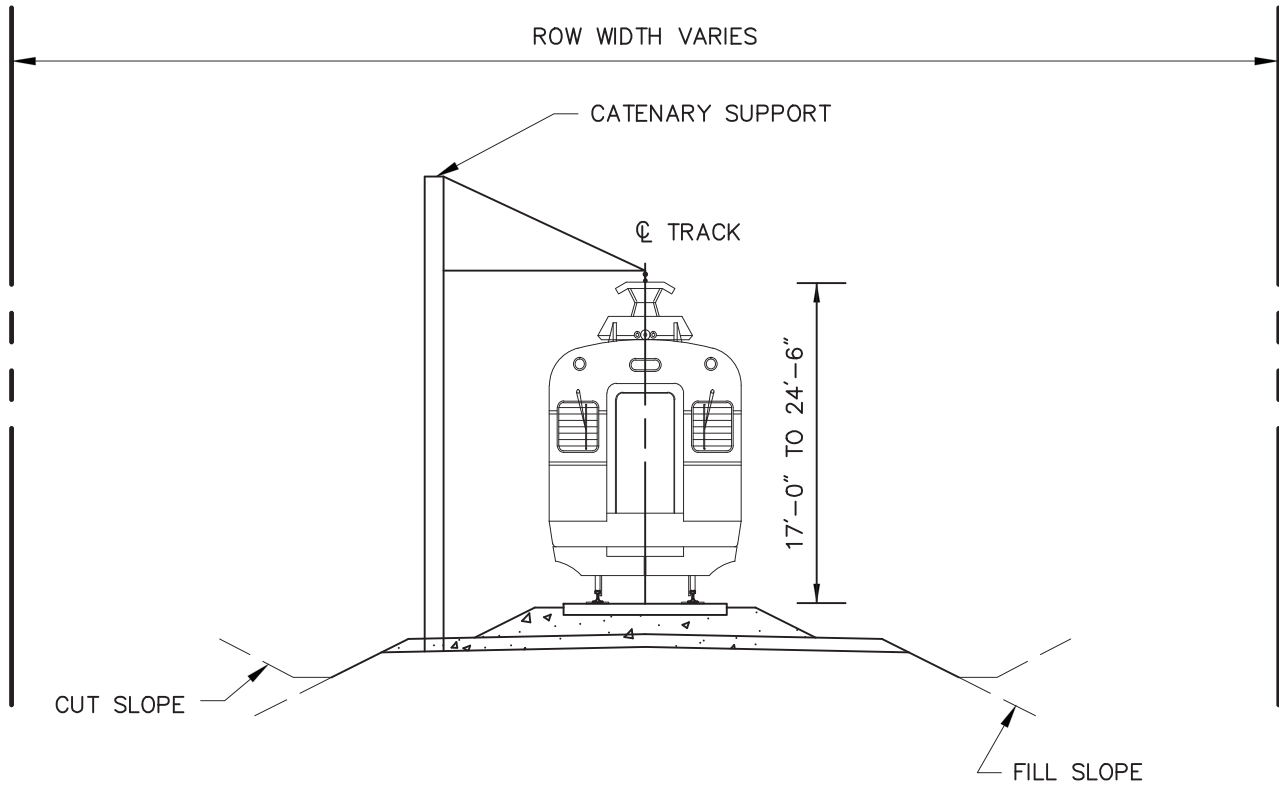


Figure 3.2-3

Electrified Commuter Rail
Single Track
Typical Cross Section

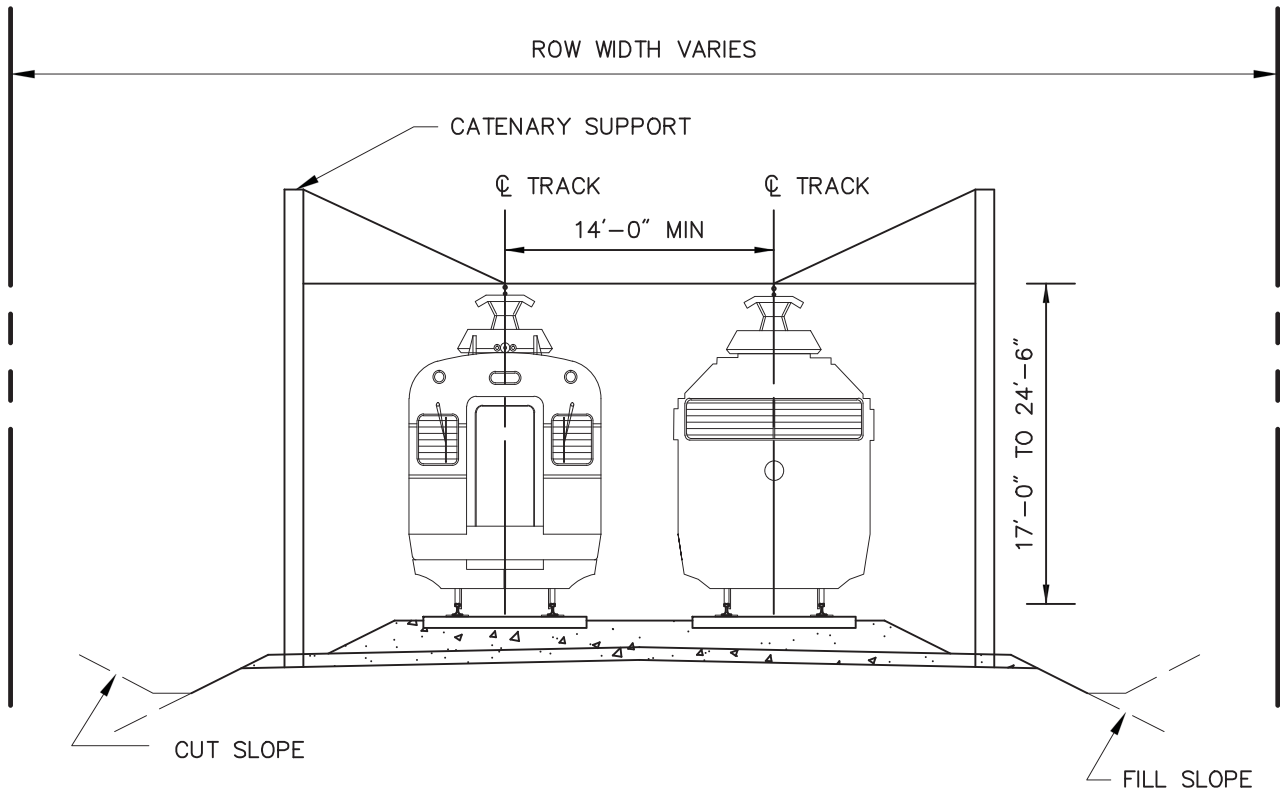


Figure 3.2-4

Electrified Commuter Rail
Double Track
Typical Cross Section

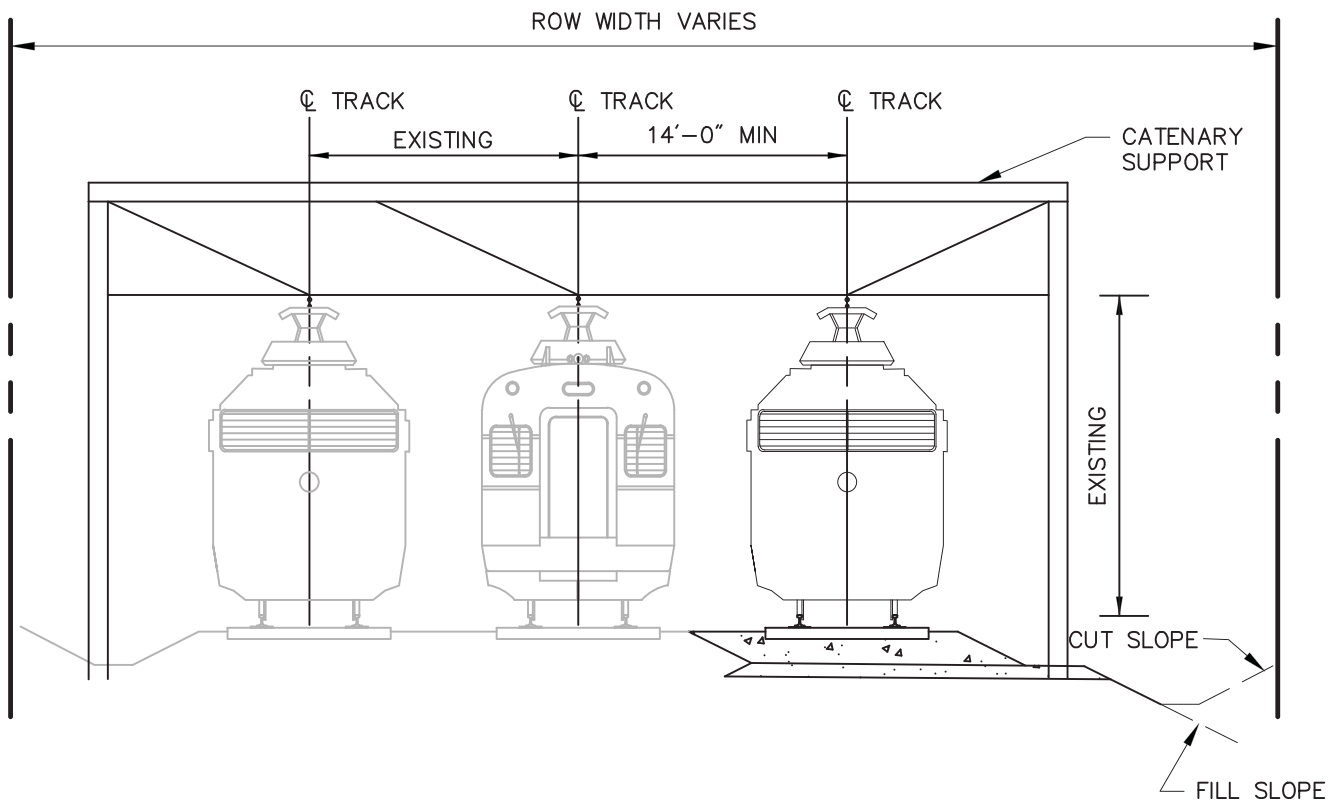
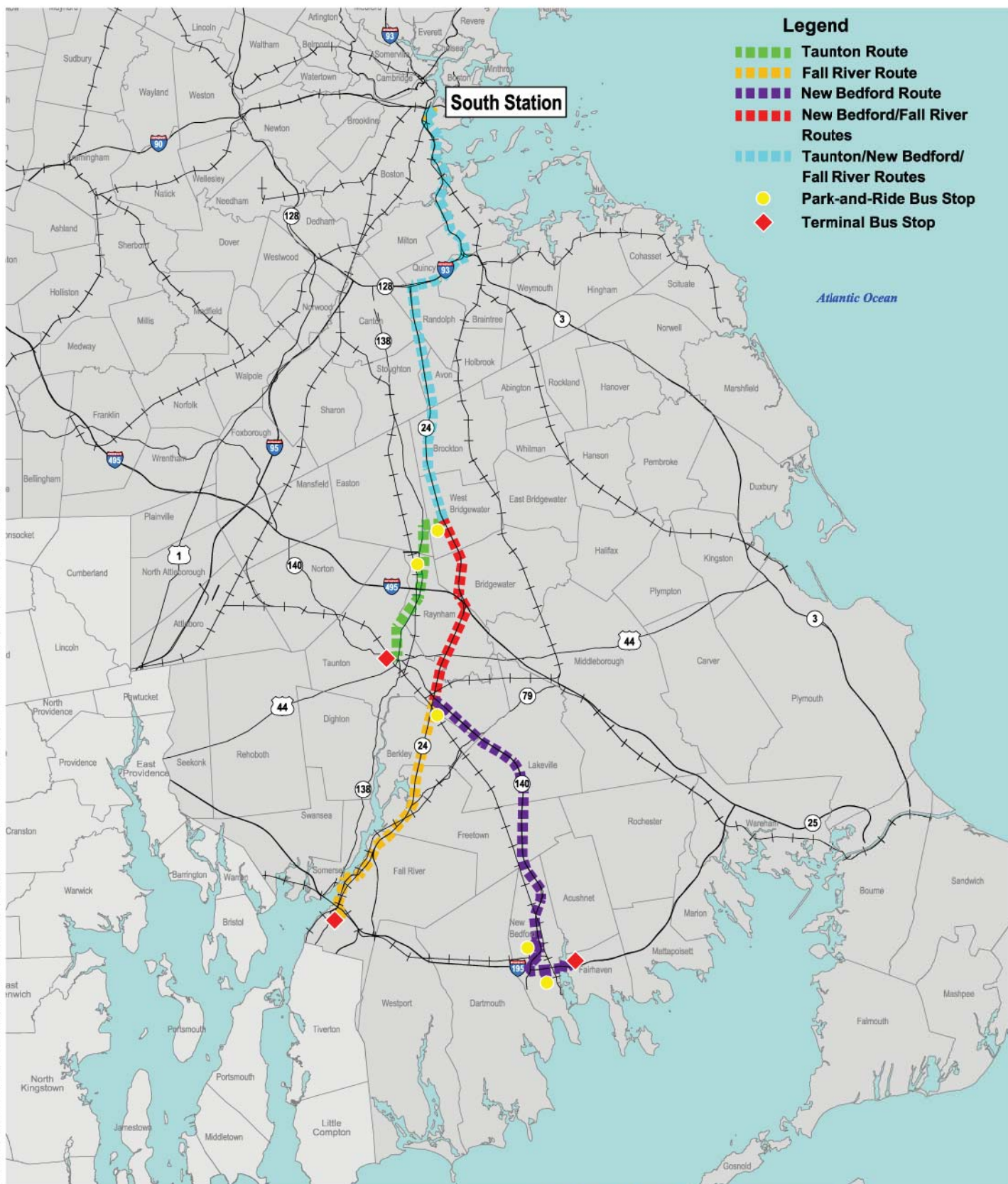


