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Rockport Commuter Rail Station Improvements

Presented by:

Massachusetts Bay Transportation Authority &
Nitsch Engineering

February 26, 2009

Building better communities with you

Rockport Commuter Rail Station Improvements

Introductions by MBTA – Joe Nolan

- Darrin McAuliffe, Director, MBTA Outreach and Coordination
- Joe Nolan, MBTA Community Outreach and Coordination
- John Schwarz, Deputy Director, MBTA Design and Construction
- Stephen Jones, Deputy Director, MBTA Railroad Operations
- Tom Rovero, MBTA Project Manager
- Holly Palmgren, MBTA Manager of Environmental Construction
- Bob LaVita, MBTA Real Estate
- Lisa Brothers, PE, Nitsch Engineering, Project Manager
- Jerry Blumenthal, PE, Nitsch Engineering, Deputy Project Manager
- Wayne Gething, Jr., Domenech Hicks & Krockmalnic, Architect
- Lance Meister, Harris Miller Miller & Hanson, Noise Consultant

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Rockport Commuter Rail Station Improvements

AGENDA

- 30% Station Layout Design
- Engine Shed
- Noise Analysis/Mitigation
- Crane/Freight House
- Environmental Update
- Project Schedule
- Public Discussion – Q&A

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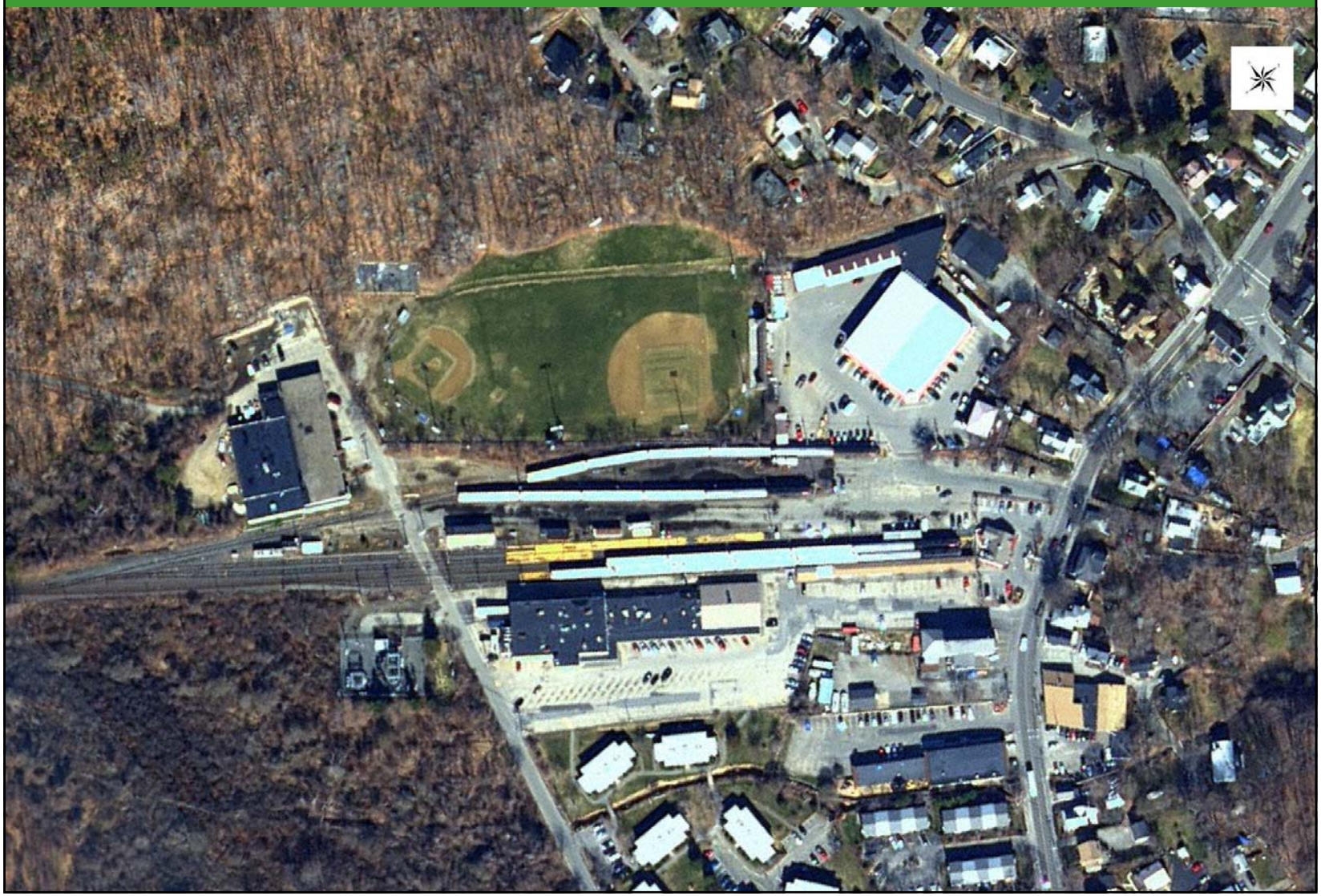
Rockport Commuter Rail Station Improvements



