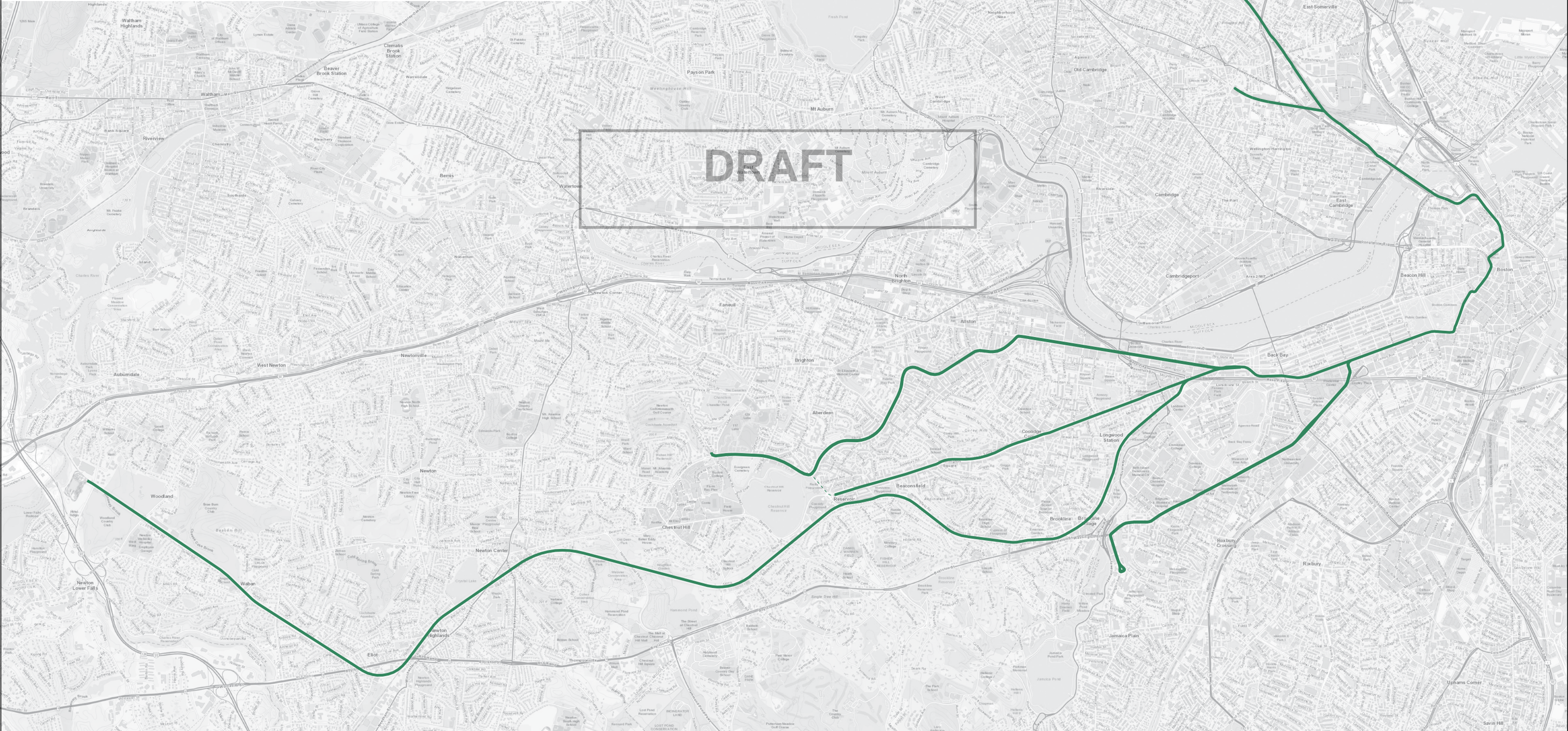


GREEN LINE TRANSFORMATION

Track Schematics



GENERAL NOTES:

1.

THE FOLLOWING SHEETS ARE INTENDED TO REPRESENT THE GREEN LINE SYSTEM SCHEMATICALLY. A SINGLE GRID OF STATIONING WAS USED, HOWEVER INDEPENDENT EB AND WB STATIONING IS IDENTIFIED FOR ALL MAJOR ELEMENTS (STATION PLATFORMS, POINTS OF SWITCH, AND GRADE CROSSINGS).

THIS DOCUMENT WAS DEVELOPED BASED ON MULTIPLE SOURCES AND ALL OF THE COMPILED INFORMATION SHOWN IN THESE SCHEMATICS IS APPROXIMATE.

THIS INFORMATION WAS COMPILED FROM THE FOLLOWING SOURCES:

a.

MBTA E&M GREEN LINE TRACK CHART, DATED 12/19/2019

b.

LEGACY MBTA AS-BUILT DRAWINGS

c.