Figure 3.2-5

Electrified Commuter Rail
Triple Track
Typical Cross Section



No-Build Alternative



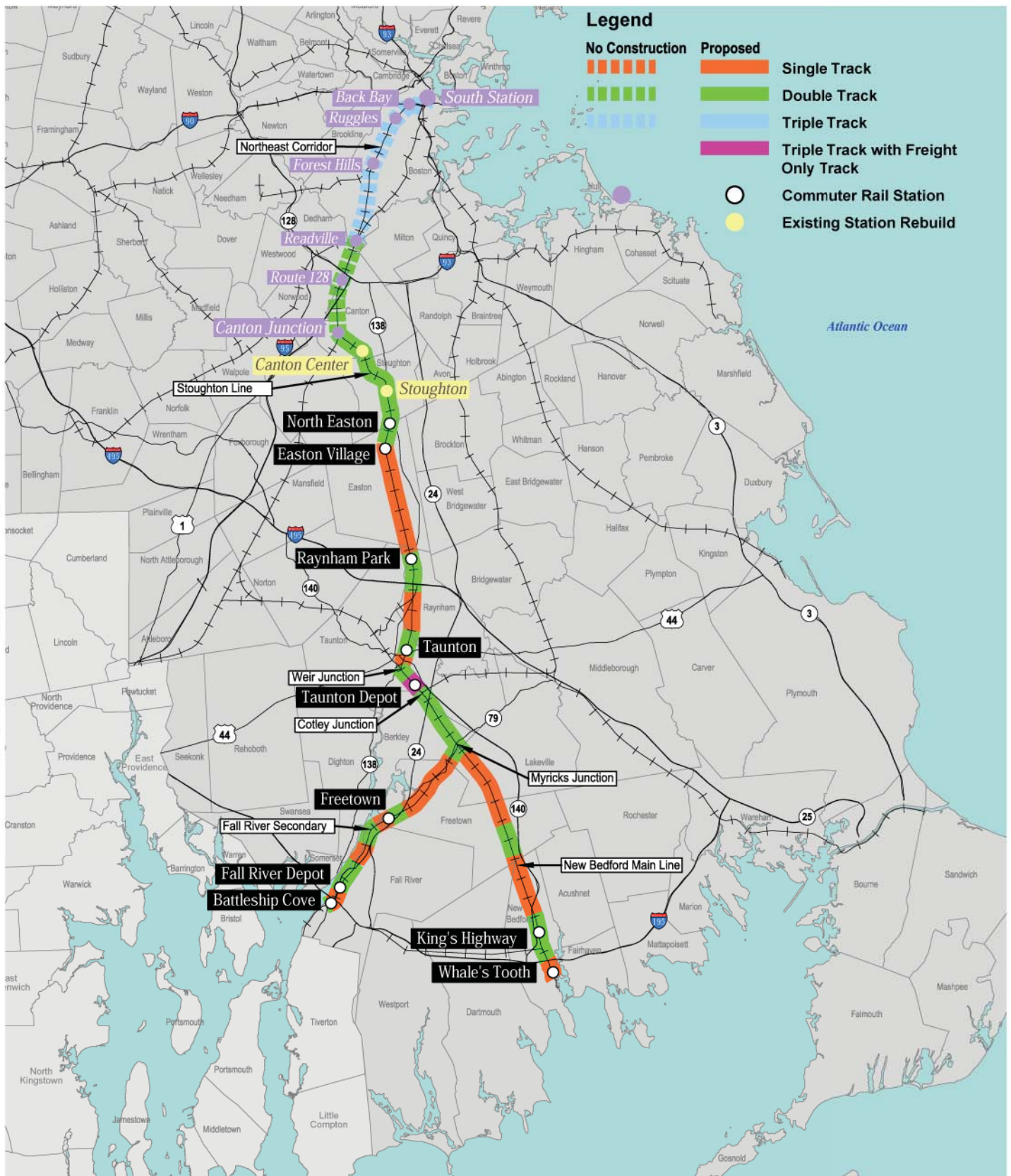


Figure 3.2-7

Stoughton Alternative

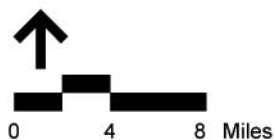
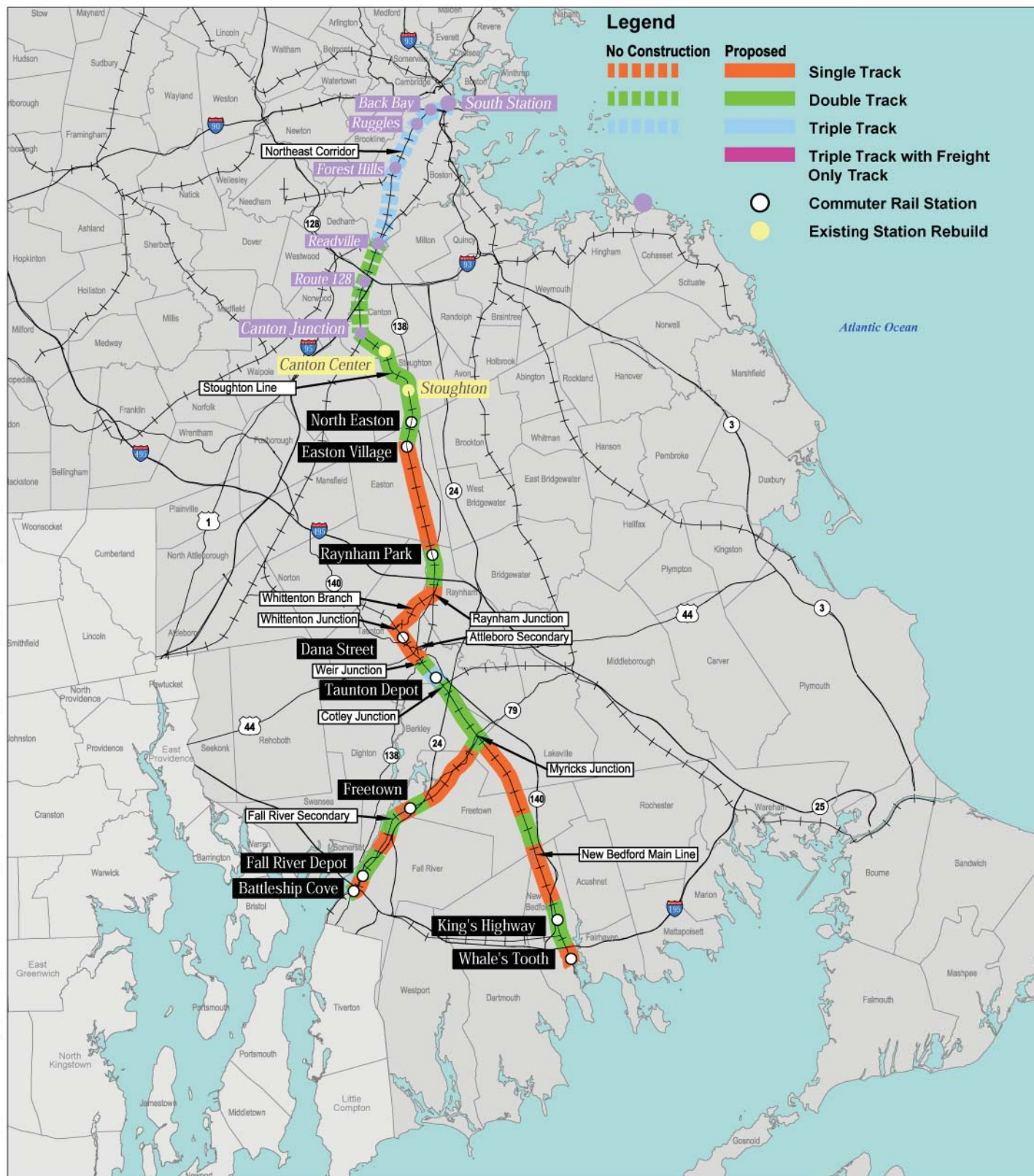
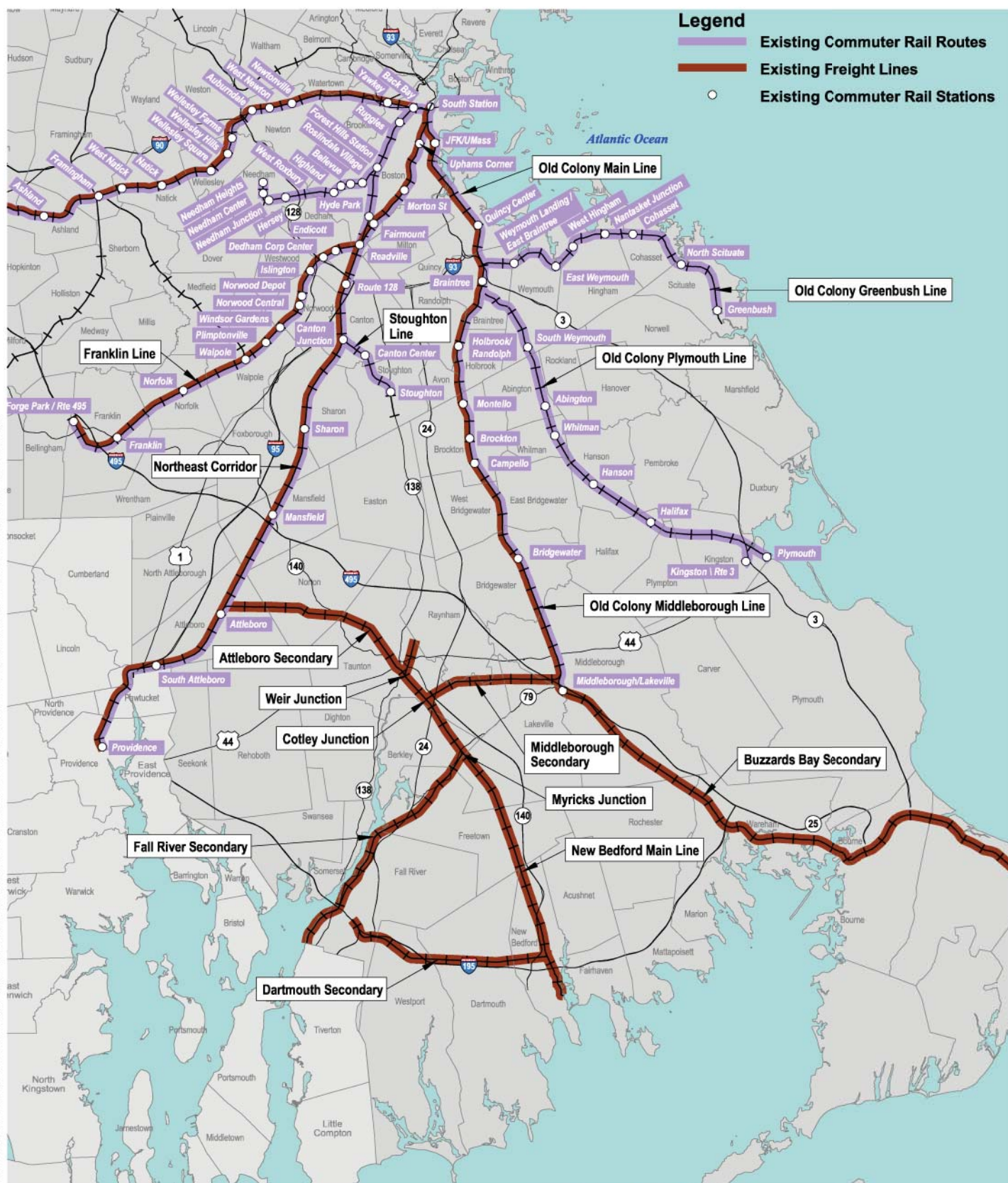