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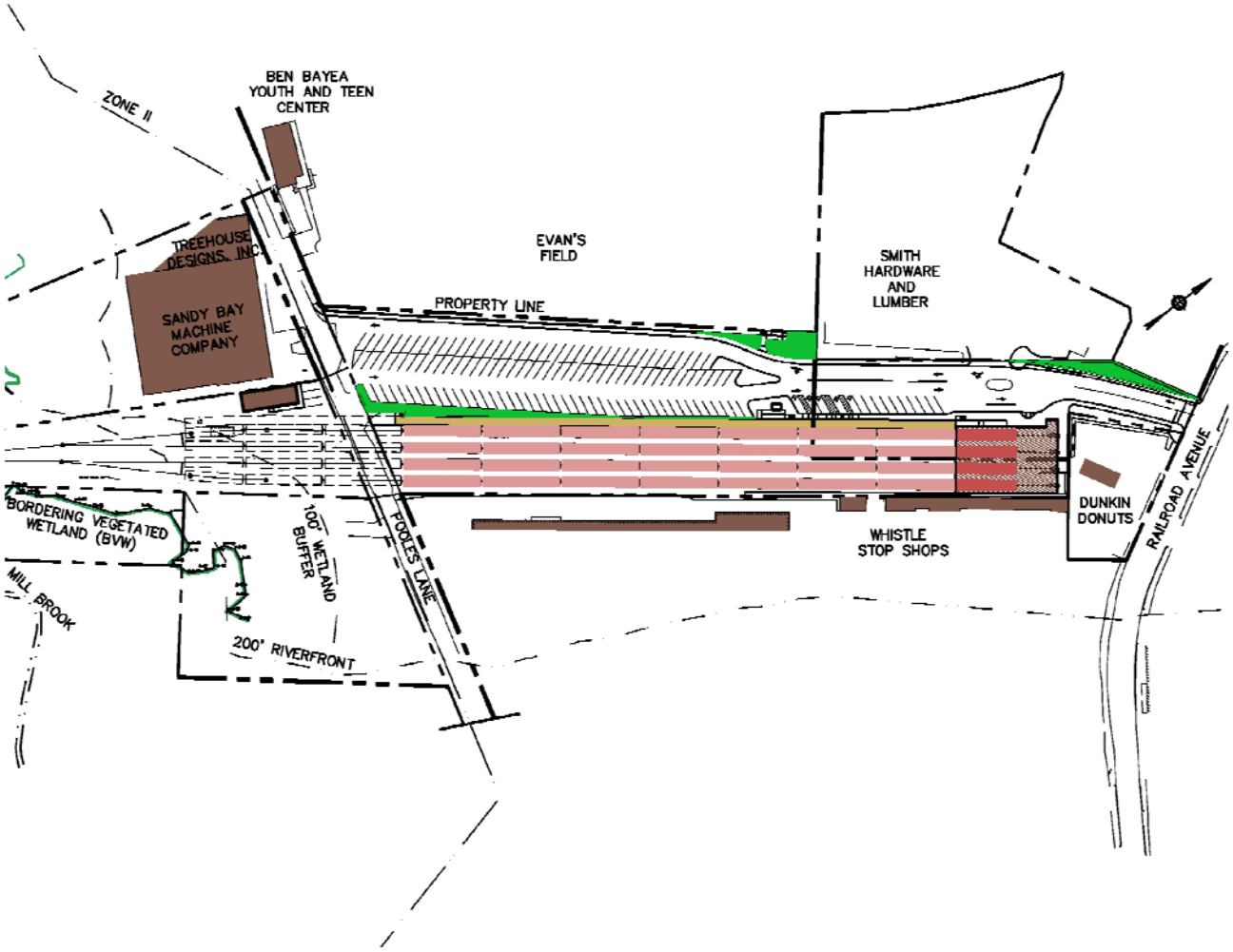

