



Contract No. 99771

Notice of Intent – New Bedford North New Bedford Station

Prepared for:

*Massachusetts Department of Transportation
10 Park Plaza
Boston, Massachusetts*

Prepared by:

*The VHB/HNTB Team – a Joint Venture
99 High Street, 10th Floor
Boston, Massachusetts*



June 20, 2019

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June 20, 2019

Ref: 12815.00

Mr. Craig P. Dixon, Chairman
New Bedford Conservation Commission
133 William Street- Room 304
New Bedford, Massachusetts 02740

Re: Notice of Intent: South Coast Rail – North New Bedford Station NOI
New Bedford, Massachusetts

Chairman Dixon,

On behalf of the Massachusetts Department of Transportation, VHB respectfully submits two (2) copies of the Notice of Intent with 2 full size plan sets, for a portion of the proposed South Coast Rail Project, which will extend commuter rail service to Fall River and New Bedford. The project includes construction of a new North New Bedford Station (formerly Kings Highway Station) on the New Bedford Main Line at 355 and 378 Church Street in New Bedford, and will be within 100 feet of wetland resources areas under the jurisdiction of the Massachusetts Wetlands Protection Act (the Act).

The SCR project in New Bedford includes railroad track improvements along the New Bedford Main Line (NBML), a generally north-south oriented railroad right-of-way traversing the western portion of New Bedford from the Freetown municipal boundary to the end of the line at the intersection of Hillman Street and MacArthur Drive. The NBML is currently an active freight line operated by the Massachusetts Coastal Railroad, LLC (MCR). Additionally, the SCR project in New Bedford includes two new stations, New Bedford Station and North New Bedford Station. The proposed stations will include new platforms, associated track improvements, parking facilities, side-walk improvements and stormwater drainage features. Portions of the proposed stations are located within buffer zone to bank resources.

The work proposed within this NOI includes the proposed North New Bedford Station, including associated drainage and side-walk improvements. Track work on the NBML, including track improvements, grade crossing improvements, track drainage, and installing signals and communication systems was issued an Order of Conditions on August 24, 2018 (DEP File No. SE49-0805). The Wamsutta

Engineers | Scientists | Planners | Designers

101 Walnut Street
PO Box 9151
Watertown, Massachusetts 02471
P 617.924.1770
F 617.924.2286

Mr. Craig P. Dixon
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Layover Facility in New Bedford was issued an Order of Conditions on December 29, 2017 (DEP File No. SE49-0777).

This NOI is submitted under the Act only. In compliance with the Act, notification to abutters (within 100 feet) regarding the NOI has been made by certificate of mailing on this date. A copy of the certified abutters list has been included with this submission. This submittal includes a check made payable to the City of New Bedford in the amount of \$262.50 as payment of the City's share of the NOI filing fees.

As the right-of-way (ROW) is used by active freight lines operated by Massachusetts Coastal Railroad, LLC (MCR), access is restricted for safety reasons. Conservation Commissions can only access the ROW in accordance with MCR's safety standards, which require that all persons on the ROW have passed a safety training class and are accompanied by an MCR employee. If the Commission requires access to the ROW, VHB will be happy to make arrangements.

We look forward to meeting with the Commission to discuss the NOI and hope to work with the Commission to facilitate issuing an Order of Conditions. If you have any questions or require additional information, please contact me via email at LCarlson@vhb.com or by phone at (617) 607-6237.

Sincerely,

Vanasse Hangen Brustlin, Inc.

A handwritten signature in blue ink, appearing to read "Lars Carlson", with a long horizontal flourish extending to the right.

Lars Carlson

Senior Project Manager
lcarlson@vhb.com

CC: James Eng, MassDOT
Holly Palmgren, MBTA
MassDEP, Southeast Regional Office, attn: Mark Bartow

Enclosures:

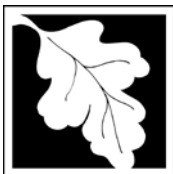
Notice of Intent (2 copies) plus 2 full size plan sets

New Bedford Filing Fee

Notice of Intent Application

- NOI Form
- Fee Transmittal Form
- Notice to Abutters
- List of Abutters
- Figures
 - Figure 1 – USGS Site Location Map
 - Figure 2 – Aerial map
 - Figure 3 – NHESP Map
 - Figure 4 – FEMA Map
 - Figure 5 – Proposed Church Street Sidewalk Improvements
- NOI Narrative
- List of Plans – North New Bedford Station Notice of Intent Plans (Attachment A)

Notice of Intent Form



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

MassDEP File Number

Document Transaction Number

New Bedford

City/Town

Important:

When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



Note:
Before completing this form consult your local Conservation Commission regarding any municipal bylaw or ordinance.

A. General Information

1. Project Location (**Note:** electronic filers will click on button to locate project site):

355, 387, and 469 Church Street and Railroad
Right of Way

NEW BEDFORD

02470

b. City/Town

c. Zip Code

Latitude and Longitude:

41°40'26.3"N

70°56'18.5"W

d. Latitude

e. Longitude

113 (355, 387, and ROW) 114 (469)

f. Assessors Map/Plat Number

2 (355 Church) and 475 (387 Church),
1 (ROW), and 2 (469)

2. Applicant:

JEAN

FOX

a. First Name

b. Last Name

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

c. Organization

10 PARK PLAZA

d. Street Address

BOSTON

MA

02116

e. City/Town

f. State

g. Zip Code

857-368-8853

h. Phone Number

i. Fax Number

JEAN.FOX@STATE.MA.US

j. Email Address

3. Property owner (required if different from applicant): ☐ Check if more than one owner

a. First Name

b. Last Name

See Attached

c. Organization

d. Street Address

e. City/Town

f. State

g. Zip Code

h. Phone Number

i. Fax Number

j. Email address

4. Representative (if any):

LARS

CARLSON

a. First Name

b. Last Name

VANASSE HANGEN BRUSTLIN, INC

c. Company

101 WALNUT STREET

d. Street Address

WATERTOWN

MA

02472

e. City/Town

f. State

g. Zip Code

617-607-6237

h. Phone Number

617-924-2286

i. Fax Number

LCARLSON@VHB.COM

j. Email address

5. Total WPA Fee Paid (from NOI Wetland Fee Transmittal Form):

262.50

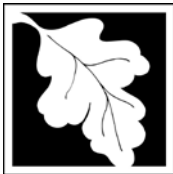
a. Total Fee Paid

N/A- Exempt

b. State Fee Paid

262.50

c. City/Town Fee Paid



WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

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A. General Information (continued)

6. General Project Description:

MassDOT proposes to construct a new commuter rail station on the New Bedford Main Line, North New Bedford Station, as well as associated drainage infrastructure and side-walk improvements, as part of the South Coast Rail Project, which will extend commuter rail service to Fall River and New Bedford.

7a. Project Type Checklist: (Limited Project Types see Section A. 7b.)

- | | |
|---|---|
| 1. <input type="checkbox"/> Single Family Home | 2. <input type="checkbox"/> Residential Subdivision |
| 3. <input type="checkbox"/> Commercial/Industrial | 4. <input type="checkbox"/> Dock/Pier |
| 5. <input type="checkbox"/> Utilities | 6. <input type="checkbox"/> Coastal engineering Structure |
| 7. <input type="checkbox"/> Agriculture (e.g., cranberries, forestry) | 8. <input checked="" type="checkbox"/> Transportation |
| 9. <input type="checkbox"/> Other | |

7b. Is any portion of the proposed activity eligible to be treated as a limited project (including Ecological Restoration Limited Project) subject to 310 CMR 10.24 (coastal) or 310 CMR 10.53 (inland)?

1. ☐ Yes ☒ No If yes, describe which limited project applies to this project. (See 310 CMR 10.24 and 10.53 for a complete list and description of limited project types)

2. Limited Project Type

If the proposed activity is eligible to be treated as an Ecological Restoration Limited Project (310 CMR 10.24(8), 310 CMR 10.53(4)), complete and attach Appendix A: Ecological Restoration Limited Project Checklist and Signed Certification.

8. Property recorded at the Registry of Deeds for:

BRISTOL COUNTY

a. County

See Attached

c. Book

b. Certificate # (if registered land)

See Attached

d. Page Number

B. Buffer Zone & Resource Area Impacts (temporary & permanent)

- ☒ Buffer Zone Only – Check if the project is located only in the Buffer Zone of a Bordering Vegetated Wetland, Inland Bank, or Coastal Resource Area.
- ☐ Inland Resource Areas (see 310 CMR 10.54-10.58; if not applicable, go to Section B.3, Coastal Resource Areas).

Check all that apply below. Attach narrative and any supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

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B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

For all projects affecting other Resource Areas, please attach a narrative explaining how the resource area was delineated.

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
a. <input type="checkbox"/> Bank	1. linear feet	2. linear feet
b. <input type="checkbox"/> Bordering Vegetated Wetland	1. square feet	2. square feet
c. <input type="checkbox"/> Land Under Waterbodies and Waterways	1. square feet 3. cubic yards dredged	2. square feet

Resource Area	Size of Proposed Alteration	Proposed Replacement (if any)
d. <input type="checkbox"/> Bordering Land Subject to Flooding	1. square feet 3. cubic feet of flood storage lost	2. square feet 4. cubic feet replaced
e. <input type="checkbox"/> Isolated Land Subject to Flooding	1. square feet 2. cubic feet of flood storage lost	3. cubic feet replaced
f. <input type="checkbox"/> Riverfront Area	1. Name of Waterway (if available) - specify coastal or inland	

2. Width of Riverfront Area (check one):

- ☐ 25 ft. - Designated Densely Developed Areas only
- ☐ 100 ft. - New agricultural projects only
- ☐ 200 ft. - All other projects

3. Total area of Riverfront Area on the site of the proposed project: _____ square feet

4. Proposed alteration of the Riverfront Area:

a. total square feet _____ b. square feet within 100 ft. _____ c. square feet between 100 ft. and 200 ft. _____

5. Has an alternatives analysis been done and is it attached to this NOI? ☐ Yes ☐ No

6. Was the lot where the activity is proposed created prior to August 1, 1996? ☐ Yes ☐ No

3. ☐ Coastal Resource Areas: (See 310 CMR 10.25-10.35)

Note: for coastal riverfront areas, please complete **Section B.2.f.** above.



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B. Buffer Zone & Resource Area Impacts (temporary & permanent) (cont'd)

Check all that apply below. Attach narrative and supporting documentation describing how the project will meet all performance standards for each of the resource areas altered, including standards requiring consideration of alternative project design or location.

Online Users:
Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

<u>Resource Area</u>	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
a. <input type="checkbox"/> Designated Port Areas	Indicate size under Land Under the Ocean, below	
b. <input type="checkbox"/> Land Under the Ocean	1. square feet 2. cubic yards dredged	
c. <input type="checkbox"/> Barrier Beach	Indicate size under Coastal Beaches and/or Coastal Dunes below	
d. <input type="checkbox"/> Coastal Beaches	1. square feet	2. cubic yards beach nourishment
e. <input type="checkbox"/> Coastal Dunes	1. square feet	2. cubic yards dune nourishment

	<u>Size of Proposed Alteration</u>	<u>Proposed Replacement (if any)</u>
f. <input type="checkbox"/> Coastal Banks	1. linear feet	
g. <input type="checkbox"/> Rocky Intertidal Shores	1. square feet	
h. <input type="checkbox"/> Salt Marshes	1. square feet	2. sq ft restoration, rehab., creation
i. <input type="checkbox"/> Land Under Salt Ponds	1. square feet 2. cubic yards dredged	
j. <input type="checkbox"/> Land Containing Shellfish	1. square feet	
k. <input type="checkbox"/> Fish Runs	Indicate size under Coastal Banks, inland Bank, Land Under the Ocean, and/or inland Land Under Waterbodies and Waterways, above 1. cubic yards dredged	
l. <input type="checkbox"/> Land Subject to Coastal Storm Flow age	1. square feet	

4. ☐ Restoration/Enhancement

If the project is for the purpose of restoring or enhancing a wetland resource area in addition to the square footage that has been entered in Section B.2.b or B.3.h above, please enter the additional amount here.

a. square feet of BVW

b. square feet of Salt Marsh

5. ☐ Project Involves Stream Crossings

a. number of new stream crossings

b. number of replacement stream crossings



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C. Other Applicable Standards and Requirements

- ☐ This is a proposal for an Ecological Restoration Limited Project. Skip Section C and complete Appendix A: Ecological Restoration Notice of Intent – Required Actions (310 CMR 10.11).

Streamlined Massachusetts Endangered Species Act/Wetlands Protection Act Review

1. Is any portion of the proposed project located in **Estimated Habitat of Rare Wildlife** as indicated on the most recent Estimated Habitat Map of State-Listed Rare Wetland Wildlife published by the Natural Heritage and Endangered Species Program (NHESP)? To view habitat maps, see the *Massachusetts Natural Heritage Atlas* or go to http://maps.massgis.state.ma.us/PRI_EST_HAB/viewer.htm.

a. ☐ Yes ☒ No

If yes, include proof of mailing or hand delivery of NOI to:

Natural Heritage and Endangered Species Program
Division of Fisheries and Wildlife
1 Rabbit Hill Road
Westborough, MA 01581

8-1-2017

b. Date of map

If yes, the project is also subject to Massachusetts Endangered Species Act (MESA) review (321 CMR 10.18). To qualify for a streamlined, 30-day, MESA/Wetlands Protection Act review, please complete Section C.1.c, and include requested materials with this Notice of Intent (NOI); OR complete Section C.1.f, if applicable. *If MESA supplemental information is not included with the NOI, by completing Section 1 of this form, the NHESP will require a separate MESA filing which may take up to 90 days to review (unless noted exceptions in Section 2 apply, see below).*

- c. Submit Supplemental Information for Endangered Species Review*

1. ☐ Percentage/acreage of property to be altered:

(a) within wetland Resource Area

percentage/acreage

(b) outside Resource Area

percentage/acreage

2. ☐ Assessor's Map or right-of-way plan of site

2. ☒ Project plans for entire project site, including wetland resource areas and areas outside of wetlands jurisdiction, showing existing and proposed conditions, existing and proposed tree/vegetation clearing line, and clearly demarcated limits of work **

(a) ☒ Project description (including description of impacts outside of wetland resource area & buffer zone)

(b) ☒ Photographs representative of the site

* Some projects **not** in Estimated Habitat may be located in Priority Habitat, and require NHESP review (see <http://www.mass.gov/eea/agencies/dfg/dfw/natural-heritage/regulatory-review/>). Priority Habitat includes habitat for state-listed plants and strictly upland species not protected by the Wetlands Protection Act.

** MESA projects may not be segmented (321 CMR 10.16). The applicant must disclose full development plans even if such plans are not required as part of the Notice of Intent process.



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C. Other Applicable Standards and Requirements (cont'd)

- (c) ☐ MESA filing fee (fee information available at http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/ mesa/ mesa_fee_schedule.htm).
Make check payable to "Commonwealth of Massachusetts - NHESP" and **mail to NHESP** at above address

Projects altering 10 or more acres of land, also submit:

- (d) ☐ Vegetation cover type map of site
- (e) ☐ Project plans showing Priority & Estimated Habitat boundaries
- (f) OR Check One of the Following
1. ☐ Project is exempt from MESA review.
Attach applicant letter indicating which MESA exemption applies. (See 321 CMR 10.14, http://www.mass.gov/dfwele/dfw/nhosp/regulatory_review/ mesa/ mesa_exemptions.htm; the NOI must still be sent to NHESP if the project is within estimated habitat pursuant to 310 CMR 10.37 and 10.59.)
2. ☐ Separate MESA review ongoing. _____ a. NHESP Tracking # _____ b. Date submitted to NHESP
3. ☐ Separate MESA review completed.
Include copy of NHESP "no Take" determination or valid Conservation & Management Permit with approved plan.
3. For coastal projects only, is any portion of the proposed project located below the mean high water line or in a fish run?
- a. ☒ Not applicable – project is in inland resource area only b. ☐ Yes ☐ No

If yes, include proof of mailing, hand delivery, or electronic delivery of NOI to either:

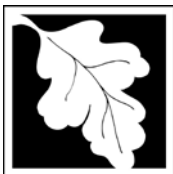
South Shore - Cohasset to Rhode Island border, and the Cape & Islands:

Division of Marine Fisheries -
Southeast Marine Fisheries Station
Attn: Environmental Reviewer
1213 Purchase Street – 3rd Floor
New Bedford, MA 02740-6694
Email: DMF.EnvReview-South@state.ma.us

North Shore - Hull to New Hampshire border:

Division of Marine Fisheries -
North Shore Office
Attn: Environmental Reviewer
30 Emerson Avenue
Gloucester, MA 01930
Email: DMF.EnvReview-North@state.ma.us

Also if yes, the project may require a Chapter 91 license. For coastal towns in the Northeast Region, please contact MassDEP's Boston Office. For coastal towns in the Southeast Region, please contact MassDEP's Southeast Regional Office.



WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Provided by MassDEP:

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New Bedford

City/Town

Online Users:
Include your document transaction number (provided on your receipt page) with all supplementary information you submit to the Department.

C. Other Applicable Standards and Requirements (cont'd)

4. Is any portion of the proposed project within an Area of Critical Environmental Concern (ACEC)?
a. ☐ Yes ☒ No If yes, provide name of ACEC (see instructions to WPA Form 3 or MassDEP Website for ACEC locations). **Note:** electronic filers click on Website.
b. ACEC
5. Is any portion of the proposed project within an area designated as an Outstanding Resource Water (ORW) as designated in the Massachusetts Surface Water Quality Standards, 314 CMR 4.00?
a. ☐ Yes ☒ No
6. Is any portion of the site subject to a Wetlands Restriction Order under the Inland Wetlands Restriction Act (M.G.L. c. 131, § 40A) or the Coastal Wetlands Restriction Act (M.G.L. c. 130, § 105)?
a. ☐ Yes ☒ No
7. Is this project subject to provisions of the MassDEP Stormwater Management Standards?
a. ☒ Yes. Attach a copy of the Stormwater Report as required by the Stormwater Management Standards per 310 CMR 10.05(6)(k)-(q) and check if:
1. ☐ Applying for Low Impact Development (LID) site design credits (as described in Stormwater Management Handbook Vol. 2, Chapter 3)
2. ☒ A portion of the site constitutes redevelopment
3. ☐ Proprietary BMPs are included in the Stormwater Management System.
b. ☐ No. Check why the project is exempt:
1. ☐ Single-family house
2. ☐ Emergency road repair
3. ☐ Small Residential Subdivision (less than or equal to 4 single-family houses or less than or equal to 4 units in multi-family housing project) with no discharge to Critical Areas.

D. Additional Information

- ☐ This is a proposal for an Ecological Restoration Limited Project. Skip Section D and complete Appendix A: Ecological Restoration Notice of Intent – Minimum Required Documents (310 CMR 10.12).

Applicants must include the following with this Notice of Intent (NOI). See instructions for details.

Online Users: Attach the document transaction number (provided on your receipt page) for any of the following information you submit to the Department.

1. ☒ USGS or other map of the area (along with a narrative description, if necessary) containing sufficient information for the Conservation Commission and the Department to locate the site. (Electronic filers may omit this item.)
2. ☒ Plans identifying the location of proposed activities (including activities proposed to serve as a Bordering Vegetated Wetland [BVW] replication area or other mitigating measure) relative to the boundaries of each affected resource area.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands

WPA Form 3 – Notice of Intent

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D. Additional Information (cont'd)

3. ☒ Identify the method for BVW and other resource area boundary delineations (MassDEP BVW Field Data Form(s), Determination of Applicability, Order of Resource Area Delineation, etc.), and attach documentation of the methodology.

4. ☒ List the titles and dates for all plans and other materials submitted with this NOI.

NORTH NEW BEDFORD STATION NOTICE OF INTENT PLANS

a. Plan Title

VHB/HNTB

b. Prepared By

6/17/2019

d. Final Revision Date

c. Signed and Stamped by

1:40

e. Scale

f. Additional Plan or Document Title

g. Date

5. ☒ If there is more than one property owner, please attach a list of these property owners not listed on this form.
6. ☐ Attach proof of mailing for Natural Heritage and Endangered Species Program, if needed.
7. ☐ Attach proof of mailing for Massachusetts Division of Marine Fisheries, if needed.
8. ☒ Attach NOI Wetland Fee Transmittal Form
9. ☒ Attach Stormwater Report, if needed.

E. Fees

1. ☐ Fee Exempt: No filing fee shall be assessed for projects of any city, town, county, or district of the Commonwealth, federally recognized Indian tribe housing authority, municipal housing authority, or the Massachusetts Bay Transportation Authority.

Applicants must submit the following information (in addition to pages 1 and 2 of the NOI Wetland Fee Transmittal Form) to confirm fee payment:

TBD

2. Municipal Check Number

N/A- Exempt

4. State Check Number

VHB

6. Payor name on check First Name

TBD

3. Check date

N/A- Exempt

5. Check date

7. Payor name on check Last Name



WPA Form 3 – Notice of Intent

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

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F. Signatures and Submittal Requirements

I hereby certify under the penalties of perjury that the foregoing Notice of Intent and accompanying plans, documents, and supporting data are true and complete to the best of my knowledge. I understand that the Conservation Commission will place notification of this Notice in a local newspaper at the expense of the applicant in accordance with the wetlands regulations, 310 CMR 10.05(5)(a).

I further certify under penalties of perjury that all abutters were notified of this application, pursuant to the requirements of M.G.L. c. 131, § 40. Notice must be made by Certificate of Mailing or in writing by hand delivery or certified mail (return receipt requested) to all abutters within 100 feet of the property line of the project location.



1. Signature of Applicant

2. Date

3. Signature of Property Owner (if different)

4. Date

5. Signature of Representative (if any)

6. Date

For Conservation Commission:

Two copies of the completed Notice of Intent (Form 3), including supporting plans and documents, two copies of the NOI Wetland Fee Transmittal Form, and the city/town fee payment, to the Conservation Commission by certified mail or hand delivery.

For MassDEP:

One copy of the completed Notice of Intent (Form 3), including supporting plans and documents, one copy of the NOI Wetland Fee Transmittal Form, and a **copy** of the state fee payment to the MassDEP Regional Office (see Instructions) by certified mail or hand delivery.

Other:

If the applicant has checked the "yes" box in any part of Section C, Item 3, above, refer to that section and the Instructions for additional submittal requirements.

The original and copies must be sent simultaneously. Failure by the applicant to send copies in a timely manner may result in dismissal of the Notice of Intent.



Massachusetts Department of Environmental Protection
Bureau of Resource Protection - Wetlands
NOI Wetland Fee Transmittal Form
Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

Important: When filling out forms on the computer, use only the tab key to move your cursor - do not use the return key.



A. Applicant Information

1. Location of Project:

355,387, and 469 Church Street

a. Street Address

NEW BEDFORD

b. City/Town

TBD-

c. Check number

\$500.00

d. Fee amount

2. Applicant Mailing Address:

JEAN

a. First Name

FOX

b. Last Name

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

c. Organization

10 PARK PLAZA

d. Mailing Address

BOSTON

e. City/Town

MA

f. State

02116

g. Zip Code

857-368-8853

h. Phone Number

i. Fax Number

JEAN.FOX@STATE.MA.US

j. Email Address

3. Property Owner (if different):

See Attached

a. First Name

b. Last Name

c. Organization

d. Mailing Address

e. City/Town

f. State

g. Zip Code

h. Phone Number

i. Fax Number

j. Email Address

B. Fees

Fee should be calculated using the following process & worksheet. ***Please see Instructions before filling out worksheet.***

Step 1/Type of Activity: Describe each type of activity that will occur in wetland resource area and buffer zone.

Step 2/Number of Activities: Identify the number of each type of activity.

Step 3/Individual Activity Fee: Identify each activity fee from the six project categories listed in the instructions.

Step 4/Subtotal Activity Fee: Multiply the number of activities (identified in Step 2) times the fee per category (identified in Step 3) to reach a subtotal fee amount. Note: If any of these activities are in a Riverfront Area in addition to another Resource Area or the Buffer Zone, the fee per activity should be multiplied by 1.5 and then added to the subtotal amount.

Step 5/Total Project Fee: Determine the total project fee by adding the subtotal amounts from Step 4.

Step 6/Fee Payments: To calculate the state share of the fee, divide the total fee in half and subtract \$12.50. To calculate the city/town share of the fee, divide the total fee in half and add \$12.50.

To calculate filing fees, refer to the category fee list and examples in the instructions for filling out WPA Form 3 (Notice of Intent).



Massachusetts Department of Environmental Protection

Bureau of Resource Protection - Wetlands

NOI Wetland Fee Transmittal Form

Massachusetts Wetlands Protection Act M.G.L. c. 131, §40

B. Fees (continued)

Step 1/Type of Activity	Step 2/Number of Activities	Step 3/Individual Activity Fee	Step 4/Subtotal Activity Fee
Category 2(J)	1	\$500	
Step 5/Total Project Fee:			\$500.00

Step 6/Fee Payments:

Total Project Fee:	<u>\$500.00</u>
	a. Total Fee from Step5
State share of filing Fee:	<u>\$237.50</u>
	b. 1/2 Total Fee less \$12.50
City/Town share of filling Fee:	<u>\$262.50</u>
	c. 1/2 Total Fee plus \$12.50

C. Submittal Requirements

- a.) Complete pages 1 and 2 and send with a check or money order for the state share of the fee, payable to the Commonwealth of Massachusetts.

Department of Environmental Protection
Box 4062
Boston, MA 02211

- b.) **To the Conservation Commission:** Send the Notice of Intent or Abbreviated Notice of Intent; a **copy** of this form; and the city/town fee payment.

To MassDEP Regional Office (see Instructions): Send a copy of the Notice of Intent or Abbreviated Notice of Intent; a **copy** of this form; and a **copy** of the state fee payment. (E-filers of Notices of Intent may submit these electronically.)

WPA Form 3- Attachment
South Coast Rail: North New Bedford Station
Additional Property Owner Information

In Addition to the Applicant, additional property owners include:

1. Property Owner Name: 355 Church Street Limited Partnership- C/O MJB Corp

Property Owner Mailing Address:

PO Box 63100

New Bedford, MA 02746-0899

Book: 3324

Page: 293

Notice to Abutters

Notification to Abutters under the Massachusetts Wetlands Protection Act

Pursuant to the requirements of the Massachusetts Wetlands Protection Act (MGL Chapter 131, Section 40), you are hereby notified of the following:

The Applicant, the Massachusetts Department of Transportation (MassDOT), has filed a Notice of Intent (NOI) with the New Bedford Conservation Commission proposing to construct a new commuter rail station on the New Bedford Main Line, North New Bedford Station, as well as associated drainage infrastructure, as part of the South Coast Rail Project, which will extend commuter rail service to Fall River and New Bedford. Work will occur at 355 and 387 Church Street (Map 113, Lots 2 and 475), 469 Church Street (Map 114, Lot 2), and on the Railroad Right of Way (Map 113, Lot 1). Portions of this work will be within buffer zone to jurisdictional wetland resources (bank).

Information regarding this NOI may be obtained by calling the New Bedford Conservation Commission at (508) 991-6188. The NOI may be viewed at the New Bedford Conservation Office located at 133 William Street, Rm 304, New Bedford, MA 02740. You may also call Lars Carlson at VHB, Inc. at (617) 607-6237, Monday through Friday between 9:00am and 5:00pm with questions or to arrange to view the NOI.

Copies of the NOI may be obtained from the New Bedford Conservation Commission by calling the number above or by calling Lars Carlson at (617) 607-6237. You may be charged for a copy of the NOI.

The New Bedford Conservation Commission will hold a public hearing on the NOI. Notice of the public hearing (including the date, time and place) will be published in a local newspaper at least 5 business days before and posted in Town Hall at least 48 hours in advance. You may also call the New Bedford Conservation Commission (at the number identified above) to determine the date, time and place of the hearing.

Information on this NOI and the Wetlands Protection Act may also be obtained by calling the Southeast Regional Office of the Massachusetts Department of Environmental Protection at (508) 946-2700.

List of Abutters



City of New Bedford

REQUEST for a CERTIFIED ABUTTERS LIST

This information is needed so that an official abutters list as required by MA General Law may be created and used in notifying abutters. You, as applicant, are responsible for picking up and paying for the certified abutters list from the assessor's office (city hall, room #109).

SUBJECT PROPERTY			
MAP #	113	LOT(S)#	2 and 475
ADDRESS: 355 and 387 Church Street			
OWNER INFORMATION			
NAME: Various- See Attached			
MAILING ADDRESS: Various- See Attached			
APPLICANT/CONTACT PERSON INFORMATION			
NAME (IF DIFFERENT): Tess Paganelli			
MAILING ADDRESS (IF DIFFERENT): 101 Walnut Street, Watertown MA			
TELEPHONE #	607-607-2651		
EMAIL ADDRESS:	tpaganelli@vnb.com		
REASON FOR THIS REQUEST: <i>Check appropriate</i>			
<input type="checkbox"/>	ZONING BOARD OF APPEALS APPLICATION		
<input type="checkbox"/>	PLANNING BOARD APPLICATION		
<input checked="" type="checkbox"/>	CONSERVATION COMMISSION APPLICATION		
<input type="checkbox"/>	LICENSING BOARD APPLICATION		
<input type="checkbox"/>	OTHER (Please explain):		

Once obtained, the Certified List of Abutters must be attached to this Certification Letter.

Submit this form to the Planning Division Room 303 in City Hall, 133 William Street. You, as applicant, are responsible for picking up and paying for the certified abutters list from the assessor's office (city hall, room #109).

Official Use Only:

As Administrative Assistant to the City of New Bedford's Board of Assessors, I do hereby certify that the names and addresses as identified on the attached "abutters list" are duly recorded and appear on the most recent tax.

Carlos Amado

Printed Name

Signature

2/19/2019

Date

**City of New Bedford Request for a Certified Abutters List
Additional Property Owner Information
Submitted 2/15/2019**

Map 113 Lot 2

Name: 355 Church Street Limited Partnership- C/O MJB Corp

Address: PO Box 63100

New Bedford, MA 02746-0899

Map 113 Lot 475

Name: BRK 1 LLC

Address: 31100 Telegraph Rd- Suite 250

Bingham Farms, MI 48025

February 15, 2019

Dear Applicant,

Please find below the List of Abutters within 100 feet of the property known as 355 & 387 Church Street (Map: 113, Lot: 2 & 475). The current ownership listed herein must be checked and verified by the City of New Bedford Assessor's Office. Following said verification, the list shall be considered a Certified List of Abutters.

Please note that multiple listed properties with identical owner name and mailing address shall be considered duplicates and shall require only 1 mailing. Additionally, City of New Bedford-Owned properties shall not require mailed notice.

Parcel	Location	Owner and Mailing Address
113-207	334 CHURCH ST	N B HOUSING AUTHORITY, 134 SO SECOND ST NEW BEDFORD, MA 02740
114-3	429 CHURCH ST	JONES J THOMAS "TRUSTEE", JONES KEVIN J "TRUSTEE" P O BOX 51687 NEW BEDFORD, MA 02745
123-43	950 KINGS HWY	CEDAR-FIELDSTONE,LLC, C/O CEDAR REALTY TRUST INC 44 SOUTH BAYLES AVE STE 304 PORT WASHINGTON, NY 11050
114-1	RIGHT OF WAY	PENN CENTRAL CO, CONSOLIDATED RAIL CORP 500 WATER STREET DEPT J910 JACKSONVILLE, FL 32202
113-224	392 CHURCH ST	URBANEK STEVEN W, URBANEK PHYLLIS M 392 CHURCH STREET NEW BEDFORD, MA 02745
113-68	314 CHURCH ST	W NEEDLE LLC, 440 WEST STREET WALPOLE, MA 02081
113-209	342 CHURCH ST	N B HOUSING AUTHORITY, 134 SO SECOND ST NEW BEDFORD, MA 02740
113-3	321 CHURCH ST	KALISZ JOHN M, Nash Pond Business Park LLC 130 REBECCA ST 404 Nash Rd NEW BEDFORD, MA 02745 02746
113-223	CHURCH ST	URBANEK STEVEN W, URBANEK PHYLLIS M 392 CHURCH STREET NEW BEDFORD, MA 02745
113-215	358 CHURCH ST	TAVARES MANUEL E, TAVARES MARIA S 282 DAVIS ST NEW BEDFORD, MA 02746
123-35	ROUTE 140	FIELDSTONE ACRESS LLC, C/O ELIAS PATOUCHERS 1 LAKESHORE CENTER BRIDGEWATER, MA 02324
113-217	366 CHURCH ST	MOURAO ANA, Boardman Caleb O. 366 CHURCH ST NEW BEDFORD, MA 02745
113-222	CHURCH ST	SCHLEMMER KARL M JR, 87 SEABURY STREET NEW BEDFORD, MA 02745

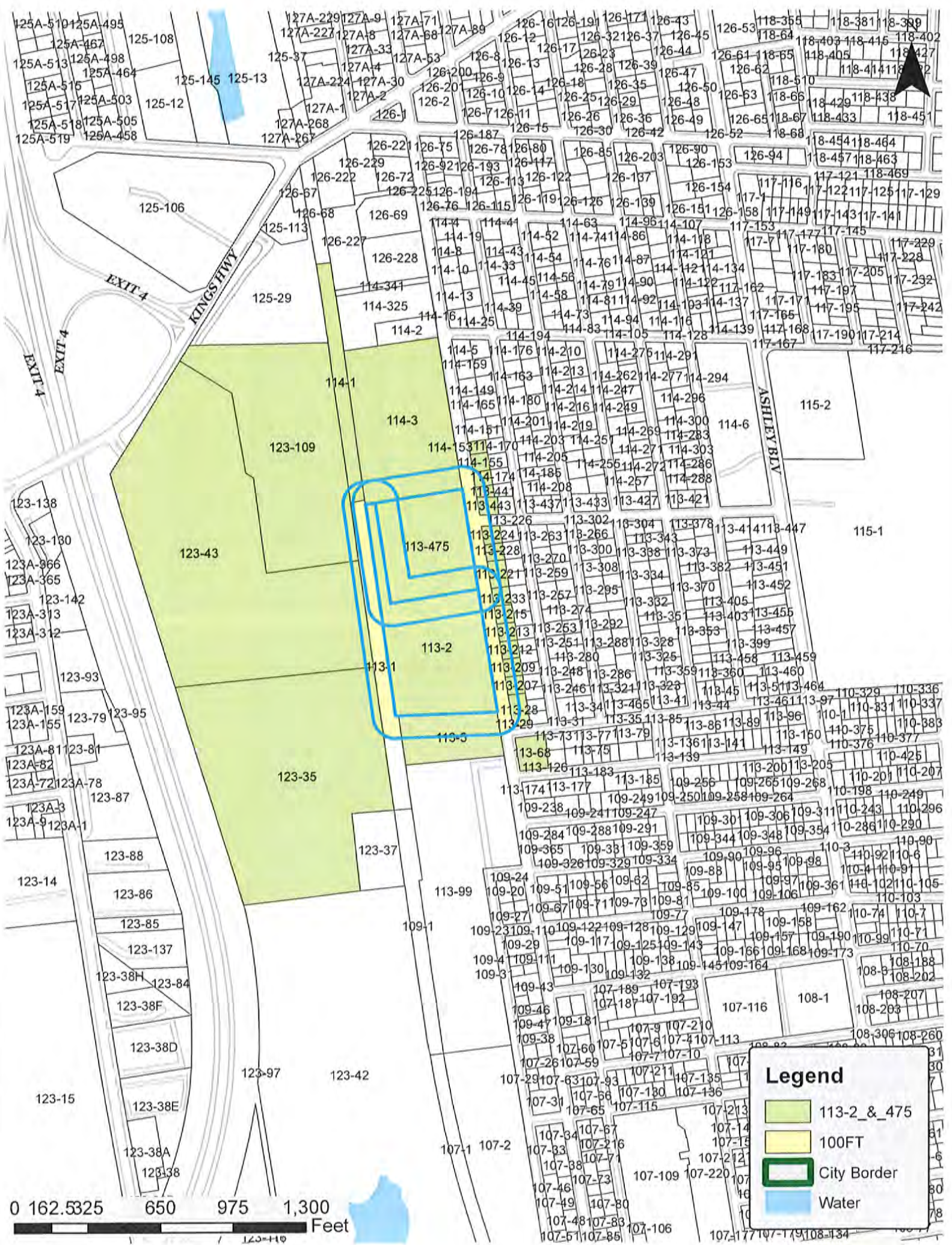
February 15, 2019

Dear Applicant,

Please find below the List of Abutters within 100 feet of the property known as 355 & 387 Church Street (Map: 113, Lot: 2 & 475). The current ownership listed herein must be checked and verified by the City of New Bedford Assessor's Office. Following said verification, the list shall be considered a Certified List of Abutters.

Please note that multiple listed properties with identical owner name and mailing address shall be considered duplicates and shall require only 1 mailing. Additionally, City of New Bedford-Owned properties shall not require mailed notice.

Parcel	Location	Owner and Mailing Address
113-443	125 CARLISLE ST	JASON KEVIN PAUL, 125 CARLISLE ST NEW BEDFORD, MA 02745
113-475	387 CHURCH ST	JULIUS KOCH USA INC, <i>BRK 1 LLC</i> 387 CHURCH STREET <i>31100 Telegraph Rd Suite 250</i> NEW BEDFORD, MA 02741 <i>Bingham Farms, MI 48025</i>
114-158	406 CHURCH ST	SANTOS DENISE A, 406 CHURCH ST NEW BEDFORD, MA 02745
114-157	412 CHURCH ST	ADESSO CHERYL F, <i>Belliveau Keith</i> 412 CHURCH STREET NEW BEDFORD, MA 02745
123-109	1024 KINGS HWY	CEDAR-KINGS LLC, C/O CEDAR REALTY TRUST INC 44 SOUTH BAYLES AVE STE 304 PORT WASHINGTON, NY 11050
114-153	424 CHURCH ST	MANNING SUSAN, C/O TIMOTHY PARADIS <i>Estevez Elias R Jr, Moniz Gabriela</i> 110 MARGINAL WAY #703 <i>424 Church St.</i> PORTLAND, ME 04101 <i>New Bedford, MA 02745</i>
113-2	355 CHURCH ST	355 CHURCH STREET LIMITED, PARTNERSHIP - C/O MJB CORP P O BOX 63100 NEW BEDFORD, MA 02746-0899
113-212	350 CHURCH ST	BALANCA JOAO C "TRUSTEE", BALANCA DONATILDE "TRUSTEE" 350 CHURCH ST NEW BEDFORD, MA 02745
113-213	CHURCH ST	EZYK PATRICIA B, 74 SEABURY ST NEW BEDFORD, MA 02745
113-221	382 CHURCH ST	PELLETIER CHRISTOPHER M, SILVA KYLIE K 382 CHURCH STREET NEW BEDFORD, MA 02745
113-28	323 IRVINGTON ST	MEDEIROS GAYLE, ALMEIDA HENRY JR <i>Valentine Emanuel</i> 323 IRVINGTON ST NEW BEDFORD, MA 02745
114-155	418 CHURCH ST	MOURAO MICHAEL A, MOURAO CHARLENE B 418 CHURCH ST NEW BEDFORD, MA 02745



Legend

- 113-2 & 475
- 100FT
- City Border
- Water

0 162.5325 650 975 1,300 Feet



City of New Bedford REQUEST for a CERTIFIED ABUTTERS LIST

This information is needed so that an official abutters list as required by MA General Law may be created and used in notifying abutters. You, as applicant, are responsible for picking up and paying for the certified abutters list from the assessor's office (city hall, room #109).