MBTA RAIL AND EQUIPMENT DEPARTMENT SURFACE LINE PROFILES

d.

MBTA MAINTENANCE OF WAY PERFORMANCE INDICATOR

e.

MBTA CAPITAL DELIVERY EXCEL TRACK CHARTS, DATED 6/10/2010

f.

MBTA GLT VIDEO SURVEY, DATED OCTOBER, 2019

g.

GLX EXISTING GREEN LINE TRACK CHARTS, DATED 7/17/2019

h.

MBTA MOW TRACK CHARTS, DATED 6/14/2019

i.

REVISED GREEN LINE STATION PLATFORMS STATIONING (DEVELOPED BY LTK) DATED 2/6/2020

j.

CONDITIONAL SPEED RESTRICTIONS TAKEN FROM THE MBTA OPERATIONS CONTROL CENTER (OCC) LIST OF SPEED RESTRICTIONS DATED 12/18/2019

k.

GREEN LINE TRAIN PROTECTION SYSTEM (GLTPS) DOUBLE TRACK LAYOUT PHASE I, DATED 5/19/2023
4.

THE SPEEDS PROVIDED FOR EACH SECTION OF THE GREEN LINE (CENTRAL SUBWAY, B-BRANCH, C-BRANCH, D-BRANCH, AND E-BRANCH) REPRESENTS CURRENT OPERATING SPEEDS AS OF ISSUE D (DATED 6/9/2023). CONDITIONAL SPEED RESTRICTIONS ARE DEFINED AS SPEED RESTRICTIONS THAT ARE BASED ON RAIL CONDITION THAT WILL BE ADDRESSED AND REMOVED AS PART OF THE STATE OF GOOD REPAIRS UPGRADES. CONDITIONAL SPEED RESTRICTIONS WILL BE REMOVED FROM THE TRACK SCHEMATICS AS WORK CONTINUES ON THE STATE OF GOOD REPAIR.

METHODOLOGY USED TO DEFINE THE SPEED CODE CHANGE STATIONING IS AS FOLLOWS:

A.

10 MPH SPEED THROUGH ALL STATIONS EXTENDS APPROX. 150' PAST THE PLATFORM IN THE DIRECTION OF TRAVEL.

B.

10 MPH SPEED THROUGH ALL GRADE CROSSINGS EXTENDS APPROX. 25' ON EITHER SIDE OF THE GRADE CROSSING. VEHICLES WILL TRAVEL 10 MPH THROUGH GRADE CROSSINGS UNTIL THE PLANE OF THE OPPOSITE EDGE OF THE GRADE CROSSING IS BROKEN BY THE TRAIN.

C.

IN SITUATIONS WHERE GRADE CROSSINGS ARE WITHIN CLOSE PROXIMITY TO STATION PLATFORMS, THE FURTHEST SPEED RESTRICTION GOVERNS.
6.

INDEPENDENT STATIONING FOR THE PARK STREET FENCE TRACK AND PLATFORMS HAS BEEN OMITTED FROM THESE TRACK SCHEMATICS. STATIONING FOR THE FENCE TRACK PLATFORMS ARE BASED ON THE MAINLINE EB AND WB STATIONING. PARK STREET FENCE TRACK STATIONING BEGINS AT #6 NO. 87 PS AT BOYLSTON STATION. TO OBTAIN THE UNIQUE PARK STREET FENCE TRACK STATIONING USE THE FOLLOWING STATION EQUATION: MAINLINE EASTBOUND STA. 86+91 = PARK STREET FENCE TRACK STA. 0+00

E-BRANCH STREET STATIONS STATIONING WEST OF BRIGHAM CIRCLE (FENWOOD ROAD, MISSION PARK, RIVERWAY, AND BACK OF THE HILL) ARE IDENTIFIED BY THE STREET SIGNAGE IDENTIFYING THE STOPPING POINT AT THE FRONT OF THE TRAIN.

REVISION DESCRIPTIONS:

ISSUE A - (10/25/2019)

UTILIZED ALL THE EXISTING INFORMATION AVAILABLE TO BUILD THE ORIGINAL DRAFT SPEED SCHEMATICS. DRAFT LOCATIONS FOR SIGNALS, PLATFORMS, POINTS OF SWITCH, AND GRADE CROSSINGS WERE ALL APPROXIMATED OFF A SINGLE SET OF STATIONING.

ISSUE B - (2/21/2020)

UPON RECEIPT OF THE MAINTENANCE OF WAY (MOW) TRACK CHARTS THE TEAM REVISED STATIONING FOR PLATFORMS, POINTS OF SWITCH, GRADE CROSSINGS, AND OVERHEAD BRIDGES. ALL OF THE STATIONING PROVIDED MATCHES THE STATIONING IDENTIFIED ON THE MOW TRACK CHARTS.