Figure 3.2-8

Whittenton Alternative



Existing Rail Transportation System



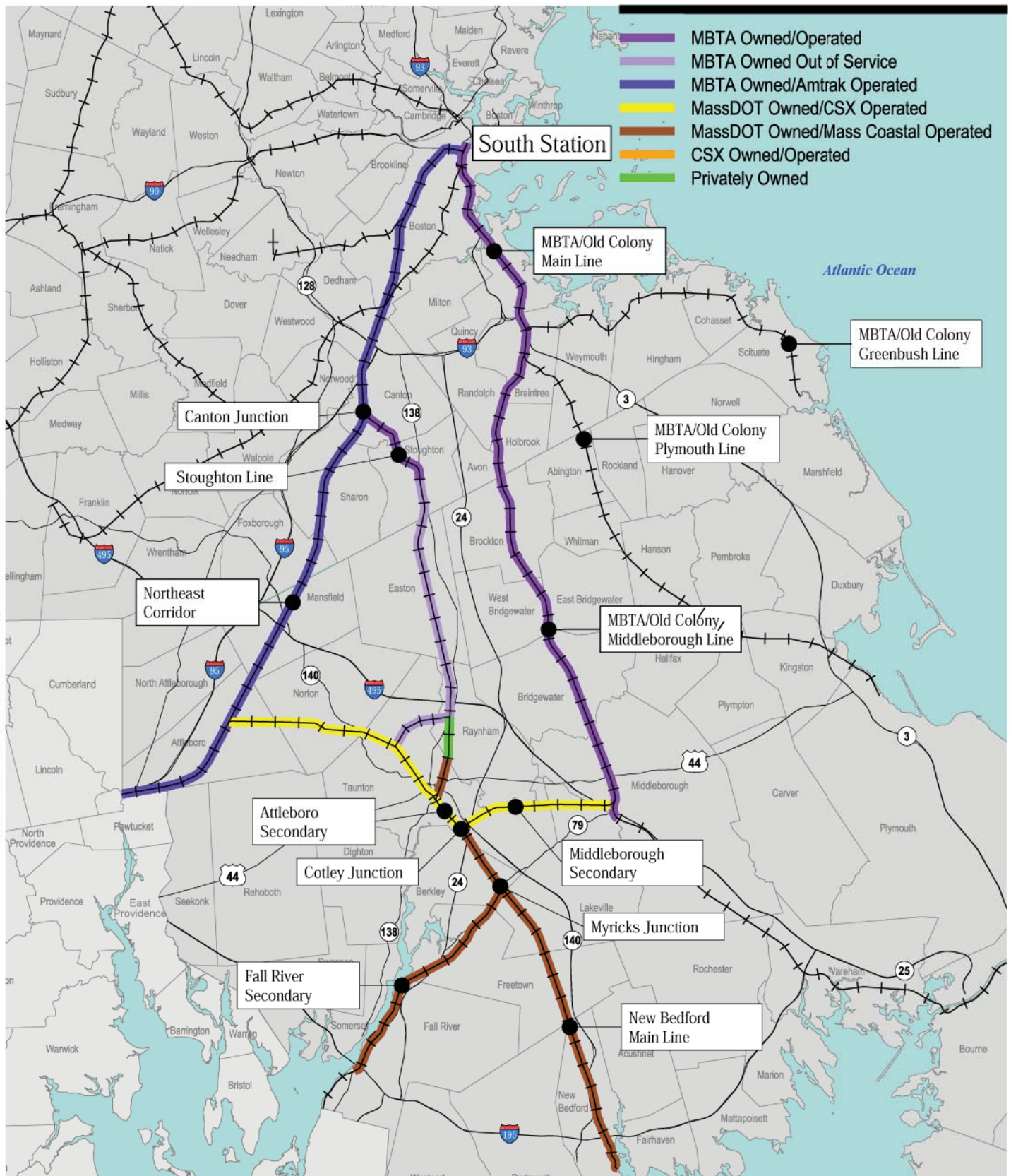
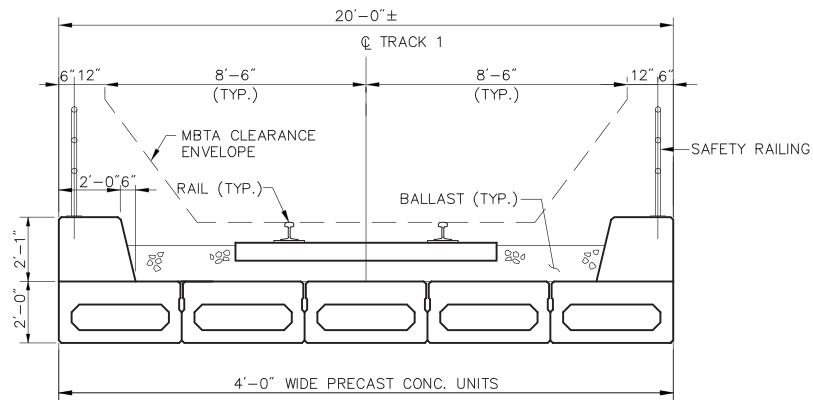


Figure 3.2-10

Ownership of Right-of-Way Segments

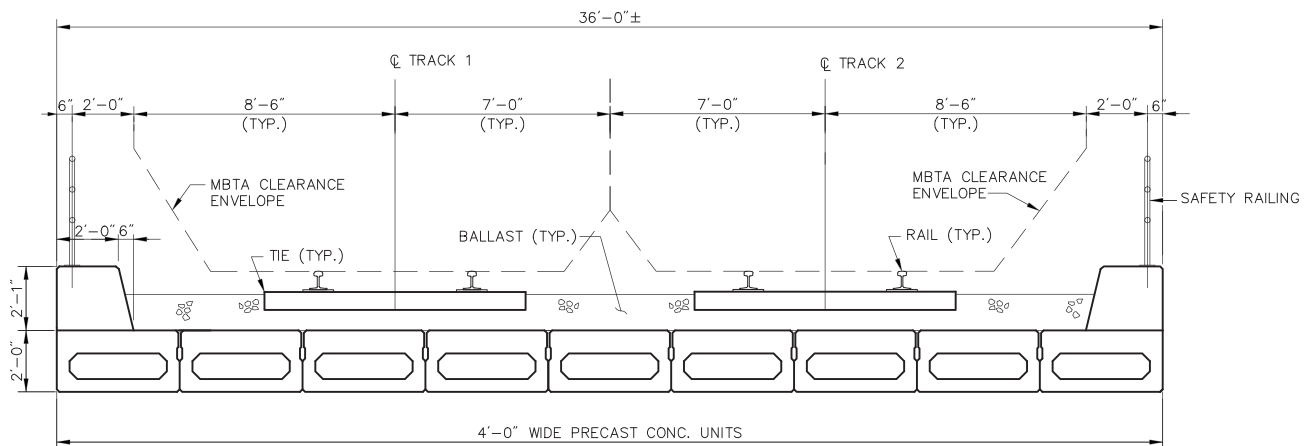


0 3.3 6.6 Mile



CONCRETE BOX GIRDER CROSS SECTION (ONE TRACK)

SCALE: NTS

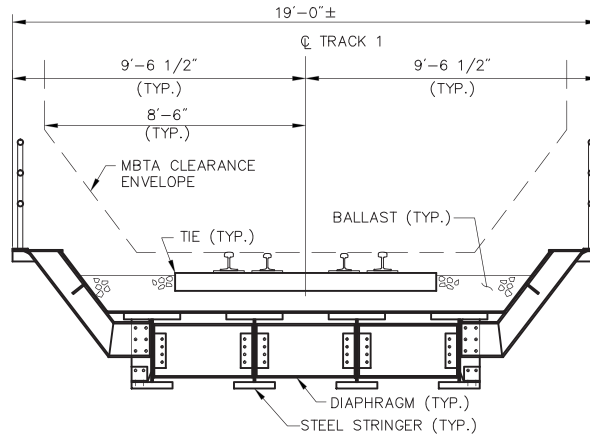


CONCRETE BOX GIRDER CROSS SECTION (TWO TRACKS)

