<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>LOCATION</th>
<th>TYPE OF SPECIAL TRACKWORK</th>
<th>TRACK CENTERS (FT.)</th>
<th>FROG TYPE</th>
<th>SWITCH LENGTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>VMF</td>
<td>150 FT CURVED RADIUS TURNOUT</td>
<td>N/A</td>
<td>FLANGE BEARING</td>
<td>15'-0&quot;</td>
</tr>
<tr>
<td>1</td>
<td>BRICK BOTTOM INTERLOCKING</td>
<td>NO. 6 MODIFIED DIAMOND CROSSOVER</td>
<td>15</td>
<td>FLANGE BEARING</td>
<td>17'-6&quot;</td>
</tr>
<tr>
<td>1</td>
<td>WASHINGTON STREET INTERLOCKING</td>
<td>NO. 8 LH TURNOUT</td>
<td>N/A</td>
<td>FLANGE BEARING</td>
<td>26'-0&quot;</td>
</tr>
<tr>
<td>1</td>
<td>WASHINGTON STREET INTERLOCKING</td>
<td>NO. 8 CROSSOVER</td>
<td>18</td>
<td>FLANGE BEARING</td>
<td>26'-0&quot;</td>
</tr>
<tr>
<td>2</td>
<td>WASHINGTON STREET INTERLOCKING</td>
<td>NO. 6 MODIFIED CROSSOVER</td>
<td>11.5</td>
<td>FLANGE BEARING</td>
<td>17'-6&quot;</td>
</tr>
<tr>
<td>1</td>
<td>LOWELL STREET INTERLOCKING</td>
<td>NO. 6 MODIFIED CROSSOVER</td>
<td>11.33</td>
<td>JUMP</td>
<td>17'-6&quot;</td>
</tr>
<tr>
<td>2</td>
<td>COLLEGE AVE INTERLOCKING</td>
<td>NO. 8 CROSSOVER</td>
<td>12</td>
<td>FLANGE BEARING</td>
<td>26'-0&quot;</td>
</tr>
<tr>
<td>1</td>
<td>RED BRIDGE INTERLOCKING</td>
<td>NO. 6 MODIFIED CROSSOVER</td>
<td>11.5</td>
<td>FLANGE BEARING</td>
<td>17'-6&quot;</td>
</tr>
<tr>
<td>1</td>
<td>RED BRIDGE INTERLOCKING</td>
<td>NO. 6 MODIFIED TURNOUT</td>
<td>N/A</td>
<td>FLANGE BEARING</td>
<td>17'-6&quot;</td>
</tr>
<tr>
<td>1</td>
<td>MCGRATH INTERLOCKING</td>
<td>NO. 8 DIAMOND CROSSOVER</td>
<td>N/A</td>
<td>FLANGE BEARING</td>
<td>17'-6&quot;</td>
</tr>
<tr>
<td>1</td>
<td>YL4 TO US-EB</td>
<td>NO. 6 MODIFIED CROSSOVER</td>
<td>N/A</td>
<td>FLANGE BEARING</td>
<td>26'-0&quot;</td>
</tr>
<tr>
<td>1</td>
<td>UNION SQUARE INTERLOCKING</td>
<td>NO. 8 DIAMOND CROSSOVER</td>
<td>15</td>
<td>FLANGE BEARING</td>
<td>26'-0&quot;</td>
</tr>
</tbody>
</table>

Notes:
1) All special trackwork units shall be designed and manufactured in accordance with the most current MBTA MOW standards.
2) All special trackwork units shall be comprised of wood tie and ballasted track construction.
3) All headblock ties shall be made from Azobe grade tropical hardwood, conforming to MBTA Specification No. 8066.
4) Rail size shall be 115RE.
5) All switches shall be fully guarded and include a manganese switch point housing (cover guard).
6) All special trackwork components and materials must be fully compliant with Buy America requirements.
VERTICAL RETRAINING RAIL CRITERIA ON CURVES (OF AND BALLASTED TRACK)