JUN 13 2019

SUBJECT PROPERTY	
MAP #	114
LOT(S)#	2
ADDRESS: 469 Church Street	
OWNER INFORMATION	
NAME: Commonwealth Electric Company, C/o Property Tax Department	
MAILING ADDRESS: PO Box 270, Hartford, CT 06141	
APPLICANT/CONTACT PERSON INFORMATION	
NAME (IF DIFFERENT): Tess Paganelli	
MAILING ADDRESS (IF DIFFERENT): 101 Walnut Street, Watertown, MA	
TELEPHONE #	607-617-2651
EMAIL ADDRESS:	tpaganelli@vnb.com
REASON FOR THIS REQUEST: <i>Check appropriate</i>	
<input type="checkbox"/>	ZONING BOARD OF APPEALS APPLICATION
<input type="checkbox"/>	PLANNING BOARD APPLICATION
<input checked="" type="checkbox"/>	CONSERVATION COMMISSION APPLICATION
<input type="checkbox"/>	LICENSING BOARD APPLICATION
<input type="checkbox"/>	OTHER (<i>Please explain</i>):

Once obtained, the Certified List of Abutters must be attached to this Certification Letter.

Submit this form to the Planning Division Room 303 in City Hall, 133 William Street. You, as applicant, are responsible for picking up and paying for the certified abutters list from the assessor's office (city hall, room #109).

Official Use Only:

As Administrative Assistant to the City of New Bedford's Board of Assessors, I do hereby certify that the names and addresses as identified on the attached "abutters list" are duly recorded and appear on the most recent tax.

Carlos Amado

Printed Name

Carlos Amado

Signature

6/13/2019

Date

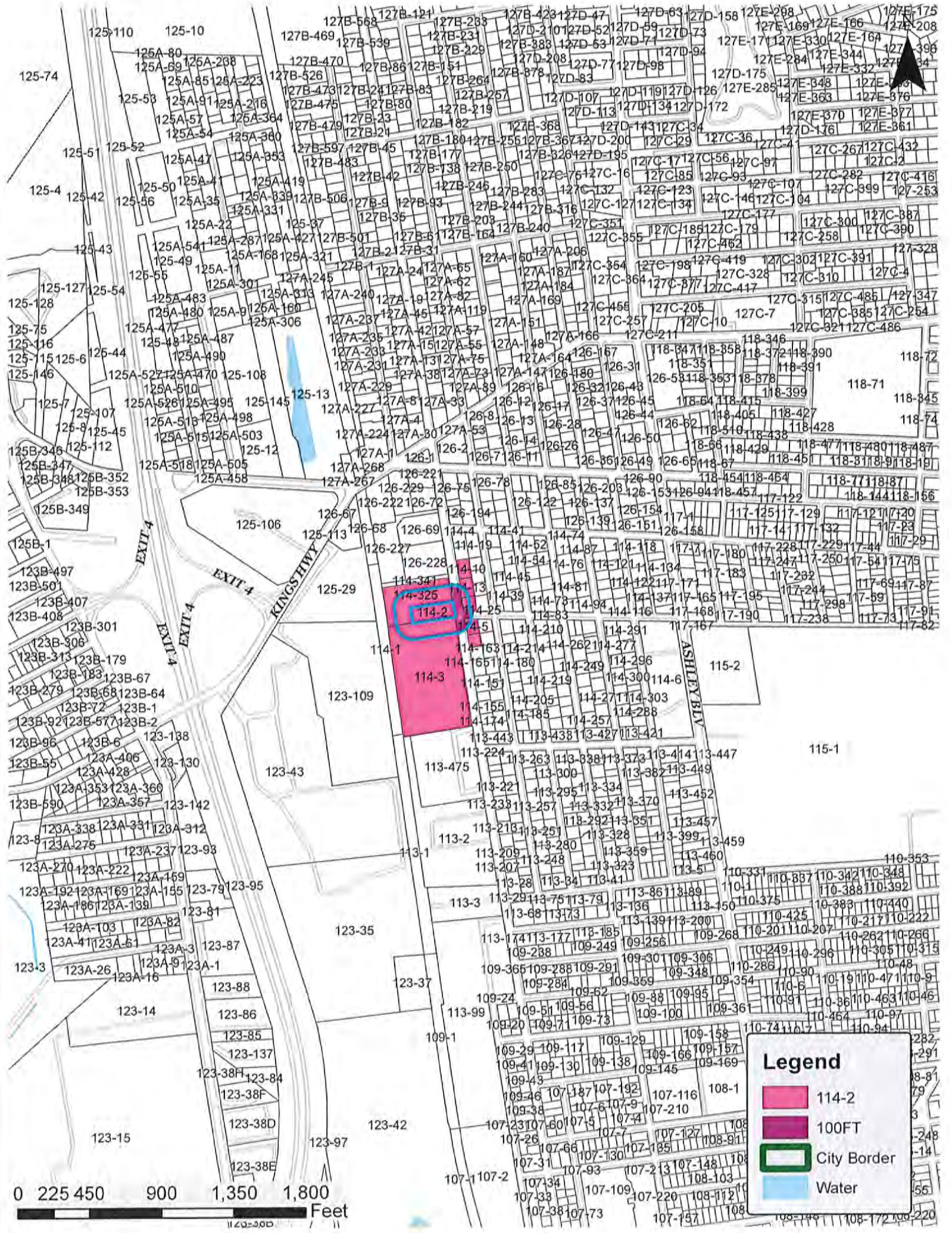
June 13, 2019

Dear Applicant,

Please find below the List of Abutters within 100 feet of the property known as 469 Church Street (Map: 114, Lot: 2). The current ownership listed herein must be checked and verified by the City of New Bedford Assessor's Office. Following said verification, the list shall be considered a Certified List of Abutters.

Please note that multiple listed properties with identical owner name and mailing address shall be considered duplicates and shall require only 1 mailing. Additionally, City of New Bedford-Owned properties shall not require mailed notice.

Parcel	Location	Owner and Mailing Address
114-5	460 CHURCH ST	RIOUX ROGER H, RIOUX MICHELLE A 460 CHURCH ST NEW BEDFORD, MA 02745
114-3	429 CHURCH ST	JONES J THOMAS "TRUSTEE", JONES KEVIN J "TRUSTEE" P O BOX 51687 NEW BEDFORD, MA 02745
114-325	475 CHURCH ST	475 CHURCH STREET LLC. Magalhães Properties LLC 268 DEXTER ROAD 475 Church St. ST ALBANS, ME 04971 New Bedford, MA 02745
114-13	474 CHURCH ST	DEMOURA MARIA P, DEMOURA JOSE 1083 MARLBORO STREET NEW BEDFORD, MA 02745
114-2	469 CHURCH ST	COMMONWEALTH ELECTRIC CO, C/O PROPERTY TAX DEPARTMENT P O BOX 270 HARTFORD, CT 06141
114-10	488 CHURCH ST	BOTELHO MANUEL A, BOTELHO BIBIANA T 488 CHURCH ST NEW BEDFORD, MA 02745
114-144	450 CHURCH ST	BOTELHO ANTONIO, SILVA MARIA D 450 CHURCH STREET NEW BEDFORD, MA 02745
114-16	393 BROOKLAWN AVE	BURNETT PRESLEY A, BURNETT BETHANY J 393 BROOKLAWN AVE NEW BEDFORD, MA 02745



Legend

- 114-2
- 100FT
- City Border
- Water

0 225 450 900 1,350 1,800 Feet

Figures



\\vhb\gis\proj\Boston\12815.00 SCR PM & CM\gis\Project\NOI North NB Station\USGS.mxd



Massachusetts Bay
Transportation Authority

Legend

- Town Boundary
- Project Location

0 2,000 4,000 Feet

Figure 1
USGS Site Location Map
North New Bedford Station
New Bedford, Massachusetts

Source: MassGIS, VHB, USGS



\\vhb\gis\proj\Boston\12815_00_SCR_PM & CM\gis\Project\NOI North NB Station\Aerial.mxd



Legend

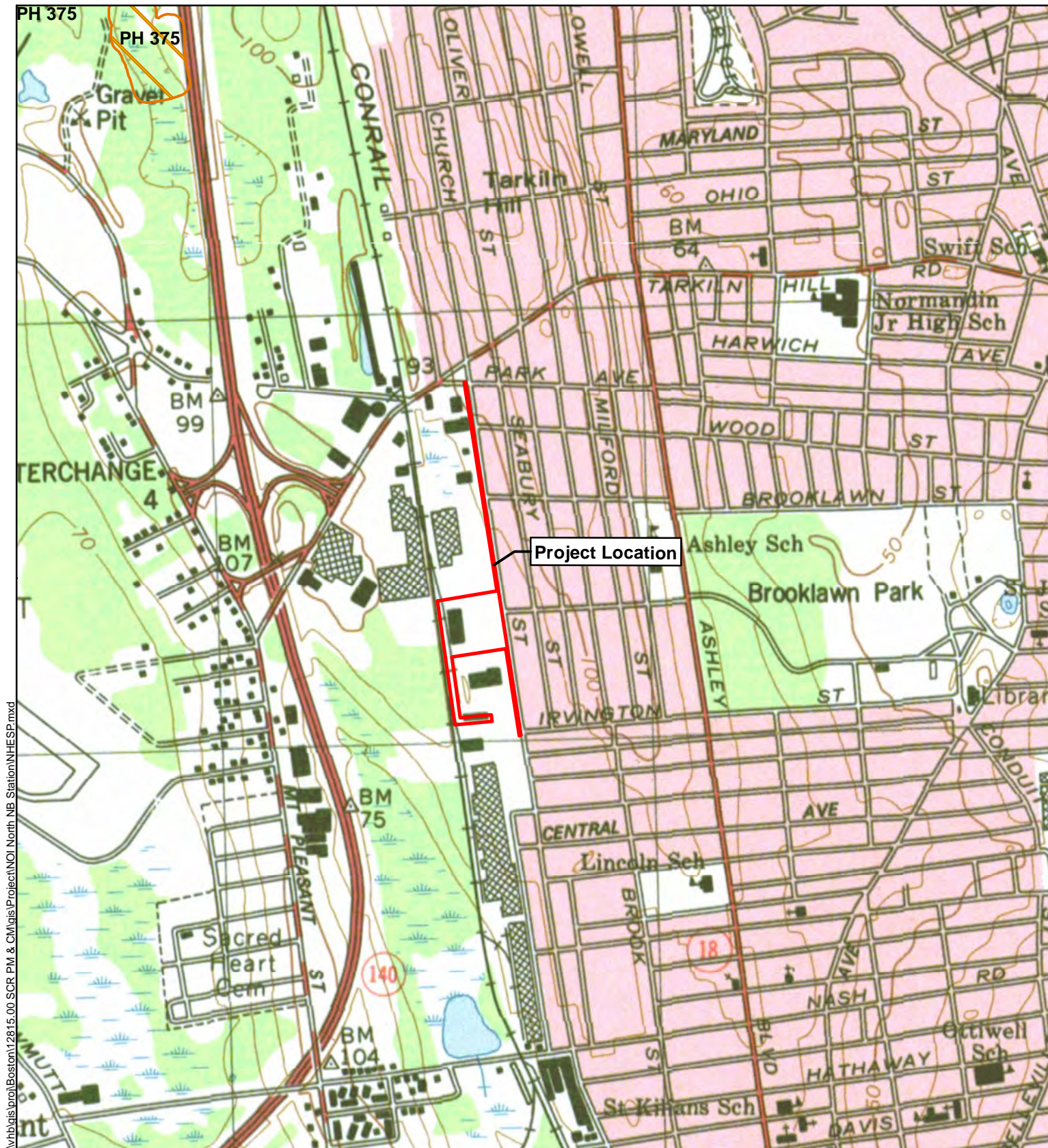
Project Location



Figure 2
Aerial Map
North New Bedford Station
New Bedford, Massachusetts

Source: MassGIS, VHB

0 350 700 Feet



\\bhgis\proj\Boston\12815_00_SCR_PM & CM\gis\Project\NOI North NB Station\NHESP.mxd



Massachusetts Bay
Transportation Authority

Legend



-  NHESP Priority/Estimated Habitat
-  Certified Vernal Pool - None Present





Figure 3
NHESP Map
North New Bedford Station
New Bedford, Massachusetts

Source: MassGIS, VHB, NHESP

\\vhb\gis\proj\Boston\128\15.00 SCR PM & CM\gis\Project\NOI North NB Station\FEMA.mxd



Legend

-  100-Year Floodplain (FEMA) - None Present
-  Project Location

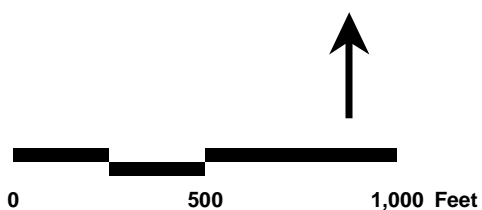


Figure 4
FEMA Map
North New Bedford Station
New Bedford, Massachusetts

Source: MassGIS, VHB, FEMA

\\vhb\gis\proj\Boston\12815_00_SCR_PM & CM\gis\Project\NOI North NB Station\5_sidewalk_improvements.mxd



Massachusetts Bay
Transportation Authority

Legend

- Approximate 100-foot Buffer
- Project Location
- Approximate Wetland Boundary

0 75 Feet



Figure 5
Proposed Sidewalk Improvements
North New Bedford Station
New Bedford, Massachusetts

Source: MassGIS, VHB, NHESP

NOI Narrative and Supporting Information

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Attachments

Attachment A – Plans

Attachment B - Stormwater Calculations (Bound Separately)

List of Tables

Table 1-1 Cumulative Impacts to Wetland Resource Areas in New Bedford ¹	3
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List of Acronyms

AHCW	Automatic Highway Crossing Warning
ANRAD	Abbreviated Notice of Resource Area Delineation
BFE	Base Flood Elevation
BLSF	Bordering Land Subject to Flooding
BVW	Bordering Vegetated Wetland
DEP	Department of Environmental Protection
CVP	Certified Vernal Pool
EH	Estimated Habitat
FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Study
ILSF	Isolated Land Subject to Flooding
LOMA	Letter of Map Amendment
LSCSF	Land Subject to Coastal Storm Flowage
LUWW	Land Under Waterbodies and Waterways
MassDOT	Massachusetts Department of Transportation
MassGIS	Massachusetts Office of Geographic Information Systems
MBTA	Massachusetts Bay Transportation Authority
MCR	Massachusetts Coastal Railroad, LLC
MEPA	Massachusetts Environmental Policy Act
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHESP	Natural Heritage and Endangered Species Program
NOI	Notice of Intent
OCS	Overhead Catenary System
OOC	Order of Conditions
ORAD	Order of Resource Area Delineation
PM-CM	Program Manager-Construction Manager
PPA	Priority Preservation Area
PVP	Potential Vernal Pool
RA	Riverfront Area
SCR	South Coast Rail Project
SERO	Southeast Regional Office of DEP
SFHA	Special Flood Hazard Area

TSS	Total Suspended Solids
USACE	U.S. Army Corps of Engineers
USEPA	U.S. Environmental Protection Agency
WPA	Wetlands Protection Act

1. Introduction

The South Coast Rail (SCR) project is an initiative of the Massachusetts Department of Transportation (MassDOT), implemented through the Massachusetts Bay Transportation Authority (MBTA). The purpose of the project is to more fully meet the existing and future demand for public transportation between Fall River/New Bedford and Boston, Massachusetts, and to enhance regional mobility while supporting smart growth planning and development strategies in the affected communities. The SCR project will extend the existing Stoughton Line commuter rail service south to Fall River and New Bedford using the out-of-service portion of the Stoughton Line from Stoughton to Taunton, the New Bedford Main Line from Taunton to New Bedford, and the Fall River Secondary from Myricks Junction (Berkley) to Fall River.

MassDOT intends to construct the South Coast Rail in phases, due to the cost and lengthy permitting and construction schedules for the complete project. Currently, MassDOT is advancing the design and permitting for Phase 1, which will extend the existing Middleborough-Lakeville service to Cotley Junction in Taunton using the Middleborough Secondary line, then to New Bedford and Fall River using the New Bedford Main Line and Fall River Secondary. All of these are active freight or commuter rail lines.

Phase 1 of the project will provide diesel commuter rail service, and construct six new stations south of Cotley Junction (East Taunton, Freetown, Fall River Depot, New Bedford (previously known as Whale's Tooth) and North New Bedford (previously known as Kings Highway)). Two new overnight layover facilities will also be constructed (Weaver's Cove in Fall River and Wamsutta in New Bedford). The project will improve 7 miles of the Middleborough Secondary, reconstruct approximately 20 miles of the New Bedford Line from Taunton to New Bedford; and reconstruct 12.3 miles of the Fall River Line between Berkley and Fall River. The project will add a second track and passing track where needed to support the future commuter and freight operations. The project will also reconstruct or replace railroad bridges over roads and waterways, and three highway bridges that cross over the railroad. The project will also upgrade equipment and signals at all at-grade crossings to meet modern standards.

The SCR project was reviewed under the Massachusetts Environmental Policy Act (MEPA) in 2002 and 2013 (EOEEA 14346). The Final Environmental Impact Statement (FEIS) was released in September 2013 with a Final Certificate issued in November 2013. The project has also been reviewed under the National Environmental Policy Act (NEPA) with the U.S. Army Corps of Engineers (USACE) as the lead federal agency. In March 2017 MassDOT filed a Notice of Project Change with the Executive Office of Energy and Environmental Affairs to initiate public and agency review of its plans to construct the South Coast Rail in phases. In January 2018 MassDOT filed a Draft Supplemental Environmental Impact Report (DSEIR) for Phase 1 of the project. MassDOT accepted public comments on the DSEIR until closure of the public comment period on March 23, 2018. MassDOT submitted a Final Supplemental

Environmental Impact Report (FSEIR) as required by EOEEA on April 30, 2018. MassDOT accepted public comments on the FSEIR until closure of the comment period on June 8, 2018.

Chapter 4 Section 16 of the 2013 FEIS/FEIR and Chapter 8 of the 2018 DSEIR explain the jurisdictional authority and wetland regulatory procedures, and describes the methods and procedures used to delineate wetland resource areas along the SCR alternatives. The chapters also present the methods used to quantify the direct impacts (both permanent and temporary) to all categories of wetland resource areas, and the methods used to assess secondary and/or indirect impacts to wetland functions and values. Finally, the chapters identify the goals and opportunities for wetland mitigation, based on regulatory requirements and wetland impacts presented. The DSEIR, FEIS/FEIR and the Secretary's Certificate can be viewed on the project website:

www.massdot.state.ma.us/southcoastrail/documents/environmental.aspx

1.1 Summary of Proposed Work and Impacts in New Bedford

The SCR project in New Bedford includes railroad track improvements along the New Bedford Main Line (NBML), a generally north-south oriented railroad right-of-way traversing the western portion of New Bedford from the Freetown municipal boundary to the end of the line at the intersection of Hillman Street and MacArthur Drive. The NBML is currently an active freight line operated by the Massachusetts Coastal Railroad, LLC (MCR). Additionally, the SCR project in New Bedford includes two new stations, New Bedford Station and North New Bedford Station (NNBS), and the Wamsutta Layover Facility. The proposed stations will include new platforms, associated track improvements, parking facilities, and stormwater drainage features. Portions of the proposed NNBS are located within the buffer zone to bank resources. The track work proposed on the NBML, including the track siding approaches to both New Bedford Station and North New Bedford Station, is permitted under an Order of Conditions (OOC) dated August 24, 2018 (DEP No. SE49-0805). The Wamsutta Layover facility is permitted under an Order of Conditions dated December 29, 2017 (DEP No. SE49-0777).

The work proposed within this NOI includes the proposed North New Bedford Station (NNBS), associated drainage improvements, and sidewalk improvements along Church Street. Portions of the proposed work are within buffer zone to bank.

Table 1-1 summarizes the cumulative impacts to wetland resource areas in New Bedford included in previous filings. No additional impacts to wetland resource areas in New Bedford are proposed within this NOI application. Figures 1 and 2 show the project location.

Table 1-1 Cumulative Impacts to Wetland Resource Areas in New Bedford¹

Resource Area	Permanent Impacts	Temporary Impacts	Total Impacts
Bank	2,769 LF	259 LF	3,028 LF
Bordering Vegetated Wetland	355 SF	325 SF	680 SF
Bordering Land Subject to Flooding	16,840 SF	11,312 SF	28,152 SF
Land Subject to Coastal Storm Flowage	42,615 SF	0	42,615 SF
Land Under Water	25,052 SF	58 SF	25,110 SF
Riverfront Area	0 SF	47,605 SF	47,605 SF

LF – Linear Feet; SF – Square Feet

1 - Based on OOC's for DEP File Nos. SE 49-0777 & SE 49-0805.

1.2 Permitting Process

MassDOT has prepared and filed Notices of Intent in all corridor communities and has demonstrated that the project can be designed and constructed in compliance with the relevant performance standards of the WPA regulations. Orders of Conditions (OOCs) have been issued for the SCR Phase 1 Project in Raynham, Berkley, Fall River, Taunton, Freetown, Lakeville, Middleborough and New Bedford (for the Wamsutta Layover facility and track improvements along the New Bedford Main Line).

In addition to the WPA permitting, the SCR project will require that DEP issue a Water Quality Certification (WQC) under the requirements of 314 CMR 9.00, and Section 401 of the Federal Clean Water Act (CWA). A Section 401 Water Quality Certification application is currently under review with MassDEP. A Chapter 91 license was issued for work within filled former tide lands in Fall River regulated under Chapter 91.

The SCR Project will also require a Department of the Army Section 404 permit from the U.S. Army Corps of Engineers (USACE) for placement of fill in federally jurisdictional wetlands. An Individual 404 Permit application is currently under review with USACE.

Bridges and culverts that are being replaced in accordance with the Footprint Bridge exemption were permitted separately as a stand-alone "state of good repair" project. This work required the issuance of a DEP Section 401 WQC and USACE approval under Section 404 of the CWA via issuance of a USACE General Permit.

MassDOT, through its enabling legislation as a state agency, is not subject to jurisdiction under local wetland ordinances or bylaws. Only the state WPA regulations and resource areas are applicable to the project.

1.3 NHESP Review

As documented in the FEIS/FEIR, Phase 1 of the SCR project may have unavoidable impacts to Estimated Habitat of Rare Wetlands Wildlife in various locations. The species potentially affected include wood turtle, eastern box turtle, Hessel's hairstreak butterfly, mocha emerald dragonfly, several moths, and coastal swamp amphipod. MassDOT worked with the Natural Heritage and Endangered Species Program (NHESP) of the Division of Fish and Game to reduce impacts to these species, and to develop appropriate mitigation measures. MassDOT has developed a project-wide Conservation and Management Plan, and was issued a Conservation and Management Permit by NHESP for the project on June 21, 2018. The NNBS is not within any mapped Estimated Habitat.

1.4 Design Status

Since the publication of the FEIS/FEIR in 2013, MassDOT has advanced the project design to the 90-100% level for the entire Corridor. This includes the track horizontal alignment and vertical profile, station platform locations, and bridges over waterways. MassDOT is advancing the design for Phase 1 (Middleborough, Lakeville, Raynham, Taunton, Berkley, Freetown, New Bedford and Fall River) to prepare construction documents, which include grading and drainage for track and stations; culvert replacements or extensions; bridge design; platform and station layout; and grade crossing improvements. MassDOT anticipates that the design of the northern half of the project (Canton, Stoughton, Easton, Raynham and Taunton) will be advanced concurrent with the final design and construction of Phase 1.

1.5 NOI Contents

This NOI provides information based on the current design plans for the proposed NBBS in New Bedford, on the New Bedford Main Line, now advanced to the 90% design level. This NOI includes information on wetland resource areas, impacts to wetland resource areas and compliance with regulatory performance standards. Chapters included in this NOI are:

- Chapter 2 provides an updated description of existing wetland resource areas;
- Chapter 3 provides a detailed description of the proposed work;
- Chapter 4 describes and quantifies impacts to wetland resource areas;
- Chapter 5 addresses the stormwater management standards.

2. Resource Areas

Portions of the proposed North New Bedford Station (NNBS) in New Bedford are located within the 100-foot buffer zone to Bank associated with a track-side intermittent stream. No other jurisdictional resources were identified within the NNBS project area. An Abbreviated Notice of Resource Area Delineation (ANRAD) was submitted to the New Bedford Conservation Commission in April 2011 to confirm the limits of Bank, BVW, Isolated Land Subject to Flooding (ILSF), Bordering Land Subject to Flooding (BLSF), and Riverfront Area (RA) within and adjacent to the existing right-of-way of the New Bedford Main Line railroad within the City of New Bedford. The Commission determined the limits of the resource areas were accurate and issued an Order of Resource Area Delineation (ORAD) on July 12, 2011. The ORAD was originally set to expire in July 2014 but was extended through the Massachusetts Permit Extension Act (Sections 74 and 75 of Chapter 238 of the Acts of 2012) until July 11, 2018. Approved boundaries for resource areas within the vicinity of the proposed work at NNBS can be found in the OOC dated August 24, 2018 (DEP No. SE49-0805), which details all resource areas along the NBML track corridor.

Plan Sheet SV-300 shows the existing wetland resource areas adjacent to the proposed NNBS in New Bedford (See Attachment A- North New Bedford Station Notice of Intent Plans).

2.1 Buffer Zone to Bank

As defined in 310 CMR 10.04, Buffer Zone is, "...that area of land extending 100 feet horizontally outward from the boundary of any area specified in 310 CMR 10.02(1)(a)". Bank resource areas are specified in 310 CMR 10.02(1)(a) and are defined in 310 CMR 10.54 (2)(a)&(c), as "... the portion of the land surface which normally abuts and confines a waterbody." This land surface "... may be partially or totally vegetated, or it may be comprised of exposed soil, gravel, or stone. The upper boundary of a Bank is the first observable break in the slope or the mean annual flood level, whichever is lower." Bank is present between a perennial river, lake or pond and the adjacent BVW or upland and within intermittent streams.

The regulations define a stream as (in part) "a body of running water which flows within, into or out of an Area subject to protection under the Act... Such a body of running water which does not flow throughout the year (i.e. which is intermittent) is a stream except for that portion upgradient of all bogs, swamps, wet meadows and marshes." Accordingly, only those intermittent channels that convey water in response to a hydraulic gradient and those that are within or downgradient of BVW contain the resource area Bank.

One intermittent stream (NBS(3)) flows parallel to the NBML along the western edge of the tracks. The stream contains the resource area bank within 100 feet of portions of the proposed work. Streams along the right-of-way in New Bedford are part of the Buzzards Bay regional watershed.

2.2 Estimated Habitat of Rare Wetland Wildlife

No NHESP designated areas of Estimated Habitat of Rare Wildlife or Priority Habitat of Rare Species are present within the Project limits, as shown on Figure 3.

3. Proposed Project

This section provides information on constructing each of the project elements, including drainage infrastructure improvements, sidewalk improvements and the proposed North New Bedford Station, associated with the project along the New Bedford Main Line in New Bedford. All construction will be performed in close coordination with MCR, the operating railroad. The work will include constructing a platform for the North New Bedford Station, parking facilities, replacement of 0.5 miles of sidewalk along Church Street and a stormwater management system for the station. The proposed track construction for 0.3 miles of track infrastructure in the area of the proposed station was permitted under the Order of Conditions Dep No. SE49-0805 dated August 24, 2018.

3.1 Station Construction

Two new stations are proposed in New Bedford along the New Bedford Main Line as part of the SCR Phase 1 project- New Bedford south of Wamsutta Street (previously known as Whale's Tooth Station and approved in OOC dated 8/24/18 DEP No. SE49-0805) and North New Bedford Station (previously Kings Highway Station) now off Church Street (Sheet CV-300). The drainage for the proposed North New Bedford Station will require connecting to the trackside drainage ditch which outflows into Wetland NB28 to the west. Stormwater reports illustrating compliance with the Stormwater Management Standards have been provided (Attachment B).

The Station will include a platform with canopy, landscape improvements, a pick up/drop off area, bicycle parking facilities, and utility improvements to support this use. The drainage from the paved areas will be captured and treated via catch basins with sumps and hoods and piped through Reinforced Concrete Pipes (RCPs). The eastern portion of the site will then be directed through a Water Quality Structure (WQS) and an underground stormwater management system before being discharged to the existing stormwater system in Church Street. The western portion of the site will also be directed through a WQS before discharging to a pipe crossing from the east side of the NBML, underneath the track, to NBS (3) on the western side of the track. The WQS in both portions of the site will provide primary Total Suspended Solids (TSS) treatment to the greatest extent practicable prior to discharge. Stormwater from the platform and southern egress walk will drain to a stone drip strip, which will allow sediment to settle prior to connecting to the existing track underdrain drainage system. Refer to Attachment B for the Station Stormwater Report for North New Bedford Station.

Additionally, 0.5 miles of sidewalk along Church Street is proposed to be replaced, from Park Avenue to Irvington Street (See Figure 5). No additional impervious service is proposed.

The proposed NNBS platform and drainage design can be found on Sheets SP-300, CV-300 and GD-300. The Key Plan, Sheet KP-300, shows the proposed station location.

3.2 Erosion and Sedimentation Controls

During construction, impacts will be minimized by proper implementation of the erosion and sedimentation control program. This program will:

- Minimize exposed soil areas through sequencing and permanent stabilization;
- Place structures to manage stormwater runoff and erosion; and
- Establish a permanent vegetative cover or other forms of stabilization (i.e. pavement) as soon as practicable.

Both non-structural and structural practices will be used during construction and all of these practices comply with criteria contained in the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges from Construction Activities issued by the EPA.

Non-structural practices to be used during construction will be initiated as soon as practicable in appropriate areas at the site and may include:

- **Permanent Seeding** - Upon completion of final grading, all restored areas will be seeded with the seed mixes called for in the site plans. The mix will be applied at a rate as specified by the manufacturer and will be covered with mulch or bonded fiber matrix as needed.
- **Pavement Sweeping** - Paved portions of the site proximal to the work zone will be swept as needed during construction. The sweeping program will remove sediment and other contaminants directly from paved surfaces to avoid their release into stormwater runoff. Pavement sweeping has been demonstrated to be an effective initial treatment for reducing pollutant loading into stormwater.¹

Structural erosion and sedimentation controls may include:

- **Erosion Control Barriers** - Prior to any ground disturbance, a barrier of compost filter tubes (CFT) will be installed at the downgradient limit of work. If sediment has accumulated to a depth that impairs proper functioning of the barrier, it will be removed by hand or by machinery operating upslope of the barriers. This material will be either reused at the site or disposed of at a suitable offsite location. Any damaged sections of CFT will be repaired or replaced immediately upon discovery.
- **Catch Basin Inlet Protection** - The active inlets of existing catch basins in the vicinity of the work will be protected from sediment inflow during the work period by installing an in-basin sediment trap. If sediment has collected in the basin sediment trap to a point where it impairs proper

¹ U.S. Environmental Protection Agency, 1979. *Demonstration of Nonpoint Pollution Abatement Through Improved Street Cleaning Practices*.

functioning, the sediment will be removed and will be either reused onsite or disposed of at a suitable offsite location.

4. Wetland Impacts

The following section describes in detail the work occurring within the previously disturbed 100-foot buffer zone to Bank, based on 90% design plans dated 03/04/2019, attached to this NOI (Attachment A).

The proposed North New Bedford Station platform with canopy, as well as portions of the station drainage components, are proposed within the 100-foot buffer zone to the Bank of intermittent stream NBS(3). NBS(3) is an intermittent stream channel initially created by the railroad for stormwater conveyance. The proposed work can be found on Sheet GD-300 in Attachment A.

The buffer zone on the project site is previously disturbed and largely developed, consisting of active railroad right-of-way and commercially developed land. The proposed station will not impact Bank resources. All reasonable measures will be undertaken during construction to avoid indirect impacts to Bank. To minimize temporary impacts to wetland resource areas during the construction phase of the project, an erosion and sedimentation control program will be implemented, as described in Section 3.2 above.

5. Stormwater Management

The Stormwater Management Standards, defined and specified in the Massachusetts Stormwater Handbook and the WPA 310 CMR 10.05(6)(k), are ten standards that must be met to the extent that they apply to a particular project. If the standards are met there is a presumption that the stormwater design meets the requirements of several different State and Federal permitting authorities.

The North New Bedford Station is located outside of the railroad right-of-way and has a separate stormwater management system from the track. Stormwater runoff from the paved areas will be captured and treated in a Water Quality Structure (WQS). The WQS will provide primary Total Suspended Solids (TSS) treatment to the greatest extent practicable prior to discharging to a pipe crossing from the east side of the NMBL. Stormwater from the platform will drain to a stone drip strip prior to connecting to the existing track underdrain drainage system. See Attachment B for the North New Bedford Station Stormwater Report, including computations pertaining to the drainage system components.

The following sections describe how the Stations portion of the project complies with each of the Stormwater Standards.

Standard 1 - Stormwater Discharges – “No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.”

Full compliance will be achieved. The BMPs included in the proposed stormwater management system have been designed in accordance with the Massachusetts Stormwater Handbook. Supporting information and computations demonstrating that no new untreated discharges will result from the project are presented through compliance with Standards 4 through 6. All proposed Project stormwater outlets and conveyances have been designed to not cause erosion or scour to wetlands or receiving waters. The outlet from the closed drainage system has been designed with a headwall and stone protection to dissipate discharge velocities. Computations and supporting information for the sizing and selection of materials used to protect from scour and erosion are included in Appendix A of the North New Bedford Station Stormwater Report.

Standard 2 - Stormwater Discharge Rates – “Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates. This standard may be waived for discharges to land subject to coastal storm flowage as defined in 310 CMR 10.04.”

Full compliance will be achieved. The rainfall-runoff response of the Site under existing and proposed conditions was analyzed using NRCS Technical Release 55 (TR-55) methodology as provided in the HydroCAD modeling software for storm events with recurrence intervals of 2, 10, 25, and 100-years using the National Oceanographic and Atmospheric Administration (NOAA) Atlas 14 Point Precipitation Frequency Estimates. The results of the analysis, indicate that there is no increase in peak discharge rates between the existing and proposed conditions. Computations and supporting information regarding the hydrologic modeling are included in Appendix B of the North New Bedford Station Stormwater Report.

Standard 3 - Groundwater Recharge – “Loss of annual recharge to groundwater shall be eliminated or minimized through the use of infiltration measures including environmentally sensitive site design, low impact development techniques, stormwater best management practices, and good operation and maintenance. At a minimum, the annual recharge from the post-development site shall approximate the annual recharge from the pre-development conditions based on soil type. This standard is met when the stormwater management system is designed to infiltrate the required recharge volume as determined in accordance with the Massachusetts Stormwater Handbook.”

Full compliance will be achieved. In accordance with the Stormwater Handbook, the Required Recharge Volume for the Project is 0 cubic feet, due to the reduction in impervious area. Infiltration was considered as a BMP but was not feasible due to high groundwater. NRCS Soil Map, computations, and supporting information are included in Appendix C of the North New Bedford Station Stormwater Report. A copy of the geotechnical report prepared for the Site is included in Appendix G of the Stormwater Report.

Standard 4 - 80% Total Suspended Solids Removal – “Stormwater management systems shall be designed to remove 80% of the average annual post-construction load of Total Suspended Solids (TSS).”

The project has been designed to fully comply with Standard 4. The proposed stormwater management system implements a treatment train of BMPs that has been designed to provide 80% TSS removal of stormwater runoff from all proposed impervious surfaces. The stormwater management system captures and treats 94% of the proposed impervious area and treating it to 84.9% will provide an overall weighted average TSS removal of 80%. Computations and supporting information, including the Long-Term Pollution Prevention Plan, are included in Appendix A and B of the North New Bedford Station Stormwater Report.

Standard 5 - Discharge from Areas with Higher Pollutant Loads – “For land uses with higher pollutant loads, source control and pollution prevention shall be implemented in accordance with the Massachusetts Stormwater Handbook to eliminate or reduce the discharge of stormwater runoff from such land uses to the maximum extent practicable. If through source control and/or pollution prevention all land uses with higher potential pollutant loads cannot be completely protected from exposure to rain,

snow, snow melt, and stormwater runoff, the proponent shall use the specific structural stormwater BMPs determined by the Department to but suitable for such uses as provided in the Massachusetts Stormwater Handbook.”

The station is not considered a LUHPPL.

Standard 6 - Discharge to Critical Areas – “Stormwater discharges within the Zone II or Interim Wellhead Protection Area of a public water supply and stormwater discharge near or to any other critical area, require the use of specific source control and pollution prevention measures and the specific structural stormwater best management practices determined by the Department to be suitable for managing discharges to such areas, as provided in the Massachusetts Stormwater Handbook.”

The project does not discharge stormwater near or to a critical area.

Standard 7 - Redevelopment Site – “A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standard 4, 5 and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.”

The project is a redevelopment. The Project has been designed to comply with the Stormwater Management Standards. As permitted for a redevelopment, the BMP selection criteria associated with standards 4, 5 and 6 are met only to the extent practical, given practical limitations associated with groundwater elevations, end-user considerations, and topographic constraints.

Standard 8 - Erosion and Sedimentation Control – “A plan to control construction-related impacts including erosion, sedimentation and other pollutant sources during construction and land disturbance activities (construction period erosion, sedimentation, and pollution prevention plan) shall be developed and implemented.”

The project will disturb approximately 5.2 acres of land and is therefore required to obtain coverage under the USEPA NPDES Construction General Permit. As required under this permit, a Stormwater Pollution Prevention Plan (SWPPP) will be developed and submitted before land disturbance begins. Recommended construction period pollution prevention and erosion and sedimentation controls to be finalized in the SWPPP are included in Appendix F of the North New Bedford Station Stormwater Report

Standard 9 - Operation & Maintenance Plan – “A long term operation and maintenance plan shall be developed and implemented to ensure that stormwater management systems function as designed.”

In compliance with Standard 9, a draft Post Construction Stormwater Operation and Maintenance (O&M) Plan has been developed for the project. The O&M Plan is included in Appendix D of the North New Bedford Station Stormwater Report as part of the Long-Term Pollution Prevention Plan.

Standard 10 – Prohibition of Illicit Discharges– “All illicit discharges to the stormwater management system are prohibited.”