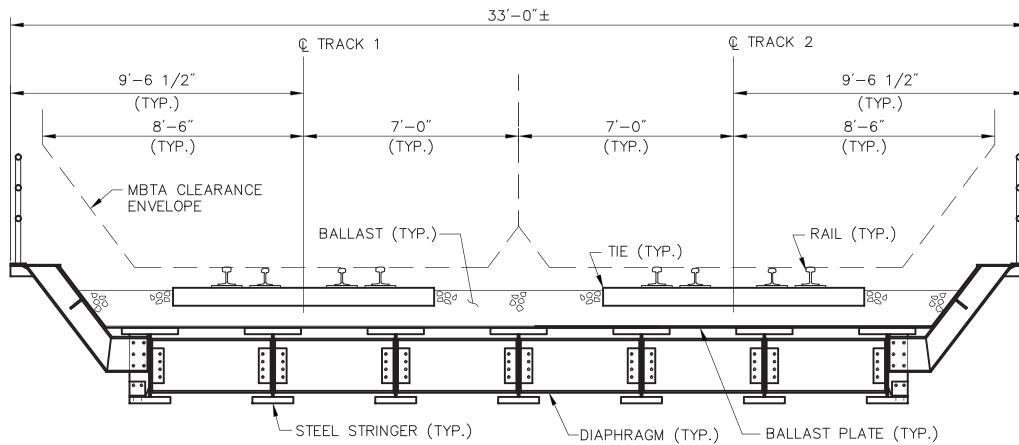
SCALE: NTS

Figure 3.2-11

Typical Cross Section Concrete Girder Bridge



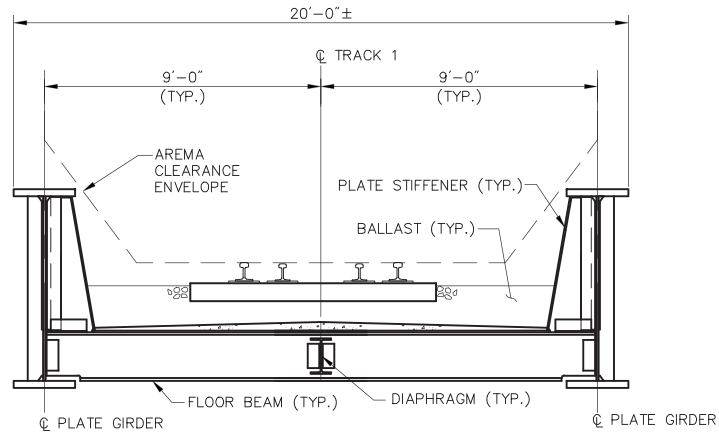
TYPICAL STEEL TUB CROSS SECTION (ONE TRACK)
SCALE: NTS



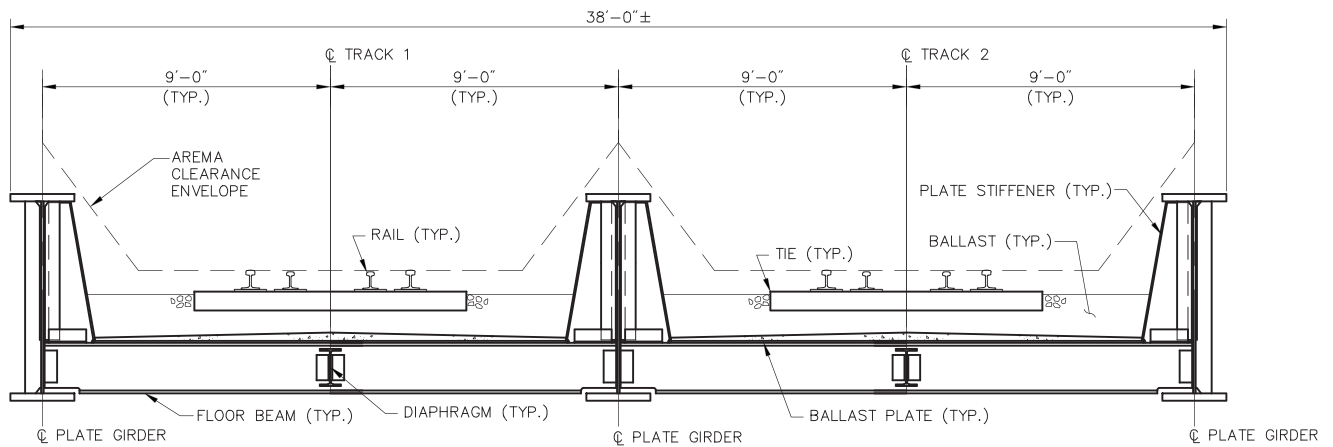
TYPICAL STEEL TUB CROSS SECTION (TWO TRACKS)
SCALE: NTS

Figure 3.2-12

Typical Cross Section Steel Tub Bridge



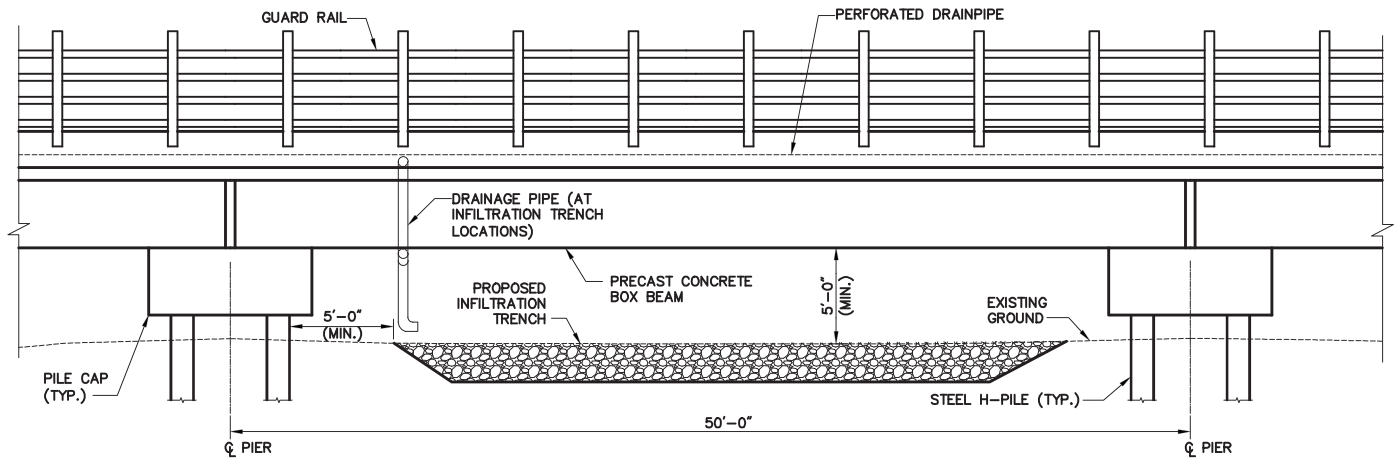
STEEL THRU GIRDER CROSS SECTION (ONE TRACK)
SCALE: NTS



STEEL THRU GIRDER CROSS SECTION (TWO TRACKS)
SCALE: NTS

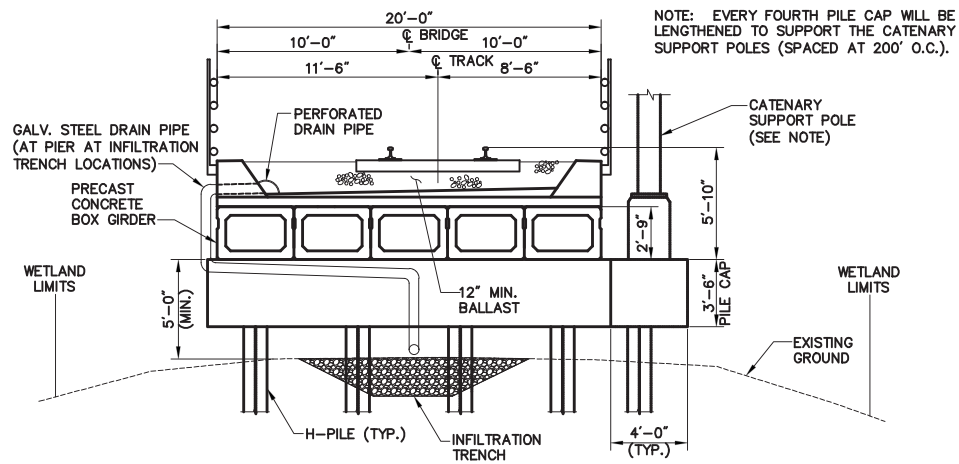
Figure 3.2-13

Typical Cross Section Steel Thru Girder Bridge



ELEVATION

SCALE: NTS



BALLAST DECK

CROSS-SECTION AT PILES

SCALE: NTS

Figure 3.2-14

Trestle Through Hockomock Swamp



ELECTRIC LOCOMOTIVE



DIESEL LOCOMOTIVE

Figure 3.2-15

Locomotive Types



Figure 3.2-16

Typical Traction Power Stations



Figure 3.2-17

Typical Overhead Contact Systems

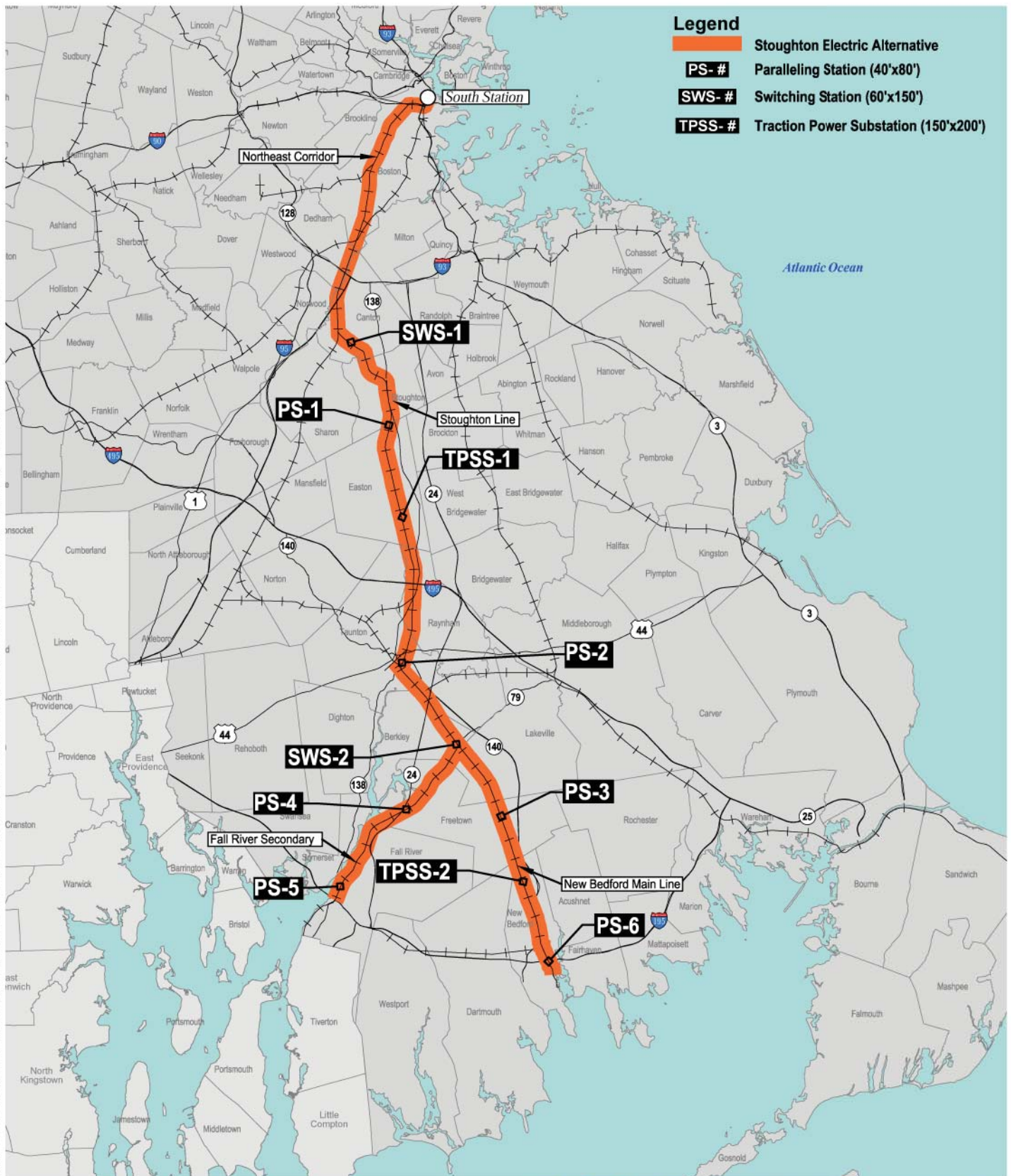


Figure 3.2-18

Stoughton Electric Alternative
Traction Power System



0 4 8 Miles

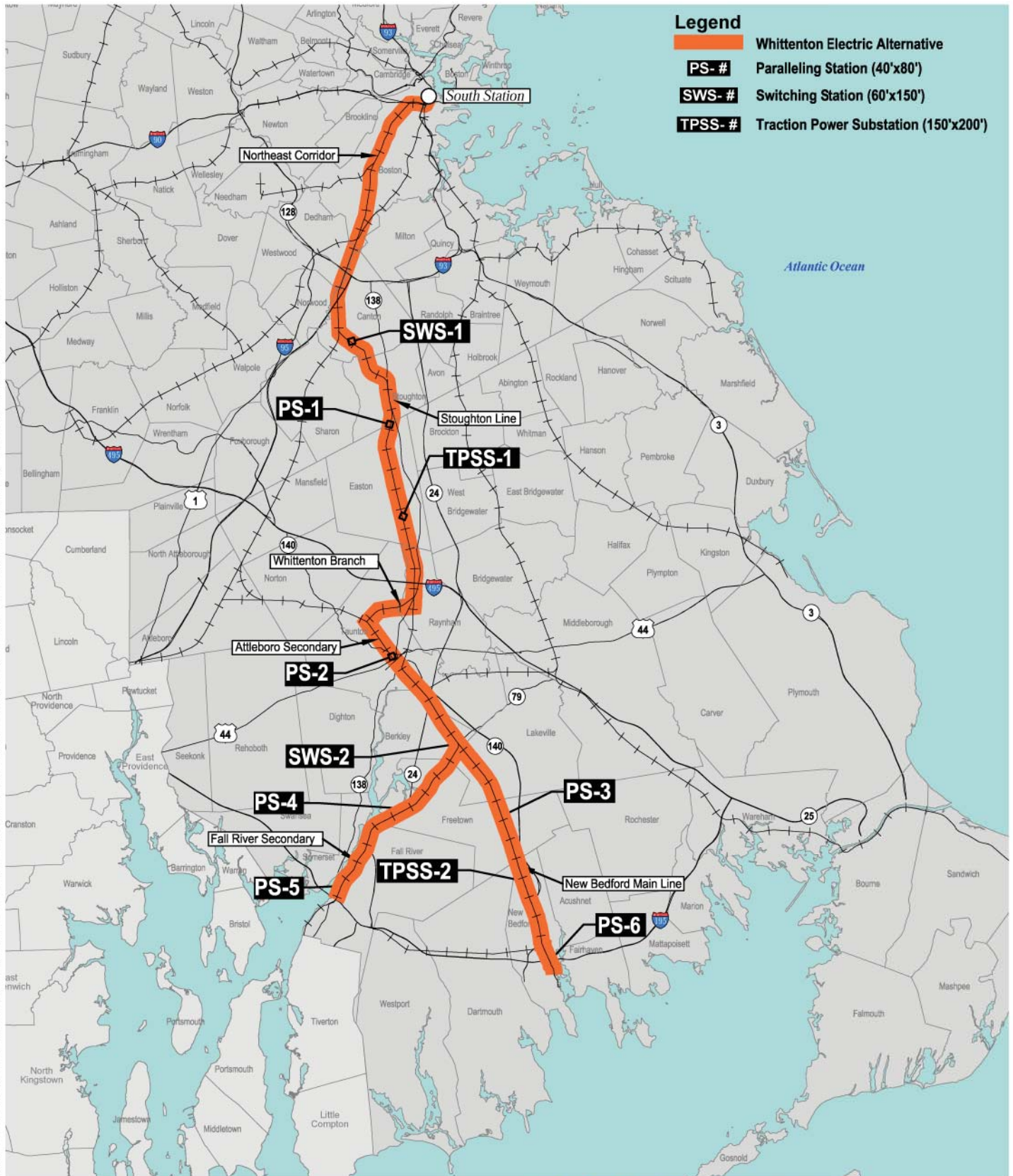


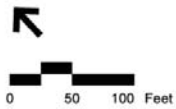
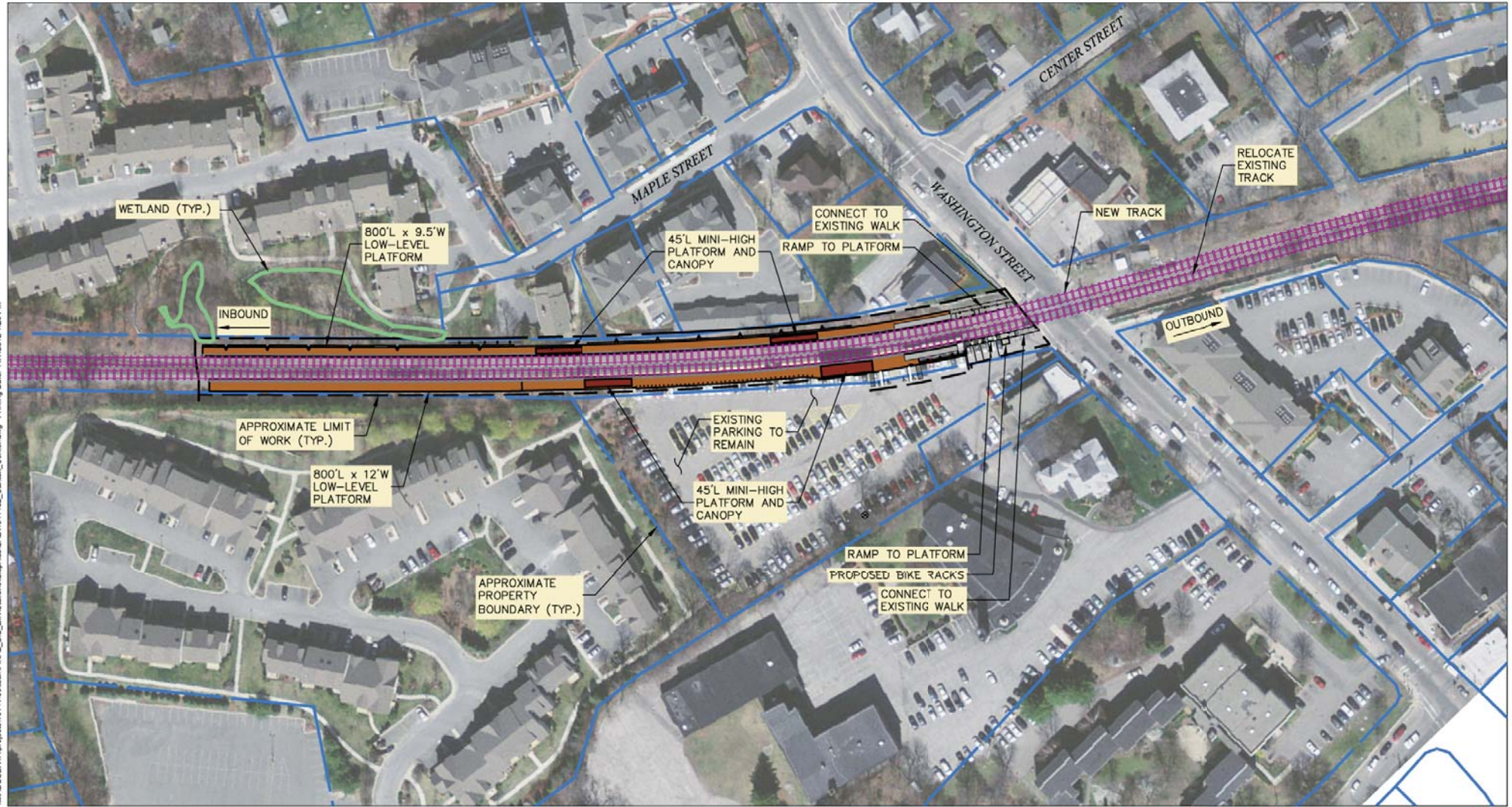
Figure 3.2-19