SIGNALS, AVI LOCATIONS, AND INSULATED JOINT LOCATIONS HAVE ALL BEEN OMITTED FROM THIS ISSUE UNTIL THEY HAVE BEEN FULLY COORDINATED WITH THE NEW SET OF STATIONING.

SPEED CHANGE LOCATIONS HAVE BEEN UPDATED TO MATCH THE RULE OF THUMB FOR SPEED RESTRICTIONS (SEE GENERAL NOTES 6A-C FOR MORE INFORMATION) ALONG EACH OF THE LINES NEAR PLATFORMS, GRADE CROSSINGS, AND OTHER CRITICAL LOCATIONS. ALTHOUGH THE SPEED CHANGE LOCATIONS ARE NOT ALL IDENTIFIED BY A SPECIFIC STATION, THE TEAM HAS ATTEMPTED TO PROVIDE SPECIFIC STATIONING FOR SPEED CHANGES WHEREVER POSSIBLE. THESE SPEED LOCATIONS ARE APPROXIMATE AND ARE SUBJECT TO CHANGE.

ISSUE C - (4/24/2020)

THE INFORMATION PROVIDED IN THESE TRACK SCHEMATICS HAS BEEN REVISED BASED ON COORDINATION WITH THE GREEN LINE TRAIN PROTECTION SYSTEM OPERATIONS MODELING, THE GREEN LINE TRANSFORMATION TYPE 10 VEHICLE POWER MODELING, GREEN LINE TRANSFORMATION LIDAR SURVEY, AND CONDITIONAL SPEED RESTRICTIONS MASTER LIST FROM THE OPERATIONS CONTROL CENTER AT THE MBTA. THESE TRACK SCHEMATICS HAVE UPDATED PLATFORM STATIONING (AND ASSOCIATED SPEED CODE LOCATIONS), SIGNALS AND INSULATED JOINT LOCATION AND STATIONING, AVI LOCATION AND STATIONING, AND CONDITIONAL SPEED RESTRICTIONS, RESPECTIVELY. UNDERGRADE BRIDGES AND TRUCK PADS HAVE ALSO BEEN ADDED TO THE TRACK SCHEMATICS.

ISSUE D - (6/9/2023)

THIS ISSUE INCORPORATES THE GREEN LINE EXTENSION BRANCHES TO MEDFORD AND UNION SQUARE AND ALSO INCORPORATES THE STATION CONSOLIDATION ON THE B BRANCH (BABCOCK STREET AND AMORY STREET STATIONS). FIELD INSPECTION WAS PERFORMED TO CONFIRM SPEED SIGN LOCATIONS AND SAFETY STOP LOCATIONS. THE INFORMATION PROVIDED IN THIS ISSUE OF THE TRACK SCHEMATICS WAS UPDATED THROUGH COORDINATION WITH THE GREEN LINE TRAIN PROTECTION SYSTEM MODEL INPUTS.

NEXT ISSUE

TBD



LEGEND

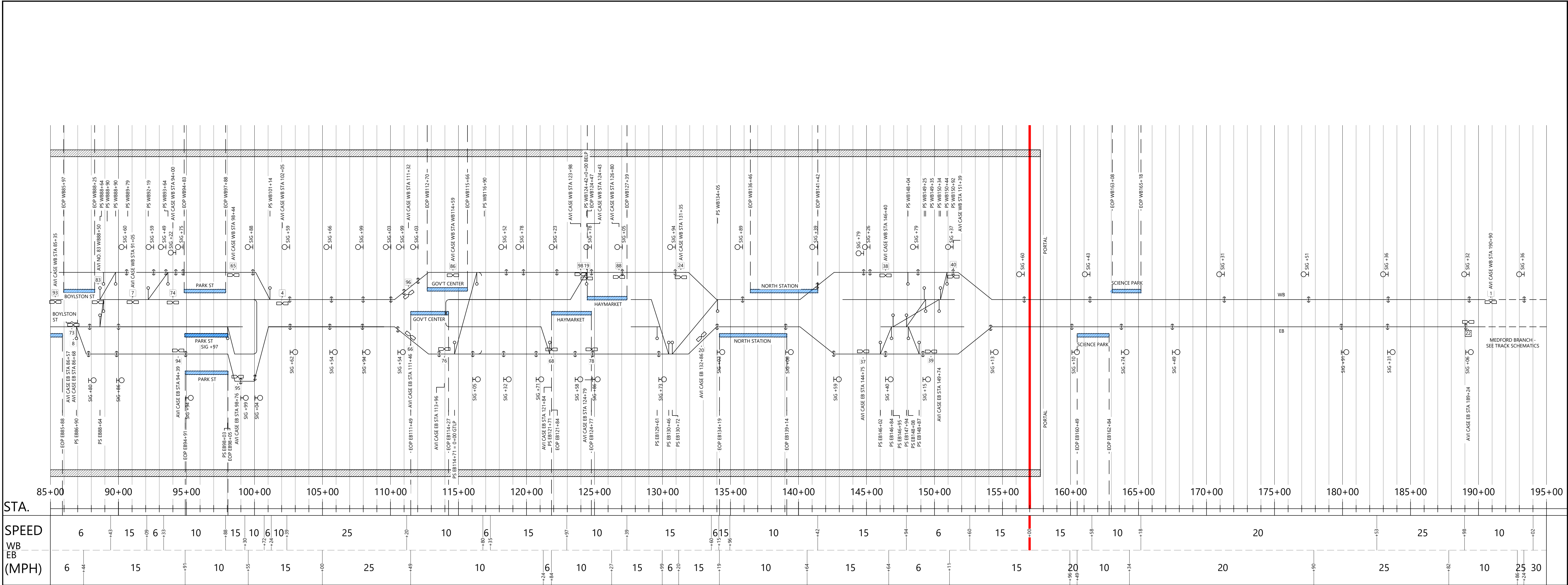
WB	WESTBOUND TRACK		PEDESTRIAN CROSSING		PLATFORM		SAFETY STOP
EB	EASTBOUND TRACK		UNDERGRADE BRIDGE		STREET STATION		TUNNEL WALLS
	GRADE CROSSING		OVERHEAD BRIDGE		WAYSIDE SIGNAL		TURNOUTS
	TRUCK PAD		CONDITIONAL SPEED RESTRICTIONS		INSULATED JOINT		AVI LOCATIONS

