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South Coast Rail Passes Midpoint of Construction

This Summer, South Coast Rail Phase 1 passed the midpoint of construction of the MBTA's restored commuter rail system. Exciting signs of progress are visible all along the right-of-way at Taunton, Fall River and New Bedford. Stations and track work are approaching completion on the Fall River Secondary Line, as that contract was awarded first. The Middleborough Secondary/New Bedford Main Line contains more track miles, includes the signal system and was started a bit later. Yet the construction contractor has laid 56,000 linear feet of track, completed 12 of 18 grade crossings, and stations in Middleborough and New Bedford are recognizable.

Fall River Secondary: Hitting a Milestone

In May 2020, the MBTA awarded a nearly \$159 million contract to Skanska DW White JV (Joint Venture) for the Fall River Secondary (FRS), the first major SCR construction package. The contract includes building new commuter rail stations in Freetown and Fall River, with accessible high-level side platforms. In addition, the contractor is completing work at Weaver's Cove Layover in Fall River. The layover is where trains are stored, cleaned and fueled when they are not in service. The first train each day will leave the layover early in the morning and the last train of the day will be tucked in there for the night.

Major construction on the FRS station structures in Fall River and Freetown will be completed this Fall along with paving and striping parking lots, installing parking lot lights, testing signals and fiber optics, and grading and seeding landscaped areas. Contractors will be destressing 10.7 miles of track and completing sidings and other special track work.

At Weaver's Cove, the crew and mechanical buildings have taken shape. Final work includes grading and landscaping and paving the employee parking lot.

Over this time period, the contractor will be working on a punchlist, completing items such as fencing, site cleanup and site utilities. This work will be completed in December or into early 2023. While the stations will look ready for service, they await installation of signal boxes along the ROW. The signal contractor will pull the signal cables from north to south. This work will continue for several months until the entire line is tied together. Once this has been completed, the contractor, partnered with MBTA and Keolis, will go through a rigorous testing and commissioning process of all the new equipment.



Fall River Station

Middleborough Secondary/New Bedford Main Line

The Middleborough Secondary/New Bedford Main Line (MS/NBML) contract was awarded to SCR Contractors in August 2020. The \$403.5 million construction package includes building the New Bedford Main Line and the Middleborough Secondary, along with the signal and communications systems for the entire corridor.

There's also great progress on this contract. The Middleborough Station platform is under construction and next steps include paving the parking lot and setting the lights. A separate contractor is working on the station entrance and upgrades at Routes 105 and 28, including a pedestrian crossing signal that is part of traffic mitigation for SCR.

Two New Bedford stations are under construction. Church Street station is in North New Bedford. The station has been rough graded with on-going underground utility work. Work will continue as the contractor prepares for the arrival of the new station Fiber-Reinforced Polymer (FRP) platforms.

Because the New Bedford station is separated from the historic city center by Route 18, access will be provided by an ADA-compliant pedestrian bridge that is in final stages of design.

Wamsutta Layover will be the main overnight storage facility for trains on the New Bedford Line. Utilities and foundations for a new crew building and power structures are being installed along with utilities and drainage for the yard track area. Wamsutta will also serve as the layover for the MassCoastal freight railroad.

Signal Instrument Houses are beginning to be installed along the ROW. These are sheds of various sizes that contain the equipment that manages signals, operations, and track switches. Crews will be pulling cable, fiber wires and completing the tie-ins that will operate the system.

Off-site traffic mitigation has begun and will be visible in a number of SCR communities. These projects are improvements to roadways, crossings and station entrances for vehicles and pedestrians. The MBTA committed to the mitigation as part of the SCR program. These changes address safety and access. They include traffic lights and pedestrian crossing lights. The work is timed for completion by the startup of commuter rail service.

Looking Ahead

It's been many years since the vision of a restored South Coast Rail began to take shape. With completion of the Fall River Line a few months away, and the New Bedford Line to follow, the project team will prepare for training crews and testing equipment and infrastructure next Summer. To stay up to date with the latest information, schedules and safety information, sign up on our project website for email updates. You can also watch project videos with construction updates, histories of the region and other topics. You'll be ready to ride the rails.



Setting ties on the right of way

Fall River Secondary Facts and Figures

Project Element	Status
Stations: Fall River Depot & Freetown	In final stages
Culverts	Complete
9 Bridges	Complete
10 Grade Crossings	Complete (although not yet activated)
Walls: Sheeting, Soldier Piles and precast modular block wall	Complete or installed
New Track	10.70 miles installed
Sidings	Complete

Controlling Dust on SCR Work Sites

A dry, hot Summer can have many impacts, from drought to wind-blown dirt and dust around construction sites. Construction typically kicks up a lot of dust on any project and managing it is a challenge all year for the MBTA's South Coast Rail team. Dust control measures are an essential part of a contractor's responsibilities. They help to protect public health and maintain a clean environment. Keeping work sites clean and managing dust make South Coast Rail a good neighbor across the region.

Dust control measures are conducted throughout each workday. The MBTA employs effective strategies used across the industry. Perhaps the most visible is spraying water on the sites and on routes that trucks take to dampen the dust and dirt to prevent it from blowing around or tracking on to neighbors' yards. Spraying water also works on exposed soils and stockpiles. Other strategies that MBTA's contractors use across the program include: using wet sweepers on paved surfaces to remove tracked dust; maintaining truck pads at site exits to prevent vehicles from carrying mud and debris onto roads; and applying calcium to the soil and gravel road surfaces so they retain moisture and limit dust generation potential. Calcium is an effective dust control agent.

The team performs dust monitoring throughout the workday at three to four locations around each site. The levels of dust are measured to check for effectiveness and used to direct additional measures, if needed.