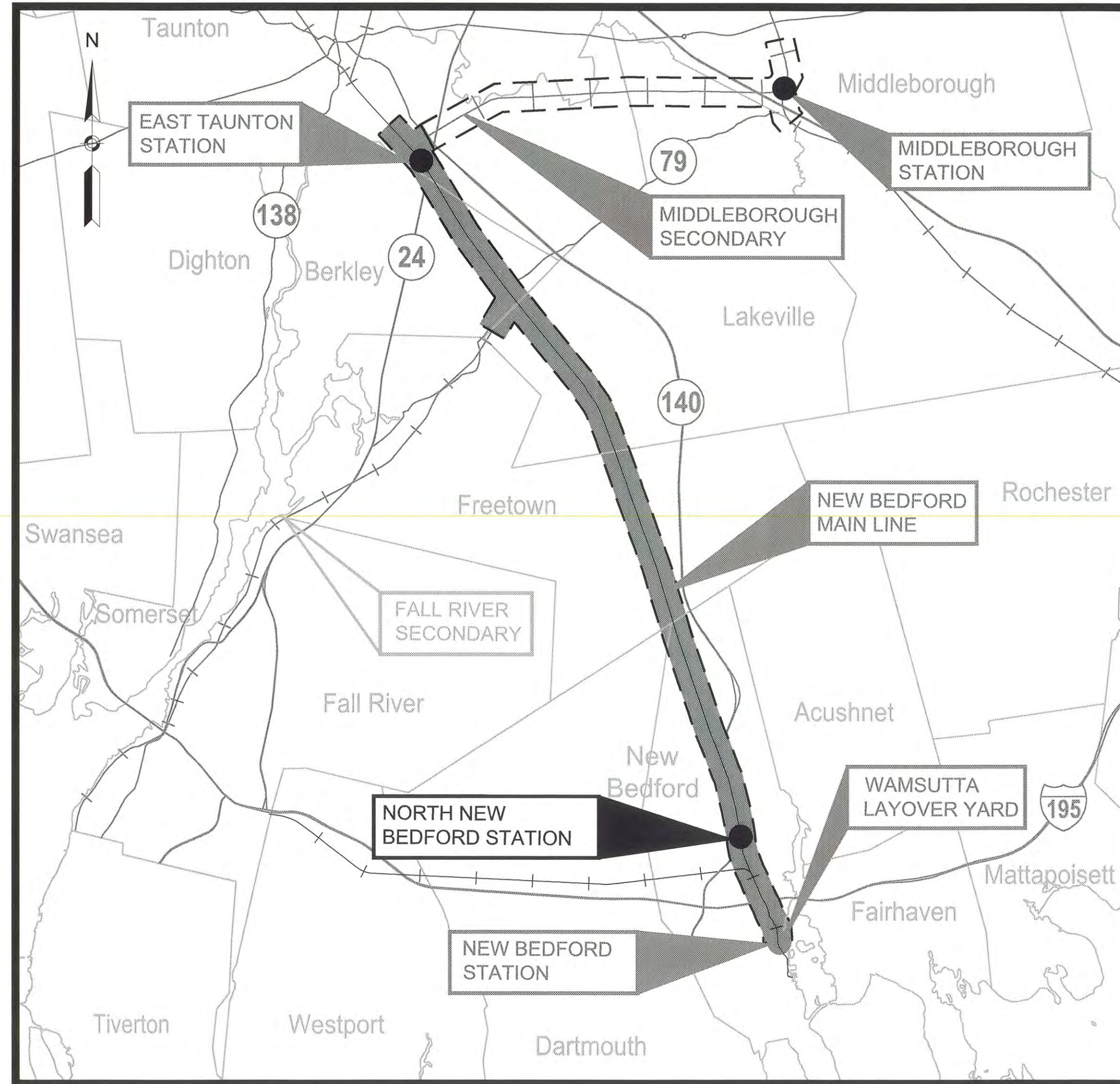
The design plans submitted with this report have been designed in full compliance with current standards. The Long-Term Pollution Prevention Plan includes measures to prevent illicit discharges. The existing improvements on the site will be demolished, thereby eliminating the potential for existing illicit connections or discharges if any. There no sanitary sewer system improvements proposed for this project



Attachment A - Plans

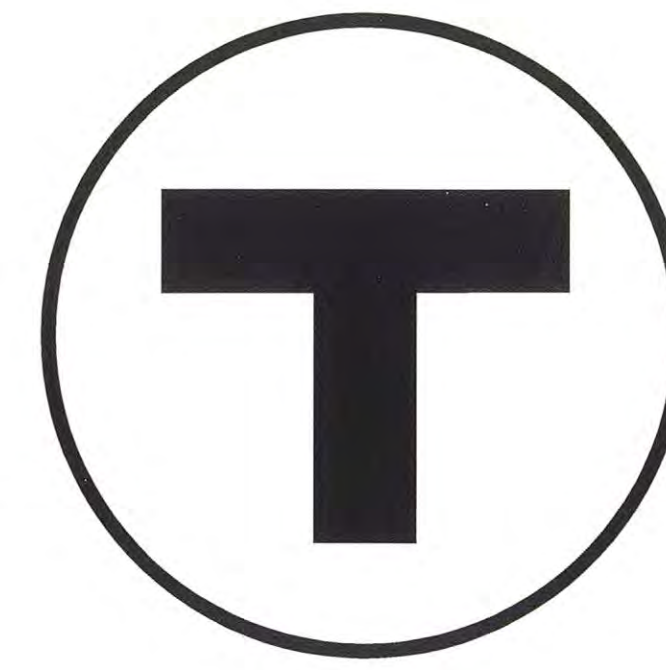


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PROJECT LOCATION PLAN

0 5,000 10,000 FEET



**MASSACHUSETTS
Bay
TRANSPORTATION
AUTHORITY**

South Coast Rail - Phase I

North New Bedford Station Notice of Intent Plans Attachment A



99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

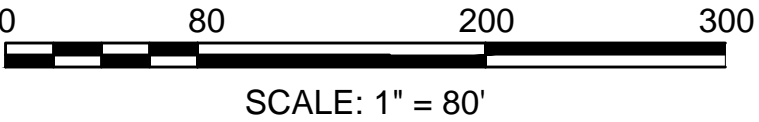
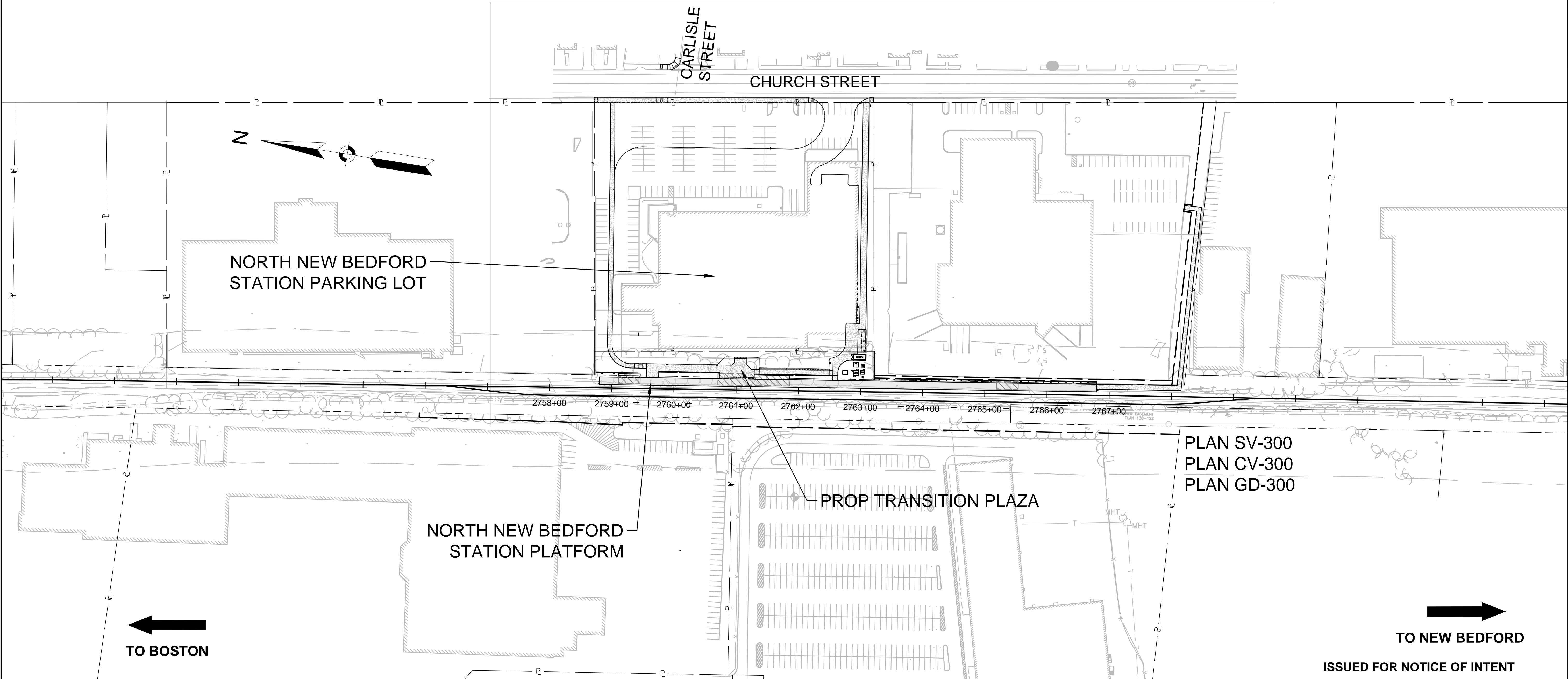
ISSUED FOR NOTICE OF
INTENT

06/17/2019



SHEET: GN-300

FILE NAME: \\VHB\GEL\PROJ\BOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\EVNOI NBN\SEGMENT3_CV(KP_NNB)-NOI.DWG



PLAN SV-300
PLAN CV-300
PLAN GD-300

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTH COAST RAIL - PHASE I
MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS
CONTRACT NO.

**NEW BEDFORD MAIN LINE
NORTH NEW BEDFORD STATION
KEY PLAN**

99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

APPROVED BY: _____

PROJECT MANAGER		Date	
HORIZ: 1" = 80'	DES. BY	DR. BY	CHK. BY
VERT: NONE	SJH	MRT	RM
DATE: 06/17/2019			

PROJECT MANAGER		Date	
PLAN NO.	ISSUE		
SHEET	KP-300		

GENERAL

1. EACH PLAN IS PART OF A SET OF DRAWINGS AND SPECIFICATIONS, AND IS NOT TO BE USED AS A SOLE SOURCE OF INFORMATION.
2. ALL EXISTING STATE, COUNTY, CITY, AND TOWN LOCATION LINES AND PRIVATE PROPERTY LINES HAVE BEEN ESTABLISHED FROM AVAILABLE INFORMATION AND THEIR EXACT LOCATIONS ARE NOT GUARANTEED.
3. THE TERM "PROPOSED" (PROP) MEANS WORK TO BE CONSTRUCTED USING NEW MATERIALS OR, WHERE APPLICABLE RE-USING EXISTING MATERIALS IDENTIFIED AS "REMOVE AND RESET" (R&R).
4. THE CONTRACTOR SHALL COORDINATE ANY WORK IMPACTING RAILROAD PROPERTY AND / OR RIGHT-OF-WAY WITH MBTA, KEOLIS, MCRR, AND CSX.
5. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITE SECURITY AND JOB SAFETY. ALL CONSTRUCTION ACTIVITY SHALL BE IN ACCORDANCE WITH MassDOT, MBTA, OSHA STANDARDS AND LOCAL REQUIREMENTS, WHICHEVER IS MORE STRINGENT.
6. THE CONTRACTOR SHALL PROVIDE 72 HOURS NOTICE TO ALL PRIVATE PROPERTY OWNERS ABUTTING CONSTRUCTION AREAS PRIOR TO COMMENCEMENT OF WORK.
7. ALL WORK PERFORMED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO APPLICABLE MUNICIPAL AND / OR STATE HIGHWAY STANDARDS.
8. ALL SITE TRAFFIC CONTROL SIGNAGE AND PAVEMENT MARKINGS SHALL CONFORM TO THE 2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) UNLESS OTHERWISE NOTED.
9. ALL PROPOSED GRANITE BOUNDS AND ANY EXISTING MONUMENTATION DISTURBED DURING CONSTRUCTION SHALL BE RESET BY A PROFESSIONAL LAND SURVEYOR (PLS).
10. ALL EXISTING U.S.G.S DISKS, HIGHWAY BOUNDS, RAILROAD MONUMENTS, PROPERTY BOUNDS, AND CITY BOUNDS SHALL BE PROTECTED AND RAISED TO FINISHED GRADE AS REQUIRED BY U.S.G.S., MASSDOT, OR OTHER APPLICABLE AUTHORITY. ANY DAMAGE TO U.S.G.S DISKS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER AND THE U.S. GEOLOGICAL SURVEY AND SHALL BE REPAIRED AT NO COST TO THE RESPECTIVE AUTHORITY. ANY DAMAGE TO TOWN BOUNDS SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER AND SHALL BE REPAIRED AT NO COST TO THE AUTHORITY. THE CONTRACTOR SHALL INVENTORY ALL SUCH BOUNDS, DISKS, AND MONUMENTS PRIOR TO THE START OF ANY WORK.
11. CONTRACTOR SHALL INSTALL APPROVED EROSION CONTROL MEASURES PRIOR TO EARTHWORK OPERATION AND MAINTAIN EROSION CONTROL MEASURES DURING CONSTRUCTION. EROSION CONTROL SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
12. TEMPORARY CONSTRUCTION EASEMENT AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO THE ORIGINAL CONDITIONS UNLESS OTHERWISE NOTED.
13. CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL, MAINTAIN, AND REMOVE APPROVED EROSION CONTROL CHECKS AROUND CATCH BASIN FRAMES AND GRATES TO PREVENT RUNOFF SEDIMENT FROM ENTERING THE DRAINAGE SYSTEM DURING CONSTRUCTION.
14. CONTRACTOR SHALL CONTROL STORMWATER RUNOFF DURING CONSTRUCTION TO PREVENT ADVERSE IMPACTS TO OFFSITE AREAS, AND SHALL BE RESPONSIBLE TO REPAIR RESULTING DAMAGES, IF ANY, AT NO ADDITIONAL COST TO THE PROJECT.
15. THIS PROJECT DISTURBS MORE THAN ONE ACRE OF LAND AND FALLS WITHIN THE NPDES CONSTRUCTION GENERAL PERMIT (CGP) PROGRAM AND EPA JURISDICTION. PRIOR TO THE START OF CONSTRUCTION CONTRACTOR IS TO FILE A CGP NOTICE OF INTENT WITH THE EPA AND PREPARE A STORMWATER POLLUTION PREVENTION PLAN IN ACCORDANCE WITH THE NPDES REGULATIONS. CONTRACTOR SHALL CONFIRM THE OWNER HAS ALSO FILED A NOTICE OF INTENT WITH THE EPA.
16. CONTRACTOR SHALL INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS (MINIMUM) OR AS REQUIRED PER THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR SHALL ADDRESS DEFICIENCIES AND MAINTENANCE ITEMS WITHIN TWENTY-FOUR HOURS OF INSPECTION. CONTRACTOR SHALL PROPERLY DISPOSE OF SEDIMENT SUCH THAT IT DOES NOT ENCUMBER OTHER DRAINAGE STRUCTURES AND PROTECTED AREAS.
17. AREAS OUTSIDE THE LIMIT OF PROPOSED WORK DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE PROJECT.
18. ALL AREAS DISTURBED DURING CONSTRUCTION EXCEPT PAVEMENT AND STRUCTURES SHALL RECEIVE LOAM AND SEEDING PER THE SPECIFICATIONS UNLESS OTHERWISE NOTED.
19. TREES AND SHRUBS OUTSIDE THE LIMITS OF GRADING SHALL BE REMOVED ONLY UPON APPROVAL OF THE ENGINEER.
20. JOINTS BETWEEN NEW BITUMINOUS CONCRETE ROADWAY PAVEMENT AND SAWCUT EXISTING PAVEMENT SHALL BE SEALED WITH HOT POURED RUBBERIZED ASPHALT SEALER AND BACKSANDDED.
21. DIMENSIONS ARE FROM FACE OF CURB, FACE OF WALL, AND CENTERLINE OF PAVEMENT MARKINGS UNLESS OTHERWISE NOTED.

SITE PREPARATION

1. CONTRACTOR SHALL CLEAR AND GRUB ALL EXISTING VEGETATED AREAS WITHIN LIMIT OF WORK.
2. CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING MANMADE SURFACE FEATURES WITHIN THE LIMIT OF WORK INCLUDING BUILDINGS, STRUCTURES, PAVEMENTS, SLABS, CURBING, FENCES, UTILITY POLES, SIGNS, ETC. UNLESS INDICATED OTHERWISE ON THE DRAWINGS.
3. MAINTAIN EXISTING DRAINAGE SYSTEM TO THE GREATEST POSSIBLE EXTENT DURING ALL CONSTRUCTION ACTIVITIES.
4. DEMOLITION TO BE PERFORMED IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL BUILDING CODE.

5. ALL DEMOLISHED MATERIALS, RUBBISH, EXCAVATED MATERIALS AND DEBRIS SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS.
6. DISPOSAL OF HAZARDOUS WASTE SHALL BE IN ACCORDANCE WITH APPLICABLE CODES, REGULATIONS, AND PROJECT SPECIFICATIONS.
7. UNLESS OTHERWISE NOTED, DISCONNECT ALL UTILITIES AND CAP EXISTING FIELD LINES SUCH AS GAS MAINS, WATER MAINS, AND ELECTRICAL BEFORE STARTING DEMOLITION. COORDINATE THE UTILITY DISCONNECTS WITH THE APPLICABLE UTILITY COMPANY. EXISTING WATER, SEWER, AND DRAINAGE MAINS TO BE RETAINED AND PROTECTED WHERE NOTED.
8. CONTRACTOR SHALL RELOCATE EROSION CONTROL PERIMETER AND MEASURES (INCLUDING STABILIZED CONSTRUCTION SITE ENTRANCE/EXIT) AS NEEDED TO PROTECT ANY ADJOINING STRUCTURES AND SAFEGUARD THE NEIGHBORING AREAS FROM DUST AND DEBRIS.
9. ALL EXISTING RETAINING WALL FOUNDATIONS, COLUMNS, GRADE BEAMS, GRADE SLABS, ETC. SHALL BE DEMOLISHED UP TO 2' BELOW THE PROPOSED FINISHED GRADE UNLESS OTHERWISE NOTED ON THE PLANS OR SPECIFICATIONS.
10. THE DEMOLITION LIMITS DEPICTED IN THE PLANS IS INTENDED TO AID THE CONTRACTOR DURING THE BIDDING AND CONSTRUCTION PROCESS AND IS NOT INTENDED TO DEPICT EACH AND EVERY ELEMENT OF DEMOLITION. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THE DETAILED SCOPE OF DEMOLITION BEFORE SUBMITTING ITS BID/PROPOSAL TO PERFORM THE WORK AND SHALL MAKE NO CLAIMS AND SEEK NO ADDITIONAL COMPENSATION FOR CHANGED CONDITIONS OR UNFORESEEN OR LATENT SITE CONDITIONS RELATED TO ANY CONDITIONS DISCOVERED DURING EXECUTION OF THE WORK.
11. UNLESS OTHERWISE PROVIDED ON THE PLANS OR IN THE SPECIFICATIONS, THE ENGINEER HAS NOT PREPARED DESIGNS FOR AND SHALL HAVE NO RESPONSIBILITY FOR THE PRESENCE, DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF HAZARDOUS MATERIALS, TOXIC WASTE OR POLLUTANTS AT THE PROJECT SITE. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR ANY CLAIMS OF LOSS, DAMAGE, EXPENSE, DELAY, INJURY OR DEATH ARISING FROM THE PRESENCE OF HAZARDOUS MATERIAL AND CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE ENGINEER FROM ANY CLAIMS MADE IN CONNECTION THEREWITH. MOREOVER, THE ENGINEER SHALL HAVE NO ADMINISTRATIVE OBLIGATIONS OF ANY TYPE WITH REGARD TO ANY CONTRACTOR AMENDMENT INVOLVING THE ISSUES OF PRESENCE, DISCOVERY, REMOVAL, ABATEMENT OR DISPOSAL OF ASBESTOS OR OTHER HAZARDOUS MATERIALS.

UTILITIES

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES, WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CONTACT "DIG SAFE" 72 HOURS PRIOR TO ANY EXCAVATION PERFORMED ON OR OFF SITE AT 811 OR 1-888-344-7233 AND SHALL COORDINATE LOCATION OF NON "DIG SAFE" MEMBER UTILITIES WITHIN THE TIME FRAME SPECIFIED BY THE UTILITY OWNER.
2. THE CONTRACTOR SHALL MAKE ARRANGEMENTS AND SHALL BE RESPONSIBLE FOR PAYING ANY FEES FOR ANY POLE RELOCATION AND FOR THE ALTERATION OR ADJUSTMENT OF GAS, ELECTRIC, TELEPHONE, FIRE ALARM, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANY.
3. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION, SIZE, INVERTS, AND TYPES OF EXISTING PIPES AT ALL PROPOSED POINTS OF CONNECTION PRIOR TO ORDERING MATERIALS. WHERE AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED IN WRITING TO THE ENGINEER FOR THE RESOLUTION OF THE CONFLICT.
4. FIELD VERIFY EXISTING DRAINAGE MANHOLE AND CATCH BASIN INVERTS AND REPORT ANY DISCREPANCIES BETWEEN PLANS AND ACTUAL CONDITIONS TO THE ENGINEER PRIOR TO START OF ANY DRAINAGE INSTALLATION.
5. ALL EXISTING UTILITIES SHALL BE MAINTAINED IN PLACE AND/OR KEPT OPERATIONAL DURING CONSTRUCTION EXCEPT AS NOTED ON THE CONTRACT DRAWINGS. ANY NECESSARY DISRUPTION TO OR ABANDONMENT OF EXISTING UTILITIES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
6. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY ALL UTILITY COMPANIES AND CITIES / TOWNS THAT MAY BE AFFECTED BY ANY PORTION OF THIS CONSTRUCTION AND TO COORDINATE ALL WORK INVOLVING UTILITY COMPANIES OR CITY / TOWN FACILITIES, WHETHER THOSE FACILITIES ARE EXISTING OR PROPOSED. IT IS ALSO THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPORT AND PROTECT EXISTING UTILITIES IN AND AROUND EXCAVATIONS. PROTECTION AND/OR SUPPORT SHALL BE CONSIDERED INCIDENTAL WORK AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE ITEM BEING INSTALLED.
7. EXISTING UTILITIES CALLED FOR TO BE RELOCATED SHALL BE VERIFIED WITH RESPECTIVE CONTROLLING AUTHORITY AS TO THEIR FINAL DISPOSITION.
8. ALL ABOVE GRADE STRUCTURES, POLES, TRANSFORMERS, ETC. TO BE RELOCATED SHALL BE PLACED AT OR BEYOND THE REQUIRED MBTA STANDARD CLEARANCE FROM THE CENTERLINE OF ANY EXISTING AND FUTURE TRACK.
9. ALL UTILITY SURFACE CASTINGS (COVERS, GRATES, GATE BOXES, ETC.) TO REMAIN SHALL BE ADJUSTED TO THE NEW SURFACE GRADE AS REQUIRED, WHETHER OR NOT CALLED FOR ON THE PLANS.
10. THE CONTRACTOR SHALL ALTER THE MASONRY OF THE TOP SECTION OF ALL EXISTING DRAINAGE STRUCTURES AS NECESSARY FOR CHANGES IN GRADE, AND RESET ALL WATER AND DRAINAGE FRAMES, GRATES AND BOXES TO THE PROPOSED FINISH SURFACE GRADE. REQUIRED NEW MASONRY SHALL BE CLAY BRICK CONFORMING TO M4.05.2 OF THE MASSDOT HIGHWAY STANDARD SPECIFICATIONS.
11. CONTRACTOR SHALL PROTECT ALL UNDERGROUND DRAINAGE, SEWER, AND UTILITY FACILITIES FROM ALL LOADS DURING CONSTRUCTION. ANY DAMAGE TO THESE FACILITIES RESULTING FROM CONSTRUCTION LOADS WILL BE RESTORED TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE PROJECT.
12. ALL UTILITIES SHOWN ON PLANS SHALL BE RETAINED UNLESS OTHERWISE INDICATED.

EXISTING CONDITIONS

1. HORIZONTAL DATUM IS MASSACHUSETTS STATE PLANE COORDINATE SYSTEM NAD 1983(2011) EPOCH(2010), ESTABLISHED VIA CONVENTIONAL TOTAL STATION RTK AND OR STATIC GPS.
2. VERTICAL DATUM IS BASED ON NAVD 1988
3. EXISTING CONDITIONS ARE FROM MAPPING PREPARED BY COL-EAST INC. AND SUPPLEMENTED BY BRYANT ASSOCIATES INC.
4. PROPERTY LINES WERE SURVEYED BY VHB, INC.
5. THE SURFACE EVIDENCE OF THE UTILITIES SHOWN WERE LOCATED BY FIELD SURVEY. INVERT DATA WAS COLLECTED BY PRIME AE GROUP, INC. AND WAS NOT VERIFIED BY BRYANT ASSOCIATES INC. THE LINWORK REPRESENTING UNDERGROUND STRUCTURES AND PIPES HAS BEEN SHOWN HEREON IN ITS APPROXIMATE LOCATION BASED ON AVAILABLE RECORD PLANS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
6. WETLAND DELINEATION WAS CONDUCTED BY VHB INC AND LOCATED VIA CONVENTIONAL FIELD SURVEY BY BRYANT ASSOCIATES INC.

ISSUED FOR NOTICE OF INTENT

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<p>NEW BEDFORD MAIN LINE</p> <p>NORTH NEW BEDFORD STATION</p> <p>CIVIL GENERAL NOTES</p>																																																								
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 25%;">ISSUE</th> <th style="width: 25%;">DATE</th> <th style="width: 25%;">DESCRIPTION</th> <th style="width: 25%;">BY</th> <th style="width: 25%;">CHKD.</th> <th style="width: 25%;">APP.</th> </tr> <tr><td style="height: 30px;"></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td style="height: 30px;"></td><td></td><td></td><td></td><td></td><td></td></tr> </table>	ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.																			<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="4">PROJECT MANAGER</th> <th>Date</th> </tr> <tr> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> </tr> <tr> <td style="height: 30px;"></td> <td style="height: 30px;"></td> <td style="height: 30px;"></td> <td style="height: 30px;"></td> <td style="height: 30px;"></td> </tr> </table>	PROJECT MANAGER				Date											<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="4">PROJECT MANAGER</th> <th>Date</th> </tr> <tr> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> <td style="width: 25%; height: 30px;"></td> </tr> <tr> <td style="height: 30px;"></td> <td style="height: 30px;"></td> <td style="height: 30px;"></td> <td style="height: 30px;"></td> <td style="height: 30px;"></td> </tr> </table>	PROJECT MANAGER				Date										
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GENERAL

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GENERAL

WWM WATER METER/WATER MAIN

GENERAL

[illegible]

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
		EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
		RAILROAD SIGNAL
		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
		MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
		MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
		LEGEND "ONLY" - WHITE
		STOP LINE
		CROSSWALK
		SOLID WHITE LINE
		SOLID YELLOW LINE
		BROKEN WHITE LINE
		BROKEN YELLOW LINE
		DOTTED WHITE LINE
		DOTTED YELLOW LINE
		DOTTED WHITE LINE EXTENSION
		DOTTED YELLOW LINE EXTENSION
		DOUBLE WHITE LINE
		DOUBLE YELLOW LINE

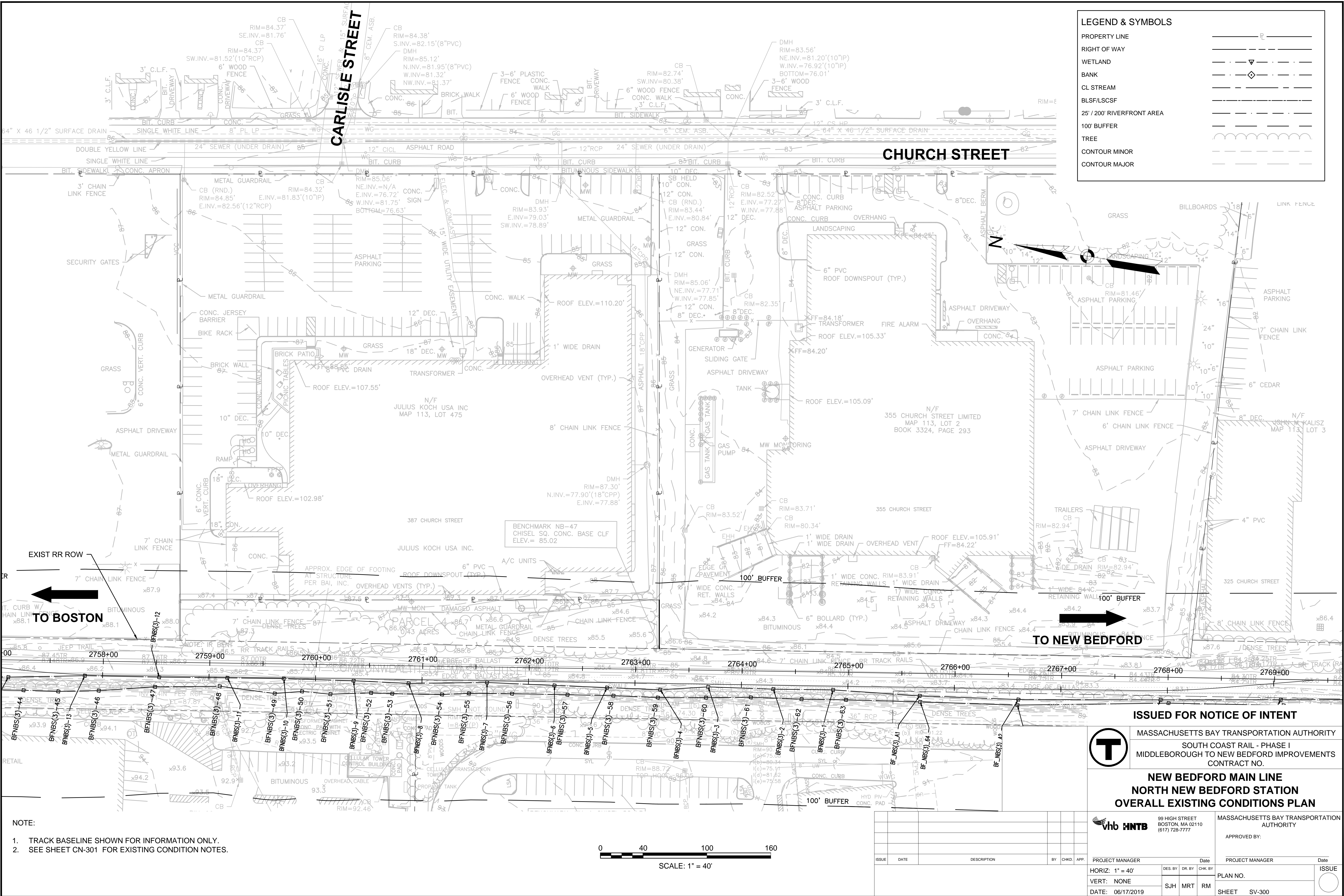


**NEW BEDFORD MAIN LINE
NORTH NEW BEDFORD STATION
CIVIL LEGEND SHEET**

99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

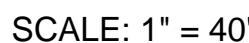
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1. LIMIT OF WORK AND EROSION CONTROL LIMITS SHOWN AND HEREON ARE FOR THE STATION CONSTRUCTION. REFER TO VOLUME 1 OF MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS (UNDER SEPARATE CONTRACT) FOR TRACK DETAILS.
2. CONTRACTOR SHALL PROVIDE ADVANCED NOTICE TO OWNERS FOR ANY PLANNED INTERRUPTIONS TO EXISTING SERVICES (WATER, ELECTRIC, TELECOM, ETC.).
3. TRACK BASELINE SHOWN FOR REFERENCE ONLY. REFER TO VOLUME 1 OF MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS (UNDER SEPARATE CONTRACT) FOR TRACK DETAILS.



PROJECT MANAGER	Date
PLAN NO.	ISSUE NO.
SHEET SP-300	

ISSUE	DATE		DESCRIPTION	BY	CHKD

FILE NAME: \\VHB\GEL\PROJ\BOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\EV\NOT NB\SEGMENT3_CV(SP_NNB)--NOI.DWG

DOCUMENT USE:

THIS BASE PLAN ILLUSTRATES THE MINIMUM PERIMETER EROSION & SEDIMENTATION CONTROLS. THE SWPPP OPERATOR SHALL UPDATE THIS PLAN THROUGHOUT THE DURATION OF CONSTRUCTION TO SHOW THE LOCATIONS OF PROPOSED/CONSTRUCTED E&S CONTROLS DEEMED NECESSARY TO MEET THE REQUIREMENTS OF THE NPDES CDP.

PROJECT E&S NARRATIVE:

THE APPROXIMATELY 5.3 ACRE SITE WILL BE DEVELOPED AS A SINGLE-PHASE PROJECT. THE PROJECT DISTURBANCE EXCEEDS 1 ACRE THEREFORE IS SUBJECT TO THE REQUIREMENTS OF THE EPA CONSTRUCTION GENERAL PERMIT.

EROSION AND SEDIMENTATION TECHNIQUES

THE EROSION AND SEDIMENTATION CONTROLS SHOWN HEREON ARE PERIMETER MEASURES ONLY AND ARE PROVIDED AS A STARTING POINT FOR CONTRACTOR'S STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR IS REQUIRED TO PROVIDE ADDITIONAL INTERIM EROSION AND SEDIMENTATION CONTROLS, INCLUDING BUT NOT LIMITED TO THOSE LISTED BELOW. THE CONTRACTOR SHALL MANAGE EROSION AND SEDIMENTATION DURING CONSTRUCTION TO PREVENT IMPACTS TO RESOURCE AREAS, ROADWAYS, AND ABUTTING PROPERTIES. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE EROSION AND SEDIMENTATION CONTROLS THROUGHOUT THE DURATION OF CONSTRUCTION.

CATCH BASIN PROTECTION

NEWLY CONSTRUCTED AND EXISTING CATCH BASINS WILL BE PROTECTED WITH SILT SACKS THROUGHOUT CONSTRUCTION.

GRAVEL AND CONSTRUCTION ENTRANCE/EXIT

A TEMPORARY CRUSHED-STONE CONSTRUCTION ENTRANCE/EXIT WILL BE CONSTRUCTED. A CROSS SLOPE WILL BE PLACED IN THE ENTRANCE TO DIRECT RUNOFF TO THE SEDIMENT TRAP.

VEGETATIVE SLOPE STABILIZATION

STABILIZATION OF OPEN SOIL SURFACES WILL BE IMPLEMENTED WITHIN 14 DAYS AFTER GRADING OR CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, UNLESS THERE IS SUFFICIENT SNOW COVER TO PROHIBIT IMPLEMENTATION. VEGETATIVE SLOPE STABILIZATION WILL BE USED TO MINIMIZE EROSION ON SLOPES OF 3:1 OR FLATTER. ANNUAL GRASSES, SUCH AS ANNUAL RYE, WILL BE USED TO ENSURE RAPID GERMINATION AND PRODUCTION OF ROOTMASS. PERMANENT STABILIZATION WILL BE COMPLETED WITH THE PLANTING OF PERENNIAL GRASSES OR LEGUMES. ESTABLISHMENT OF TEMPORARY AND PERMANENT VEGETATIVE COVER MAY BE ESTABLISHED BY HYDRO-SEEDING OR SODDING. A SUITABLE TOPSOIL, GOOD SEEDBED PREPARATION, AND ADEQUATE LIME, FERTILIZER AND WATER WILL BE PROVIDED FOR EFFECTIVE ESTABLISHMENT OF THESE VEGETATIVE STABILIZATION METHODS. MULCH WILL ALSO BE USED AFTER PERMANENT SEEDING TO PROTECT SOIL FROM THE IMPACT OF FALLING RAIN AND TO INCREASE THE CAPACITY OF THE SOIL TO ABSORB WATER.

TEMPORARY SEDIMENT BASINS

TEMPORARY SEDIMENT BASINS WILL BE DESIGNED EITHER AS EXCAVATIONS OR BERMED STORMWATER DETENTION STRUCTURES (DEPENDING ON GRADING) THAT WILL RETAIN RUNOFF FOR A SUFFICIENT PERIOD OF TIME TO ALLOW SUSPENDED SOIL PARTICLES TO SETTLE OUT PRIOR TO DISCHARGE. THESE TEMPORARY BASINS WILL BE LOCATED BASED ON CONSTRUCTION NEEDS AS DETERMINED BY THE CONTRACTOR AND OUTLET DEVICES WILL BE DESIGNED TO CONTROL VELOCITY AND SEDIMENT. POINTS OF DISCHARGE FROM SEDIMENT BASINS WILL BE STABILIZED TO MINIMIZE EROSION. AT A MINIMUM, SEDIMENTATION BASINS SHALL BE DESIGNED AND CONSTRUCTED TO PROVIDE STORAGE FOR THE VOLUME OF RUNOFF GENERATED FROM A 2-YR, 24-HR DESIGN STORM, OR AT LEAST 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINING TO THE BASIN.

STOCKPILE MANAGEMENT

SIDESLOPES OF STOCKPILED MATERIAL SHALL BE NO STEEPER THAN 2:1. STOCKPILES NOT USED WITHIN 30 DAYS NEED TO BE SEEDED AND MULCHED IMMEDIATELY AFTER FORMATION OF THE STOCKPILE. STRAW BALES AND SILT FENCE ARE TO BE PLACED AROUND THE STOCKPILE AREA APPROXIMATELY 10 FEET FROM THE TOE OF SLOPE.

DUST CONTROL

PERIODICALLY MOISTEN EXPOSED SURFACES ON UNPAVED TRAVELWAYS TO KEEP THE TRAVELWAY DAMP AND REDUCE DUST.

TEMPORARY EROSION AND SEDIMENTATION CONTROL MAINTENANCE (THROUGHOUT CONSTRUCTION)

THE SITE CONTRACTOR SHALL INSPECT AND MAINTAIN EROSION CONTROL MEASURES ON A WEEKLY BASIS (MINIMUM) OR AS REQUIRED PER THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP). THE CONTRACTOR SHALL ADDRESS DEFICIENCIES AND MAINTENANCE ITEMS WITHIN TWENTY-FOUR HOURS OF INSPECTION. CONTRACTOR SHALL PROPERLY DISPOSE OF SEDIMENT SUCH THAT IT DOES NOT ENCUMBER OTHER DRAINAGE STRUCTURES AND PROTECTED AREAS. RECORDS OF THE INSPECTIONS WILL BE PREPARED AND MAINTAINED ON-SITE BY THE CONTRACTOR. SILT SHALL BE REMOVED FROM BEHIND BARRIERS IF GREATER THAN 6-INCHES DEEP OR AS NEEDED.

DAMAGED OR DETERIORATED ITEMS WILL BE REPAIRED IMMEDIATELY AFTER IDENTIFICATION.

SEDIMENT THAT IS COLLECTED IN STRUCTURES SHALL BE DISPOSED OF PROPERLY OR COVERED IF STORED ON-SITE.


EROSION CONTROL STRUCTURES SHALL REMAIN IN PLACE UNTIL ALL DISTURBED EARTH HAS BEEN SECURELY STABILIZED. AFTER REMOVAL OF STRUCTURES, DISTURBED AREAS SHALL BE REGRADED AND STABILIZED AS SOON AS PRACTICAL.