Whittenton Electric Alternative
Traction Power System



0 4 8 Miles

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Parking Summary Chart

EXISTING SPACES	210
EXISTING SPACES LOST	0
PROPOSED TOTAL SPACES	210

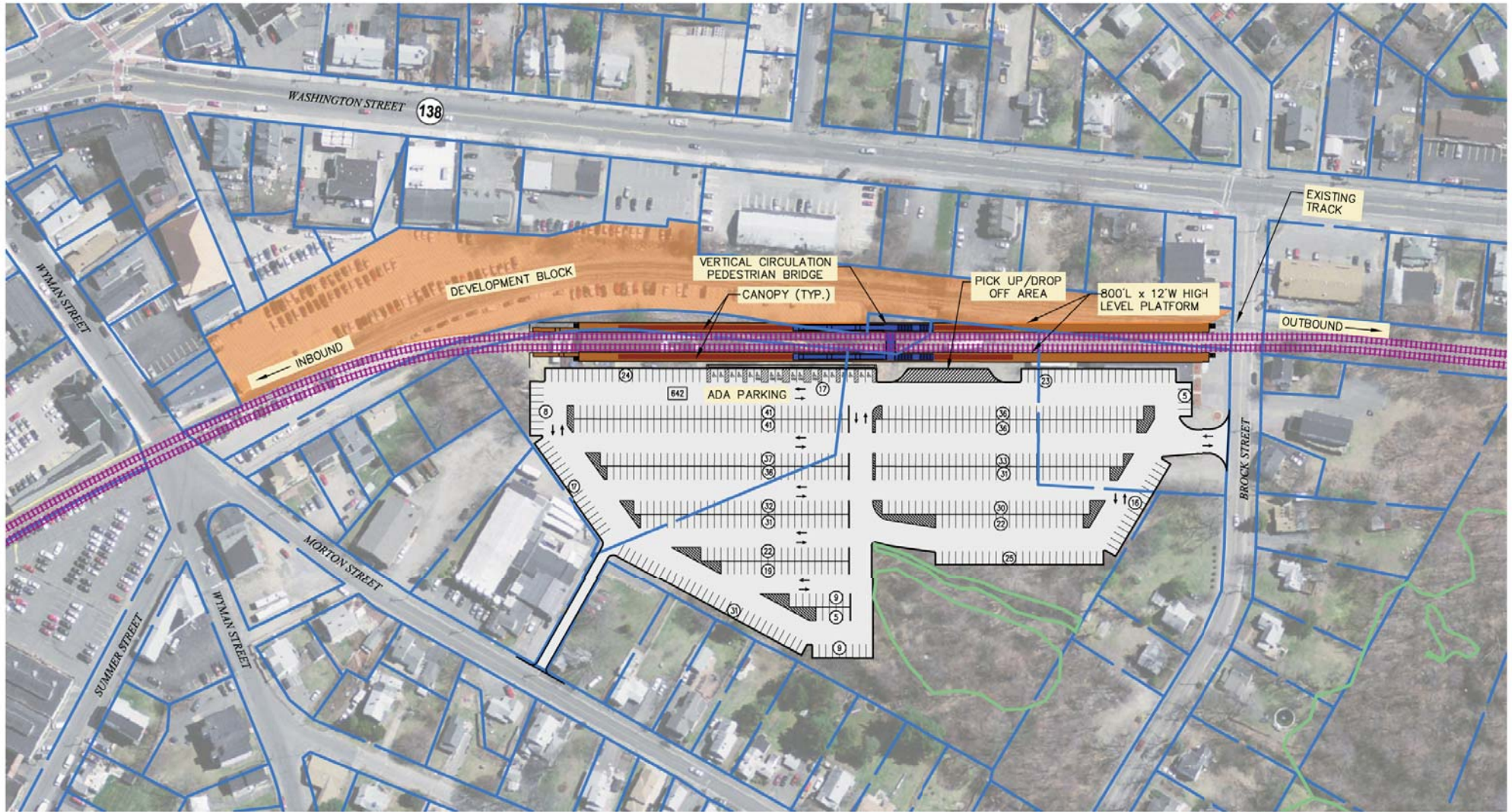
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-20

Canton Center Station
Proposed Reconstruction



Parking Summary

	EXISTING	PROPOSED
STANDARD SPACES	535	619
ACCESSIBLE SPACES	10	17
TOTAL SPACES	545	636

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands
- Development Block

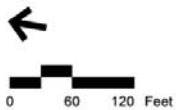
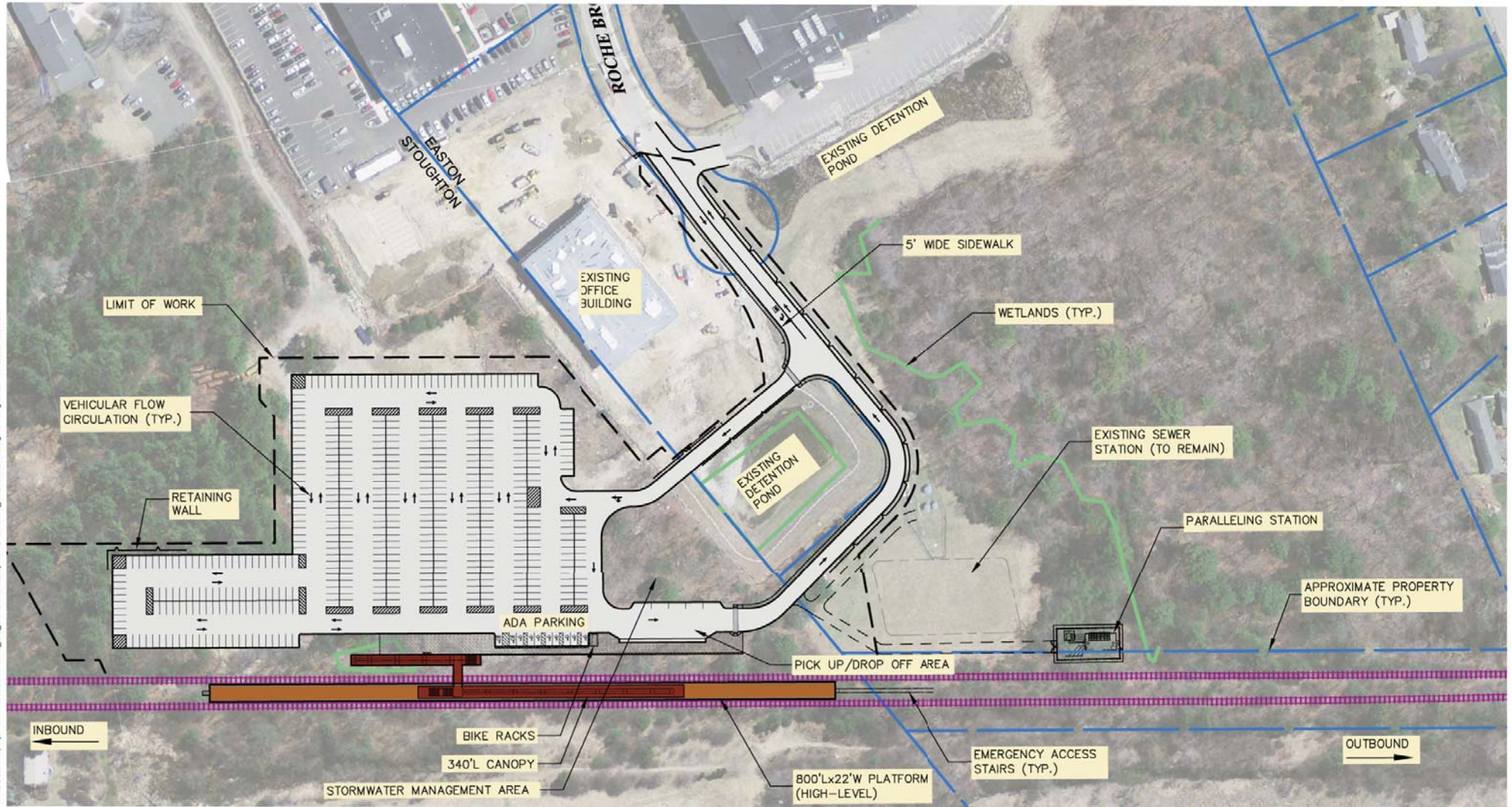


Figure 3.2-21
Stoughton Station
Proposed Reconstruction

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Parking Summary Chart

STANDARD SPACES	491
ACCESSIBLE SPACES	10
TOTAL SPACES	501

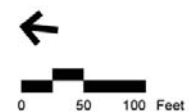
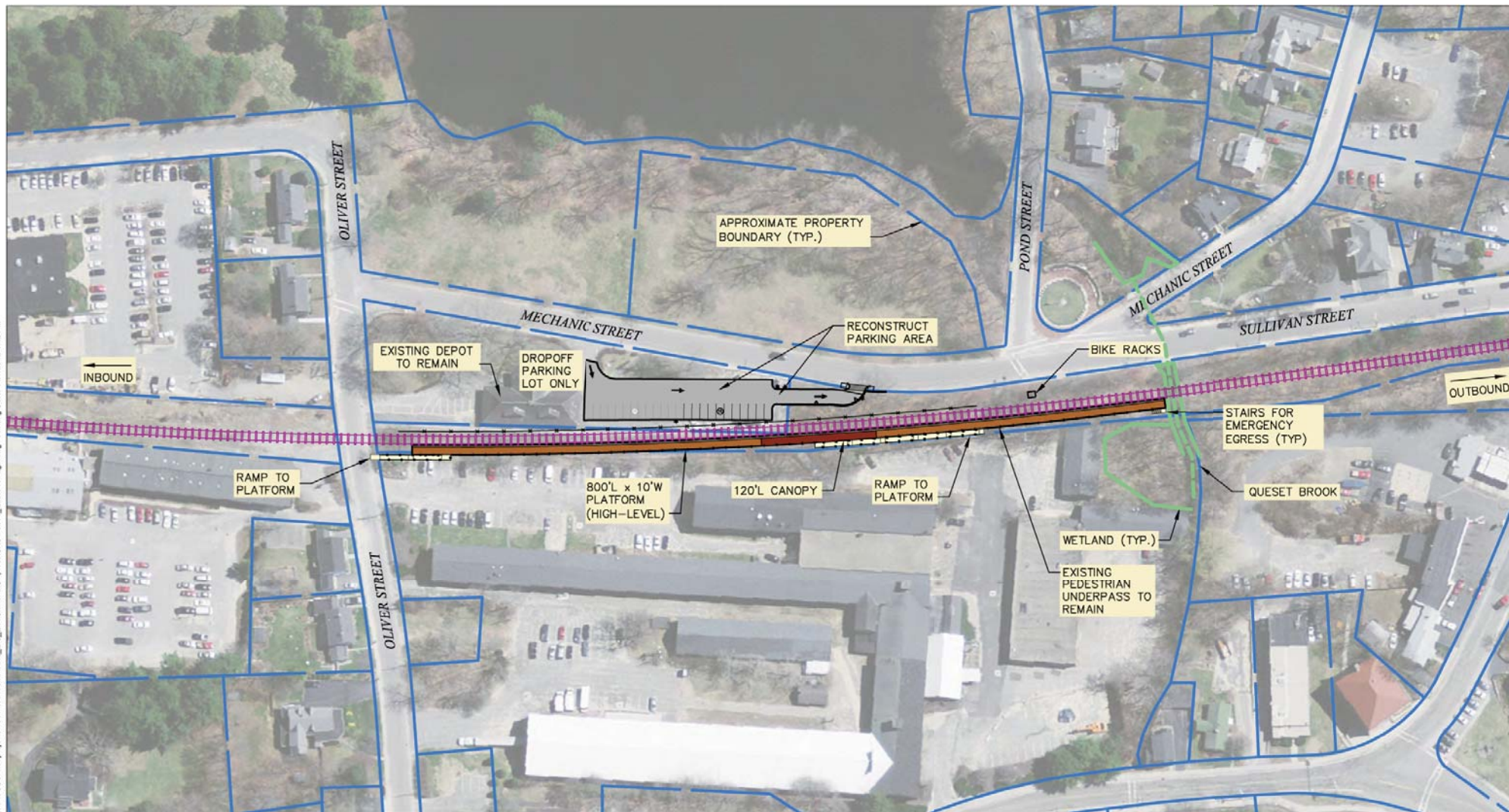
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-22