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Community Input/Revised Station Layout

- Sidewalks Not Used
- Parking Layout/Stalls
- Parking Count – 150
- Crane
- Fare Collection
- Pooles Lane – Crossing Gate

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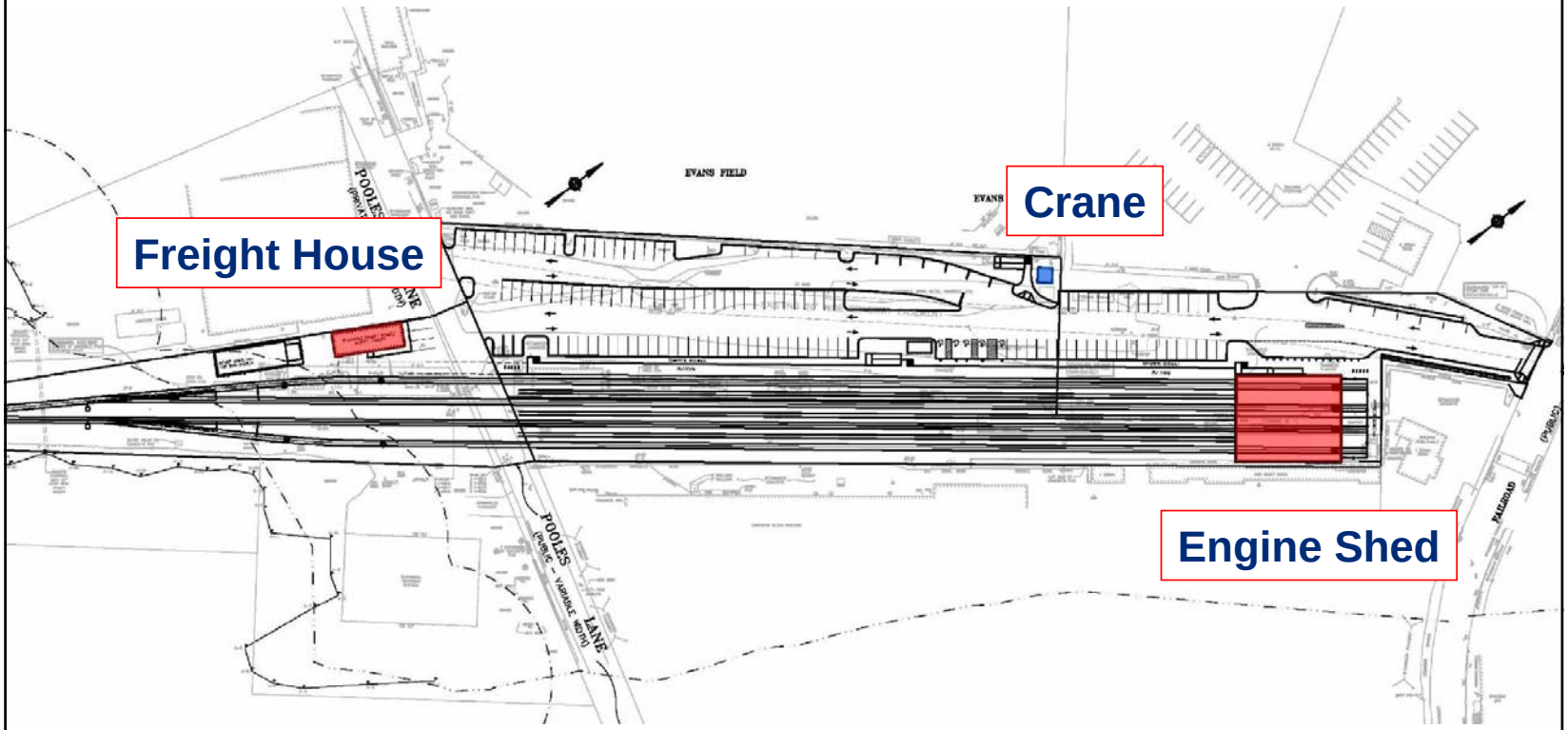