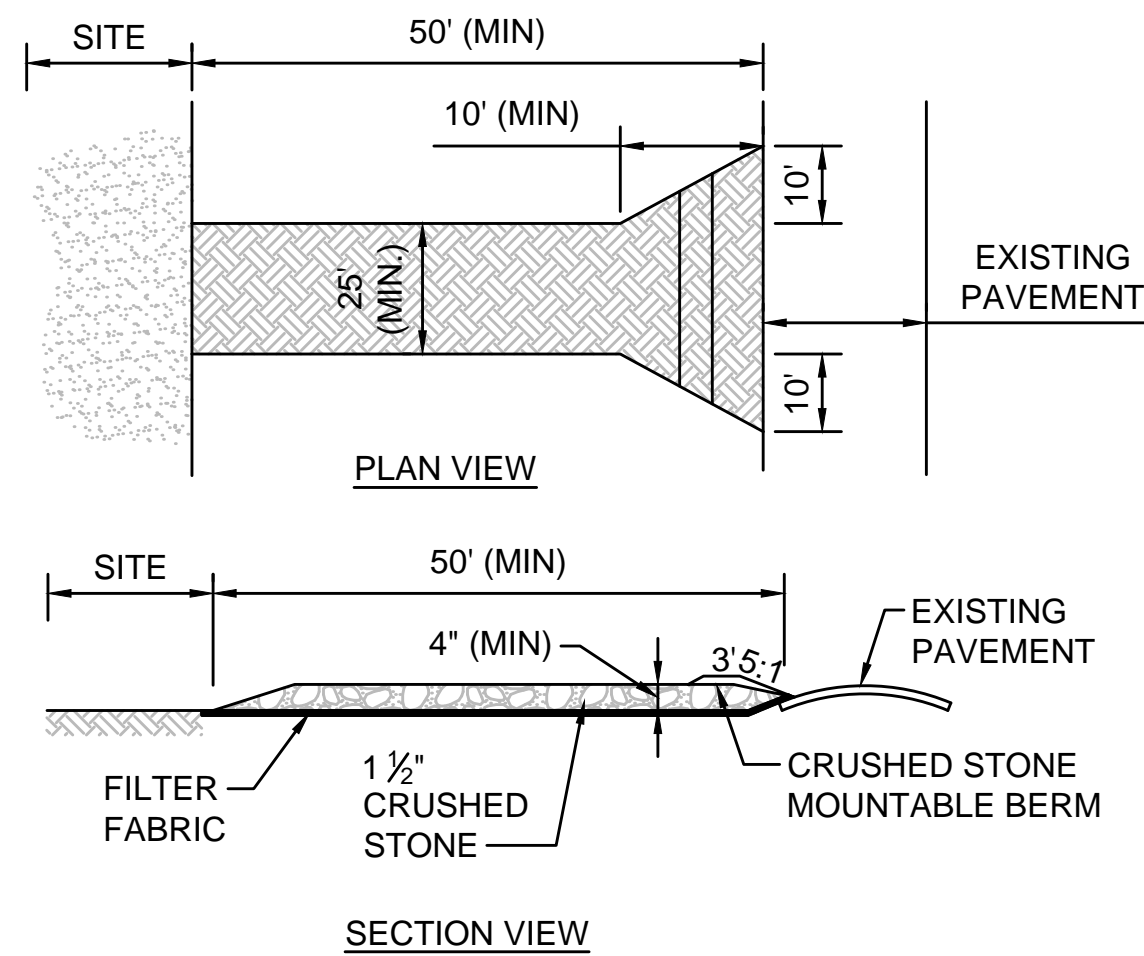
MAINTAIN THE CONSTRUCTION ENTRANCE IN A CONDITION WHICH WILL PREVENT TRACKING AND WASHING OF SEDIMENTS ONTO PAVED SURFACES.

SWPPP NOTES:

1. THE QUANTITIES AND LOCATIONS OF EROSION/SEDIMENTATION CONTROL MEASURES (INCLUDING TEMPORARY SEDIMENTATION BASINS) SHOWN ON THIS SITE MAP ARE APPROXIMATE. THIS SITE PREPARATION PLAN, LIKE THE SWPPP, IS A DYNAMIC DOCUMENT, AND MUST BE CONTINUALLY UPDATED BY THE OPERATOR(S) THROUGHOUT CONSTRUCTION. PROJECT OPERATOR(S) SHALL UPDATE SITE MAP TO SHOW FINAL LOCATIONS OF STORMWATER CONTROL MEASURES AND PROVIDE INFORMATION FOR TYPES OF CONTROLS PROVIDED. PROJECT OPERATORS ARE RESPONSIBLE TO IMPLEMENT, INSPECT, MAINTAIN, REPAIR, AND MODIFY EROSION/SEDIMENTATION CONTROL MEASURES (INCLUDING TEMPORARY SEDIMENTATION BASINS).
2. STORMWATER CONTROLS MUST BE DESIGNED, INSTALLED AND MAINTAINED IN COMPLIANCE WITH PART 2.1 OF THE 2017 CGP.
3. EROSION AND SEDIMENT CONTROLS MUST BE IMPLEMENTED TO ADDRESS THE REQUIREMENTS OF PART 2.2 OF THE 2017 CGP.
4. IF ANY STORMWATER CONTROLS MUST BE DESIGNED (E.G., SEDIMENT BASINS OR CONVEYANCE CHANNELS), THE DESIGN DOCUMENTATION MUST BE INCLUDED IN ATTACHMENTS OF THE SWPPP MANUAL.
5. THE ITEMS LISTED BELOW ARE REQUIRED TO BE SHOWN ON THIS SITE MAP PER PART 7.2.4 OF THE 2017 CGP. THIS SITE MAP ALREADY INCLUDES SOME OF THE ITEMS IDENTIFIED BELOW, BUT IT IS THE RESPONSIBILITY OF THE PROJECT OPERATOR(S) TO SUPPLEMENT THE INFORMATION INCLUDED HEREON TO ENSURE THAT ALL REQUIRED ITEMS ARE PROVIDED. PROJECT OPERATOR(S) SHALL CONTINUALLY UPDATE THIS SITE PLAN TO DOCUMENT THESE ITEMS THROUGHOUT CONSTRUCTION, INCLUDING BUT NOT LIMITED TO:

- BOUNDARIES OF THE AREA OF DISTURBANCE
- 50-FOOT BUFFER AROUND THE AREA OF DISTURBANCE
- IDENTIFY AREAS OF STEEP SLOPE
- LOCATIONS OF STOCKPILES
- LOCATIONS OF CONSTRUCTION VEHICLE ACCESS
- ALL STORMWATER DISCHARGE POINTS FROM THE AREA OF DISTURBANCE (TO WATERBODIES AND TO STORM DRAIN INLETS)
- LOCATION OF ALL SURFACE WATERS WHERE THE AREA OF DISTURBANCE DISCHARGES
- THE LOCATION AND NATURE OF ALL EROSION AND SEDIMENT CONTROLS
- PERIMETER CONTROLS
- STORM DRAIN INLET CONTROLS
- A NOTE THAT INDICATES THAT THE CONTRACTOR WILL PROVIDE INFORMATION FOR ANY OTHER TYPES OF CONTROLS REQUIRED.
- LOCATION OF ON-SITE AND OFF-SITE CONSTRUCTION SUPPORT ACTIVITY AREAS COVERED BY THIS PERMIT
- AREAS OF FEDERALLY LISTED CRITICAL HABITAT WITHIN THE SITE AND/OR AT DISCHARGE LOCATIONS
- DRAINAGE PATTERNS OF STORMWATER AND AUTHORIZED NON-STORMWATER BEFORE AND AFTER MAJOR GRADING ACTIVITIES.
- LOCATIONS OF ALL POTENTIAL POLLUTANT GENERATING ACTIVITIES.
- LOCATIONS WHERE ANY CHEMICALS WILL BE USED AND STORED.

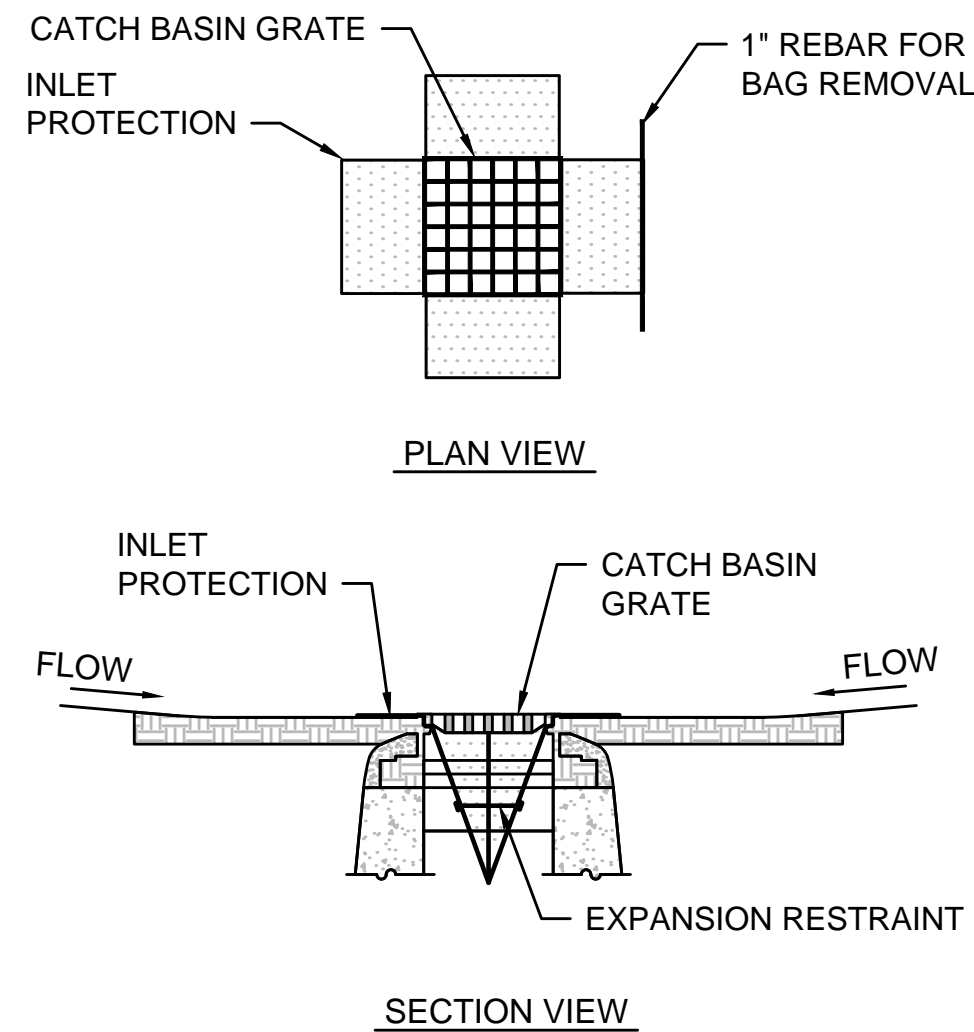
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- | NOTES: | |
|--------|--|
| 1. | CONTRACTOR TO FIELD LOCATE STABILIZED CONSTRUCTION EXIT BASED ON CONSTRUCTION PHASING AND STAGING. |
| 2. | THE EXIT SHALL BE MAINTAINED IN A CONDITION WHICH SHALL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY. BERM SHALL BE PERMITTED. PERIODIC INSPECTION AND MAINTENANCE SHALL BE PROVIDED AS NEEDED. |
| 3. | STABILIZED CONSTRUCTION EXIT SHALL BE REMOVED PRIOR TO FINAL FINISH MATERIALS BEING INSTALLED. |
| 4. | EXIT WIDTH SHALL BE A TWENTY-FIVE (25) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. |

STABILIZED CONSTRUCTION EXIT

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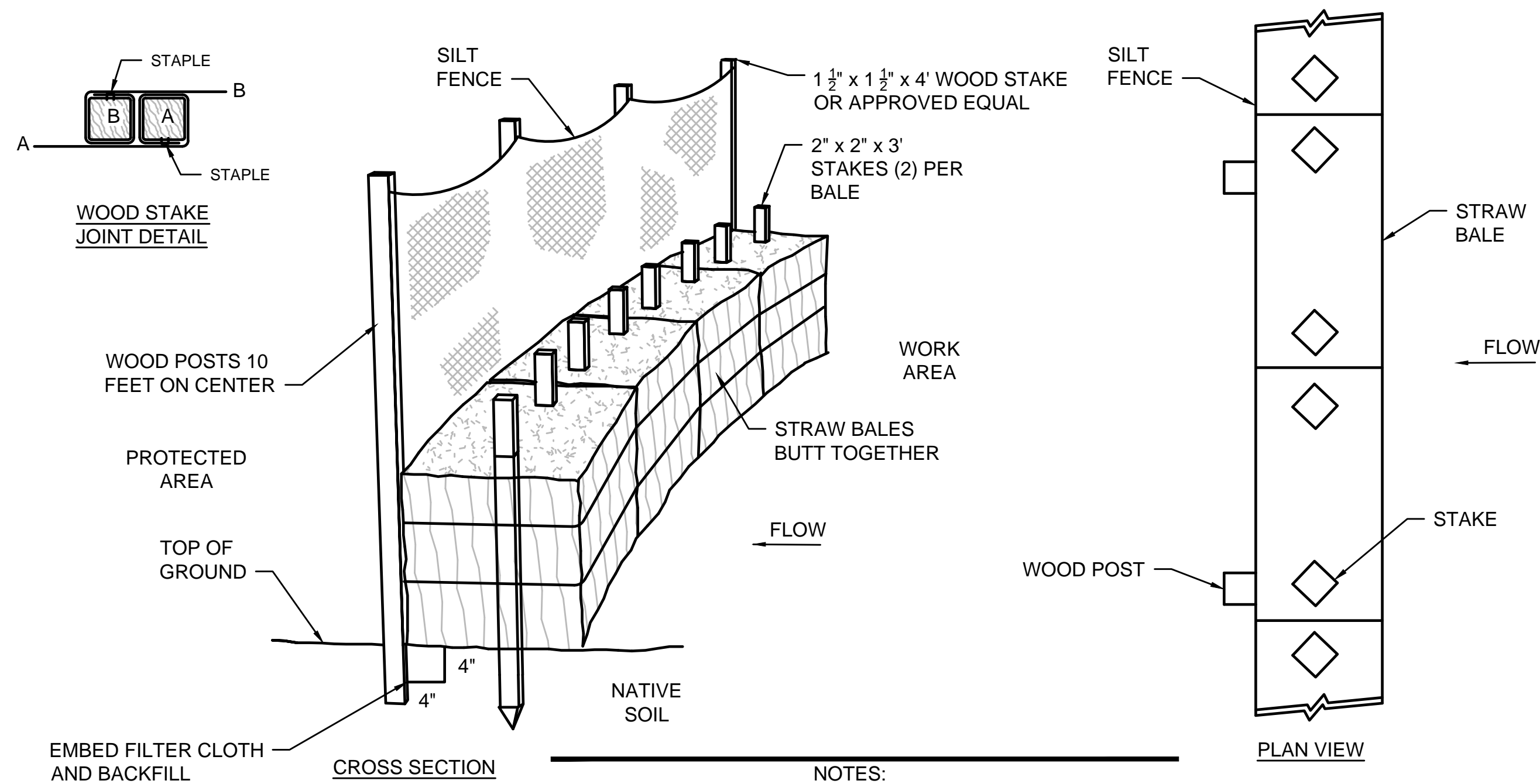


- NOTES:**

 1. INSTALL INLET PROTECTION IN EXISTING CATCH BASINS, BEFORE COMMENCING WORK, AND IN NEW CATCH BASINS IMMEDIATELY AFTER INSTALLATION OF STRUCTURE. MAINTAIN UNTIL BINDER COURSE PAVING IS COMPLETE OR A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED.
 2. GRATE TO BE PLACED OVER INLET PROTECTION.
 3. CATCH BASIN INLET PROTECTION SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND CLEANING OR REPLACEMENT SHALL BE PERFORMED.

CATCH BASIN INLET PROTECTION

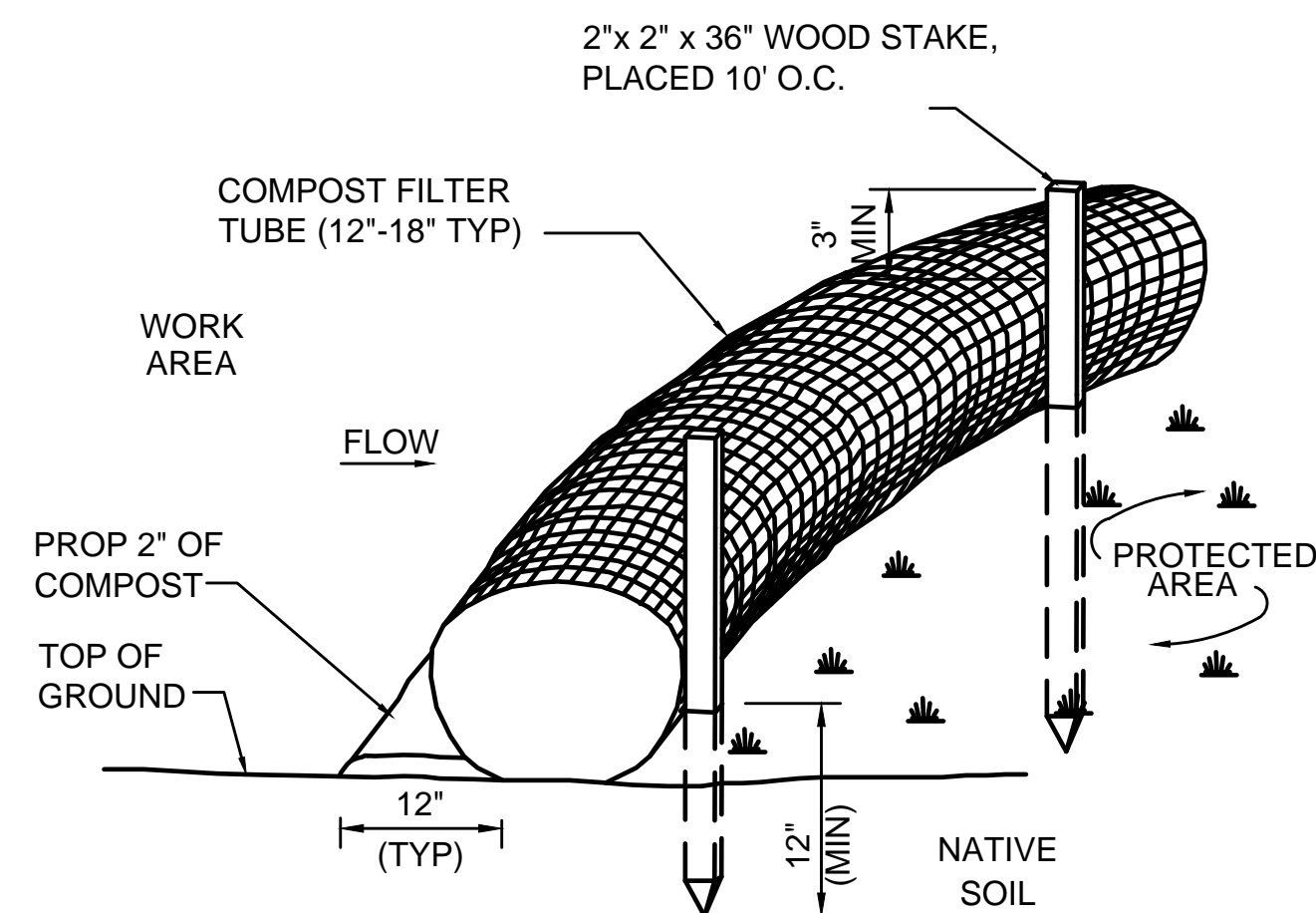
SCALE: N.T.S.



- | ITEM NO. | ITEM DESCRIPTION |
|----------|---|
| | NOTES: |
| 1. | FILTER CLOTH SHALL BE FASTENED SECURELY TO POSTS WITH WIRE TIES OR STAPLES AND POSTS SHALL BE SPACED EVERY 10 FEET. |
| 2. | WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6 INCHES AND FOLDED. |
| 3. | ENTRENCH SILT FENCE BUT NOT STRAW BALES. |
| 4. | INSPECTIONS SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY. |

EROSION CONTROL BARRIER

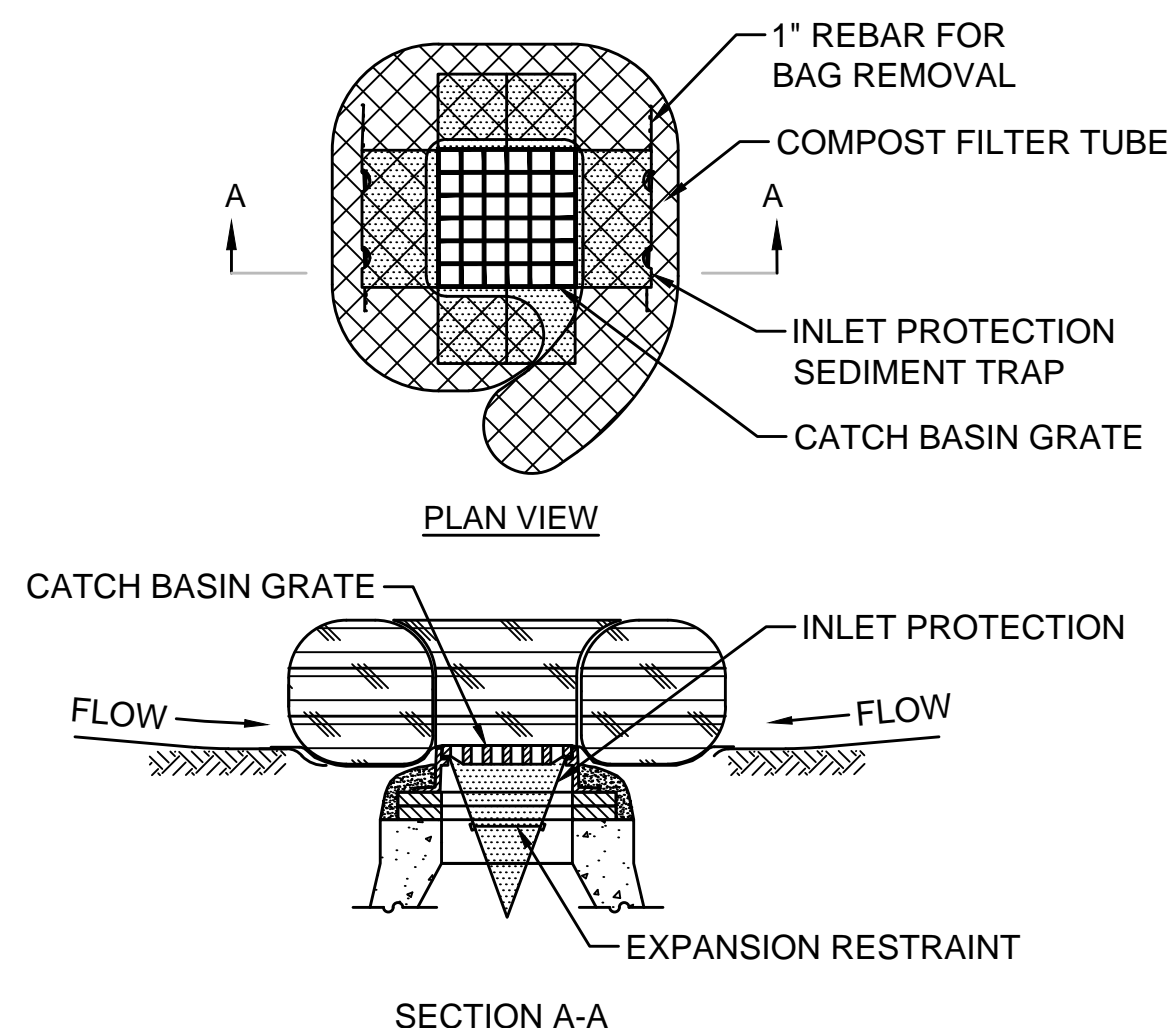
SCALE: N.T.S.



- | NOTES: | |
|--------|--|
| 1. | FILTER TUBE SHALL BE FILLED BY BLOWN IN ORGANIC COMPOST AND PLACED AS ILLUSTRATED ON THE PROJECT PLANS. |
| 2. | COMPOST FILTER TUBES SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS, AND REPAIRED OR REPLACED AS NEEDED. |
| 3. | AT COMPLETION OF PROJECT, COMPOST FILTER TUBES SHALL BE CUT OPEN AND COMPOST MATERIAL SHALL BE DISPERSED ON SITE. |
| 4. | THE EMPTY FILTER TUBE FABRIC SHALL BE COLLECTED AND DISPOSED OF PROPERLY. |

LINEAR SEDIMENTATION AND EROSION CONTROL

SCALE: N.T.S

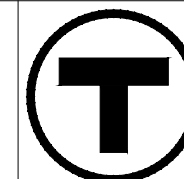


- | NOTES: | |
|--------|---|
| 1. | ENCLOSE STRUCTURE WITH COMPOST FILTER TUBES IMMEDIATELY AFTER CATCH BASIN CONSTRUCTION. MAINTAIN UNTIL PAVING INTERMEDIATE COURSE IS COMPLETE OR A PERMANENT STAND OF GRASS HAS BEEN ESTABLISHED. |
| 2. | IF GRADE IS AGAINST EXISTING CURB THEN TUBE IS TO BE PLACED AROUND THREE SIDES OF GRATE ONLY. |
| 3. | COMPOST TUBES SHALL BE INSPECTED PERIODICALLY AND AFTER ALL STORM EVENTS AND REPAIR OR REPLACEMENT SHALL BE PERFORMED PROMPTLY AS NEEDED. |

CATCH BASIN SEDIMENT TRAP

SCALE: N.T.S.

ISSUED FOR NOTICE OF INTENT



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
<p style="text-align: center;">SOUTH COAST RAIL - PHASE I MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS CONTRACT NO.</p>

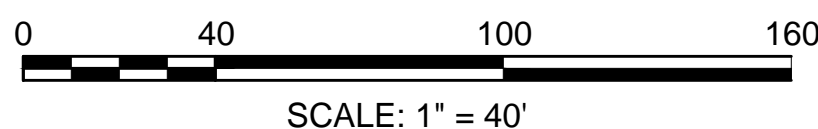
NEW BEDFORD MAIN LINE NORTH NEW BEDFORD STATION SITE PREPARATION DETAILS

99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

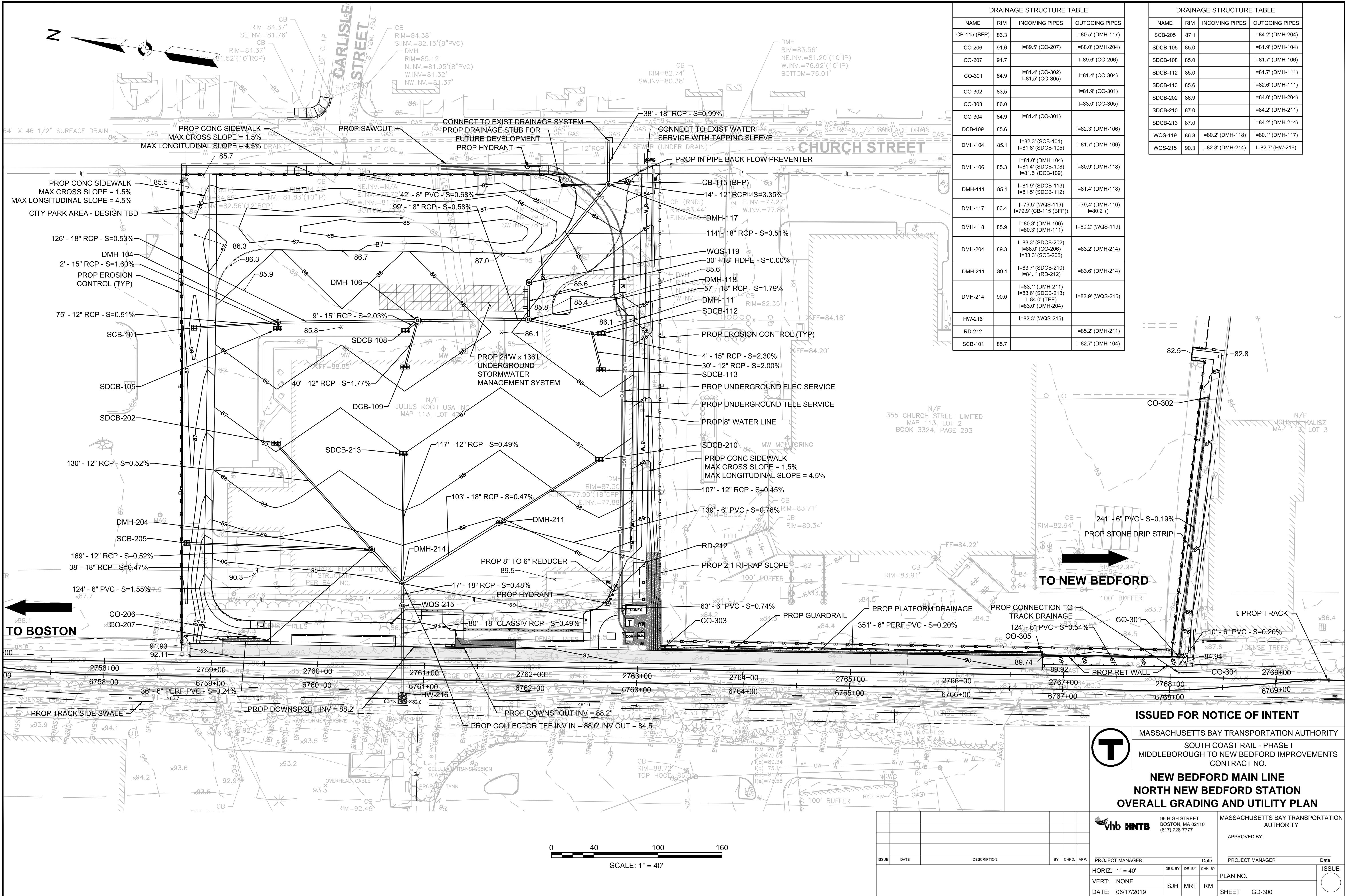
MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

APPROVED BY:

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DRAINAGE STRUCTURE TABLE			
NAME	RIM	INCOMING PIPES	OUTGOING PIPES
CB-115 (BFP)	83.3		I=80.5' (DMH-117)
CO-206	91.6	I=89.5' (CO-207)	I=88.0' (DMH-204)
CO-207	91.7		I=89.6' (CO-206)
CO-301	84.9	I=81.4' (CO-302) I=81.5' (CO-305)	I=81.4' (CO-304)
CO-302	83.5		I=81.9' (CO-301)
CO-303	86.0		I=83.0' (CO-305)
CO-304	84.9	I=81.4' (CO-301)	
DCB-109	85.6		I=82.3' (DMH-106)
DMH-104	85.1	I=82.3' (SCB-101) I=81.8' (SDCB-105)	I=81.7' (DMH-106)
DMH-106	85.3	I=81.0' (DMH-104) I=81.4' (SDCB-108) I=81.5' (DCB-109)	I=80.9' (DMH-118)
DMH-111	85.1	I=81.9' (SDCB-113) I=81.5' (SDCB-112)	I=81.4' (DMH-118)
DMH-117	83.4	I=79.5' (WQS-119) I=79.9' (CB-115 (BFP))	I=79.4' (DMH-116) I=80.2' ()
DMH-118	85.9	I=80.3' (DMH-106) I=80.3' (DMH-111)	I=80.2' (WQS-119)
DMH-204	89.3	I=83.3' (SDCB-202) I=86.0' (CO-206) I=83.3' (SCB-205)	I=83.2' (DMH-214)
DMH-211	89.1	I=83.7' (SDCB-210) I=84.1' (RD-212)	I=83.6' (DMH-214)
DMH-214	90.0	I=83.1' (DMH-211) I=83.6' (SDCB-213) I=84.0' (TEE) I=83.0' (DMH-204)	I=82.9' (WQS-215)
HW-216		I=82.3' (WQS-215)	
RD-212			I=85.2' (DMH-211)
SCB-101	85.7		I=82.7' (DMH-104)

DRAINAGE STRUCTURE TABLE			
NAME	RIM	INCOMING PIPES	OUTGOING PIPES
SCB-205	87.1		I=84.2' (DMH-204)
SDCB-105	85.0		I=81.9' (DMH-104)
SDCB-108	85.0		I=81.7' (DMH-106)
SDCB-112	85.0		I=81.7' (DMH-111)
SDCB-113	85.6		I=82.6' (DMH-111)
SDCB-202	86.9		I=84.0' (DMH-204)
SDCB-210	87.0		I=84.2' (DMH-211)
SDCB-213	87.0		I=84.2' (DMH-214)
WQS-119	86.3	I=80.2' (DMH-118)	I=80.1' (DMH-117)
WQS-215	90.3	I=82.8' (DMH-214)	I=82.7' (HW-216)



TO NEW BEDFORD

T

NEW BEDFORD MAIN LINE NORTH NEW BEDFORD STATION SNOW STORAGE PLAN

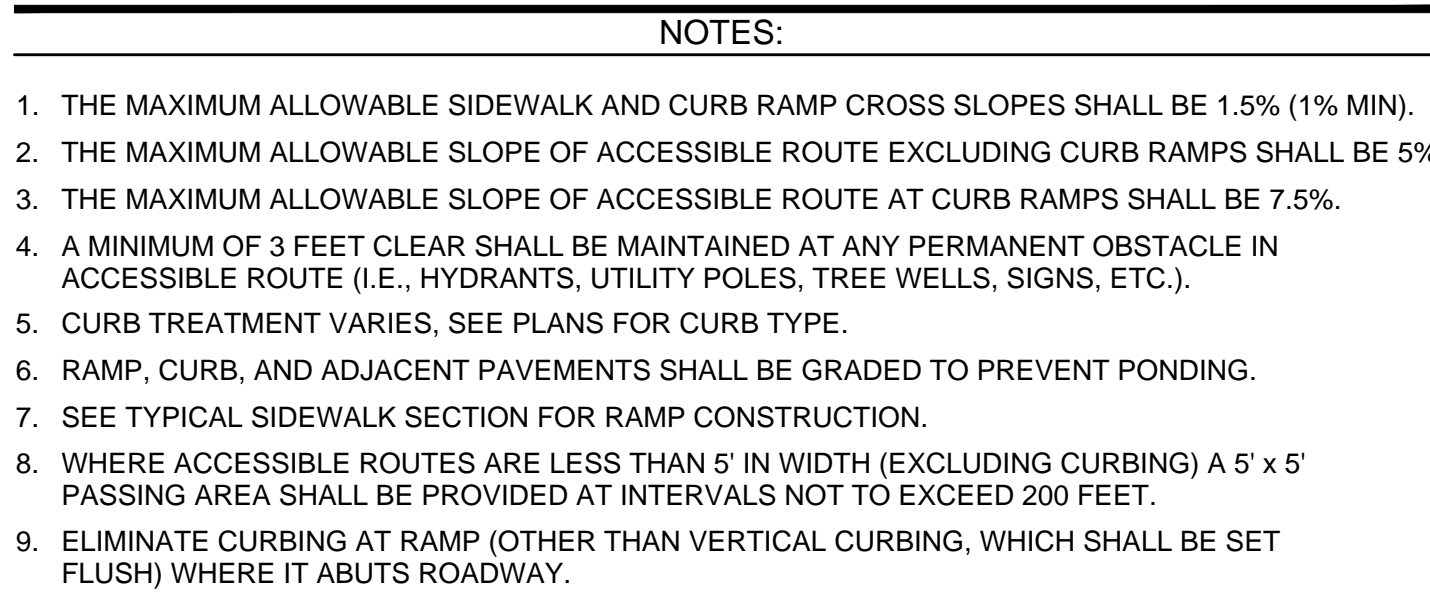
APPROVED BY:

[illegible]

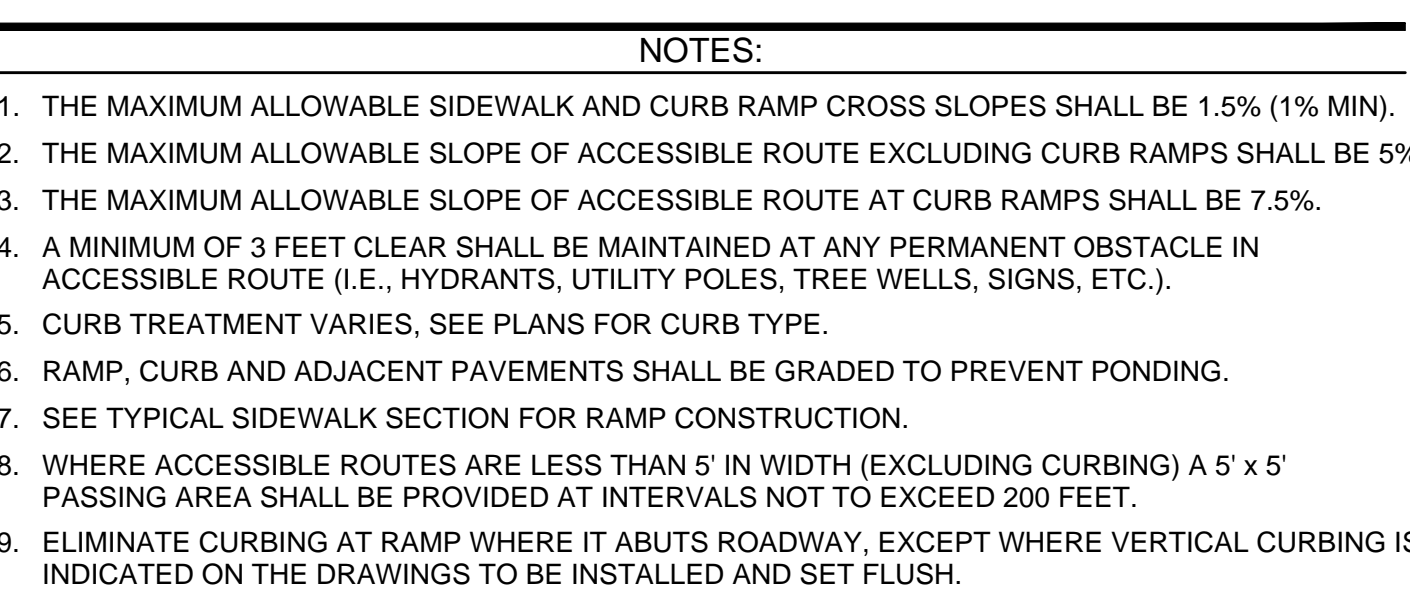
1. THE NORTH NEW BEDFORD STATION AREA HAS APPROXIMATELY 3.5 ACRES OF PAVED VEHICULAR AREA AND UNCOVERED SIDEWALK AND PLATFORM.
2. THE PLAN DEPICTS APPROXIMATELY 15,000 SF OF AREA AVAILABLE FOR SNOW STORAGE WITHIN THE STATION AREA. THIS AREA IS ESTIMATED TO ACCOMMODATE AN APPROXIMATE 2.0' SNOWFALL, ASSUMING 5:1 COMPACTION AND AN AVERAGE SNOW PILE HEIGHT OF 4.0'.
3. UNDER NO CIRCUMSTANCE SHALL SNOW BE STORED IN ANY WETLAND RESOURCE AREA OR PROPOSED STORMWATER BEST MANAGEMENT PRACTICE.
4. SNOW STORAGE WILL BE IMPLEMENTED TO AVOID HYDRANTS, FENCES, PLANTINGS, AND OTHER PERMANENT FEATURES.