<table>
<thead>
<tr>
<th>Curve Type</th>
<th>Vertical Retaining Rail Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 1000</td>
<td>Not Recommended</td>
</tr>
<tr>
<td>500 to 1000</td>
<td>Halfway on Inner Side of Curve</td>
</tr>
<tr>
<td>Less than 500</td>
<td>As noted</td>
</tr>
</tbody>
</table>

VERTICAL RETRAINING RAIL END BENDING DETAILS/BALLASTED TRACK (SEE NOTE 6)

VERTICAL RETRAINING RAIL WITH VERTICAL RETRAINING RAIL (OF AND BALLASTED TRACK)

<table>
<thead>
<tr>
<th>Track Type</th>
<th>Retaining Rail Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 1000</td>
<td>End Bend</td>
</tr>
<tr>
<td>500 to 1000</td>
<td>End Bend</td>
</tr>
<tr>
<td>Less than 500</td>
<td>End Bend</td>
</tr>
</tbody>
</table>

LOCATION OF VERTICAL RETRAINING RAIL SPACER BLOCKS

1. REFER TO RAIL CRITERIA ASブログ THE MASSACHUSETTS DOT TRANSPORTATION DEPARTMENT RAIL CRITERIA COORDINATION.
2. RUNNING RAIL AND VERTICAL RETRAINING RAIL TO BE FULLY HEAT TREATED RAIL.
3. LAMINATED VERTICAL RETRAINING RAIL AND LEATHER IN SPACER BLOCKS ARE TYPICAL AND MAY BE CHANGED AT ANY TIME DUE TO THE MATERIAL OF THE ECONOMY.
4. VERTICAL RETRAINING RAIL SHALL NOT HAVE END BENDS EXCEPT TO THE CENTERLINE OF THE TRACK RAIL AND SPACER BLOCKS.
5. ALLOWS MALE RAIL WITH END BLOCK AS REQUIRED IN THE PROJECT TO BE USED AS A STUDY ON THE END OF THE RAIL.
6. END OF RETRAINING RAIL TO BE COATED WITH CONCRETE OR OTHER MATERIAL AS REQUIRED TO PROTECT THE RAIL FROM CORROSION.
7. CONSTRUCTION AND INSTALLATION OF TIES AND SPACER BLOCKS ARE DEPENDED ON THE CONTRACTOR.
Typical LRV Bumping Post Detail

Ballasted Track Bumping Post Details

Rumbling Post Clearance Requirements

NOTES:
1. Strings are shown in compressed position.
2. Bumpers are to be water-filled and pipeacked for movement.
3. Bumpers are to be made of wood or similar material and be secured at each end.
4. The bumpers are to be maintained in a clean state.
5. Construction to provide clearance for bumpers.
6. Bumpers are to be made of wood or similar material and be secured at each end.
7. Bumpers are to be maintained in a clean state.
LEGEND:

- (N) GLASS FACTORY SURFACE PARKING
- (S) GLASSWORKS AVENUE
- (W) SURFACE PARKING
- (E) ELECTRICAL ENCLOSURE

1. PLATFORM TO BE 30 FT LONG MINIMUM TO ACCOMMODATE (1) FOUR-CAR OR (2) TWO-CAR LRV
2. THIS IS A NEW DRAWING DEVELOPED FOR THIS TECHNICAL PROPOSAL RESPONSE.

