



Weaver's Cove Layover Facility



Frequently Asked Questions (FAQ)

This Frequently Asked Questions (FAQ) document focuses on the Weaver's Cove Layover in Fall River. The layover facility will store trains overnight between the last trip at the end of each night and the first trip the following day where train crews will begin and end their shifts. The FAQ provides information on how the site was chosen, its activities and operations. The Weaver's Cove East location is adjacent to the existing track right-of-way and close to the terminal station, reducing travel time to reach the overnight storage location. It is the right shape and layout to accommodate trains, and presented fewer environmental impacts and access for construction. For more details on South Coast Rail construction in general, visit the website (www.mass.gov/southcoastrail).

What is a layover facility?

A layover facility stores trains overnight between the last trip at the end of each night and the first trip the following day. It is located adjacent to the Fall River Secondary, the main line serving Fall River. The layover facility also provides parking and a crew quarters for train crews to start and end their day. Siting the facility close to end of the line reduces operational and cost impacts.

What happens at a layover facility?

In addition to storing trains, a layover is where crews perform light maintenance and cleaning the trains after each use. The trains can be fueled at the layover facility using fueling trucks. Train crews will arrive in the morning before the first trains leave and can use the crew quarters parking and the building prior to the start and at the end of their shifts.



The MBTA's Greenbush Line layover facility.

What will be on the site?

There will be six sets of tracks at Weaver's Cove: four will accommodate overnight storage of trains for the daily service to and from Fall River; one will be for future use, if needed; and one will be for light maintenance equipment. The site will include a main entrance on North Main Street; parking lot for train operators and MBTA staff; a crew building (see rendering on page 2); and an emergency exit at the rear of the property, which will be gated and locked. There is a buffer between the train tracks and the nearest residences. The site will be fully fenced.

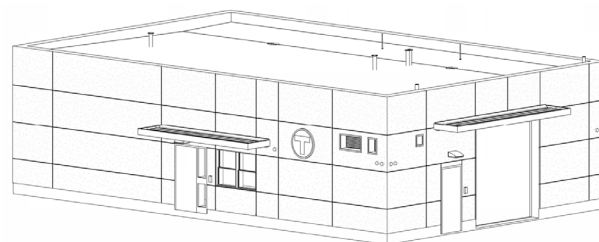
Why was Weaver's Cove East chosen for the South Coast Rail Layover site?

The MBTA needs layover sites in Fall River and New Bedford as they are the end of the service lines for South Coast Rail. Trains leave from these sites for morning service and return to lay over at night. As part of a multi-year federal and state environmental process, MassDOT examined ten sites along the Fall River Secondary for the Fall River branch. The Draft Environmental Impact Statement/Report (DEIS/R), released for public review in March 2011, listed five potential sites for overnight layover facilities on both branches and did not identify a preferred site. The Secretary of Environmental Affairs issued a Certificate after public review of the report that contained a process for making a final site recommendation.

The *Layover Facility Site Selection Report* was released in February 2012. It included three sites:

A site in Freetown opposite ISP Chemical, Weaver's Cove East and Weaver's Cove West. ISP is a chemical manufacturing plant that requires a high level of security and would pose a risk in the event of a chemical accident. Weaver's Cove West was rejected because development of the site would have required a large amount of land acquisition (58 acres) and loss of property tax revenues to the City of Fall River in addition to presenting environmental issues. The Weaver's Cove East site had the least environmental impact of the Fall River sites and presented fewer hazardous materials.

These sites were first presented to Fall River elected officials and at public sessions in the city beginning in 2009 and continuing with briefings, open houses and participation in the Re-Use Task Force. The Weaver's Cove East site was included in the South Coast Rail Final Environmental Impact Statement/Report (FEIS/R) in 2013.



Diagrams of crew facility.

*The site is on land that previously hosted contaminants – were soil samples taken?
What is in the dust and dirt blowing around the site?*

The Weaver's Cove site includes a portion of the former Shell Oil terminal. It has been extensively analyzed and the soils were sampled. The construction work is being done pursuant to a Release Abatement Measure (RAM) Plan filed with MassDEP in June. The RAM Plan can be found at eeaonline.eea.state.ma.us/portal#!/search/wastesite (search for RTN 4-0000749).

The recent drought has presented significant challenges for dry soils, and the contractor stepped up efforts to control the dust, including mobilizing water trucks in mid-September, and daily water applications for dust control. The dust is unrelated to the contaminated soils associated with the former Shell site, which are located at depths of more than 10 feet below the ground surface. Daily dust monitoring results confirm dust controls have been effective at the site.

Is the operation noisy?

The diesel trains will start and end daily service at the layover facility, so there will be locomotive engine noise when they depart and arrive at the facility. Though only light maintenance will occur at the facility, there could be some residual noise from these activities. The Environmental Protection Agency (EPA) requires that trains do not idle when they are not operating for extended periods (e.g., overnight), and the MBTA must adhere to EPA's regulations. When trains arrive at the end of the day, the engines are fully turned off or plugged into a 480kv power source to keep the engines warm during the winter months. The power source is quiet and will also supply power to the HVAC system when needed.

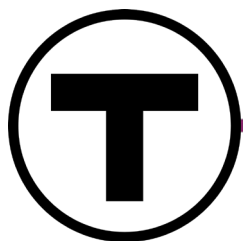
Visit the project website:
www.mass.gov/southcoastrail
for more information about South Coast Rail Phase 1 and to sign up for email progress updates!

What kind of construction impacts can we expect?

The contractor is required to comply with health and safety regulations regarding Covid-19. In addition, watering trucks spray water on the street to prevent dust and dirt from traveling on the yards. Earthwork will continue, including installation of new utilities for the new layover facility crew building and associated infrastructure.

We are already seeing a lot of construction work on the site – what is happening?

Site investigation and clearing are the first steps. The contractor removed old tanks and debris found on the site in the process. The soils were tested and limited contaminants, such as oil and water from an old tank, were removed and properly disposed off-site as required by MA laws and regulations. Earthwork is in process, readying the site for the railroad tracks. The contractor uses a process called surcharge and compaction to prepare the area that will be beneath the tracks. This consolidation takes a few months. In addition, upcoming activity will include the yard being graded out, as soils brought from other project areas will be delivered to the site. All soils brought into the site are also tested and reviewed for conformance with the RAM Plan.



South Coast Rail Phase 1

Coming late 2023