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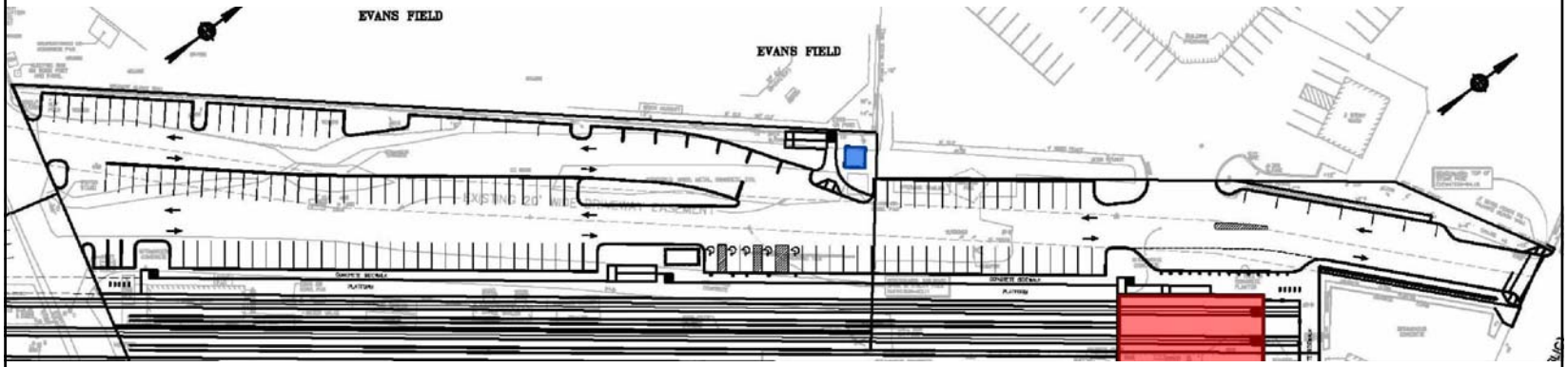