NOT FOR CONSTRUCTION
SITE CONTEXT PLAN - EAST SOMERVILLE STATION

SOMERVILLE/MEDFORD, MASSACHUSETTS

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
NOTES

1. EACH GATE SHALL HAVE A PTZ CAMERA IN ADDITION TO THE INTERCOM AND CARD READER.

VMF BUILDING

VMF PERIMETER YARD

LEGEND

DETAIL 1 TYPICAL SINGLE DOOR (NON-EXIT) WITH CARD READER

SCALE: NTS

NOTE

1. CAMERAS ARE TO BE INSTALLED WITHIN 300 FEET OF THEIR RESPECTIVE ASSIGNED PoE SWITCH.

FLOOR

EXIT

SIDE

FLOOR

EXIT

SIDE

RX

FIRE ALARM RISER DIAGRAM

SCALE: NTS

NOTES

1. SIGNALING LINE CIRCUITS ARE WIRED IN A CLASS A, STYLE 6 MANNER WITH OUTGOING AND RETURN WIRING IN SEPARATE CONDUIT RISERS. NOTIFICATION APPLIANCE CIRCUITS ARE WIRED IN A CLASS A, STYLE 6 MANNER, WITH OUTGOING AND RETURN WIRING IN SEPARATE CONDUIT RISERS. NETWORK DATA COMMUNICATIONS ARE WIRED IN A CLASS A, STYLE 6 MANNER, WITH OUTGOING AND RETURN WIRING IN SEPARATE CONDUIT RISERS.

PUBLIC ADDRESS RACK

LOADING BAY

115A

ZONE B

(COL. A- J AND ROW 1 - 2.75)

ZONE A

(EQUIPMENT STORAGE

ZONE C

(COL. K - R AND ROW 3 - 6)

ZONE D

(COL. K - R AND ROW 3 - 6)

2 TWSP #18AWG (TYPICAL U.N.O)

2 TWSP #18AWG (TYPICAL U.N.O.)

UPS

TELEPHONE PAGE INPUT FROM AVAYA

(NOTE 4)

120VAC

NOTES

1. THE CAT6 CABLE FEEDS TO THE TELEPHONE DEVICES IDENTIFIED SHALL BE ROUTED FROM THE CLOSEST DATA CLOSET/COMM ROOM TUNNELS THAT DESIGNS DO NOT EXCEED 300 FEET.

2. DISTRIBUTE CAT6 CABLE TO IP PHONE DAVICE/JOE'S VIA SDP AND RACK MOUNT CAT6 PATCH PANELS

NOTES

PROPOSED VMF SPECIAL SYSTEMS RISER

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SOMERVILLE/MEDFORD, MASSACHUSETTS

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

ISSUE DATE DESCRIPTION BY CHK'D APP.

SCALE: NTS

DRAWN

DESIGN

CHECK

ISSUE PLAN NO.

SHEET NOTES:

1. THIS IS A NEW DRAWING DEVELOPED FOR THIS TECHNICAL PROPOSAL RESPONSE.

GREEN LINE EXTENSION DESIGN-BUILD PROJECT WITH CONTRACT NO. C0001

PROPOSED VMF SPECIAL SYSTEMS RISER

NOTE

1. DYNAMIC LINE CIRCUITS ARE WIRED IN A CLASS A, STYLE A MANNER WITH OUTGOING AND RETURN WIRING IN SEPARATE CONDUIT RISERS. NOTIFICATION APPLIANCE CIRCUITS ARE WIRED IN A CLASS A, STYLE A MANNER, WITH OUTGOING AND RETURN WIRING IN SEPARATE CONDUIT RISERS. NETWORK DATA COMMUNICATIONS ARE WIRED IN A CLASS A, STYLE A MANNER, WITH OUTGOING AND RETURN WIRING IN SEPARATE CONDUIT RISERS.

2. A REMOTE ALARM INDICATOR WILL BE LOCATED ABOVE THE DOOR OF ANY LOCKED/NON-ACCESSIBLE ROOM/AREA.

NOTES

1. THIS IS A NEW DRAWING DEVELOPED FOR THIS TECHNICAL PROPOSAL RESPONSE.

GREEN LINE EXTENSION DESIGN-BUILD PROJECT WITH CONTRACT NO. C0001

PROPOSED VMF SPECIAL SYSTEMS RISER

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