North Easton Station
Conceptual Station Design



Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
TOTAL SPACES	12

Legend

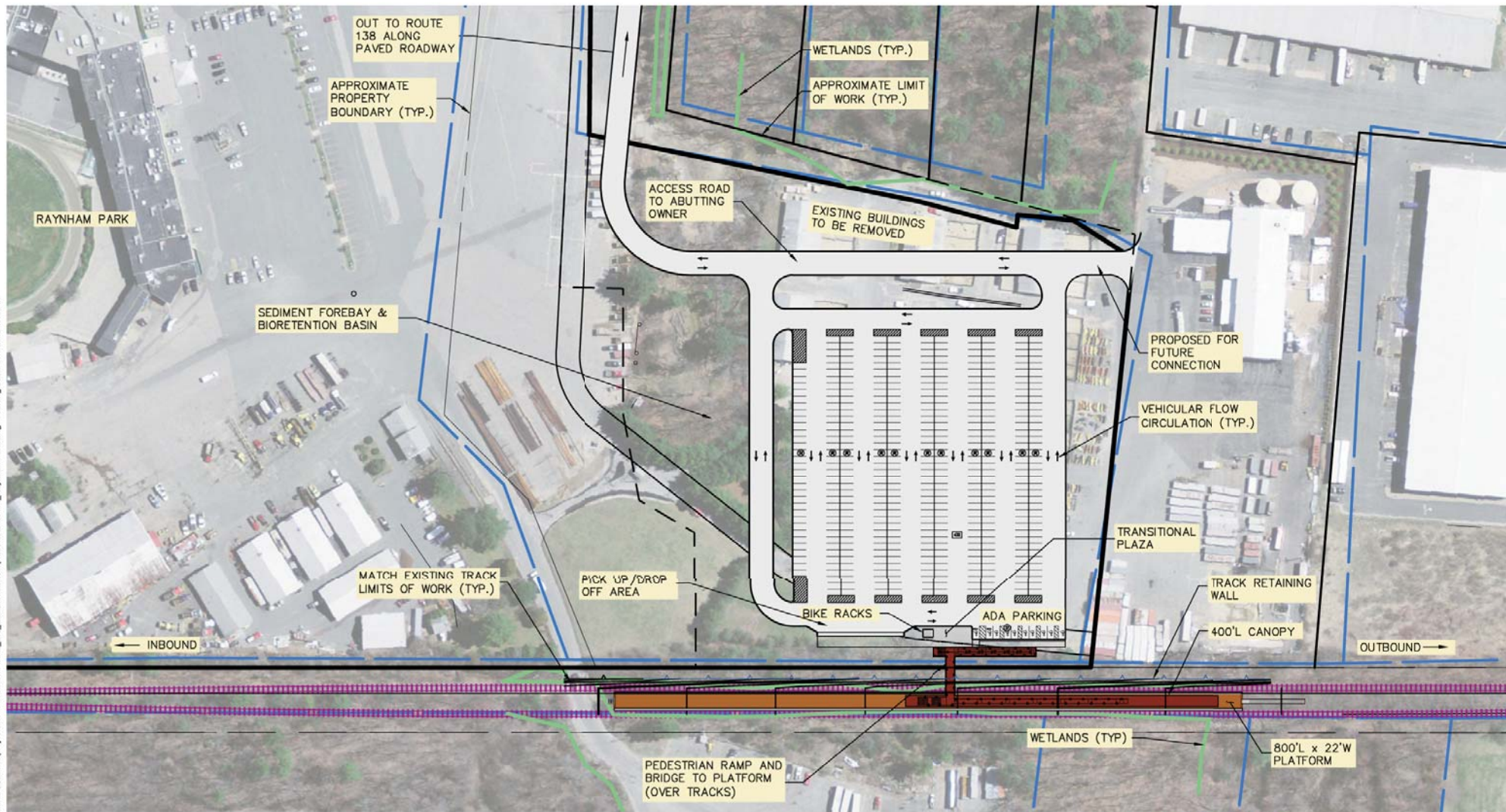
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-23

Easton Village Station
Conceptual Station Design

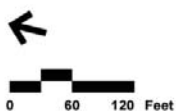
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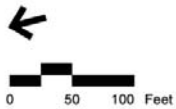
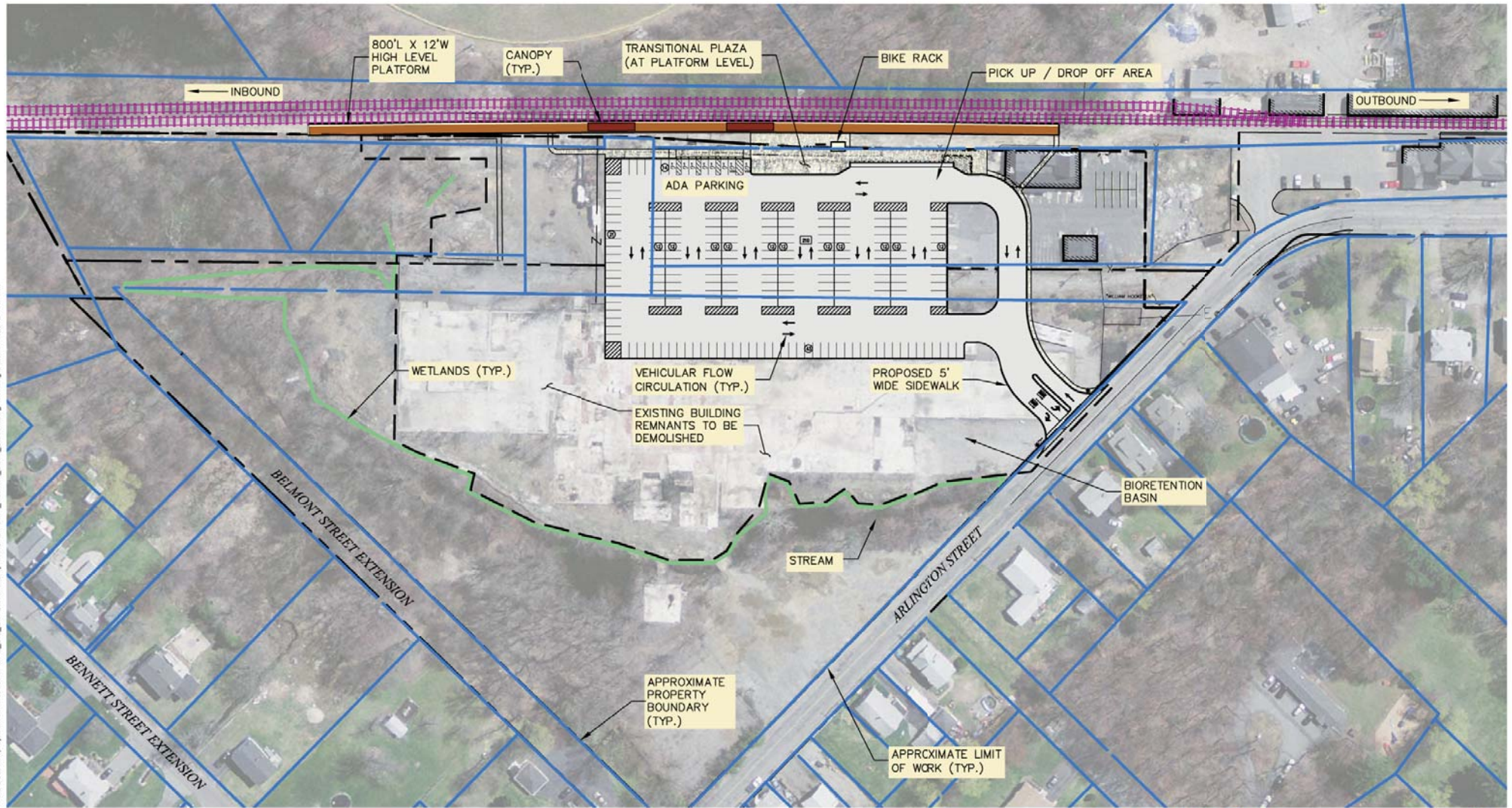


Parking Summary Chart	
STANDARD SPACES	422
ACCESSIBLE SPACES	10
TOTAL SPACES	432

- Legend**
- Platform
 - Canopy
 - Transitional Plaza
 - Proposed Track
 - Retaining Wall
 - Property
 - Proposed Roadway
 - Limit of Work
 - Wetlands

Figure 3.2-24
Raynham Park Station
Conceptual Station Design





Parking Summary Chart

STANDARD SPACES	202
ACCESSIBLE SPACES	8
TOTAL SPACES	210

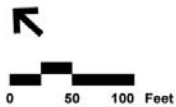
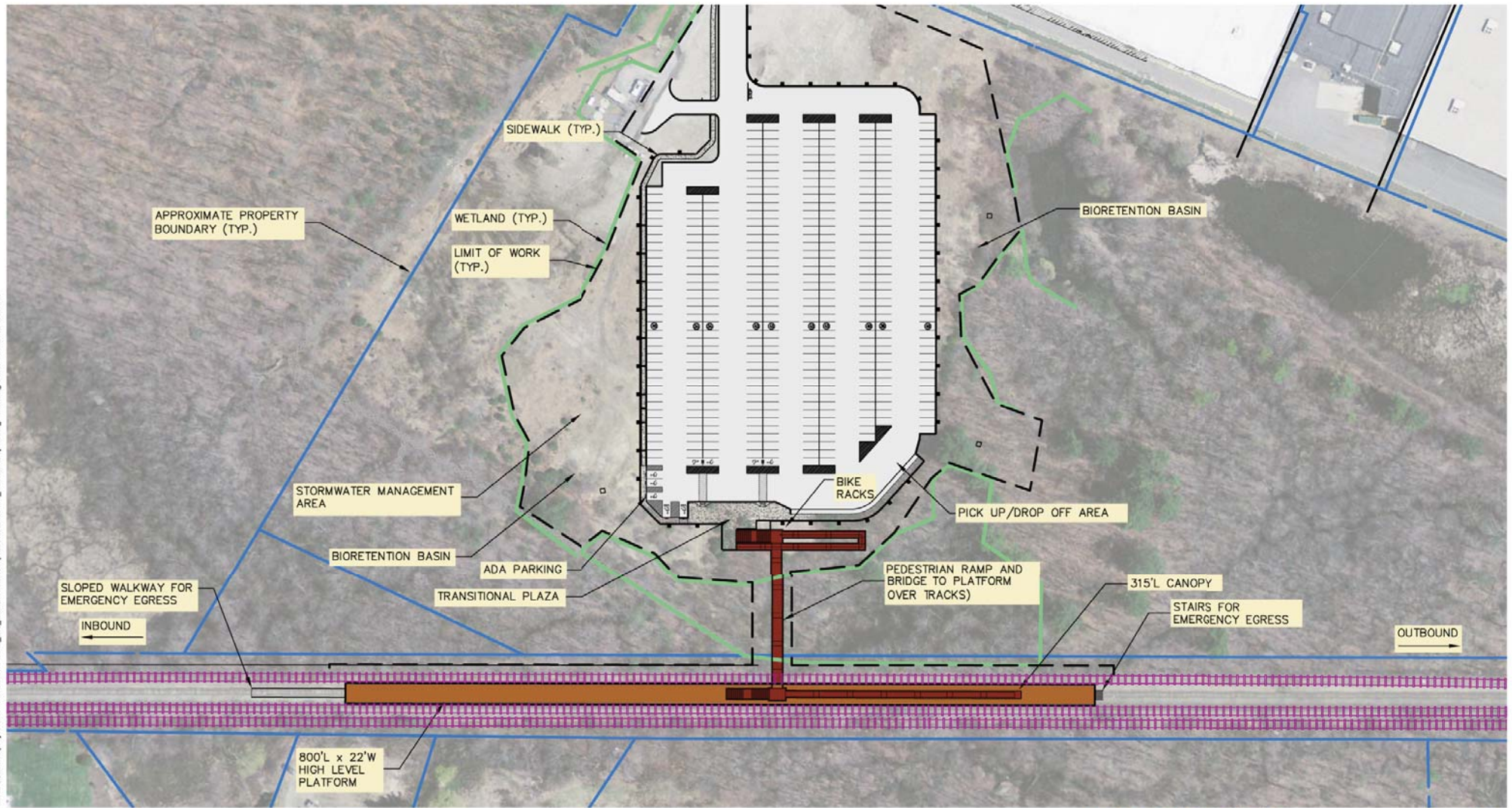
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-25
Taunton Station
Conceptual Station Design

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Parking Summary Chart

STANDARD SPACES	389
ACCESSIBLE SPACES	9
TOTAL SPACES	398

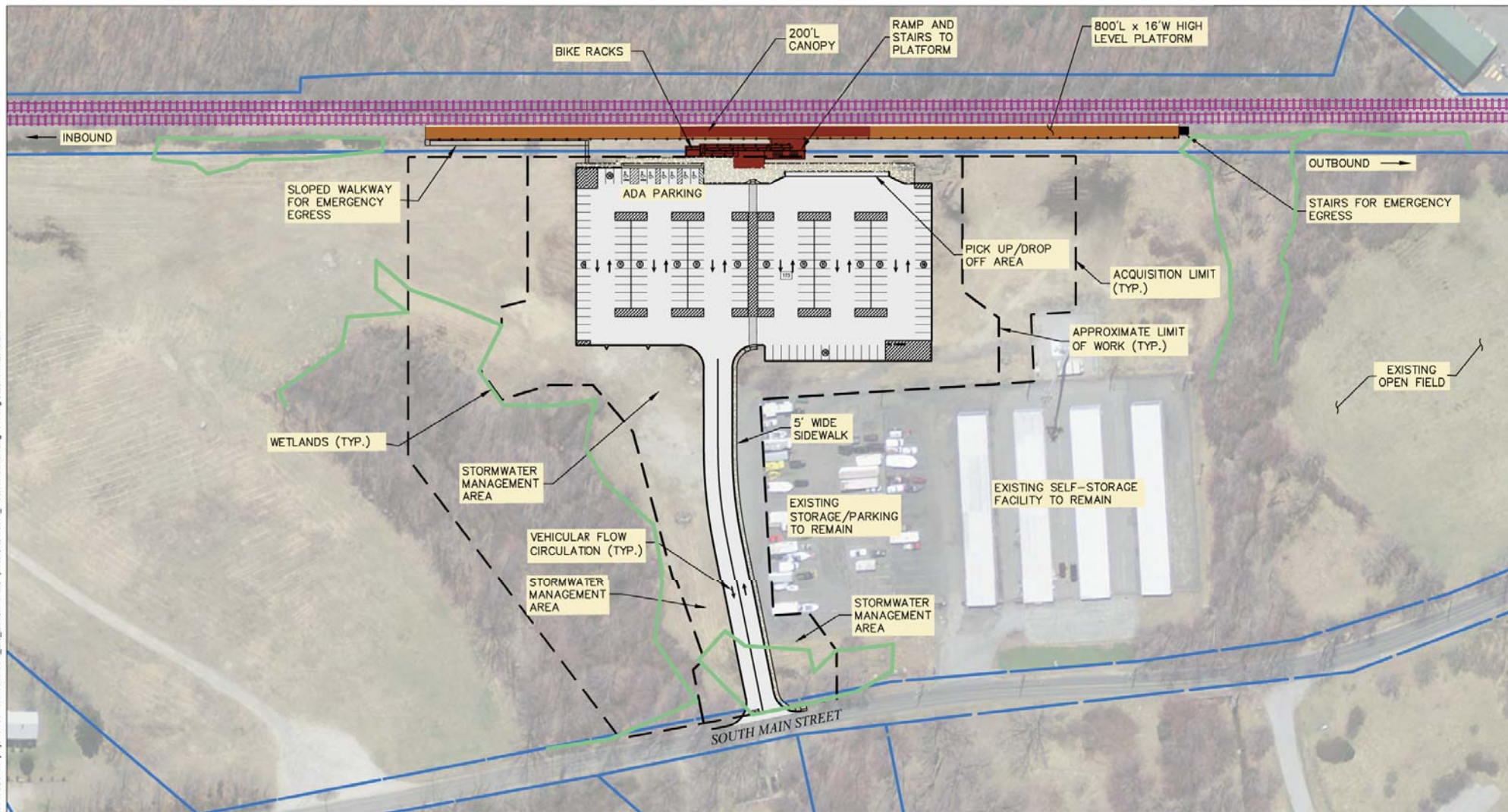
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-26