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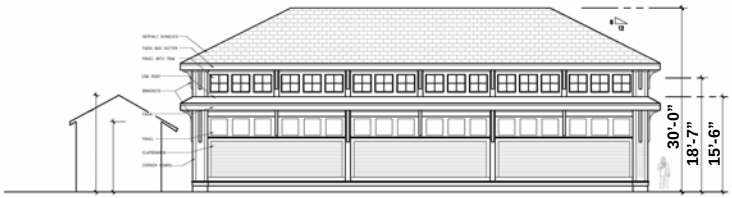
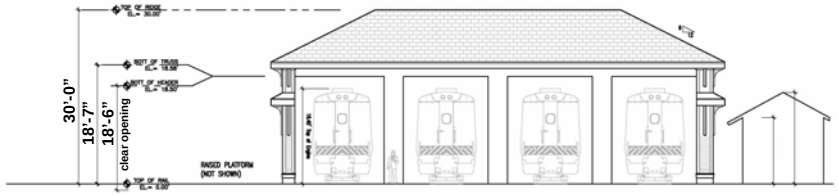
Engine Shed



Proposed Side Elevation



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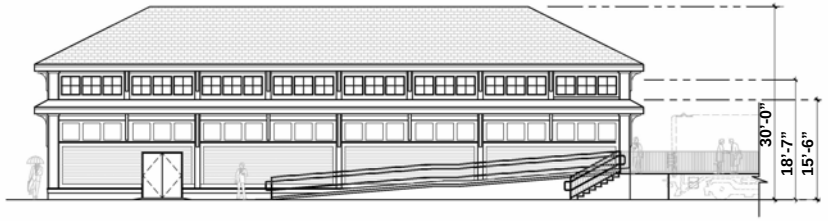

Proposed Front Elevation

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Noise Analysis Locations

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Noise Analysis Assumptions

- Measured existing noise levels
- Based operations on MBTA schedule and layover procedures
- Used noise data from Middleborough layover facility study
- Modeled all activity at the station
  - Trains entering and leaving
  - Movements within the station
  - Idling locomotives

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Noise Mitigation

- Use of a engine shed to mitigate noise to the surrounding community
- Use of sound absorbing materials inside the shed
  - Wall materials
  - Ceiling treatments
  - Ballast under tracks
- Reduction in noise level depends on location
  - 4 to 11 dB reduction from existing noise levels
  - 7 to 15 dB reduction from future noise levels

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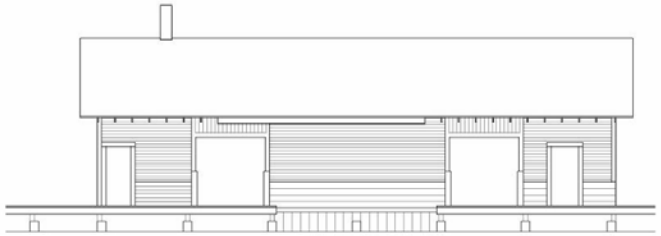
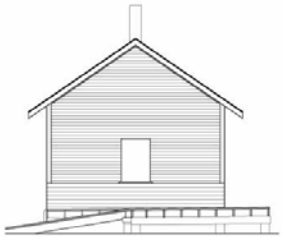
Freight House