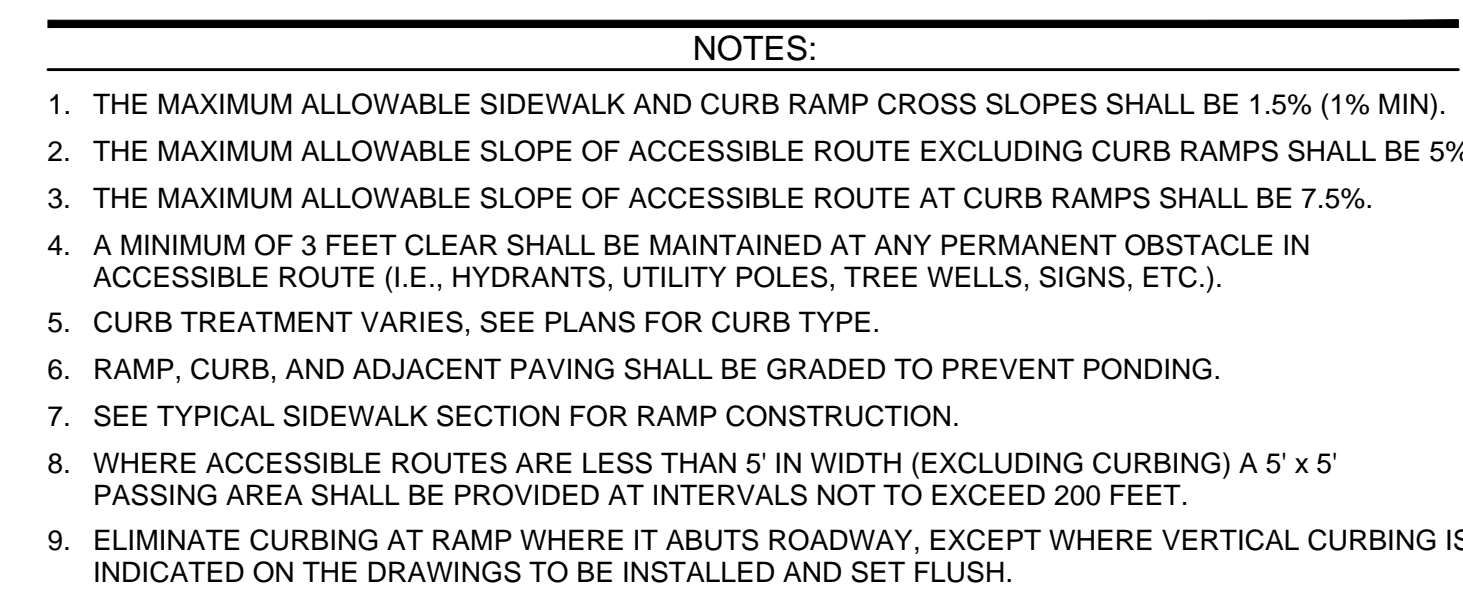
AVAILABLE SNOW STORAGE AREA



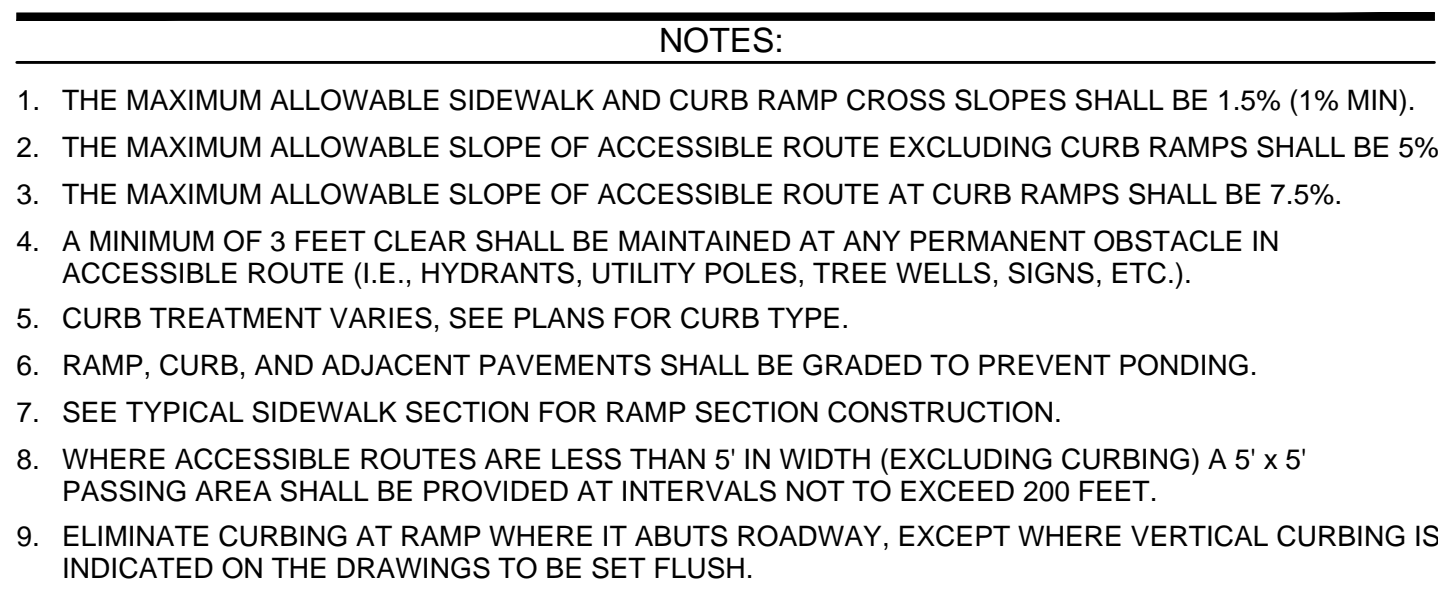
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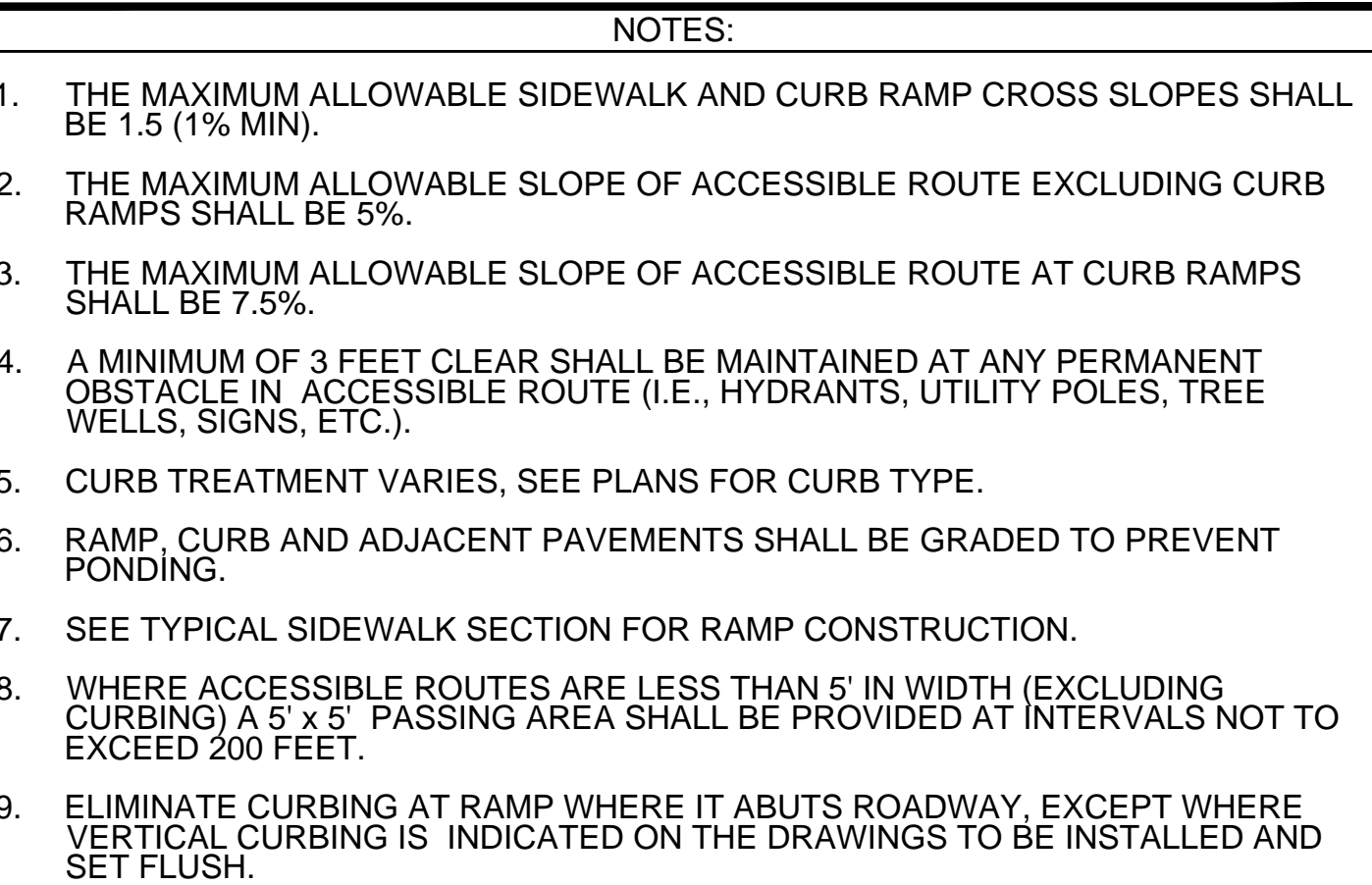
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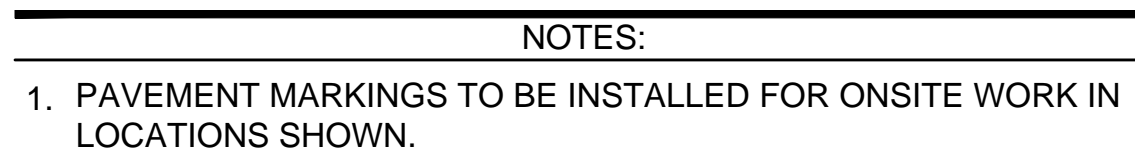
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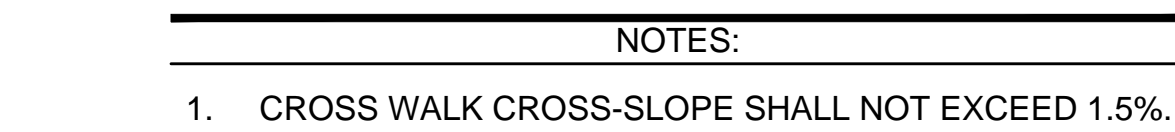
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SCALE: N.T.S.



SCALE: N.T.S.

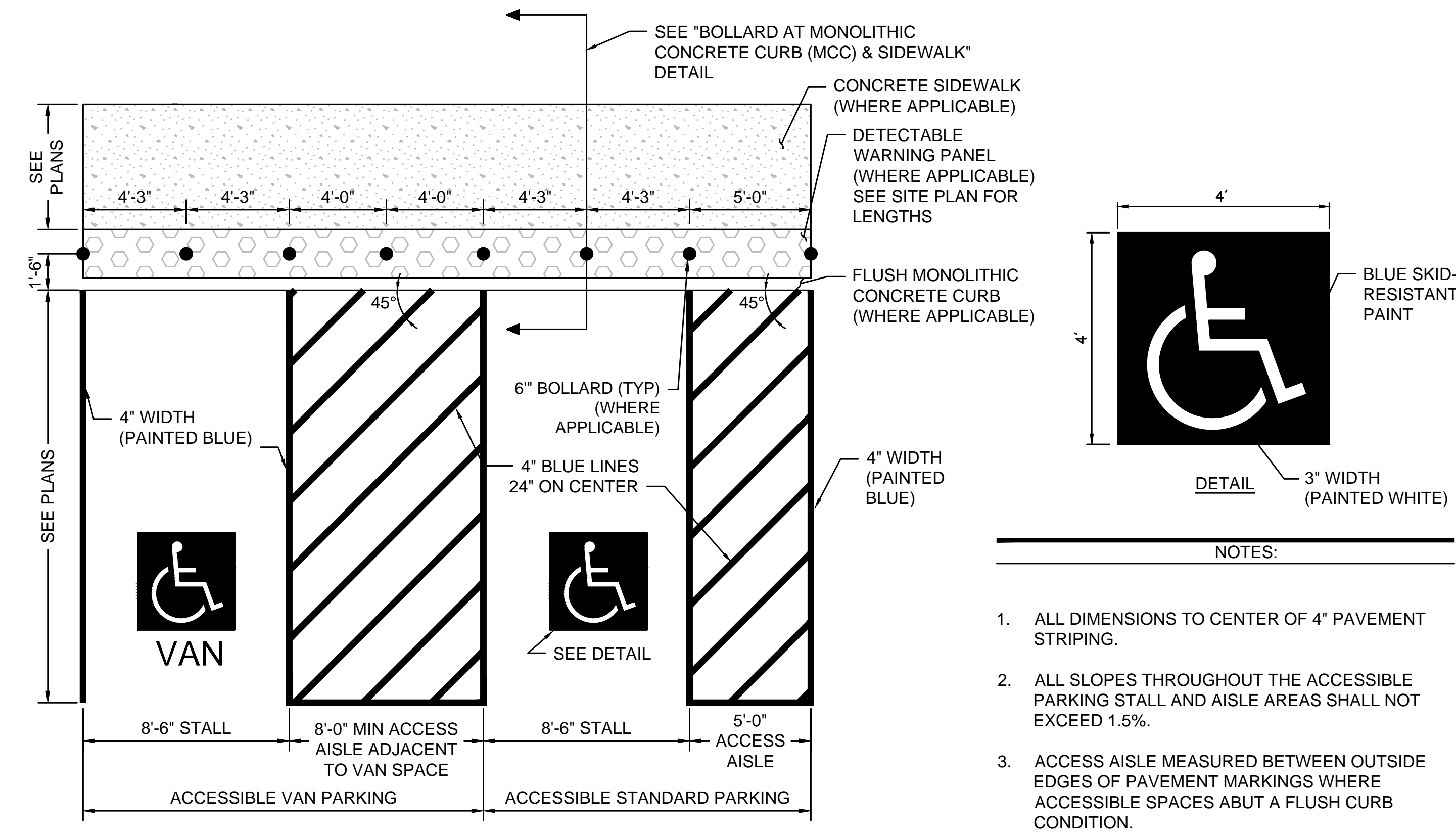


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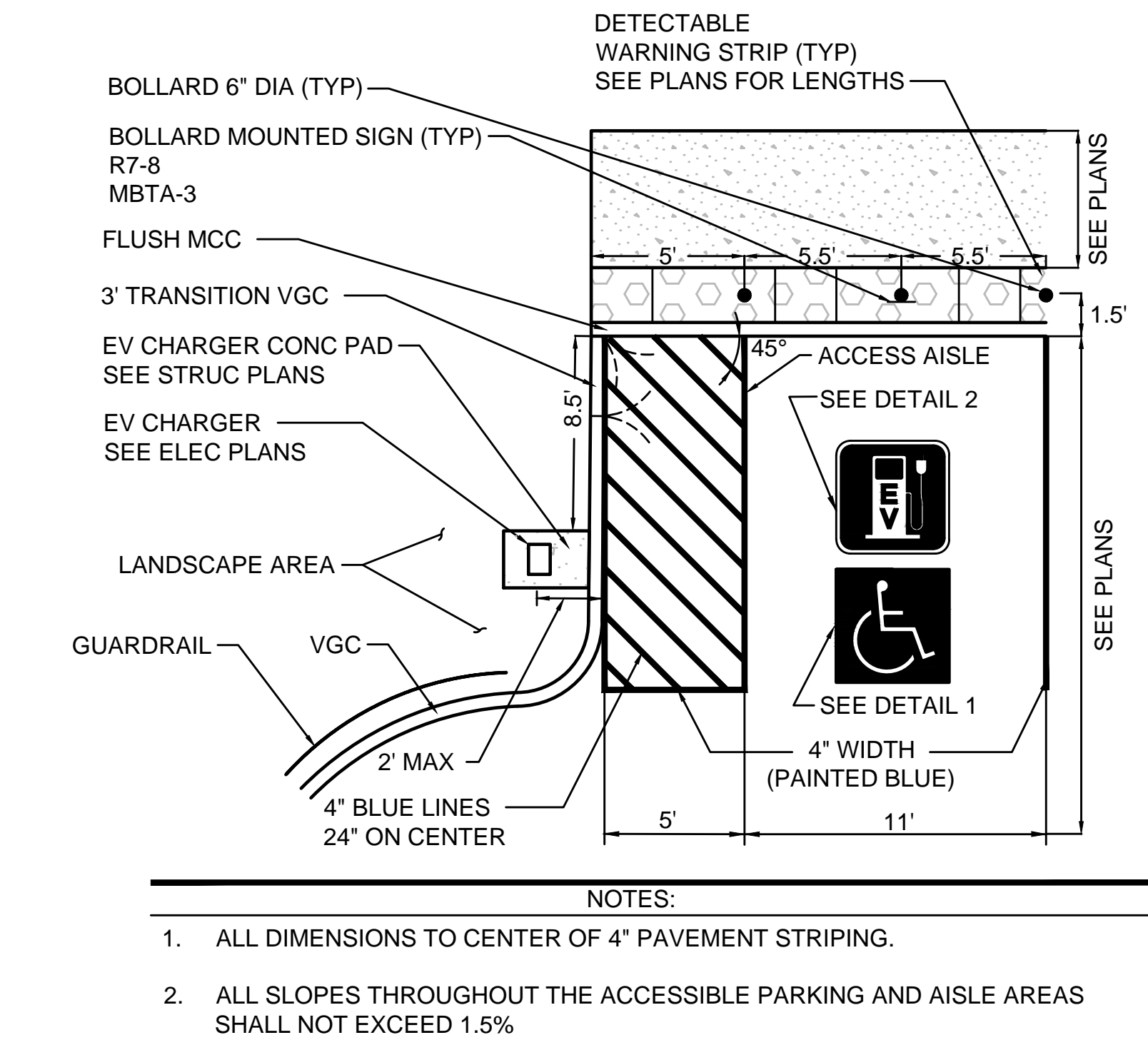
SHEET SD-302

FILE NAME: \\VHB\GEL\PROJ\BOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\EV\NOI NB\SEGMENT3_SD\NINB-NOI.DWG



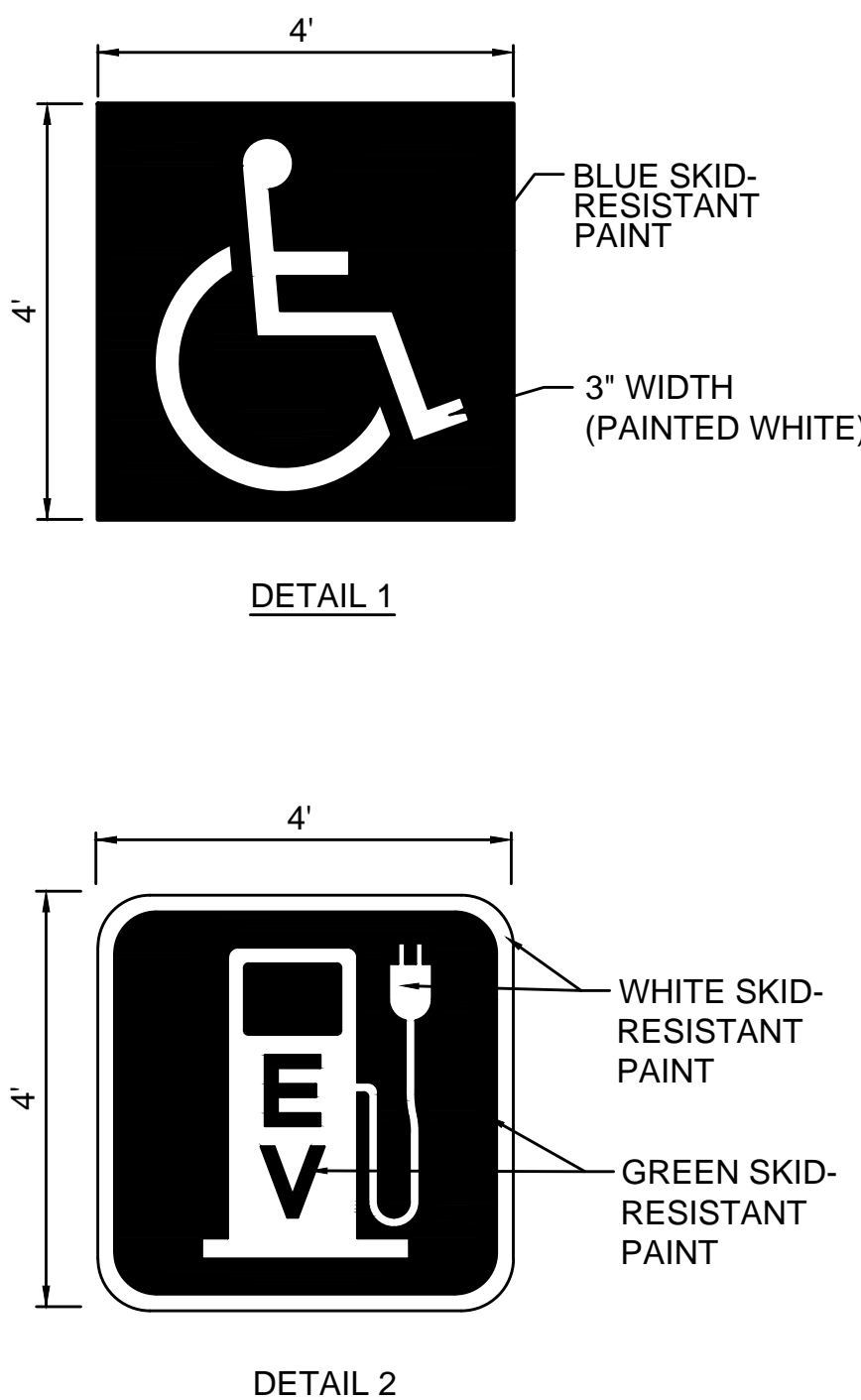
ACCESSIBLE PARKING SPACE

SCALE: N.T.S.



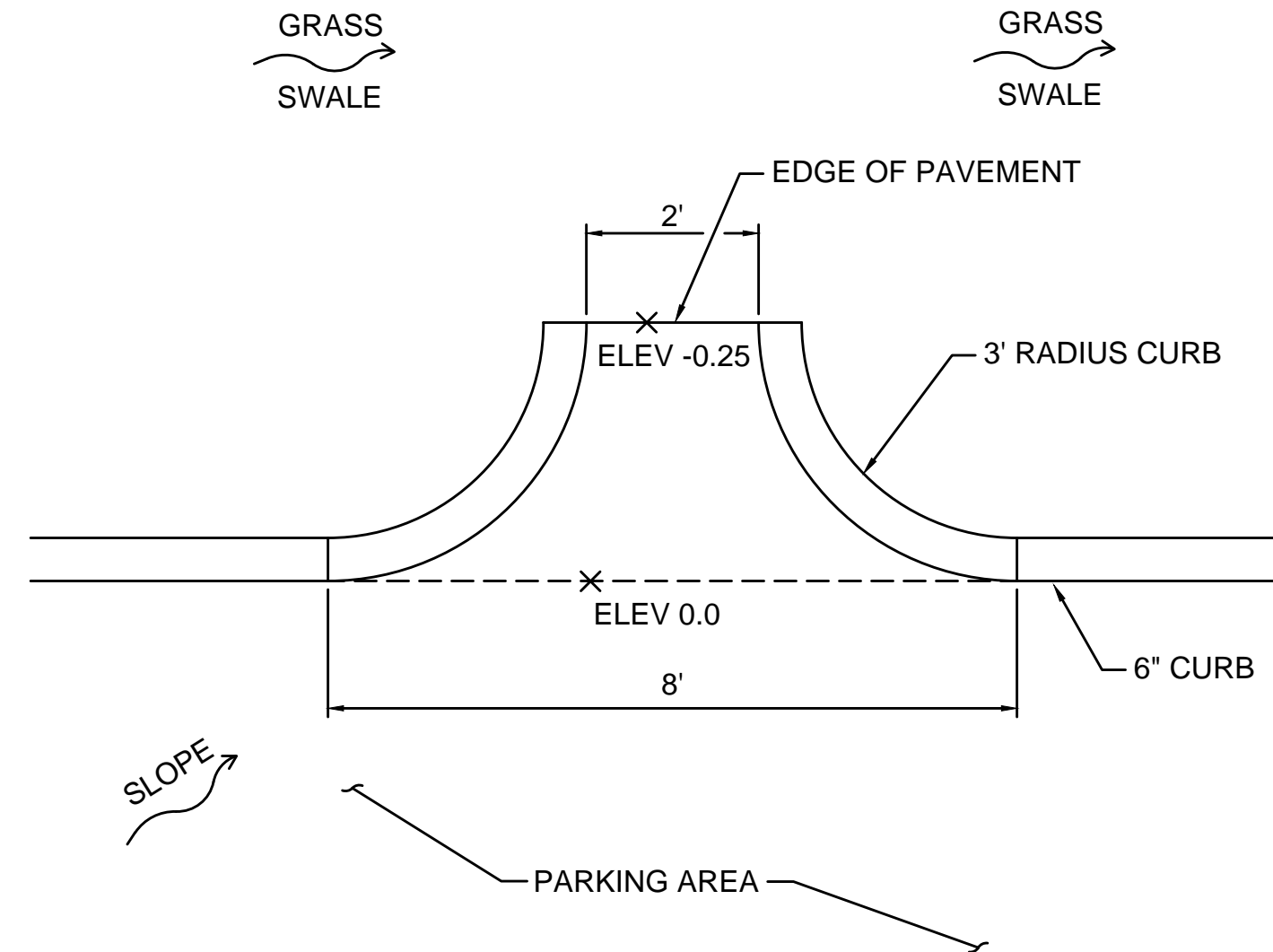
ACCESSIBLE ELECTRIC VEHICLE PARKING SPACE - PAD IN LANDSCAPE

SCALE: N.T.S.



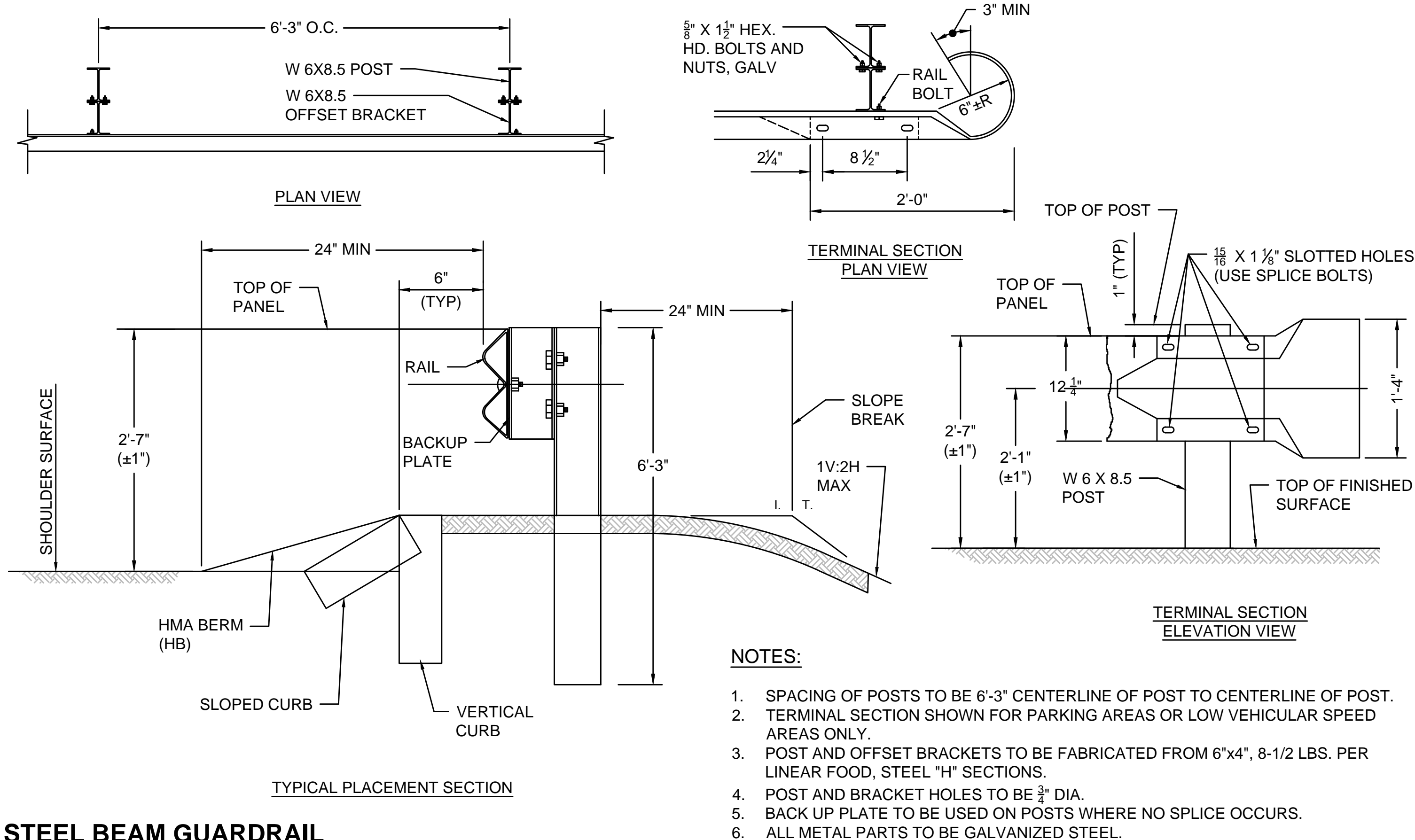
STEEL BEAM GUARDRAIL

SCALE: N.T.S.



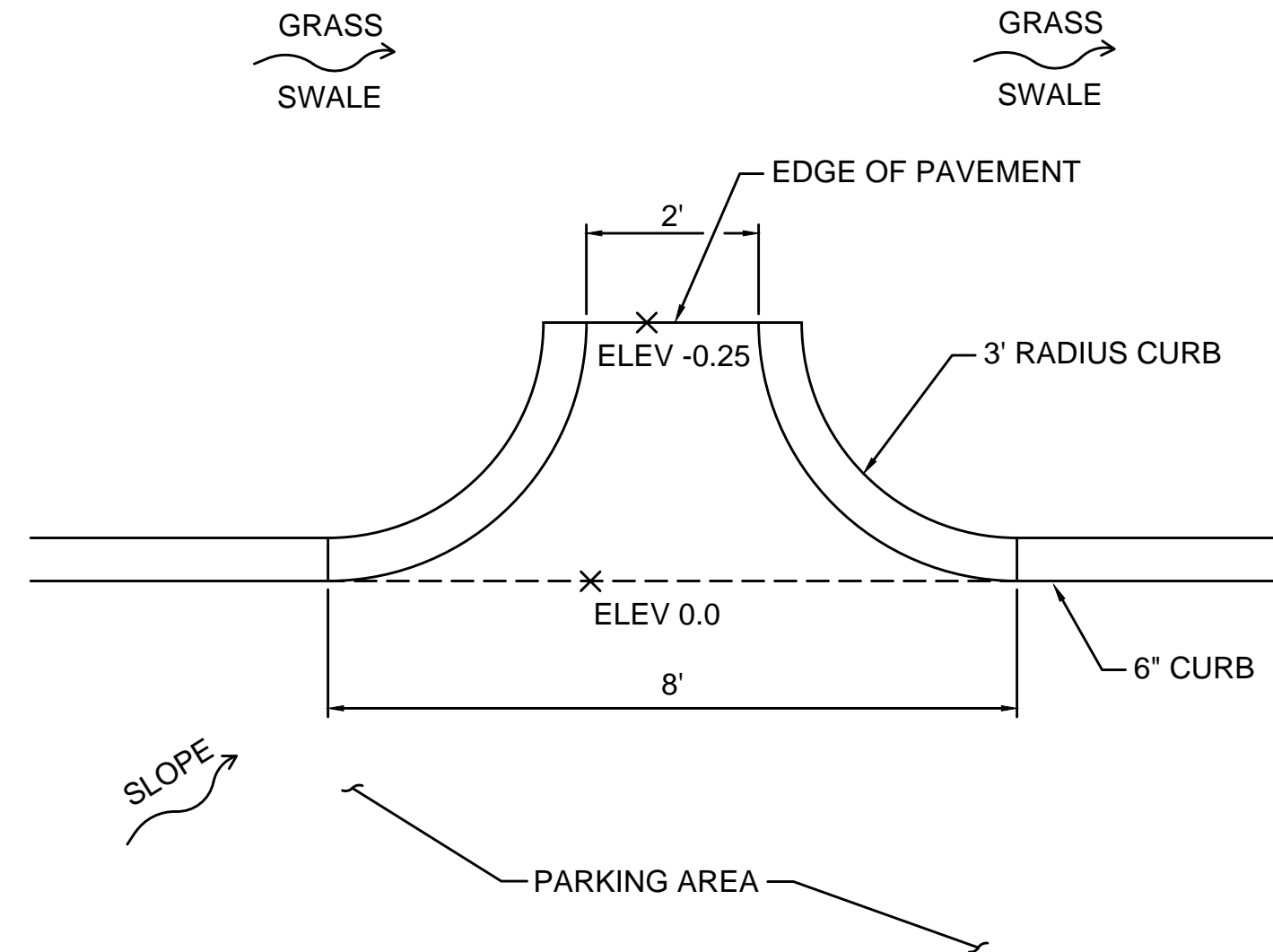
CURB BREAK

SCALE: N.T.S.



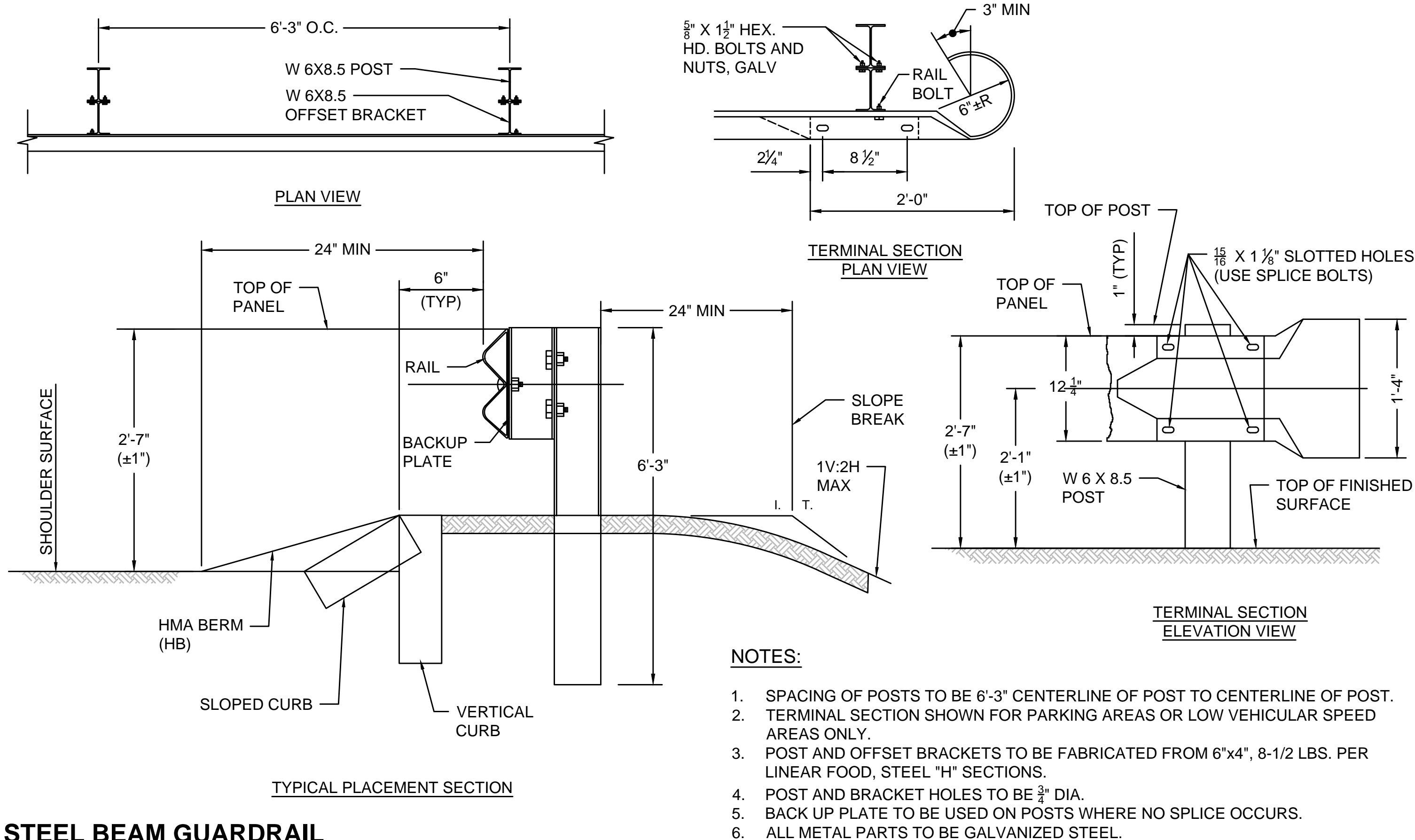
STEEL BEAM GUARDRAIL

SCALE: N.T.S.



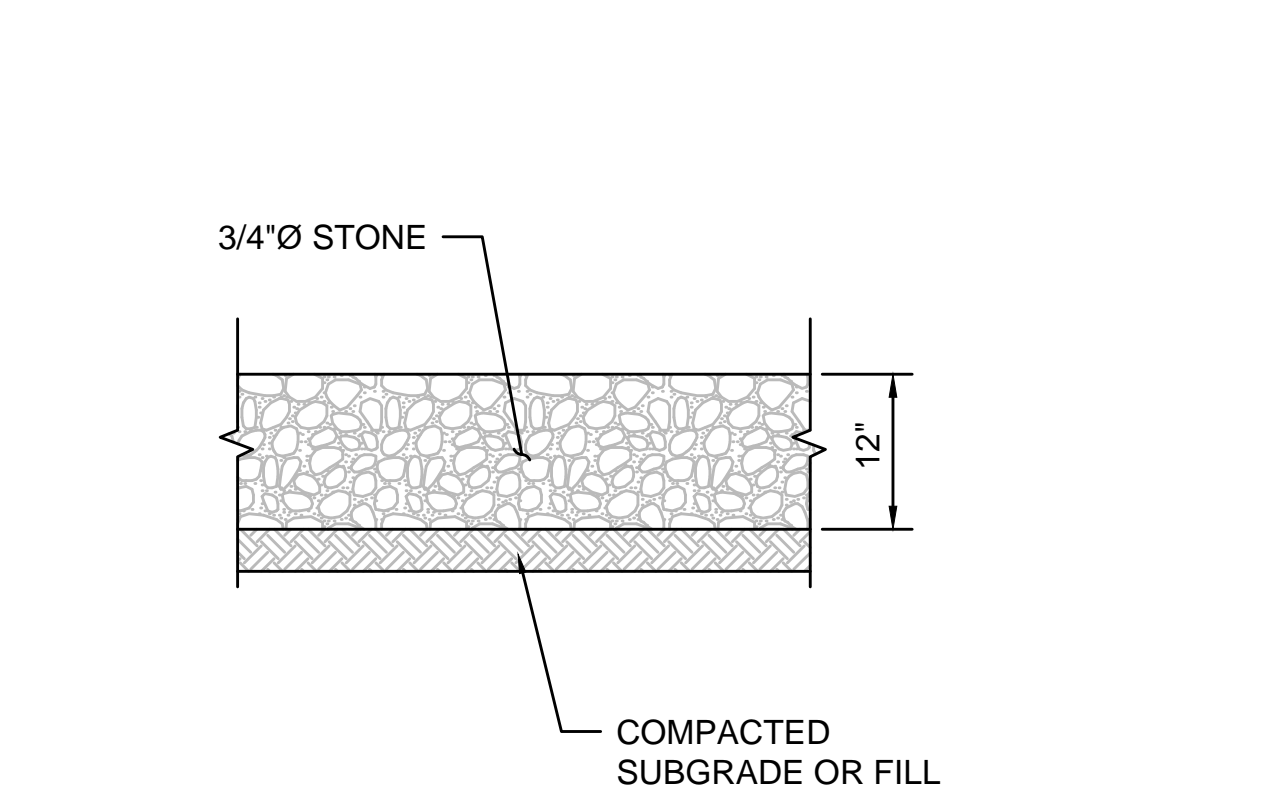
CURB BREAK

SCALE: N.T.S.



CRUSHED STONE PAD FOR EQUIPMENT AREA

SCALE: N.T.S.



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SOUTH COAST RAIL - PHASE I
MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS
CONTRACT NO.