Taunton Depot Station
Conceptual Station Design



Parking Summary Chart

STANDARD SPACES	166
ACCESSIBLE SPACES	7
TOTAL SPACES	173

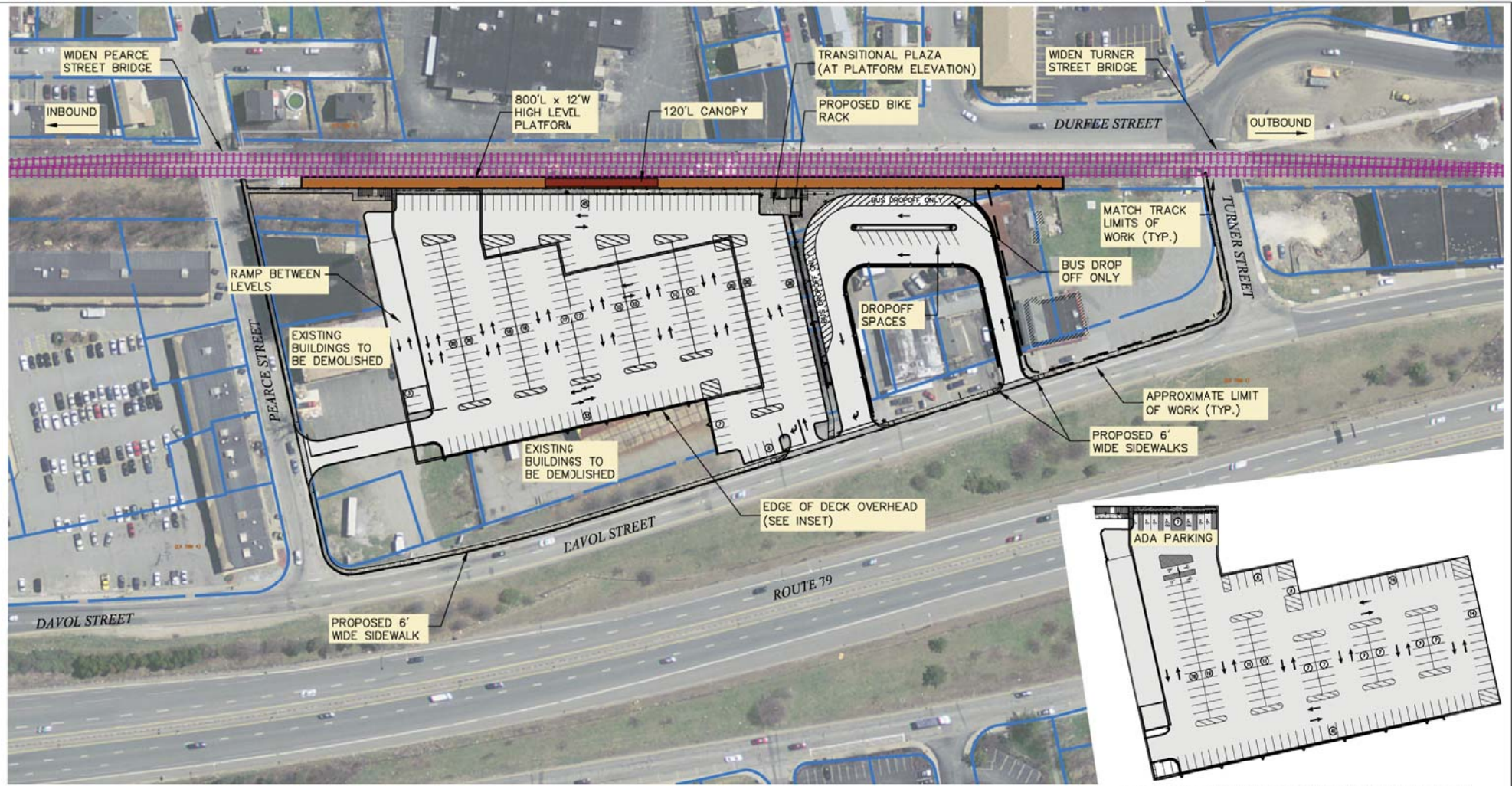
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

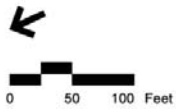
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-27

Freetown Depot Station
Conceptual Station Design



PARKING GARAGE SECOND FLOOR



Parking Summary Chart

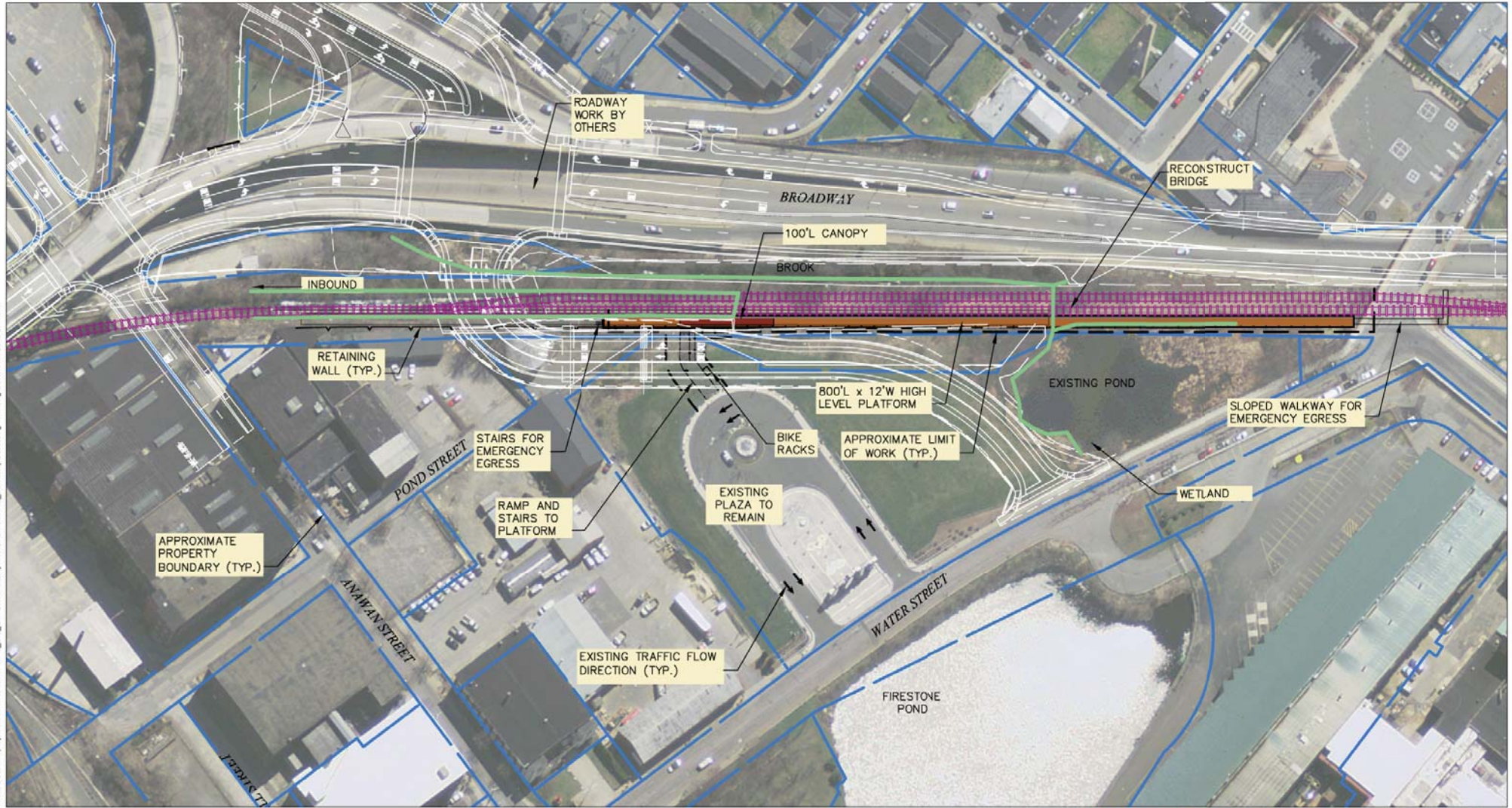
STANDARD SPACES	507
ACCESSIBLE SPACES	11
TOTAL SPACES	518

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-28

Fall River Depot Station
Conceptual Station Design



Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
TOTAL SPACES	0

Legend

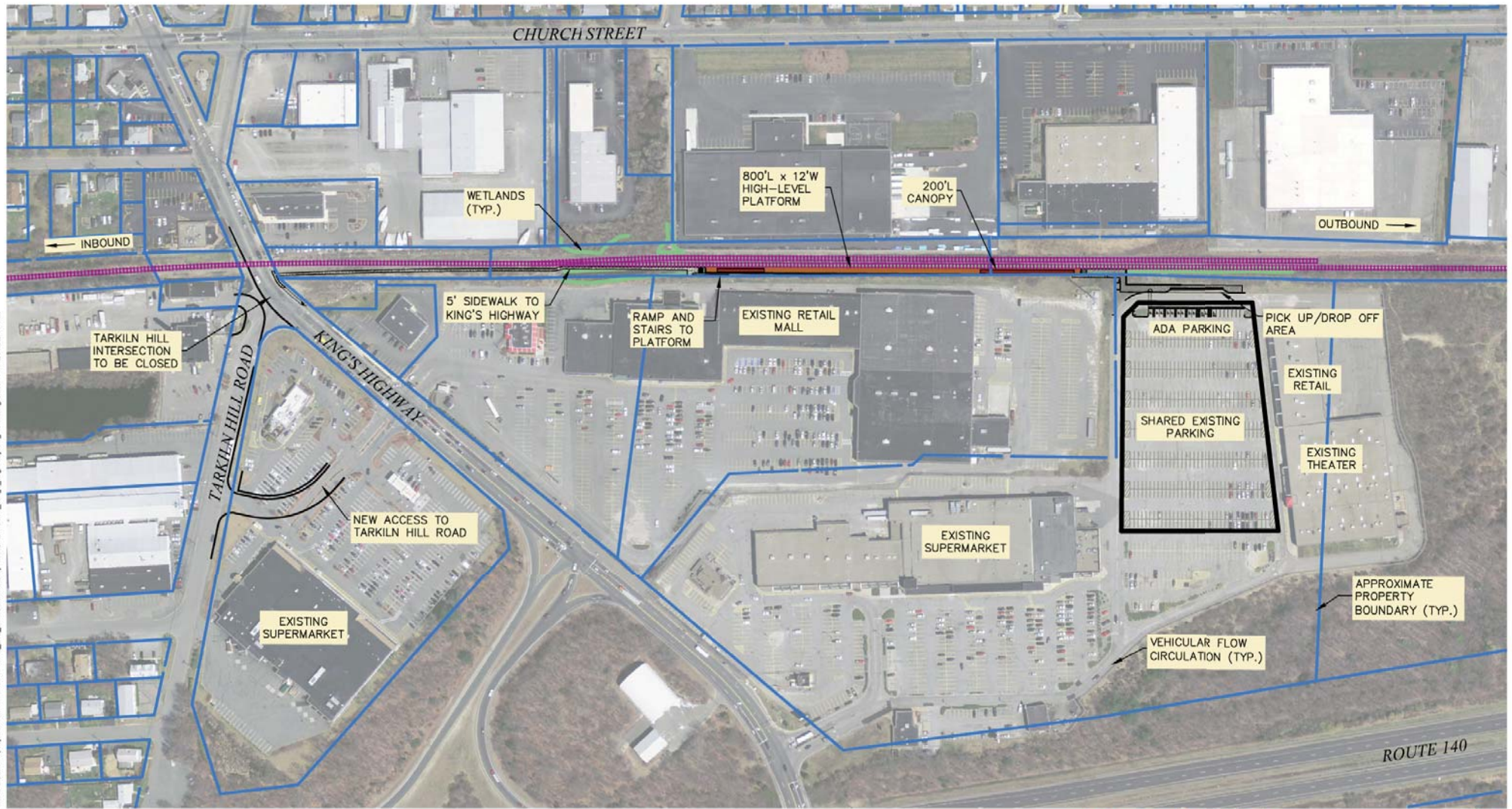
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-29