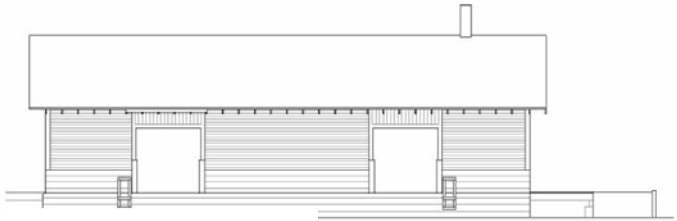


Existing Front Elevation



Existing Side Elevation

Existing Side Elevation



Existing Rear Elevation

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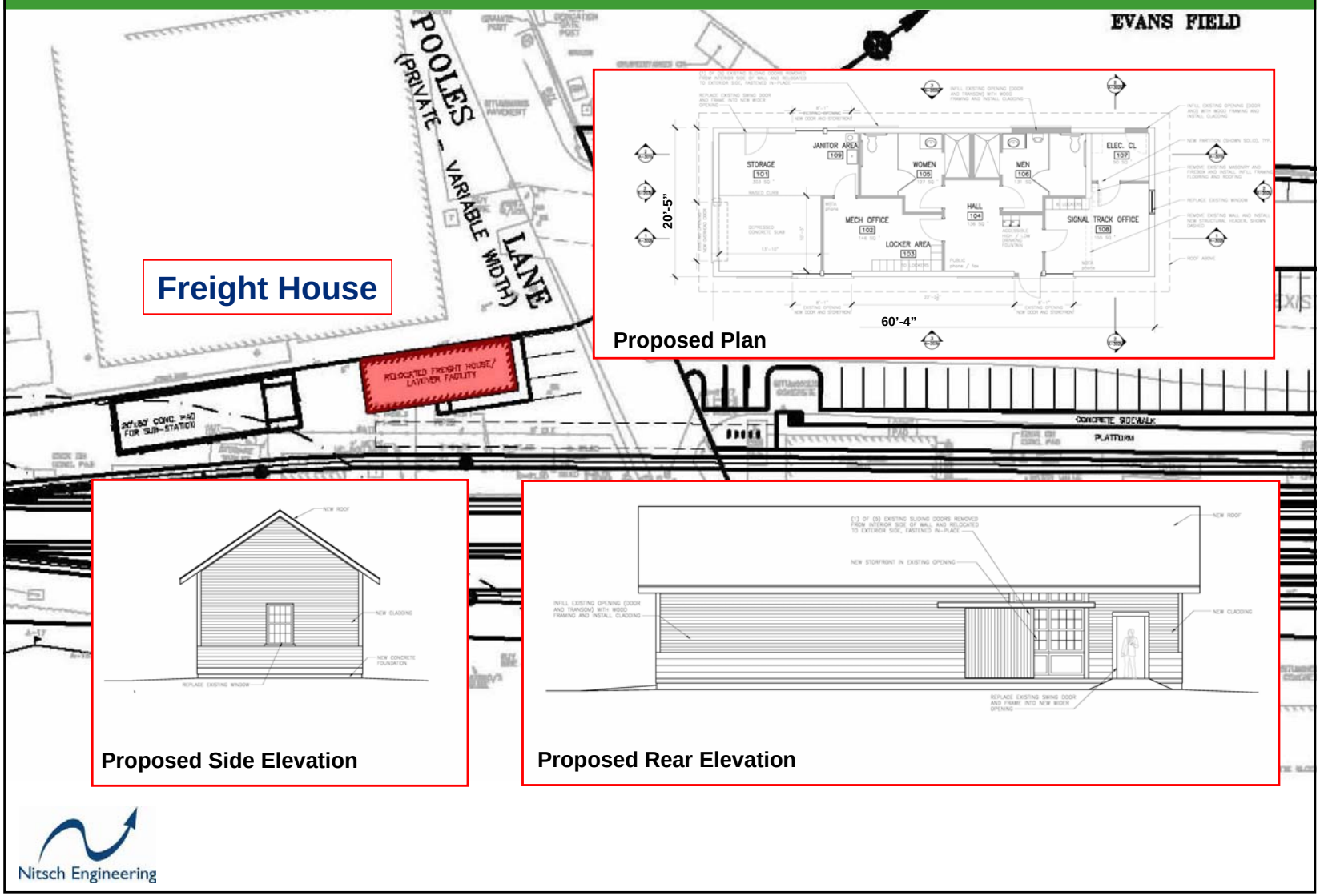
Freight House



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Project Schedule/Environmental Update

- Design Phase through October 2009
  - October 2, 2008 – First Community Meeting (15% design)
  - February 4, 2009 - Public Hearing Abbreviated Notice of Resource Area Delineation (continued)
  - February 26, 2009 – Second Community Meeting (30% design)
  - Mid July, 2009 – 60% design
- Construction completed Fall of 2011

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- Public Discussion – Question and Answers

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