NEW BEDFORD MAIN LINE NORTH NEW BEDFORD STATION SITE DETAILS 3



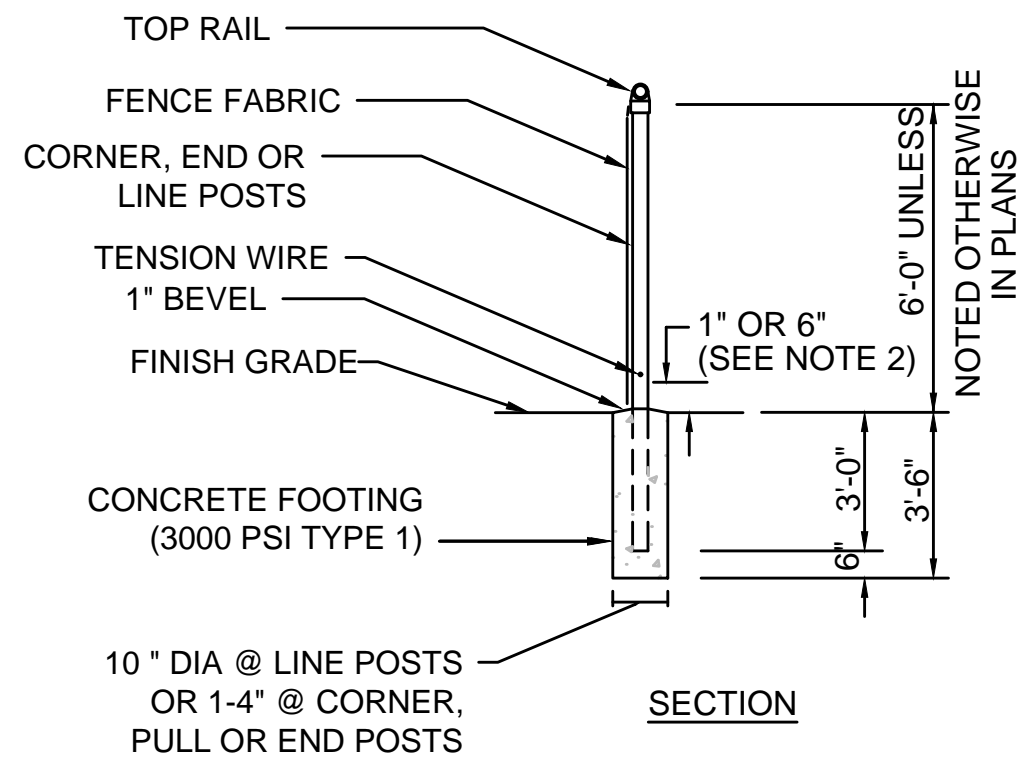
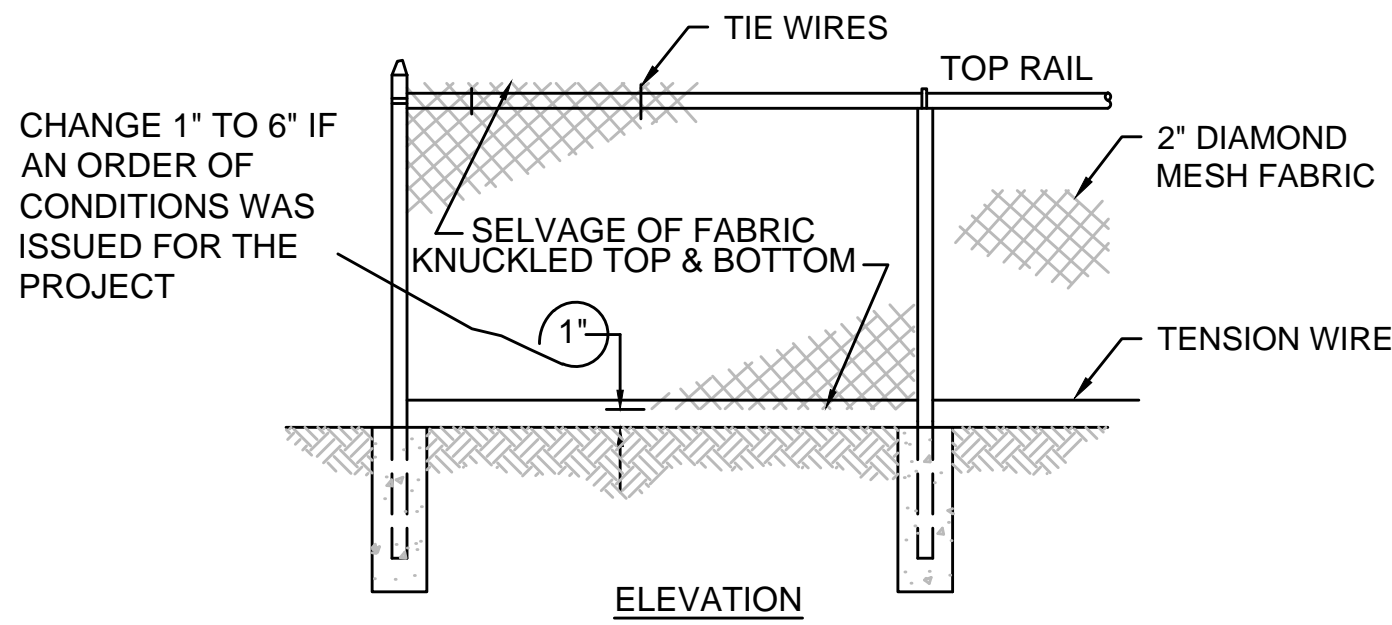
99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

APPROVED BY:

ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.	PROJECT MANAGER	Date	PROJECT MANAGER	Date
HORIZ:	NONE	DES. BY	DR. BY	CHK. BY		PLAN NO.		ISSUE	
VERT:	NONE	SJH	MRT	RM					
DATE:	06/17/2019					SHEET	SD-303		

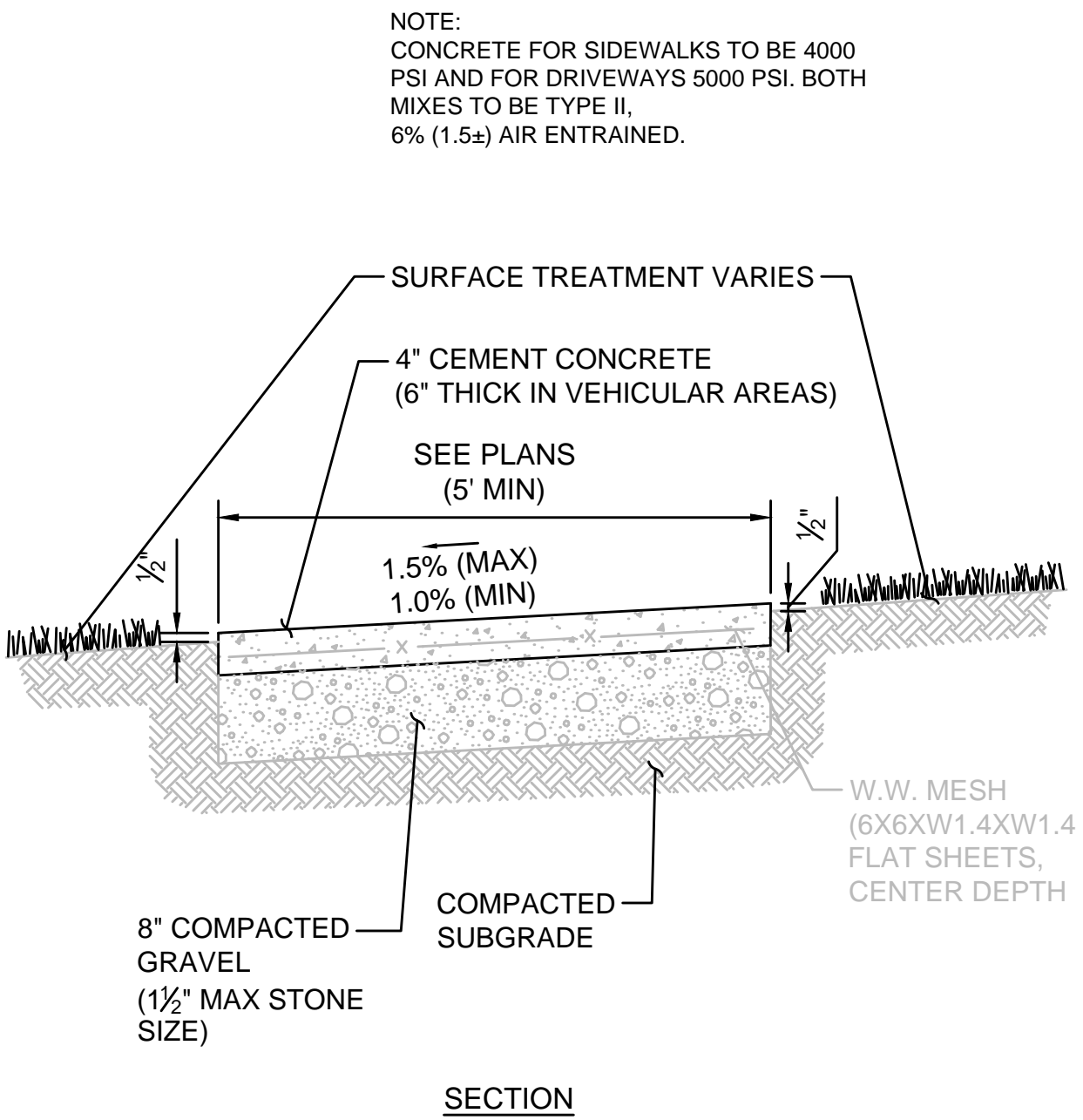
FILE NAME: \\VHB\GEL\PROJ\BOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\EV\NOI NBN\SEGMENT3_SD\NBN-NOI.DWG



- NOTES:
1. MATERIALS TO BE SUPPLIED AND INSTALLED IN CONFORMANCE WITH "CHAIN LINK MANUFACTURER'S INSTITUTE" PRODUCT MANUAL.
 2. PROVIDE 6" OF CLEARANCE BETWEEN THE BOTTOM OF FABRIC AND FINISH GRADE AROUND BMP IF AN ORDER OF CONDITIONS WAS ISSUED FOR THE PROJECT.

CHAIN LINK FENCE UP TO 6'

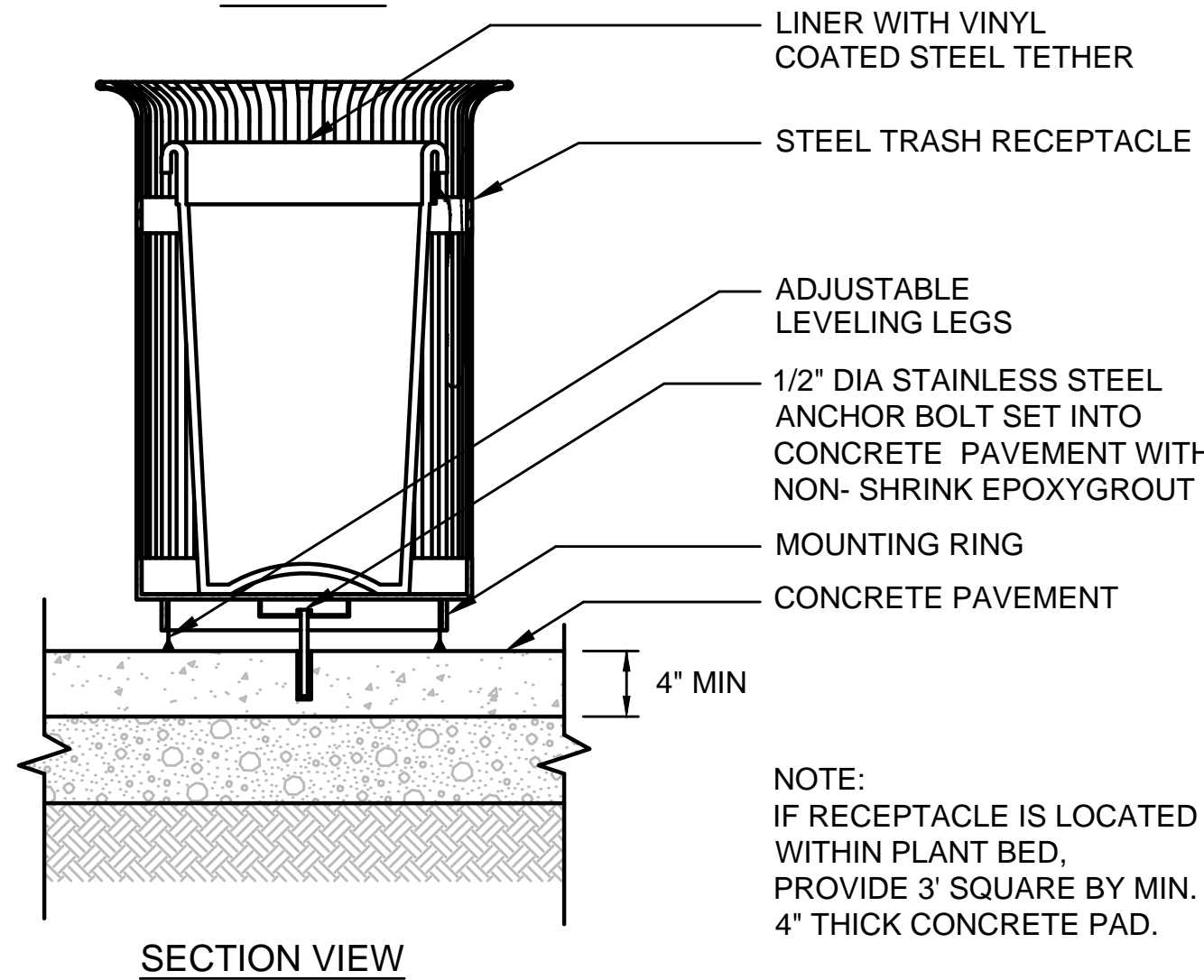
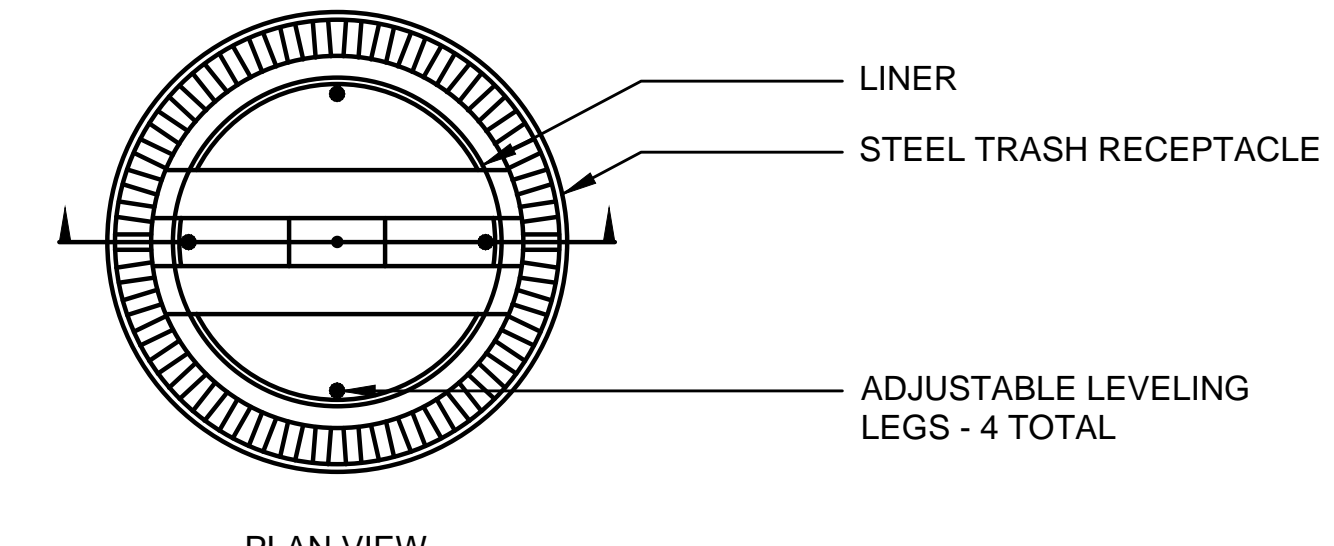
SCALE: N.T.S.



- NOTES:
1. PROVIDE EXPANSION JOINTS AT MIN. 30 FT. O.C. WITH PRE- FORMED JOINT FILLER.
 2. PROVIDE TOOLED CONTROL JOINTS AT 6' O.C.
 3. PROVIDE BROOM FINISH IN DIRECTION PERPENDICULAR TO SIDEWALK DIRECTION.

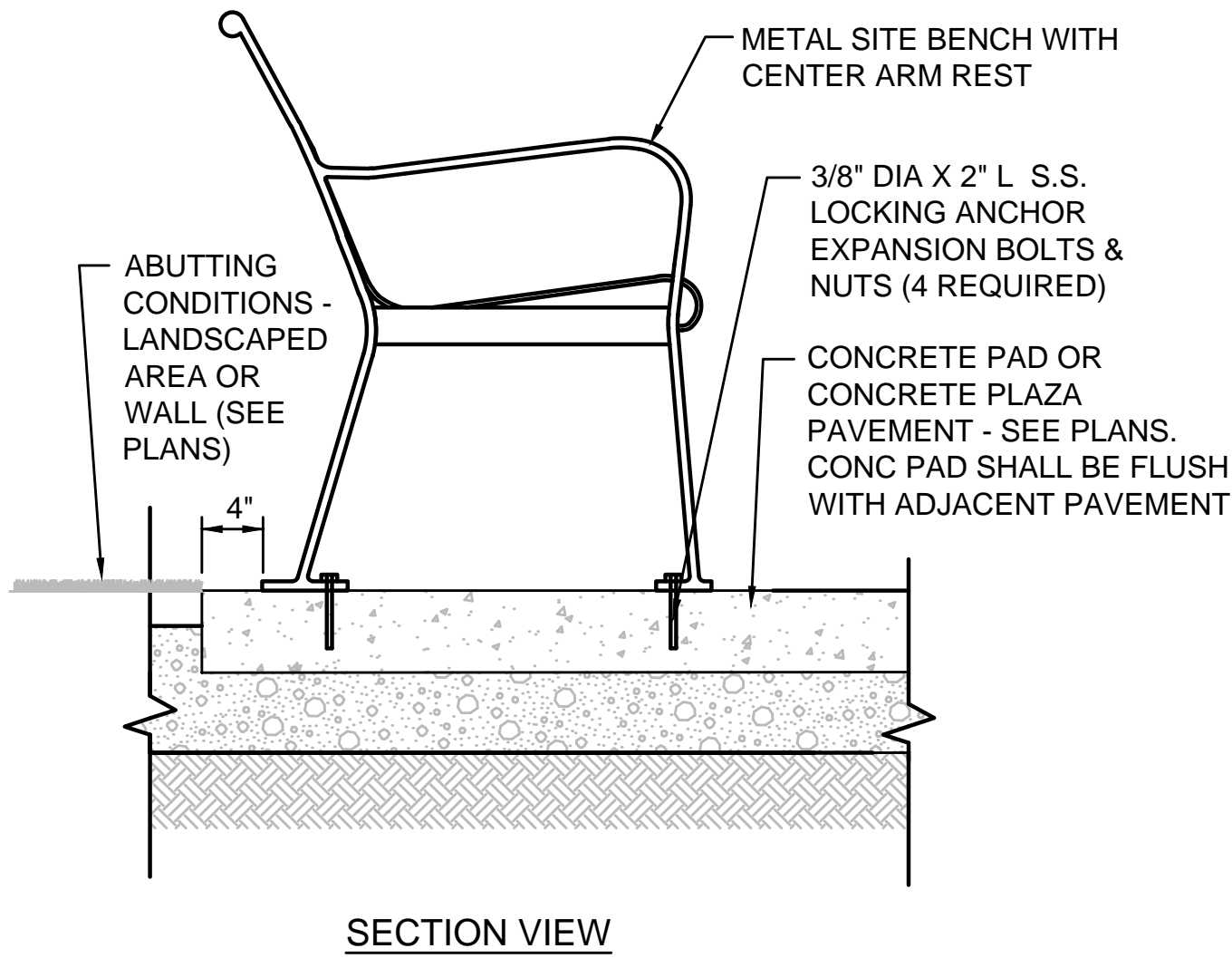
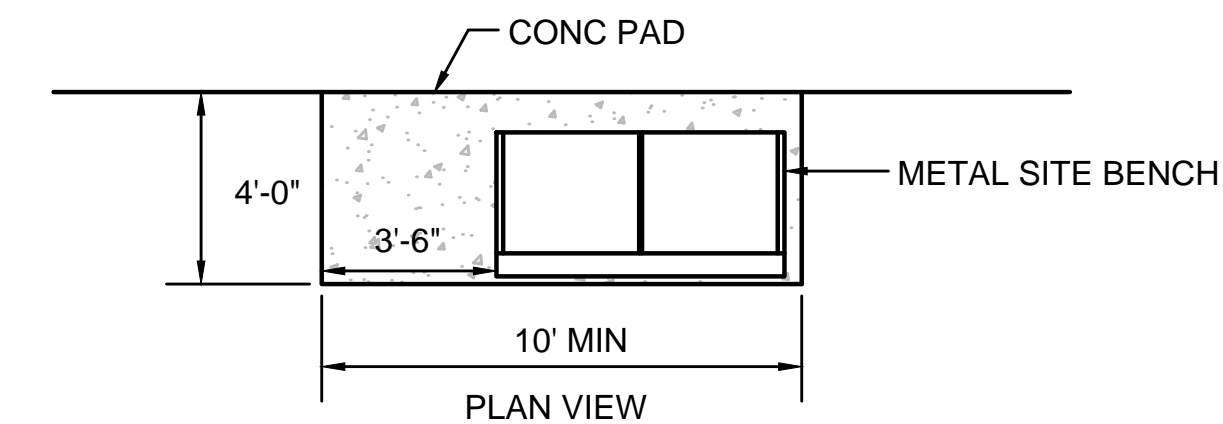
CONCRETE SIDEWALK IN LANDSCAPE AREA

SCALE: N.T.S.



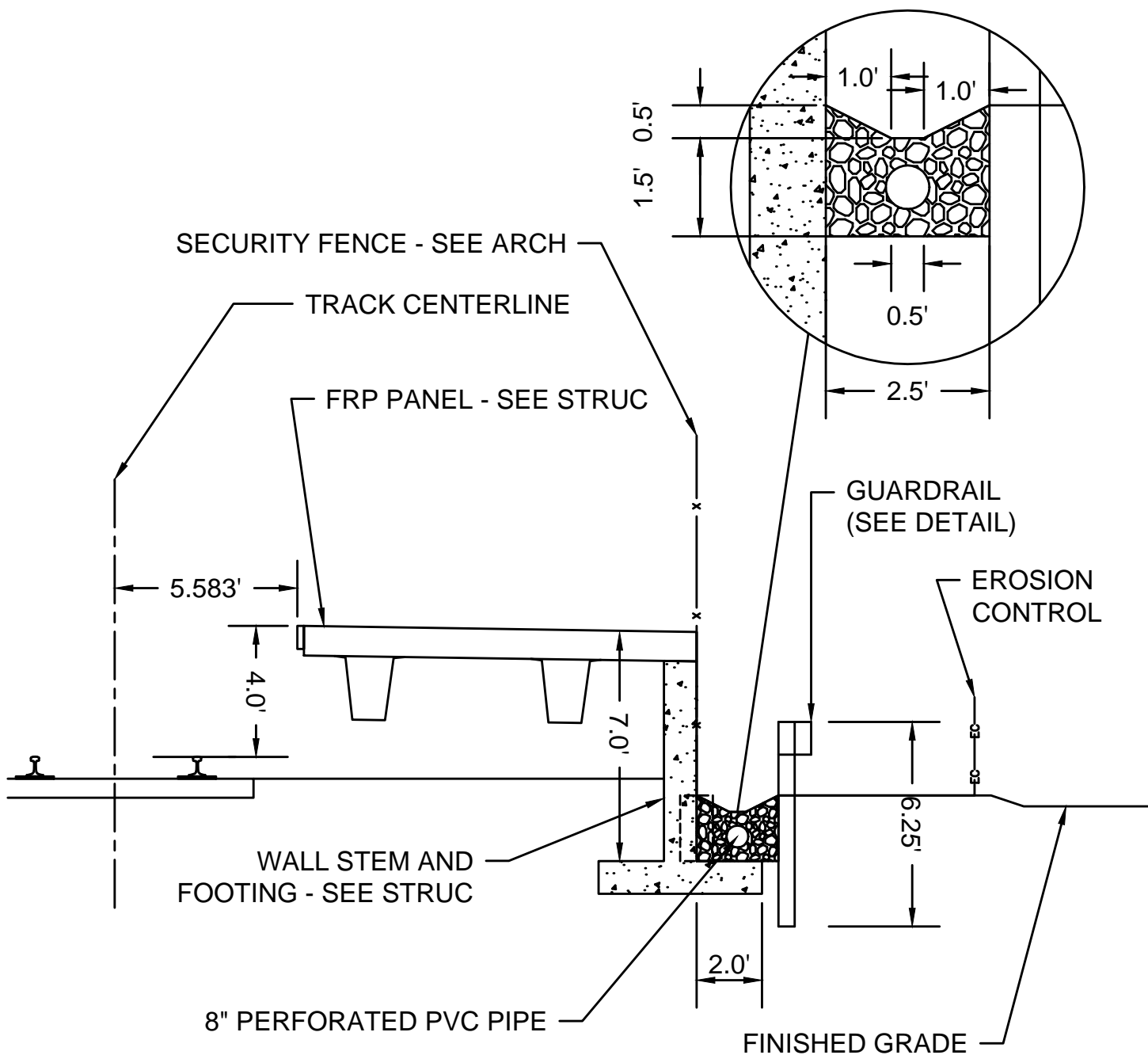
SITE TRASH RECEPTACLE

SCALE: N.T.S.



SITE BENCH

SCALE: N.T.S.



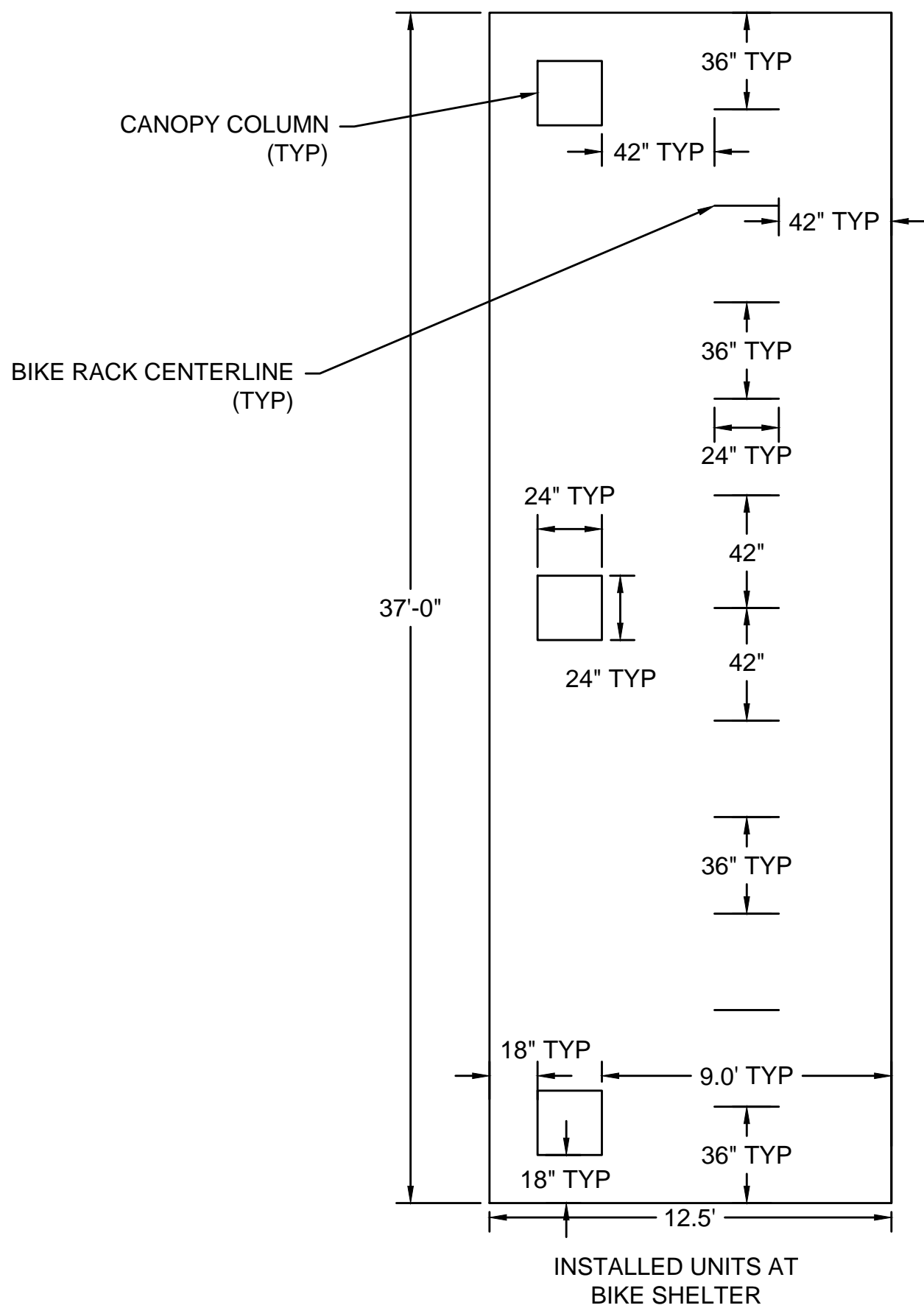
- NOTES:
1. REFER TO STRUCTURAL PLANS FOR FRP AND FOUNDATION DETAILS.

PLATFORM DRAINAGE CROSS SECTION

SCALE: N.T.S.

BIKE RACK

SCALE: N.T.S.



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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTH COAST RAIL - PHASE I
MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS
CONTRACT NO.

NEW BEDFORD MAIN LINE
NORTH NEW BEDFORD STATION
SITE DETAILS 4

vhb HNTB

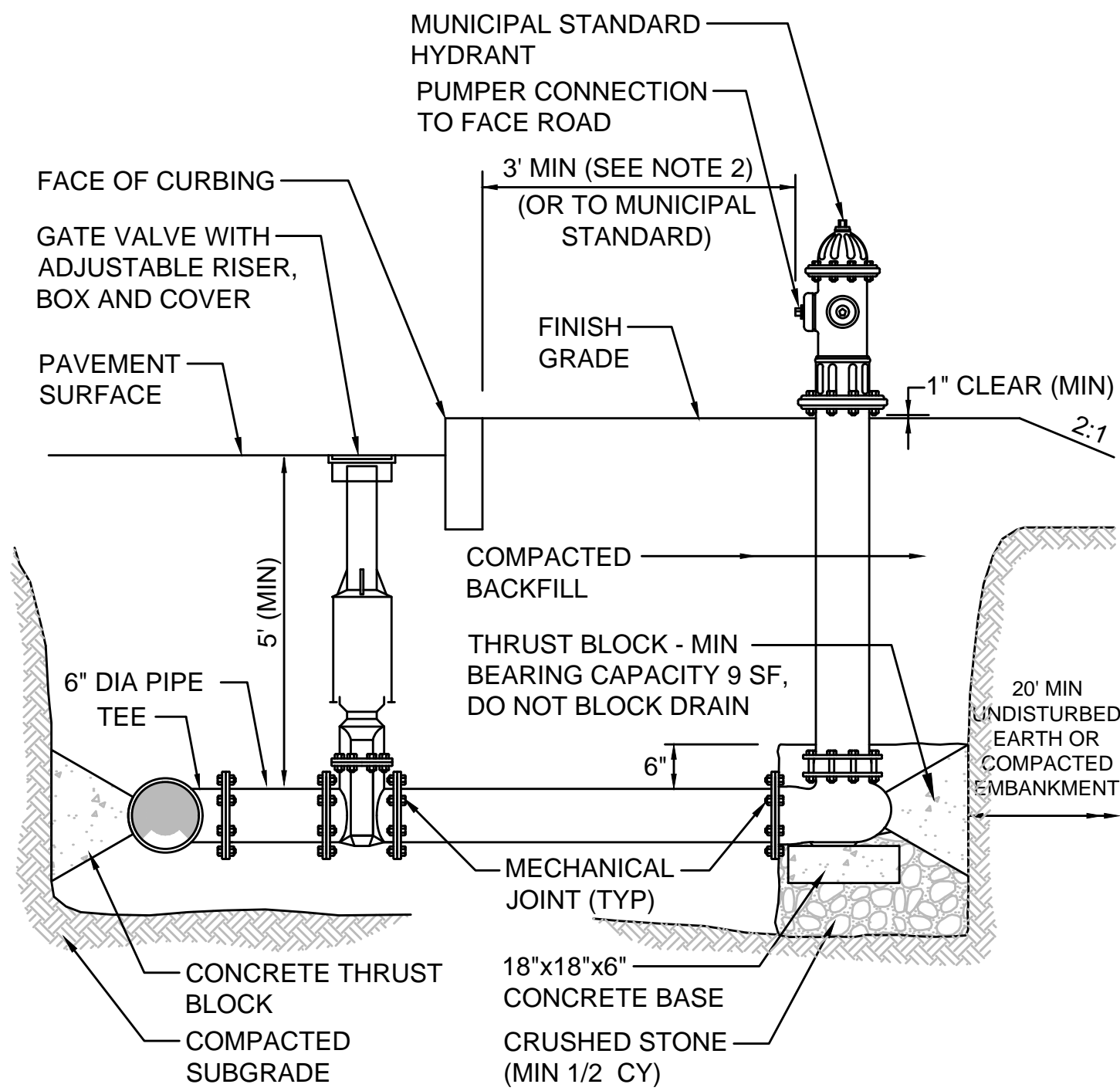
99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

APPROVED BY:

ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.	PROJECT MANAGER	Date	PROJECT MANAGER	Date	ISSUE
						HORIZ: NONE	DES. BY	DR. BY	CHK. BY	PLAN NO.
						VERT: NONE	SJH	MRT	RM	
						DATE: 06/17/2019				SHEET
										SD-304

FILE NAME: \\VHB\GEL\PROJBOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\ENV\NOT NB\NSE\SEGMENT3_SD\NNB-NOI.DWG



NOTES:

- CONCRETE THRUST BLOCKS TO BE USED ONLY WHERE THEY CAN BEAR ON UNDISTURBED EARTH AS SHOWN. USE CLAMPS AND TIE RODS OR OTHER ACCEPTABLE METHOD OF JOINT RESTRAINT WHERE SOIL CONDITIONS PROHIBIT THE USE OF THRUST BLOCKS.
- HYDRANT IN SIDEWALK AREAS TO BE LOCATED TO PROVIDE MINIMUM CLEAR SIDEWALK PASSAGE WIDTH OF 3 FEET AT HYDRANT.

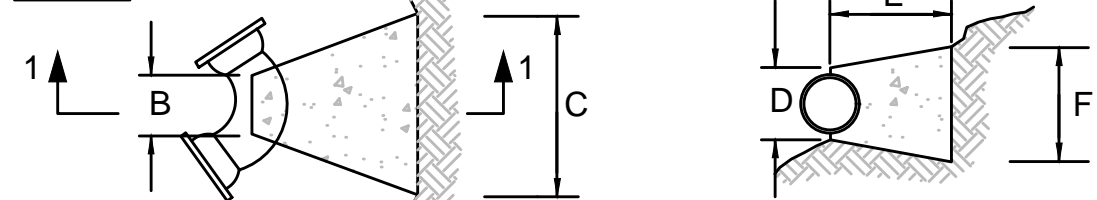
FIRE HYDRANT CONNECTION

SCALE: N.T.S.

TABLE OF DIMENSIONS

BENDS	B	C	D	E	F	BENDS	B	C	D	E	F
6" 11 1/4°	8"	15"	12"	24"	12"	6" 45°	8"	30"	12"	24"	14"
6" 22 1/2°	"	19"	"	"	13"	6" 90°	"	30"	"	"	27"
8" 11 1/4°	"	20"	"	"	12"	8" 45°	"	30"	"	"	24"
8" 22 1/2°	"	22"	"	"	17"	8" 90°	"	38"	"	"	36"
12" 11 1/4°	"	30"	"	"	15"	12" 45°	"	40"	"	"	40"
12" 22 1/2°	"	35"	"	"	25"	12" 90°	"	60"	"	"	52"

BENDS



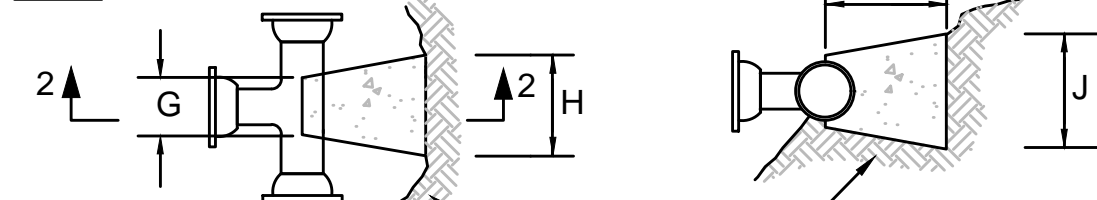
PLAN

SECTION 1-1

TABLE OF DIMENSIONS

TEES	G	H	I	J	TEES	G	H	I	J
6"x 6"x 6"	12"	24"	24"	18"	12"x 12"x 6"	12"	24"	24"	18"
8"x 8"x 6"	"	"	"	"	12"x 12"x 8"	"	"	"	24"
8"x 8"x 8"	"	"	"	24"	12"x 12"x 12"	"	36"	"	36"

TEES



PLAN

SECTION 2-2

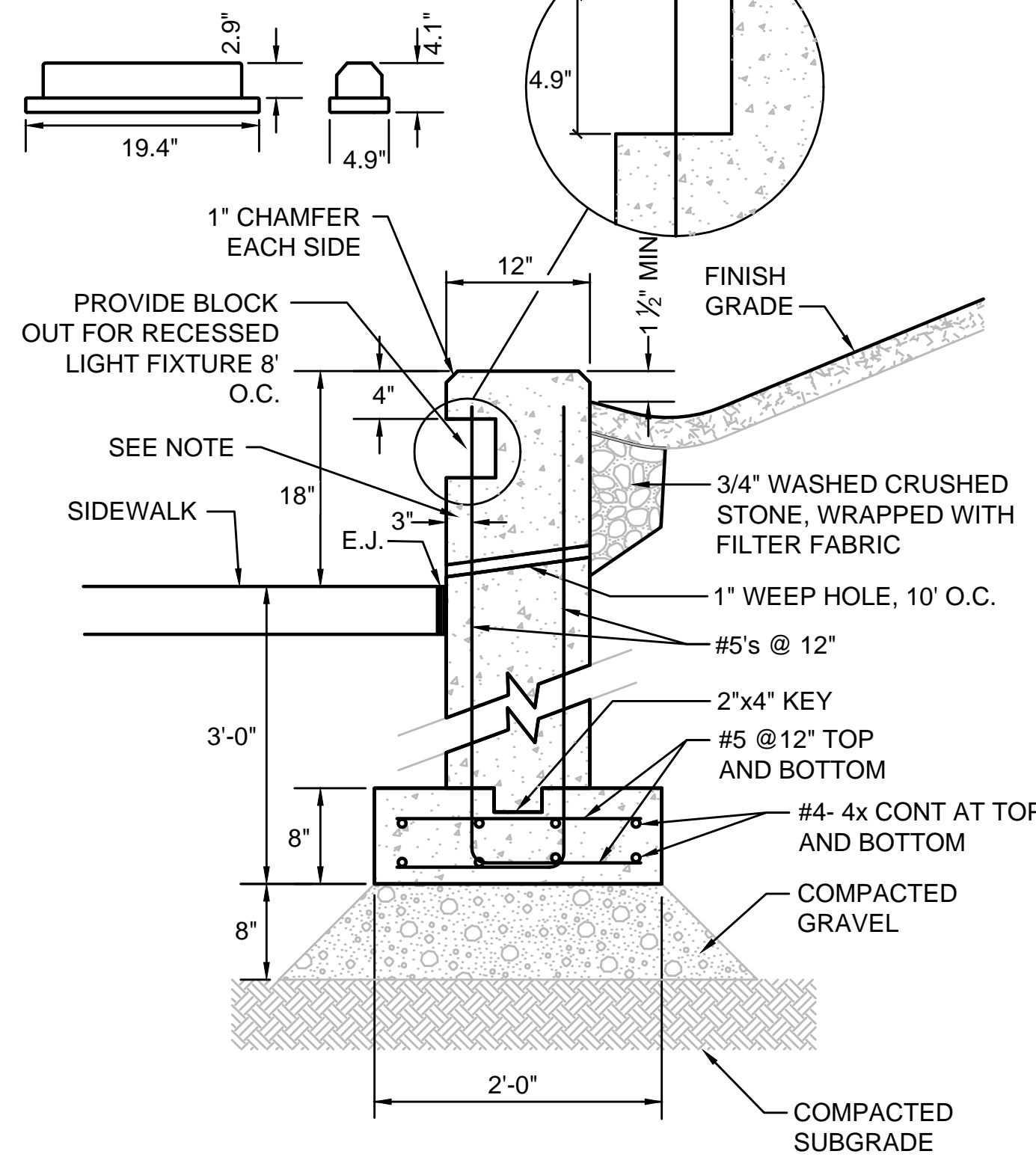
NOTES:

- PROVIDE BLOCKS FOR TAPPING SLEEVES, DEAD ENDS, GATE VALVES, AND VERTICAL BENDS (SAME SIZE AS REQUIRED FOR TEES). PROVIDE ANCHOR RODS AT VERTICAL BENDS AND GATE VALVES.
- CONCRETE SHALL NOT BE PLACED AGAINST PIPE BEYOND FITTING.
- CONCRETE SHALL BE 3000 PSI - TYPE I.