Dust control is most important at locations where there is a lot of earthwork underway. Residents who note any issues are encouraged to let our team know by sending an email to SouthCoastRail@dot.state.ma.us.



Dust control Cotley Street right of way

Safety First

It's great news that South Coast Rail is coming, traveling between Boston and Taunton, New Bedford, and Fall River very soon. With a new service, MBTA is making safety a top priority. We don't want you, your friends, your family, or your pets in harm's way.

For about 60 years, the only traffic along the right-of-way (ROW) consisted of slow-moving freight trains. Freight runs at up to 25 mph, which is much slower than 79 mph commuter trains. If you are near or live along the tracks, you can hear the freight trains before you see them most of the time. That is going to change very soon.

Commuter trains are quieter and faster than freight trains. They will also be operating on new welded rail and will operate much more quietly than the clickety clack you can hear now. In less than a year, commuter rail test trains will be operating along the tracks at high speeds.

Until testing begins, significant construction is underway. Here are safety practices to live by and share with friends and family:

- Stay off the tracks for your safety. Don't cross the tracks because it is a faster route to your friend's house; don't walk the dog along the tracks; don't drive any type of vehicle along the tracks; you will actually be trespassing
- It is never safe to be near or around railroad tracks
- If you see something, say something. Blue signs are posted at all grade crossings with a phone number to call if you see someone or something on the tracks. That number goes right to the dispatcher, who will make sure that any trains in the area and the proper authorities are notified.

South Coast Rail will be taking these messages to every community, reaching out to schools, organizations and neighborhoods. Watch for our safety videos, and please stay off the tracks.





Claw dropping some SCR granite pieces into local waters to build up the reef

Cape Cod Artificial Reefs

Construction typically produces debris that is recycled or ends up in a landfill. South Coast Rail (SCR), the Department of Environmental Protection (DEP) and the MA Department of Fish and Game's Division of Marine Fisheries (DMF) developed an alternative future for construction materials from the MBTA's SCR project. Granite block and concrete are being added to artificial reefs to provide habitat for fish and promote marine life on sea floors in Yarmouth and Harwich.

The plan came to life when the DEP representative for the south coast, Chris Ross, approached SCR's Director of Community Engagement, Jean Fox. DEP had learned about the 46 granite culverts and several old bridges with granite abutments that were going to be replaced. MassDOT initiated these early action projects to get a head start on construction. Ross set up a meeting with DMF, where details of the potential program were developed.

The cross-agency plan reuses the materials in an environmentally friendly way. The solution avoids impacts associated with crushing the materials for another use, such as trucking, greater use of fossil fuels, noise and particulate pollution. The Baker-Polito Administration provided up to \$500,000 in funding to improve recreational fishing.

"With approval from MassDOT's Secretary," said Jean Fox, "we worked with the City of New Bedford and prepared a Memorandum of Understanding to establish a storage/staging area in the city from which the granite could be placed on barges and shipped to the two sites. The material for the reefs is being transported by barge from New Bedford Commerce Terminal."

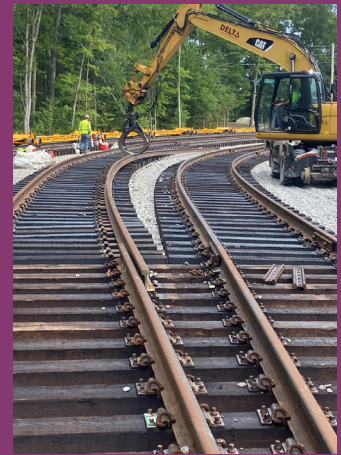
The reefs attract fish and benefit marine research. They also have a positive economic benefit, attracting anglers and recreational divers to the area.

The Yarmouth artificial reef is the first of its kind in Massachusetts. It was created by the Town of Yarmouth's Department of Natural Resources in 1978 with help from DMF. The 127-acre site is located over two miles south of Bass River. It supports more than a dozen species of fish, including black sea bass, butterfish, cunner, knobbed whelk, lesser amberjack, lobster, squid, scup, tautog, and both summer and winter flounder.

The Harwich artificial reef is the newest in Massachusetts waters. It was created through a collaborative effort between the Town of Harwich and DMF in 2016. The 10-acre reef is located two miles south of the entrance to Saquatucket Harbor. The original deployment included 1,600 cubic yards of concrete rubble from the former Harwich High School and was funded by revenues from DMF's recreational saltwater fishing permit funds from the U.S. Fish and Wildlife Service.

What to Know about Construction:

- Typical hours of construction are Monday-Friday, 7:00 AM to 7:00 PM or until dark; crews may arrive at construction sites prior to this time
- The exception is for track outages: these are 24-hour day work periods usually over 4-5 days; communities will be notified in advance of these events
- Construction pest and rodent management are required and ongoing
- Dust control and management are required and monitored
- Safety is embedded in all of the work on South Coast Rail



Construction Questions

To report a construction-related issue on the South Coast Rail project, call the hotline at 617-222-4099. It will be answered Monday-Friday, between 7:00 AM and 3:30 PM (except holidays). All voicemails left outside of these hours will be received on the following 7:00 AM to 3:30 PM weekday shift. We will respond to all complaints. A separate line is established for off-site improvements in SCR communities, such as for road improvements, crosswalks and sidewalk construction: 423-375-4086.

There are also contact points for inquiries related to the Noise Program. scrnoise@mbta.com; 617-449-7387

The SCR team is available to talk with or meet with residents, businesses and elected officials during construction to discuss issues and update stakeholders. Write us at SouthCoastRail@dot.state.ma.us.





Middleborough Station

Contact Us

For more information, contact us at:

 SouthCoastRail@dot.state.ma.us

 617-222-4099

 To learn more about the project and sign up for email updates, visit the website at: www.mass.gov/southcoastrail

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