Battship Cove Station
Conceptual Station Design

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0 100 200 Feet

Parking Summary Chart

STANDARD SPACES	348
ACCESSIBLE SPACES	12
TOTAL SPACES	360

Legend

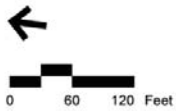
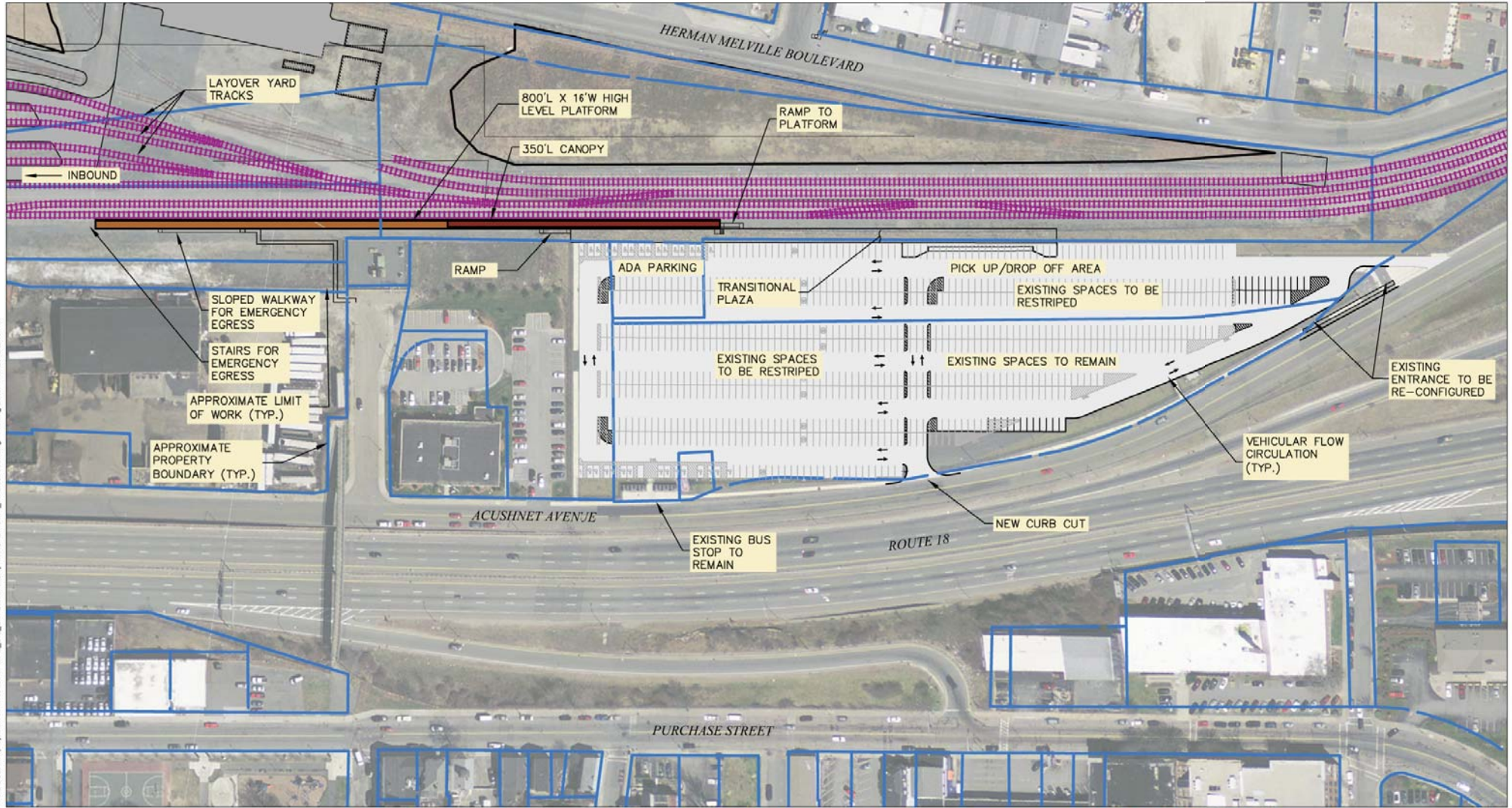
- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-30

King's Highway Station
Conceptual Station Design

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Parking Summary Chart

STANDARD SPACES	716
ACCESSIBLE SPACES	32
TOTAL SPACES	748

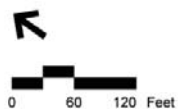
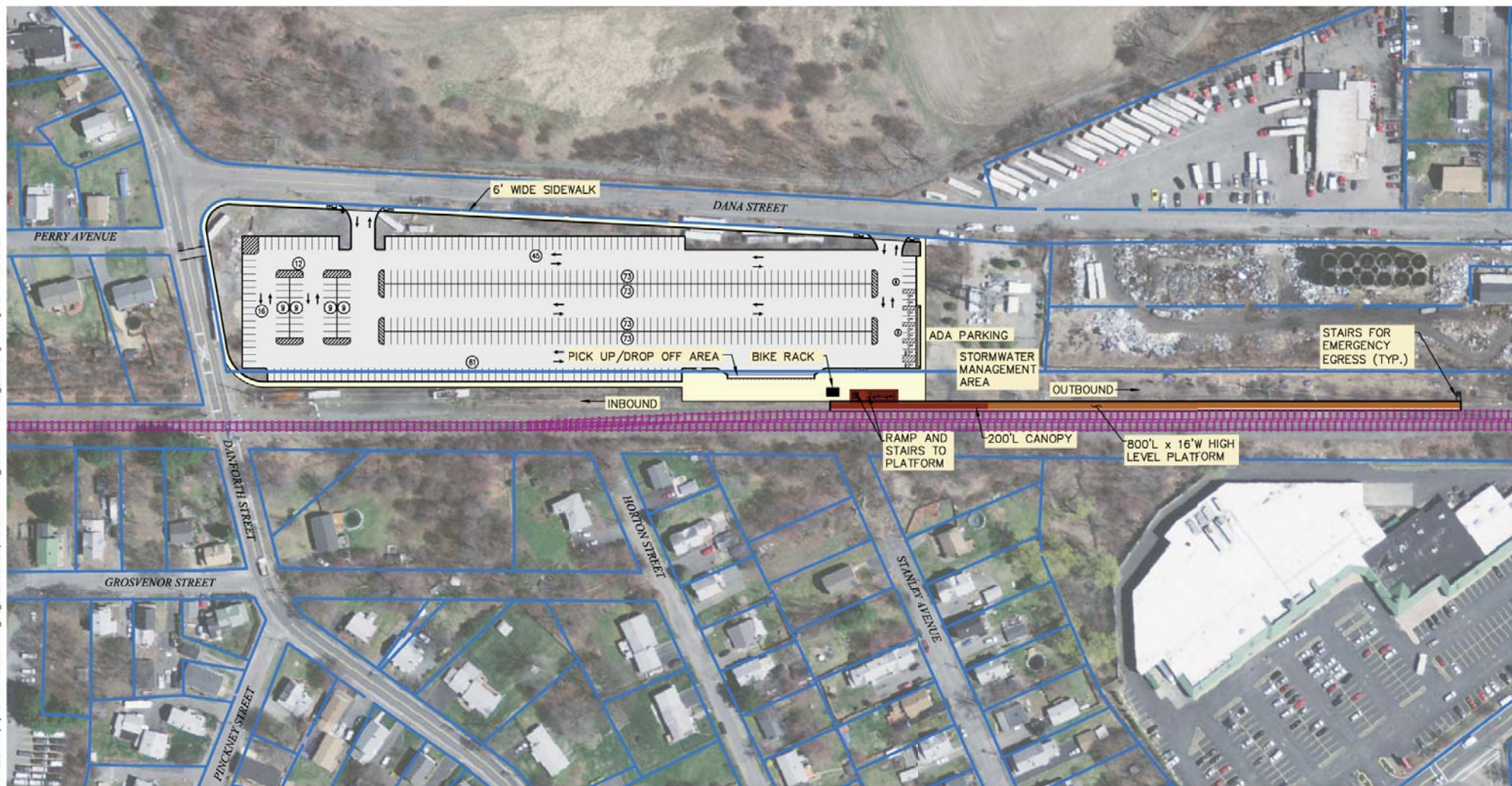
Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Retaining Wall

- Property
- Proposed Roadway
- Limit of Work
- Wetlands

Figure 3.2-31

Whale's Tooth Station
Conceptual Station Design



Parking Summary Chart

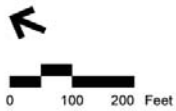
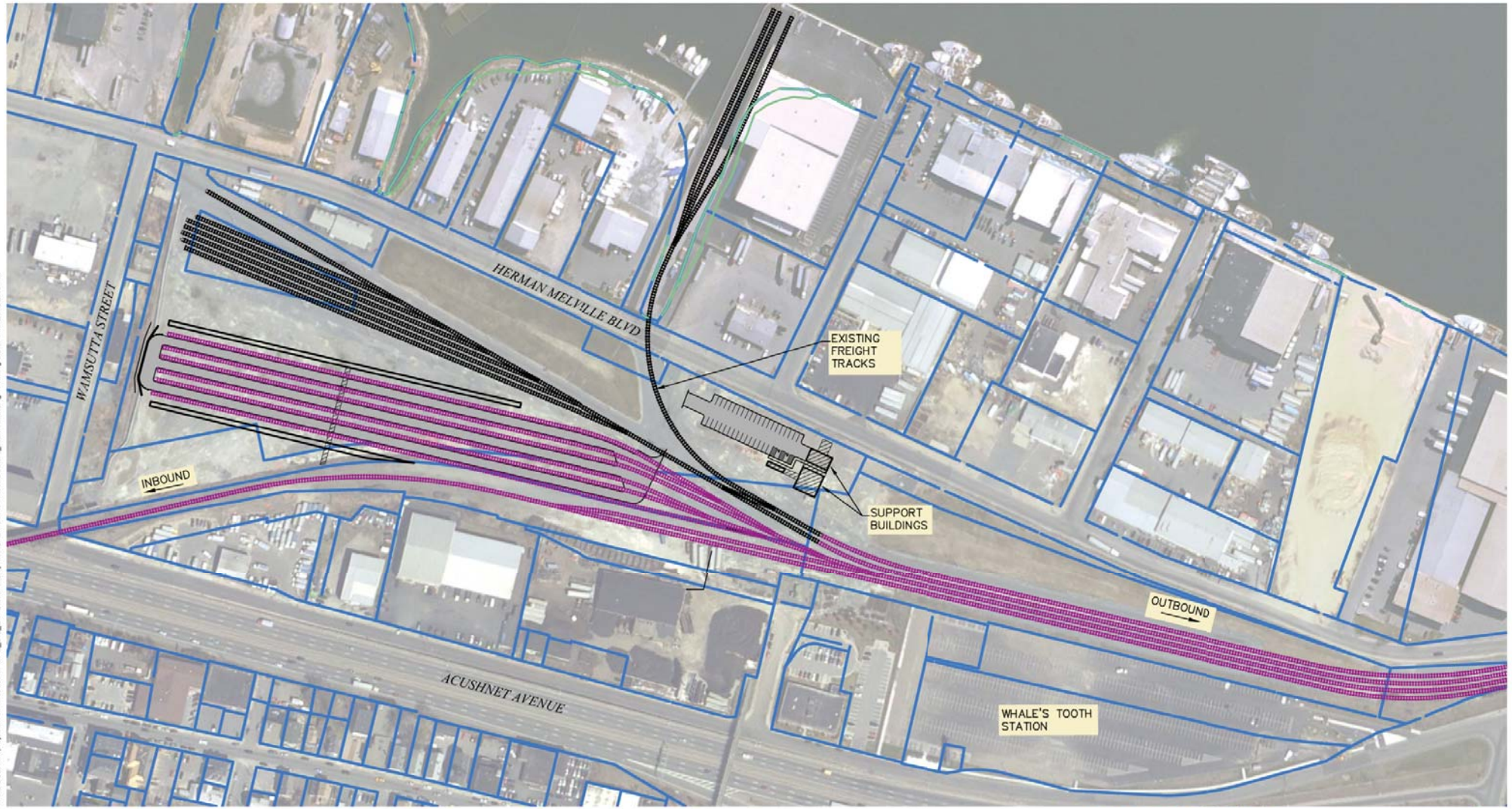
STANDARD SPACES	468
ACCESSIBLE SPACES	9
TOTAL SPACES	477

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Property

Figure 3.2-32

Dana Street Station
Conceptual Station Design

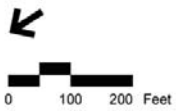


Parking Summary Chart	
STANDARD SPACES	37
ACCESSIBLE SPACES	2
TOTAL SPACES	39



Figure 3.2-33
New Bedford Main Line
Wamsutta Layover Facility

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Parking Summary Chart	
STANDARD SPACES	39
ACCESSIBLE SPACES	2
TOTAL SPACES	41

- Legend**
- Proposed Track
 - Retaining Wall
 - Wetlands
 - Property
 - Proposed Roadway
 - Limit of Work

Figure 3.2-34
Fall River Secondary
Weaver's Cove East Layover Facility