CONCRETE THRUST BLOCK

SCALE: N.T.S.

RECESSED LIGHT FIXTURE

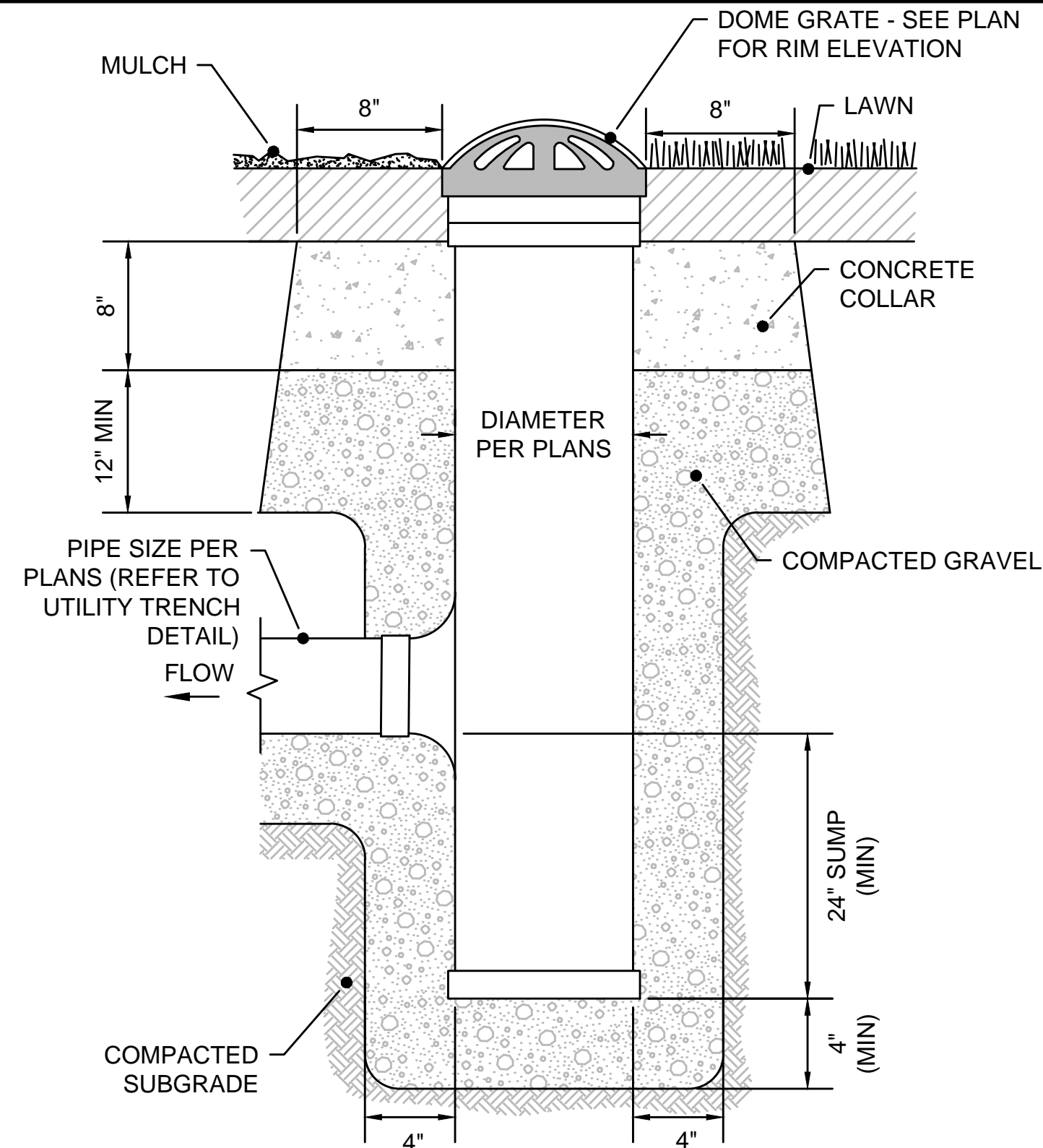


NOTES:

- CLEAR COVER TO REBAR SHALL BE 3" MIN TYP.

SEAT WALL

SCALE: N.T.S.

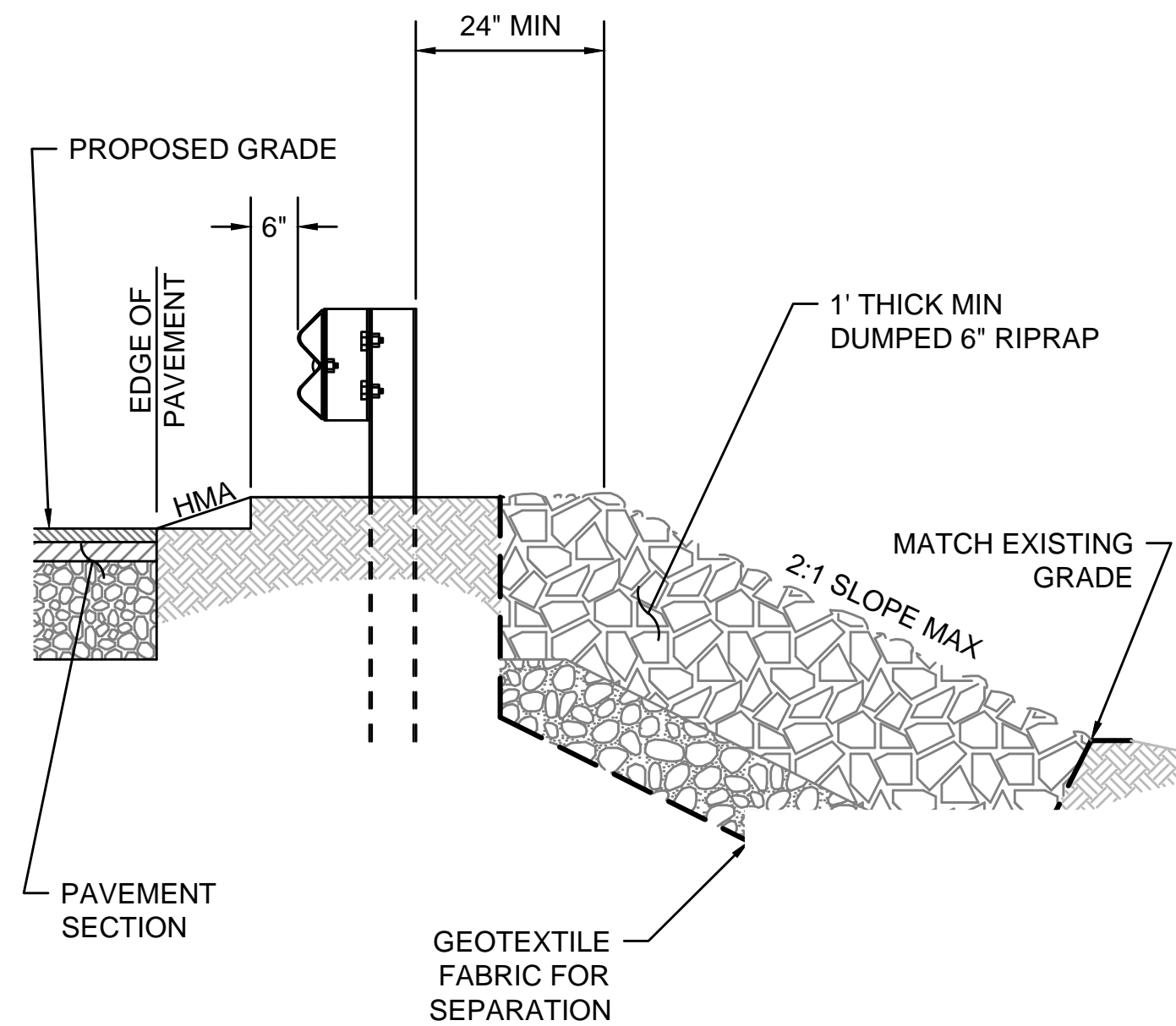


NOTES:

- AREA DRAINS SHALL BE COLOR BLACK, NYLOPLAST DRAIN BASIN, OR APPROVED EQUAL AS SHOWN ON PLANS.
- GRATES SHALL BE NYLOPLAST, DOME GRATE MODEL 1299CGD, OR APPROVED EQUAL AS SHOWN ON PLANS.

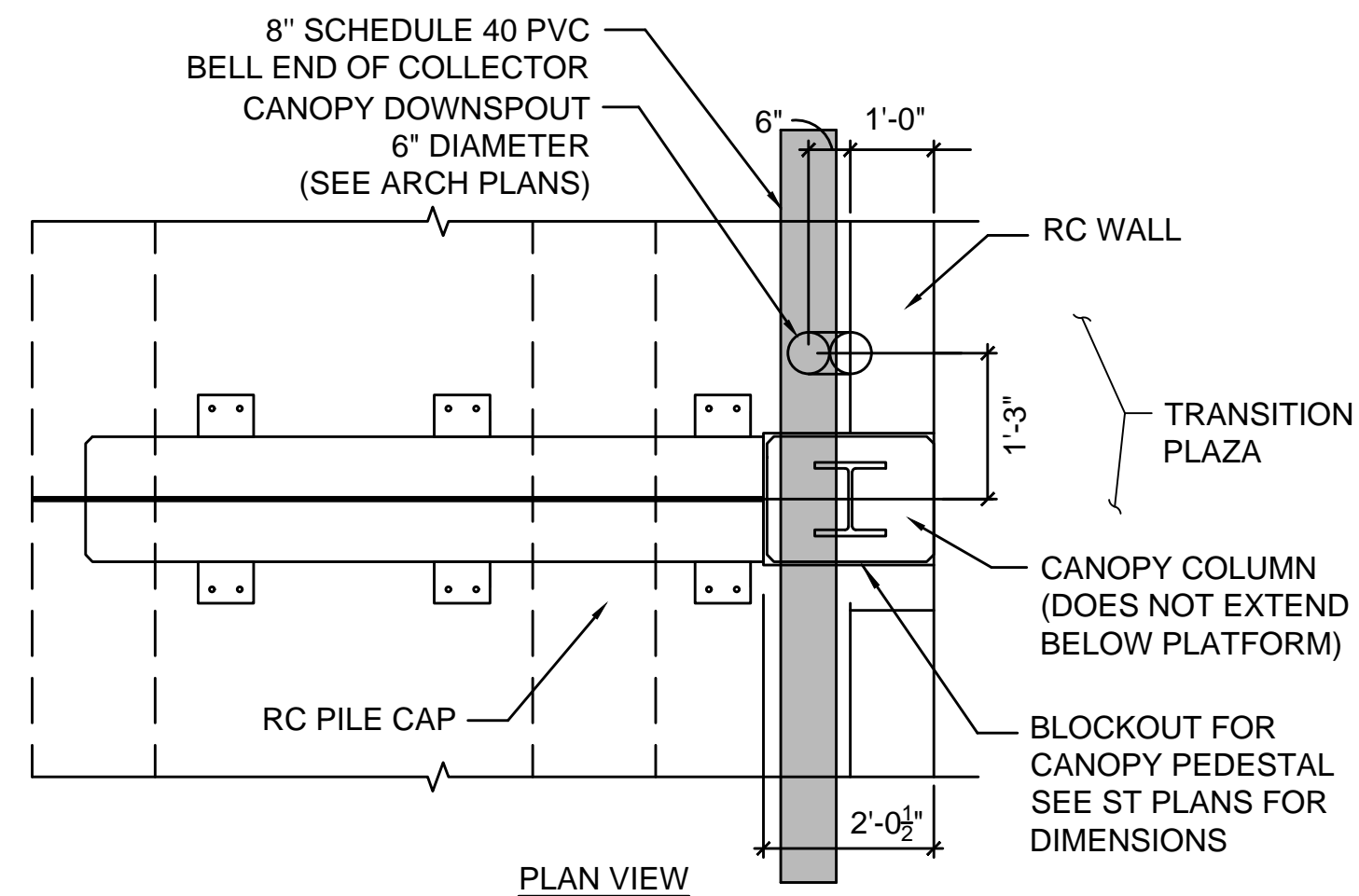
AREA DRAIN (AD)

SCALE: N.T.S.

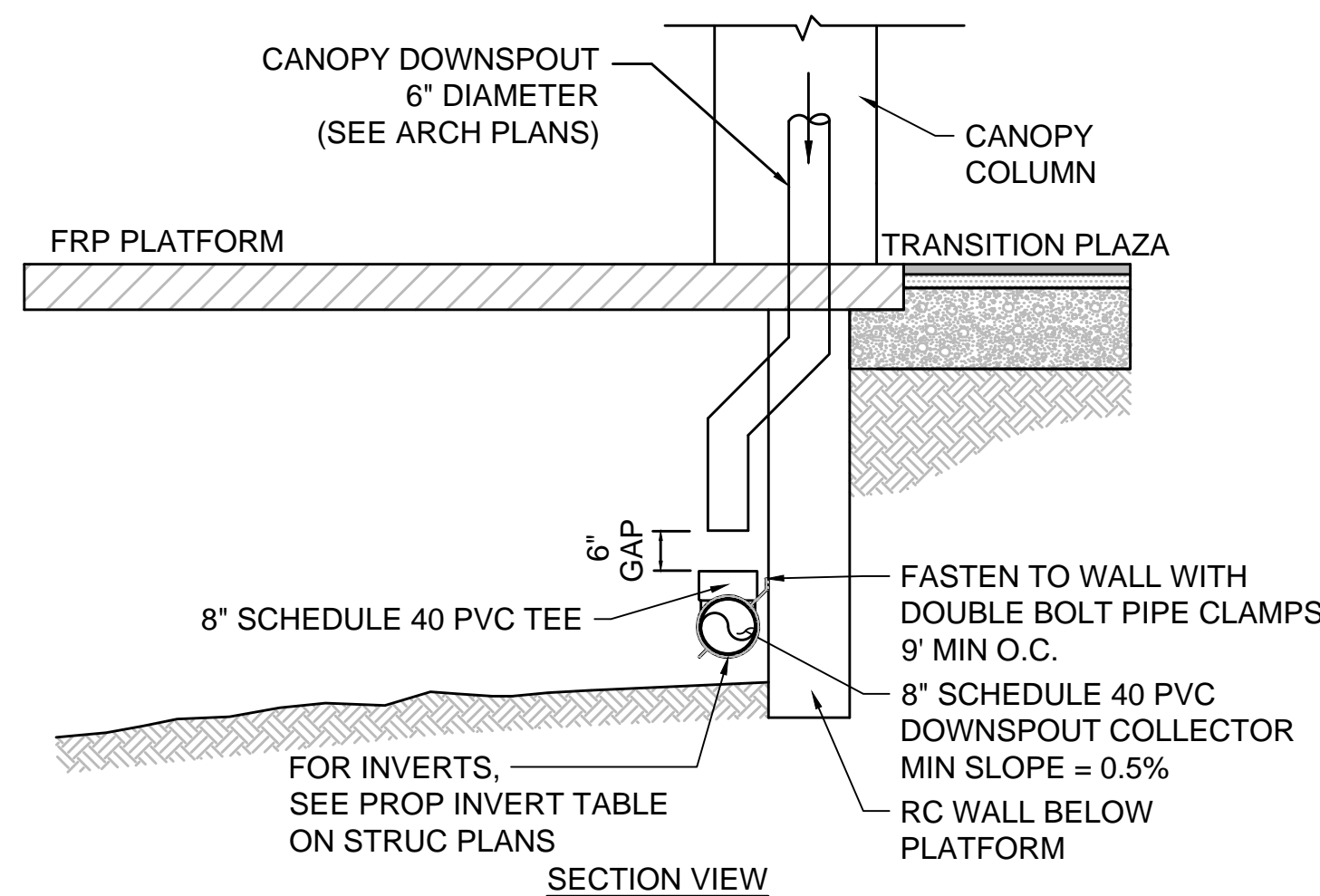


RIPRAP SLOPE

SCALE: N.T.S.



PLAN VIEW



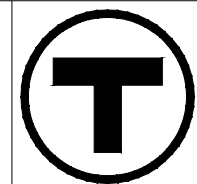
NOTES:

- SEE GRADING AND DRAINAGE PLANS FOR COLLECTOR PIPE LOCATION.
- SEE STRUCTURAL PLANS FOR COLLECTOR PIPE INTERFACE WITH STRUCTURAL COMPONENTS

DOWNSPOUT CONNECTION TO COLLECTOR

SCALE: N.T.S.

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTH COAST RAIL - PHASE I
MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS
CONTRACT NO.

NEW BEDFORD MAIN LINE NORTH NEW BEDFORD STATION SITE DETAILS 5



99 HIGH STREET
BOSTON, MA 02110
(617) 728-7777

MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

APPROVED BY:

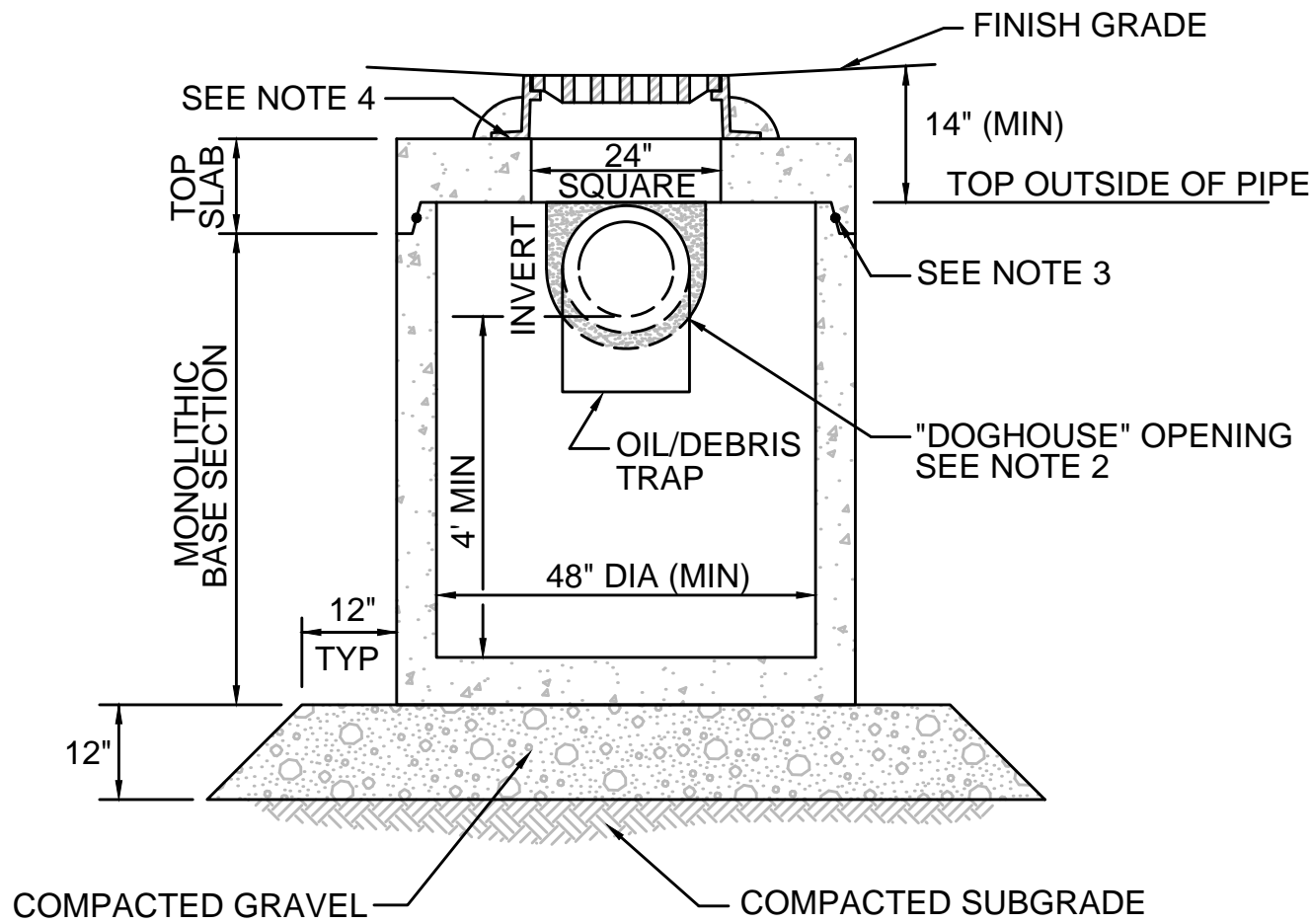
ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.	PROJECT MANAGER	DATE	PROJECT MANAGER	DATE
						HORIZ: NONE	DES. BY	DR. BY	CHK. BY
						VERT: NONE	SJH	MRT	RM
						DATE: 06/17/2019			
						PLAN NO.			
						SHEET	SD-305		

UTILITY TRENCH

SCALE: N.T.S.

- WHERE UTILITY TRENCHES ARE CONSTRUCTED THROUGH DETENTION BASIN BERMS OR OTHER SUCH SPECIAL SECTIONS, PLACE TRENCH BACKFILL WITH MATERIALS SIMILAR TO THE SPECIAL SECTION REQUIREMENTS.
- USE METALLIC TRACING/WARNING TAPE OVER ALL PIPES.
- FOR HDPE PIPE, DIMENSION IS 24 INCHES.

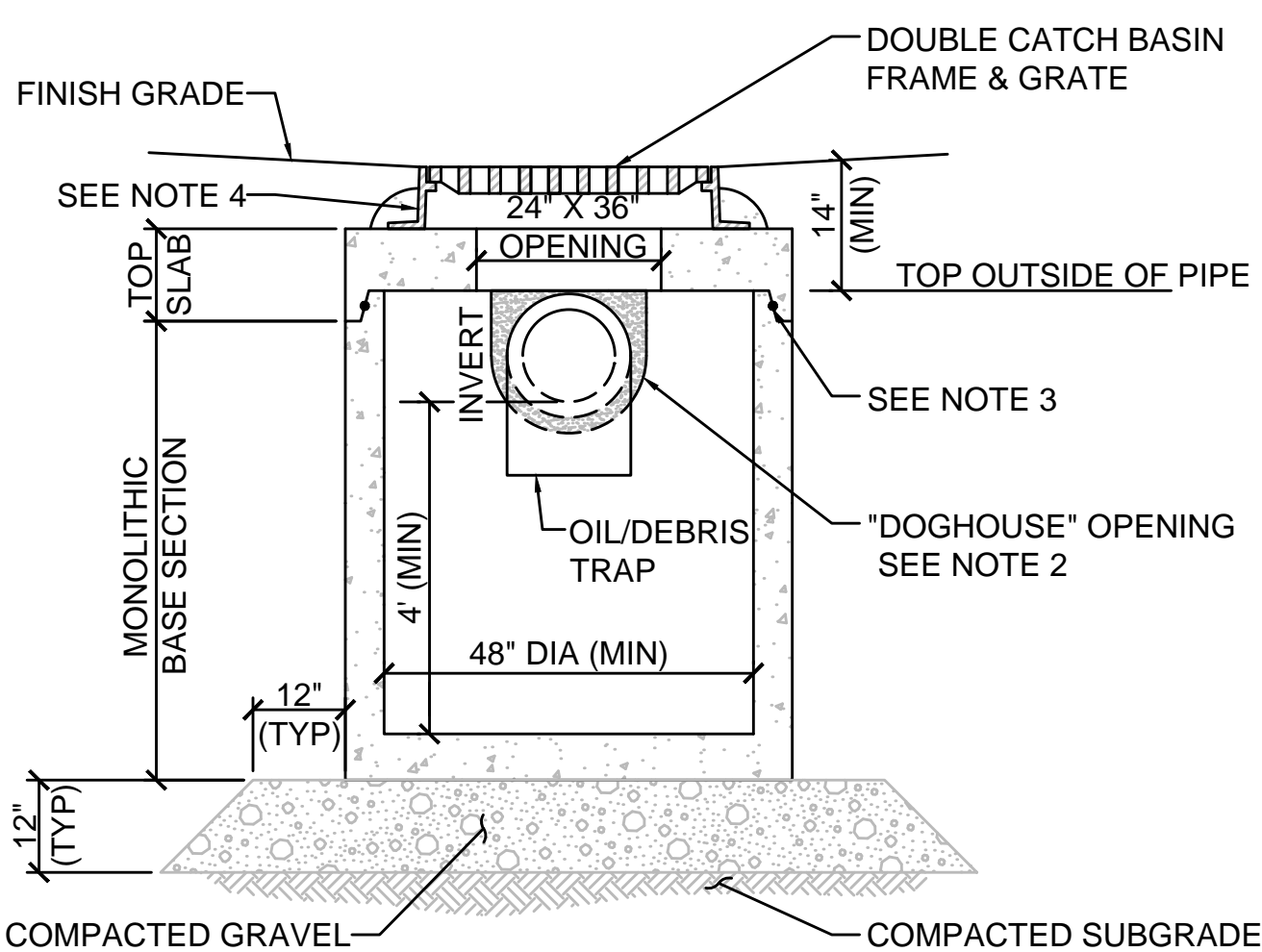
FILE NAME: \\VHB\GEL\PROJBOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\EVNOI NBN\SEGMENT3_SD\NINB-NOI.DWG



- NOTES:
- ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
 - PROVIDE DOGHOUSE OPENING FOR PIPES WITH 2" MAX CLEARANCE TO OUTSIDE OF PIPE. TOP SLAB SHALL NOT REST DIRECTLY ON PIPE. GROUT ALL PIPE CONNECTIONS (NON-SHRINK GROUT).
 - JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE PREFORMED BUTYL RUBBER.
 - CATCH BASIN FRAME AND GRATE (4" DEPTH) SHALL BE SET IN FULL MORTAR BED.
 - ADJUST TO FINISH GRADE WITH CLAY BRICK AND MORTAR AS REQUIRED.

SHALLOW COVER CATCH BASIN (SCB) WITH OIL/DEBRIS TRAP

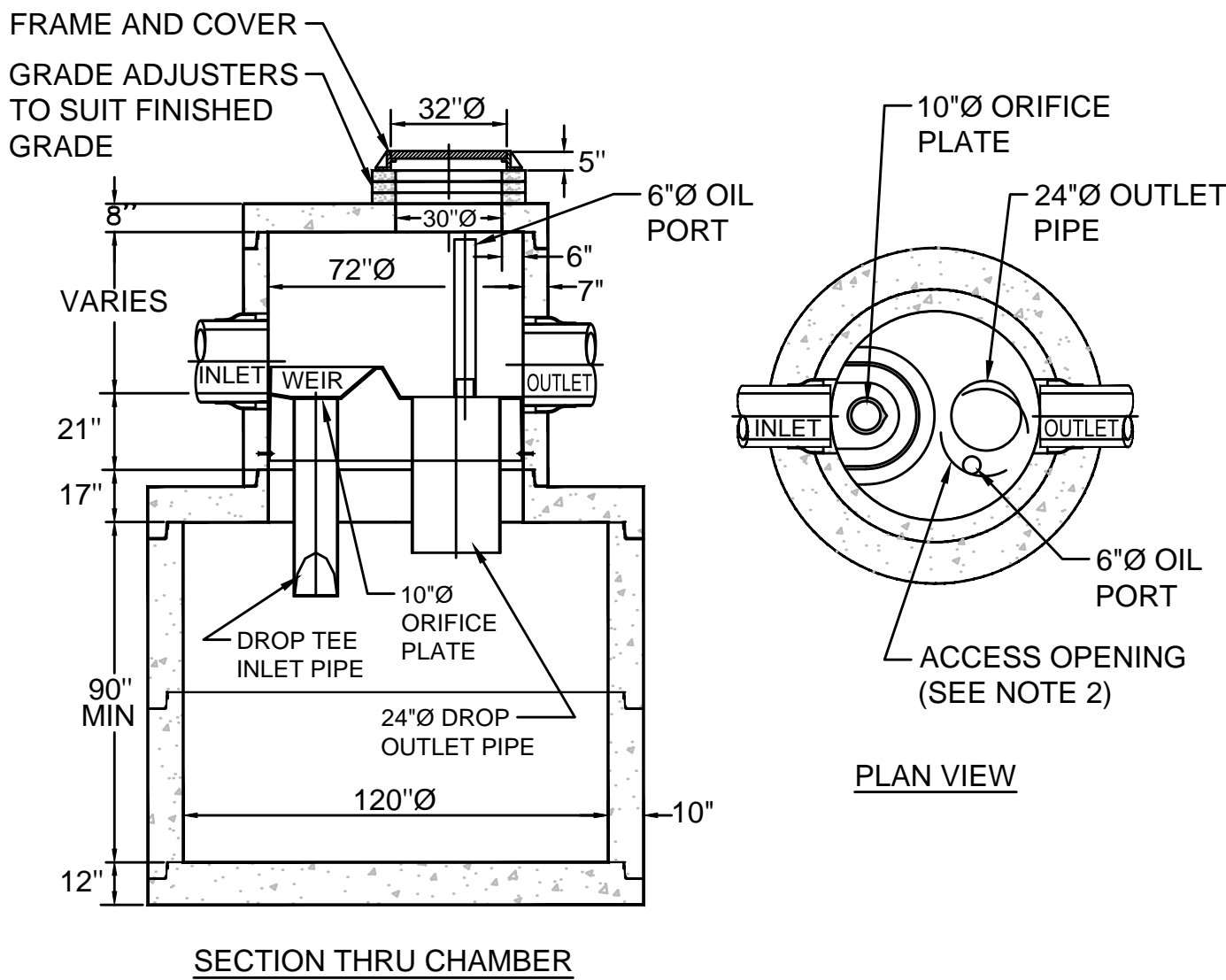
SCALE: N.T.S.



- NOTES:
- ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
 - PROVIDE DOGHOUSE OPENING FOR PIPES WITH 2" MAX CLEARANCE TO OUTSIDE OF PIPE. TOP SLAB SHALL NOT REST DIRECTLY ON PIPE. GROUT ALL PIPE CONNECTIONS (NON-SHRINK GROUT).
 - JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE PREFORMED BUTYL RUBBER.
 - CATCH BASIN FRAME AND GRATE (4" DEPTH) SHALL BE SET IN FULL MORTAR BED.
 - ADJUST TO FINISH GRADE WITH CLAY BRICK AND MORTAR AS REQUIRED.

DOUBLE GRATE CATCH BASIN (SDCB) SHALLOW WITH OIL/DEBRIS TRAP

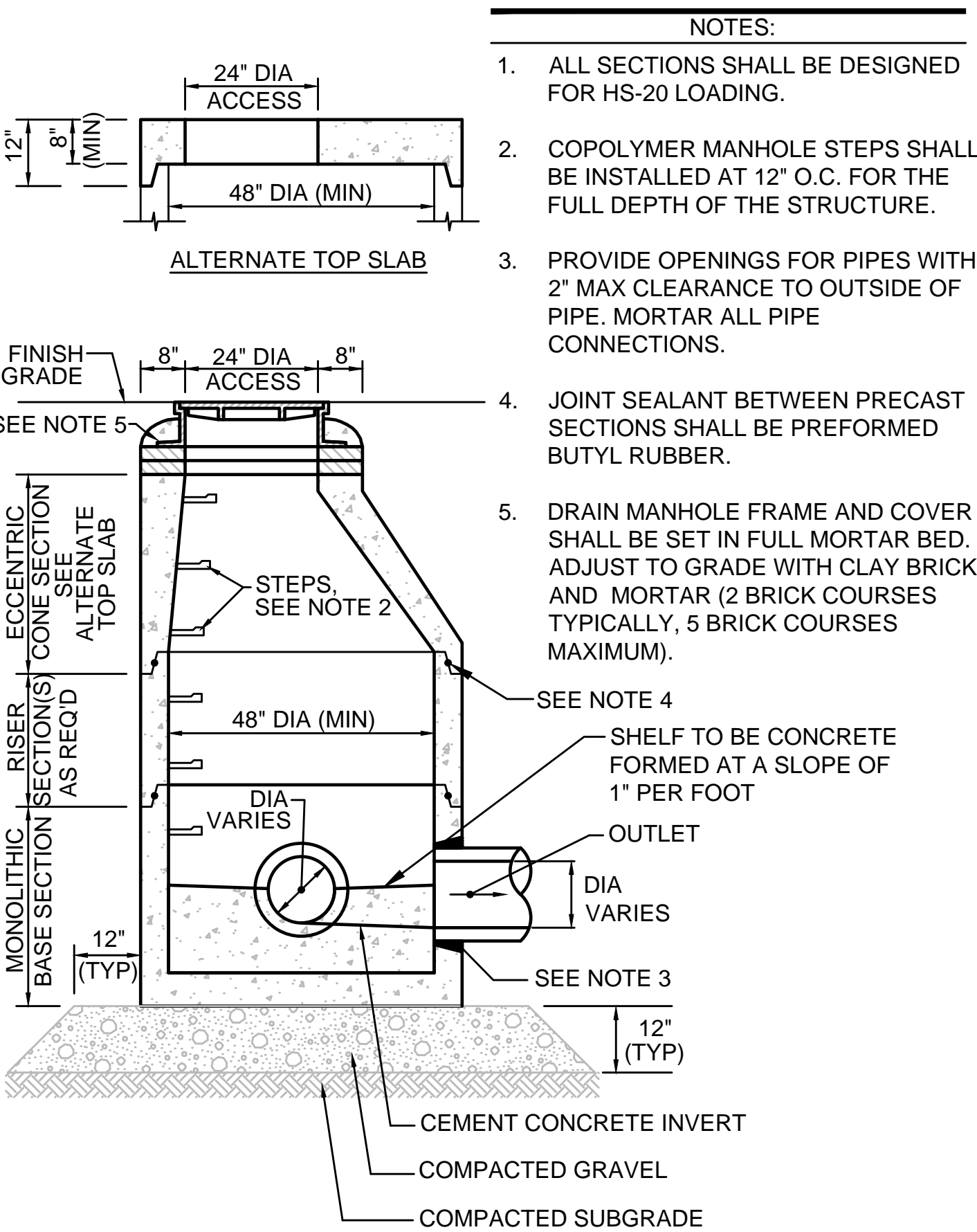
SCALE: N.T.S.



- NOTES:
- THE USE OF FLEXIBLE CONNECTION IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.
 - THE COVER SHOULD BE POSITIONED OVER THE OUTLET DROP PIPE AND THE OIL PORT.
 - ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
 - JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE BUTYL RUBBER.
 - MANHOLE FRAME AND COVER SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICKS TYPICALLY, 5 BRICK COURSES MAX).
 - PROVIDE OPENINGS FOR PIPES WITH 2" MAX CLEARANCE TO OUTSIDE OF PIPE. MORTAR ALL CONNECTIONS.
 - OR APPROVED EQUIVALENT.

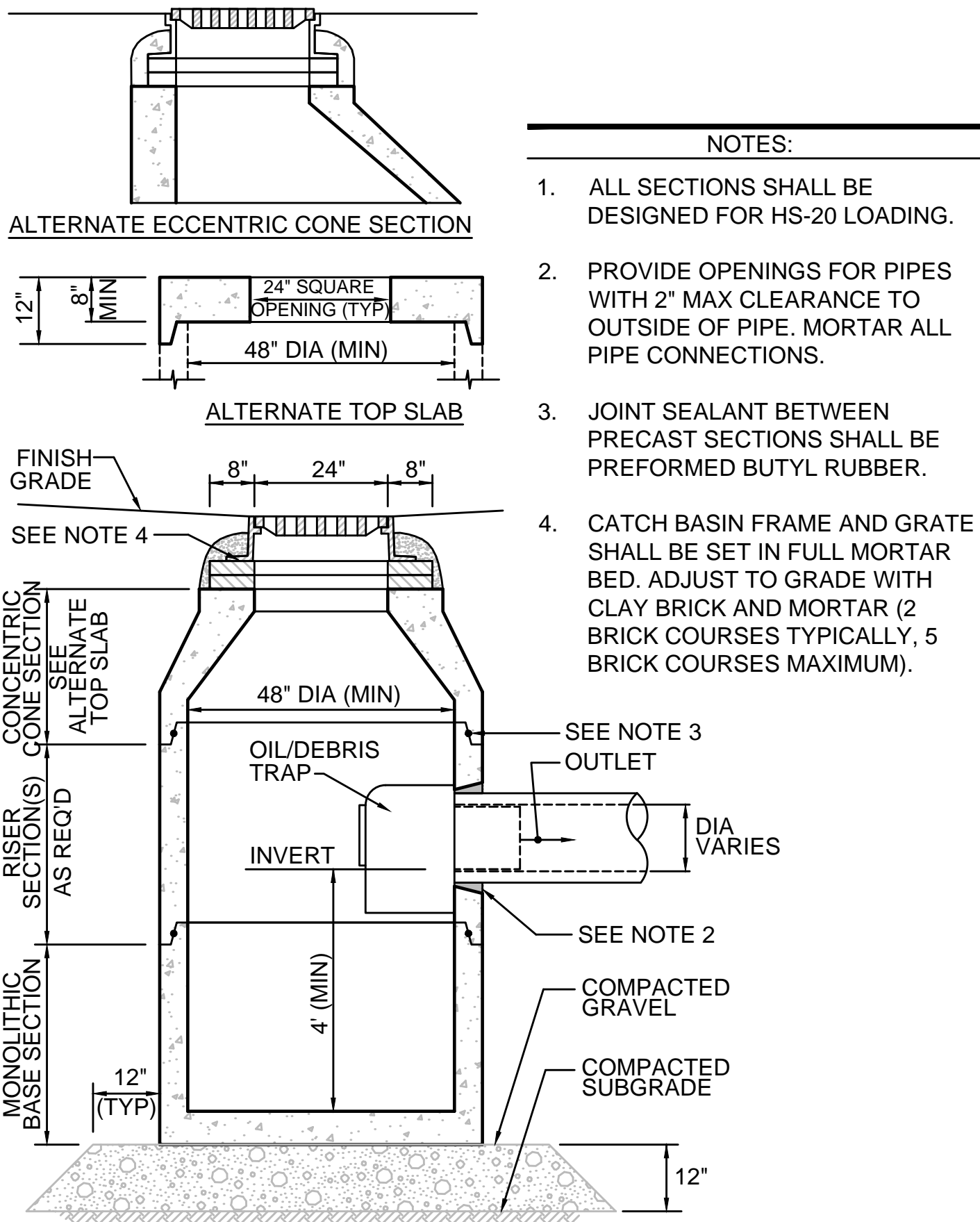
WATER QUALITY STRUCTURE

SCALE: N.T.S.



