



**Massachusetts Bay
Transportation Authority**

Franklin Double Track

Fiscal and Management Control Board

November 18, 2019

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Franklin Double Track – Phase 1 Norfolk to Walpole



- Strategic project to improve service resilience and support future network growth by adding 4 additional miles of double track between Norfolk and Walpole
- KCS/RRDP partnership will manage project
- KCS awarded the work on February 27, 2019
 - Design, procurement, construction, and commissioning of two new signal interlockings
 - Delivery of all subgrade preparation works, tree removal, major drainage improvements, bank stabilization, and new retaining walls
 - Replacement of a road bridge – removal of existing bridge, requalification of abutments, procurement of new bridge structure, install and build out with new deck



Franklin Double Track Phase 1: Norfolk to Walpole

- Subgrade preparation works commenced in March 2019
- All tree clearance work was completed along the 4 miles by mid-May 2019
- Rail train on property and all rail delivered in May 2019
- All 11,000 ties were plated and delivered to site for June 2019
- Significant amount of rock ledge demolition and removal completed in September 2019
- All ground works including major drainage improvements, retaining walls, slope stabilization completed by September 2019
- Signal conduits, signal gantry foundations, wiring, and houses set in October 2019
- Track construction will be completed in November 2019
- Work is underway to add 150,000 tons of ballast and commence distressing, welding, and surfacing
- On target for December 2019 completion of work
- New track planned for commissioning in Spring 2020 after the PTC program completes their activities on the Franklin line



Franklin Double Track Phase 2: Norfolk to Frank



- \$30M for the project to be provided by the Commonwealth of Massachusetts per the Safety Investment and Capital Acceleration Plan
- Keolis will continue with work from Norfolk to Frank (interlocking east of Franklin Station)
 - Adds a further 3.5 miles of double track to improve resilience and decrease minimum sustainable headway from ~45 minutes (after present Phase 1 Project) to ~35 minutes
- Design and ordering of long lead material will happen in parallel to truncate project timeline
- Work includes:
 - Subgrade preparation
 - Significant drainage improvement works
 - Two interlockings, signal houses, signal gantries, and retaining walls
 - New track structure
- Project is targeted for December 2020 completion



Franklin Double Track Phase 3: Walpole to Norwood Central



- In parallel with Phase 2, preliminary design work will commence on the 4-mile section between Walpole and Norwood Central (Phase 3).
- This section will ultimately create a double track line between Boston and Franklin. Benefits include:
 - Improved resiliency on Franklin and Fairmount Line service
 - Opportunities for express service on Franklin Line
- This section has some added complexity with respect to Plimptonville and Windsor Garden stations
 - Platforms currently occupy the space required for the double track
- Preliminary engineering and design is expected to be completed in 2020



Request of the Fiscal and Management Control Board

Staff request that the Fiscal and Management Control Board authorize the General Manager, or his designee, to enter into a contract with **Keolis Commuter Services** for the infrastructure improvements under Phase 2 of the Franklin Line improvements and the preliminary design of Phase 3 of the Franklin Line improvements for a cost not to exceed **\$30,000,000**.