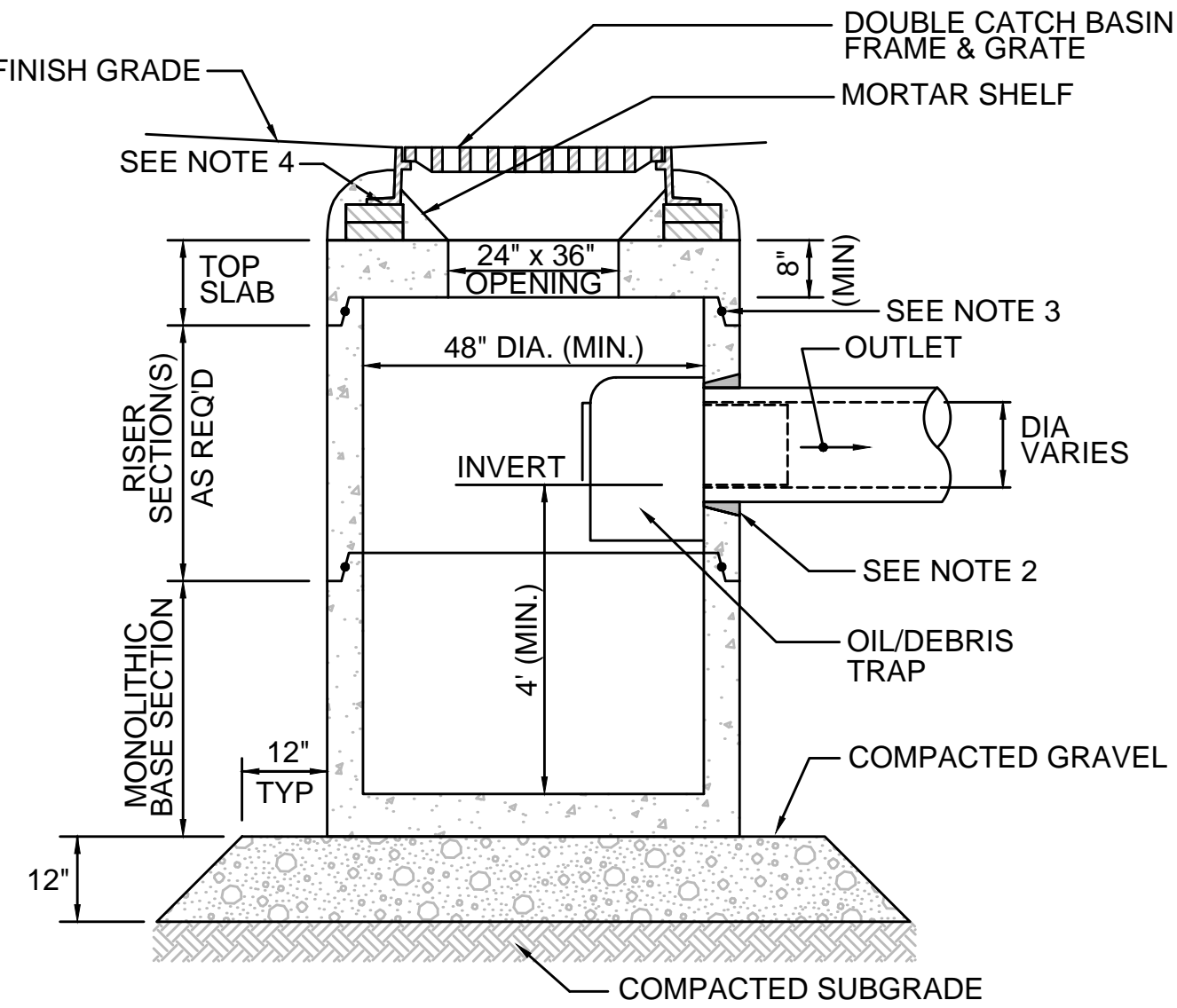
DRAIN MANHOLE (DMH)

SCALE: N.T.S.



CATCH BASIN (CB) WITH OIL/DEBRIS TRAP

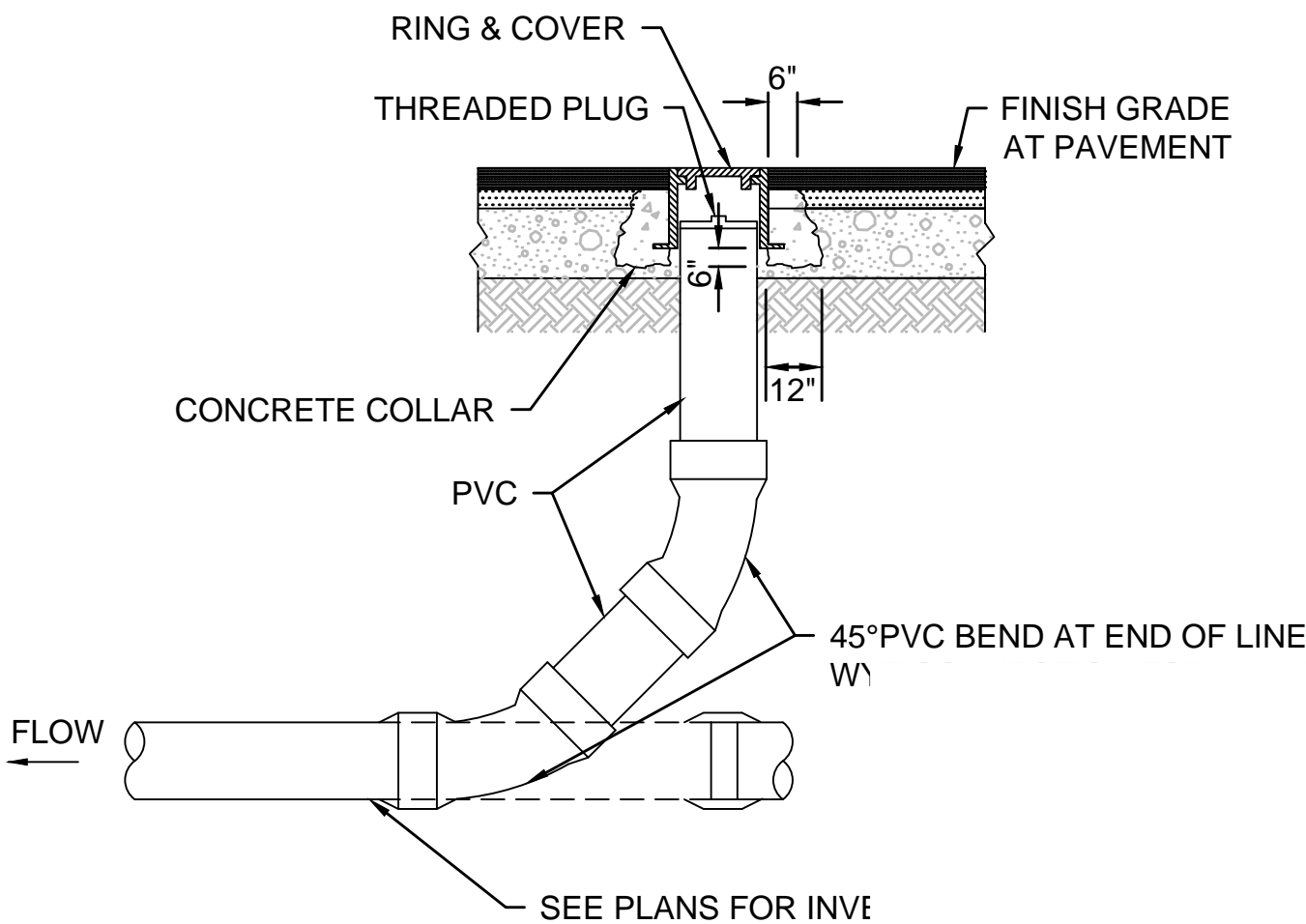
SCALE: N.T.S.



- NOTES:
- ALL SECTIONS SHALL BE DESIGNED FOR HS-20 LOADING.
 - PROVIDE OPENINGS FOR PIPES WITH 2" MAX CLEARANCE TO OUTSIDE OF PIPE. MORTAR ALL PIPE CONNECTIONS.
 - JOINT SEALANT BETWEEN PRECAST SECTIONS SHALL BE BUTYL RUBBER.
 - DOUBLE CATCH BASIN FRAME AND GRATE SHALL BE SET IN FULL MORTAR BED. ADJUST TO GRADE WITH CLAY BRICK AND MORTAR (2 BRICKS TYPICALLY, 5 BRICK COURSES MAXIMUM).

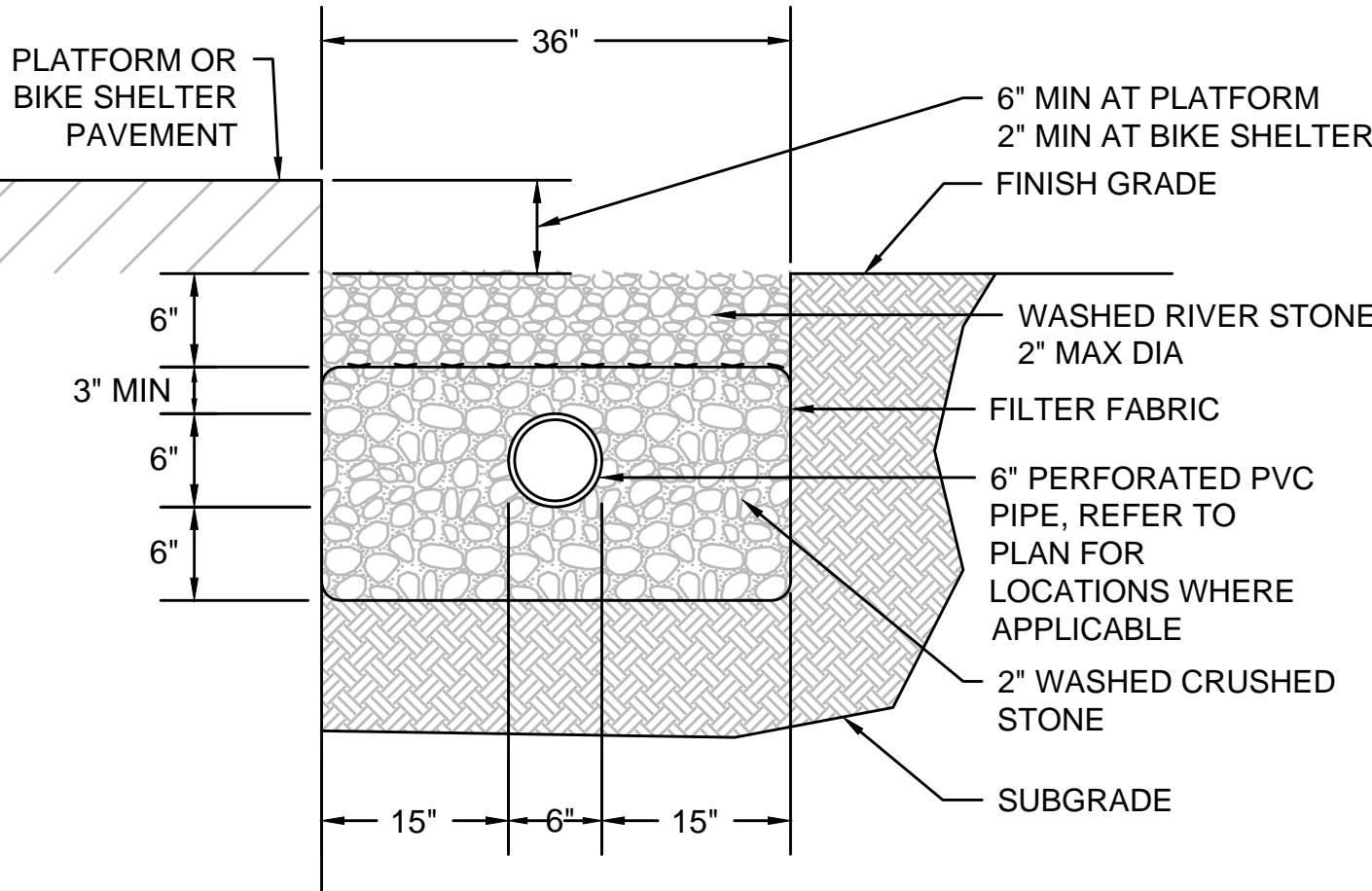
DOUBLE GRATE CATCH BASIN (DCB) WITH OIL/DEBRIS TRAP

SCALE: N.T.S.



CLEANOUT (CO) - PAVED AREA

SCALE: N.T.S.



STONE DRIP STRIP

SCALE: N.T.S.

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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTH COAST RAIL - PHASE I
MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS
CONTRACT NO.

NEW BEDFORD MAIN LINE NORTH NEW BEDFORD STATION SITE DETAILS 6



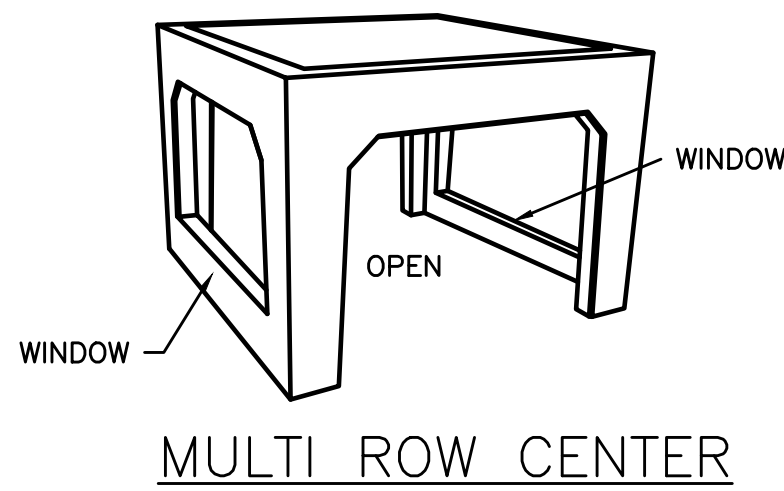
99 HIGH STREET
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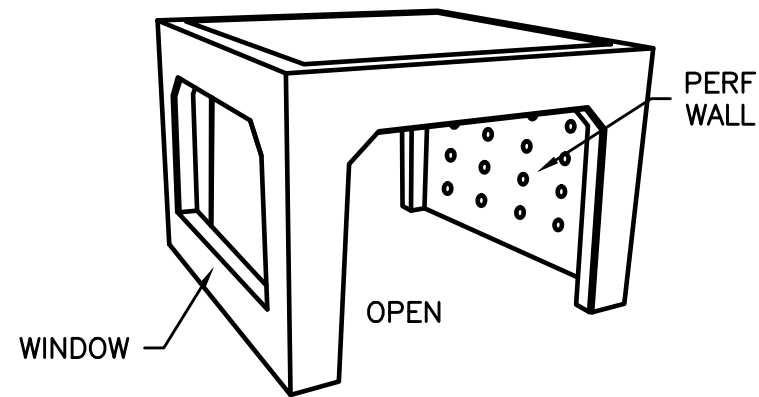
APPROVED BY:

ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.	PROJECT MANAGER	Date	PROJECT MANAGER	Date
						HORIZ: NONE	DES. BY	DR. BY	CHK. BY
						VERT: NONE	SJH	MRT	RM
						DATE: 06/17/2019			
						PLAN NO.			
						SHEET	SD-306		

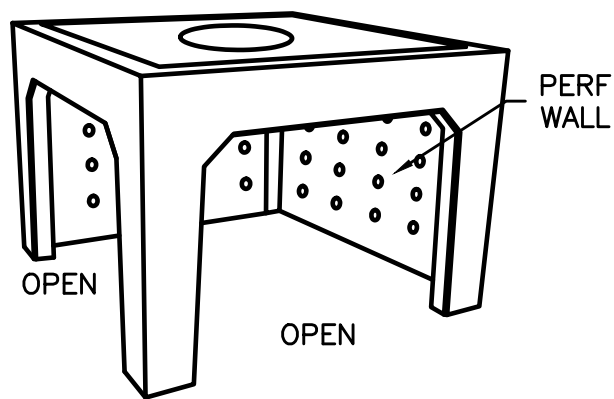
FILE NAME: \\VHB\GEL\PROJ\BOSTON\12815.00 SCR PM & CM\CAD\SEGMENT3\DWG\ENV\NOT NBN\SEGMENT3_SD\NBN\NOI.DWG



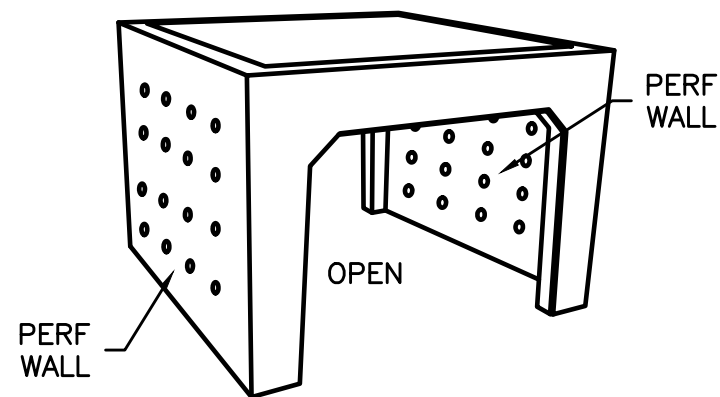
MULTI ROW CENTER



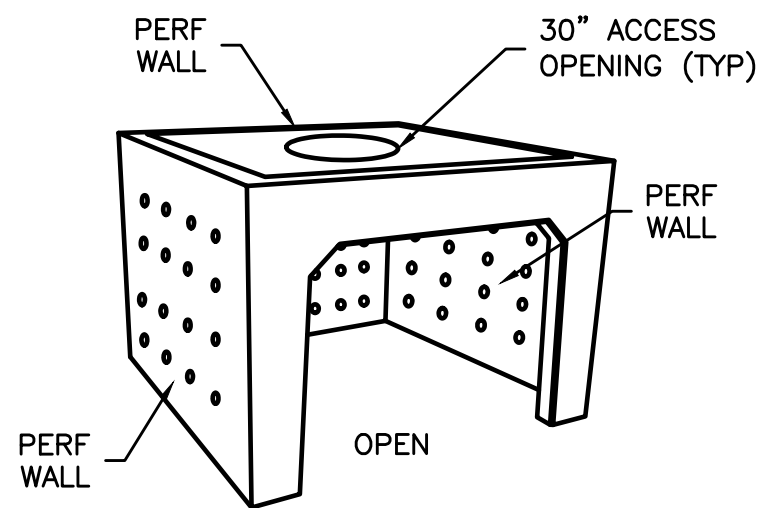
MULTI ROW PERIMETER



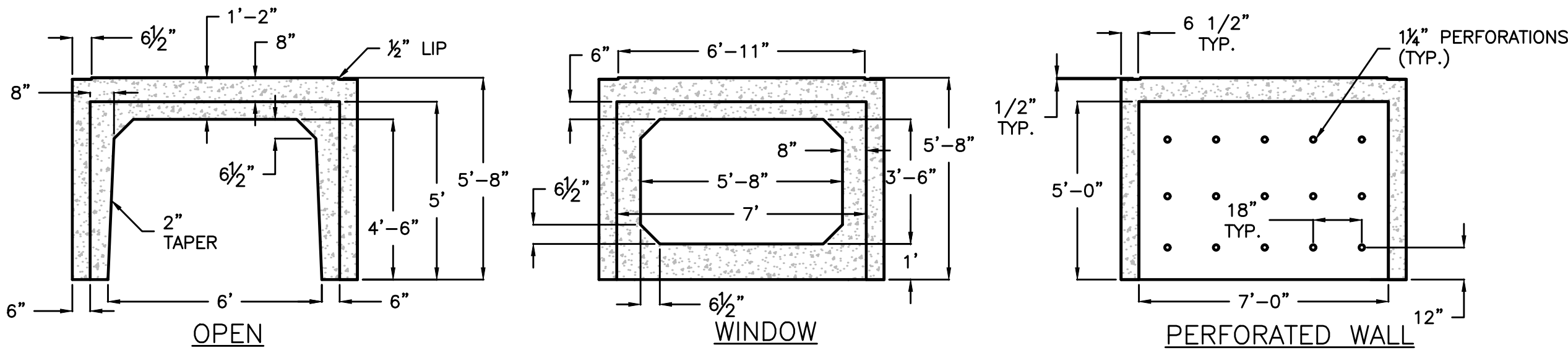
MULTI ROW CORNER



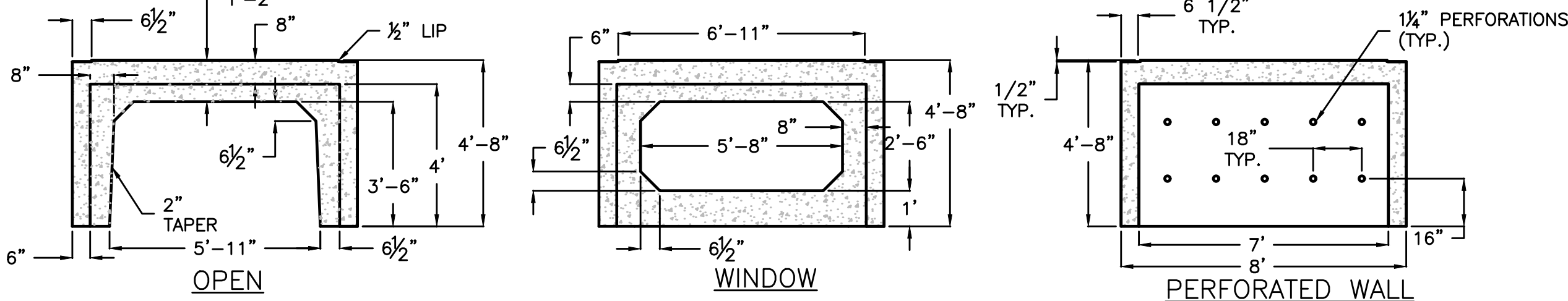
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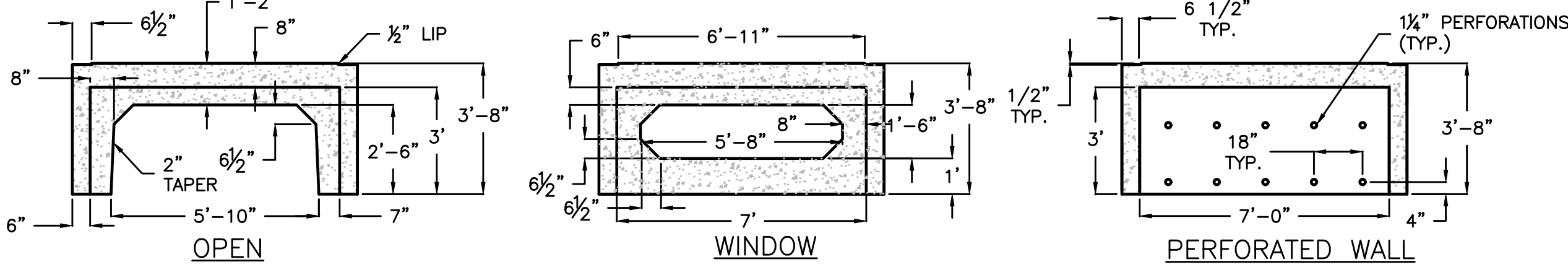
SINGLE ROW END



TYPICAL 5' UNIT DIMENSIONS



TYPICAL 4' UNIT DIMENSIONS



TYPICAL 3' UNIT DIMENSIONS

VOLUME CAPACITY CALCULATION

TARGET VOLUME: _____

*TOP RETAIN-IT MODULE HEIGHT:

"A" MIDDLE: _____ (UNITS) x _____ CU.FT. PER UNIT = _____ CU.FT.
"B" SIDE: _____ (UNITS) x _____ CU.FT. PER UNIT = _____ CU.FT.
"C" CORNER: _____ (UNITS) x _____ CU.FT. PER UNIT = _____ CU.FT.
TOTAL UNITS: _____ TOTAL VOLUME = _____ CU.FT.

STONE STORAGE (40% VOID)

BASE: _____ THICK ROCK SIDEWALL
TOTAL VOLUME: _____ LONG x _____ WIDE x _____ THICK = _____ CU.FT.
x VOID RATIO x (40% VOID) = _____ CU.FT.

SIDE WALL: _____ THICK ROCK SIDEWALL
TOTAL VOLUME: _____ LONG x _____ WIDE x _____ THICK = _____ CU.FT.
x VOID RATIO x (40% VOID) = _____ CU.FT.

TOTAL CAPACITY

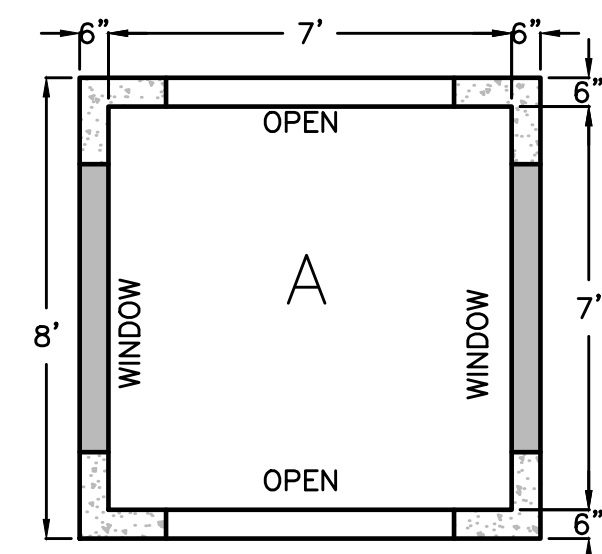
TALL RETAIN-IT _____ CU.FT.
BASE STONE _____ CU.FT.
SIDEWALL STONE _____ CU.FT.
TOTAL _____ CU.FT.

*SEE DESIGN / DOCUMENT LIBRARY / STORAGE VOLUMES
AND WEIGHTS BY MODULAR HEIGHT FOR SELECT
CALCULATION DATA

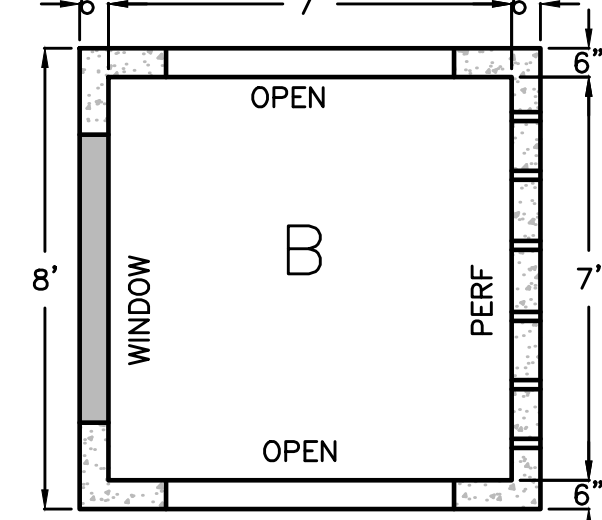
NOTE: SEE CALCULATOR AND DESIGN TOOL © RETAIN-IT.COM
RETAIN-IT.COM/DESIGN/DESIGN-TOOLS

ASTM SPECIFICATIONS:

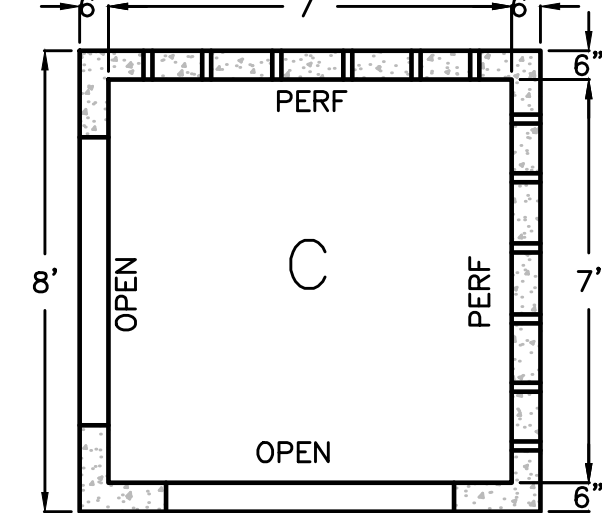
1. CONCRETE - 5,000 PSI, 28 DAYS
2. REINFORCING STEEL CONFORMS TO LATEST ASTM A615
3. H-20 DESIGN LOADING PER AASHTO HS-20-44



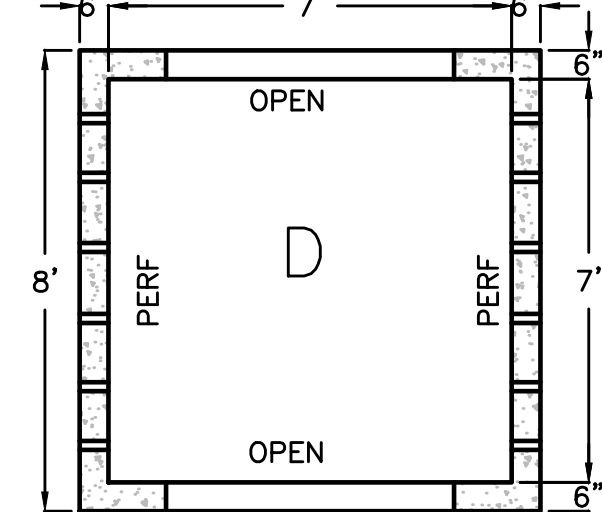
MULTI ROW CENTER



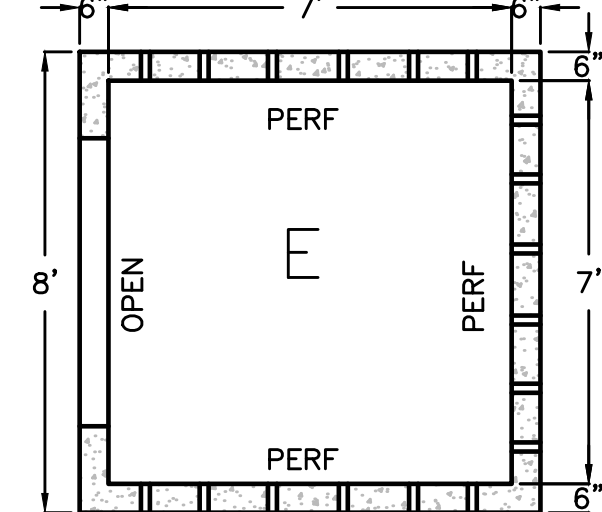
MULTI ROW PERIMETER



MULTI ROW CORNER

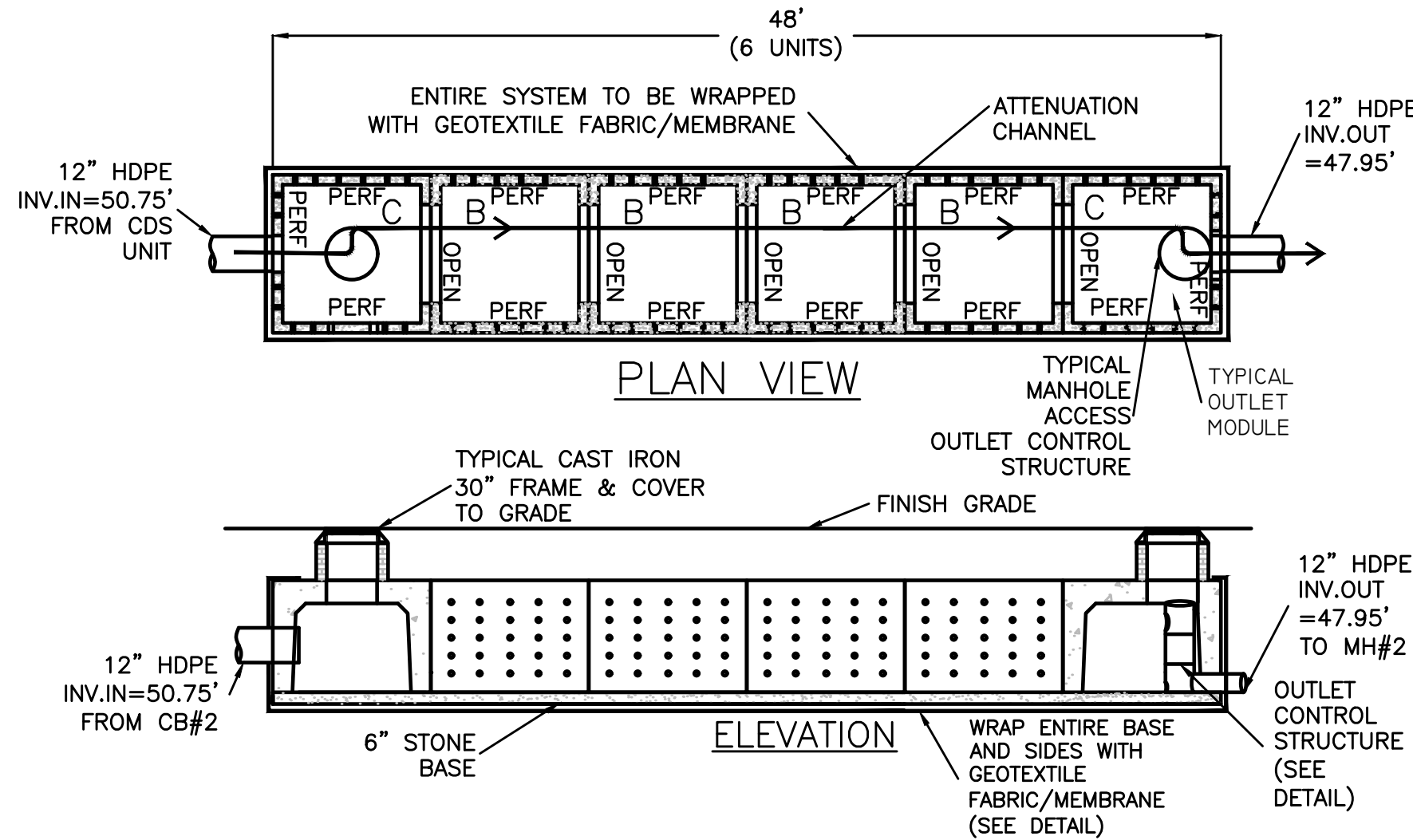


SINGLE ROW CENTER

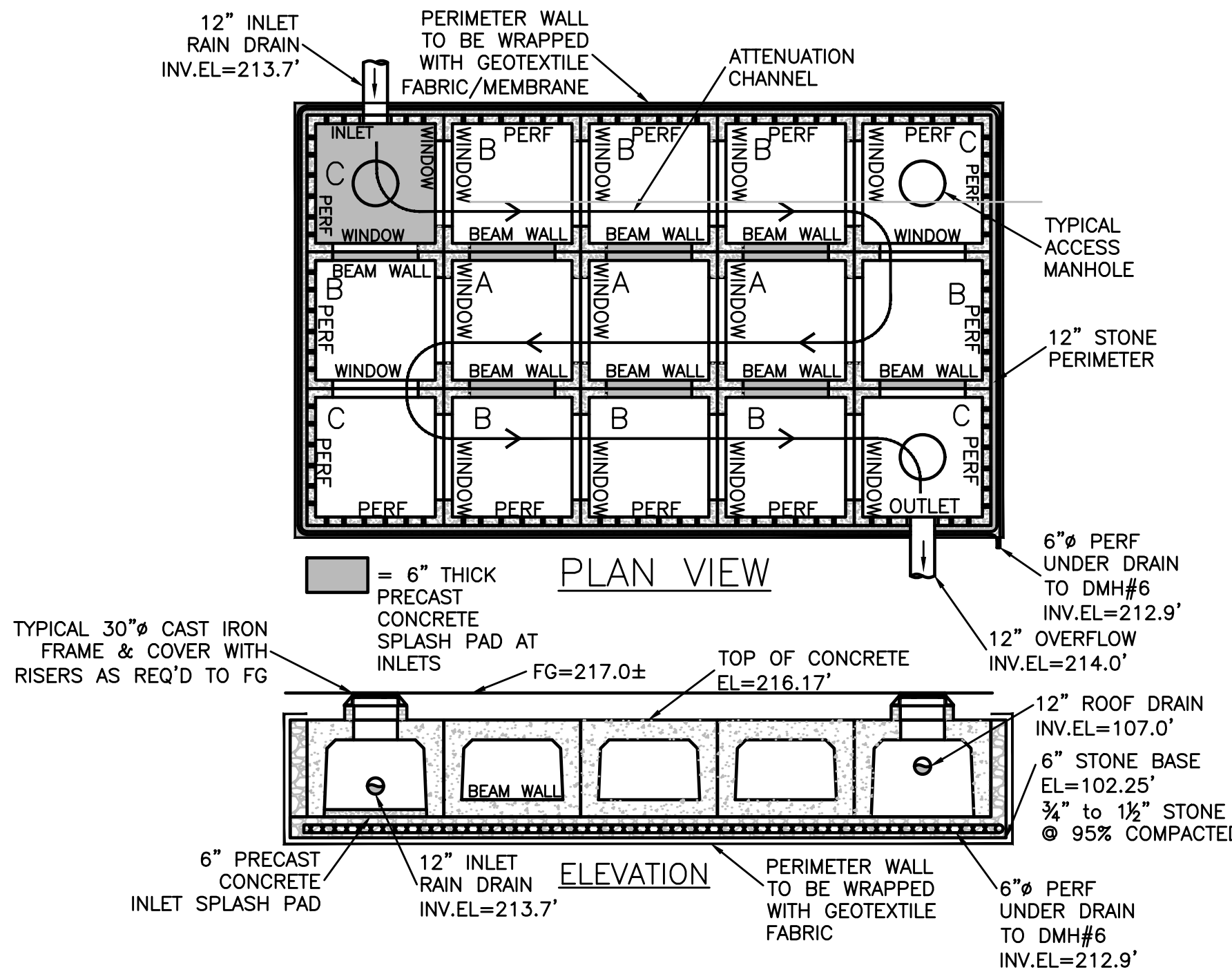


SINGLE ROW END

SYSTEM EXAMPLES



TYPICAL DETENTION /RETENTION



TYPICAL INFILTRATION

ISSUED FOR NOTICE OF INTENT



MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
SOUTH COAST RAIL - PHASE I
MIDDLEBOROUGH TO NEW BEDFORD IMPROVEMENTS
CONTRACT NO.

NEW BEDFORD MAIN LINE NORTH NEW BEDFORD STATION SITE DETAILS 7



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BOSTON, MA 02110
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MASSACHUSETTS BAY TRANSPORTATION
AUTHORITY

APPROVED BY:

ISSUE	DATE	DESCRIPTION	BY	CHKD.	APP.	PROJECT MANAGER	DATE	PROJECT MANAGER	DATE	ISSUE
						HORIZ: NONE	DES. BY	DR. BY	CHK. BY	PLAN NO.
						VERT: NONE	SJH	MRT	RM	
						DATE: 06/17/2019				SHEET SD-307



Attachment B - Stormwater Calculations- Bound Separately



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