DRAFT

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STA.

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WB
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NOTE:
1. SPEED AND OPERATIONAL SPEED RESTRICTIONS SHOWN ABOVE ONLY
REFER TO SPEEDS ASSOCIATED WITH OUTER LOOP AND WALL TRACKS

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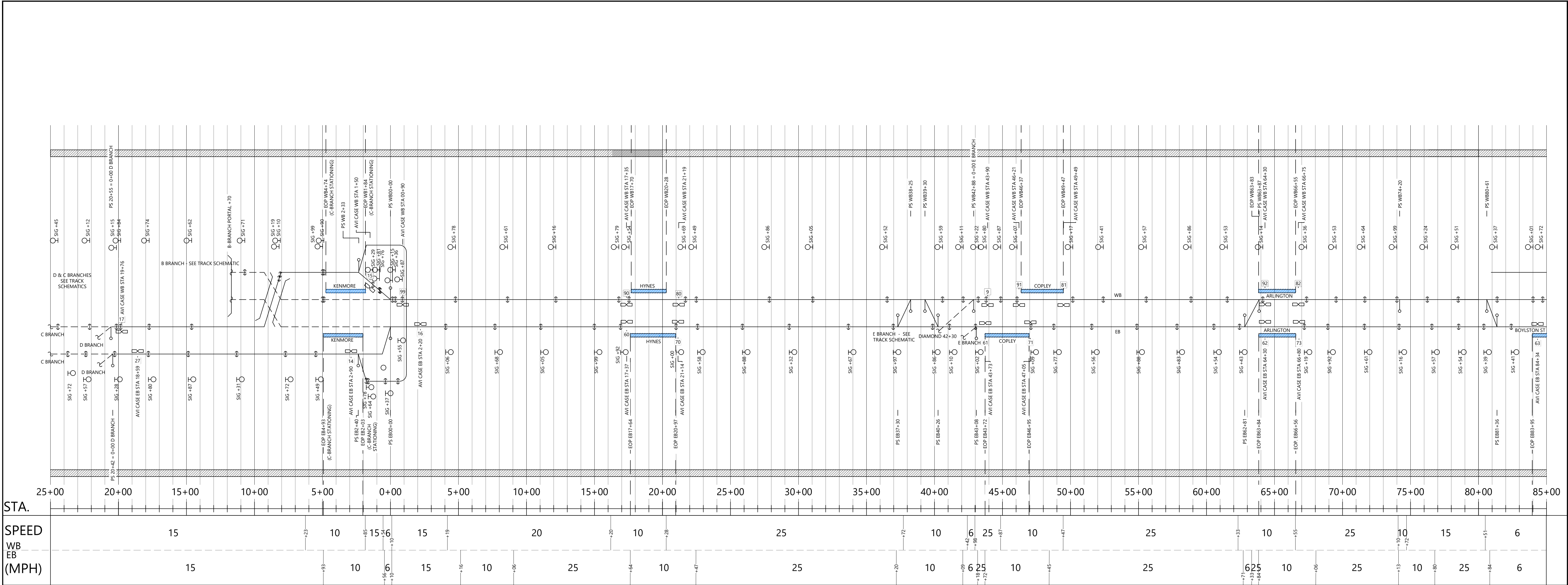
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GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

CENTRAL SUBWAY
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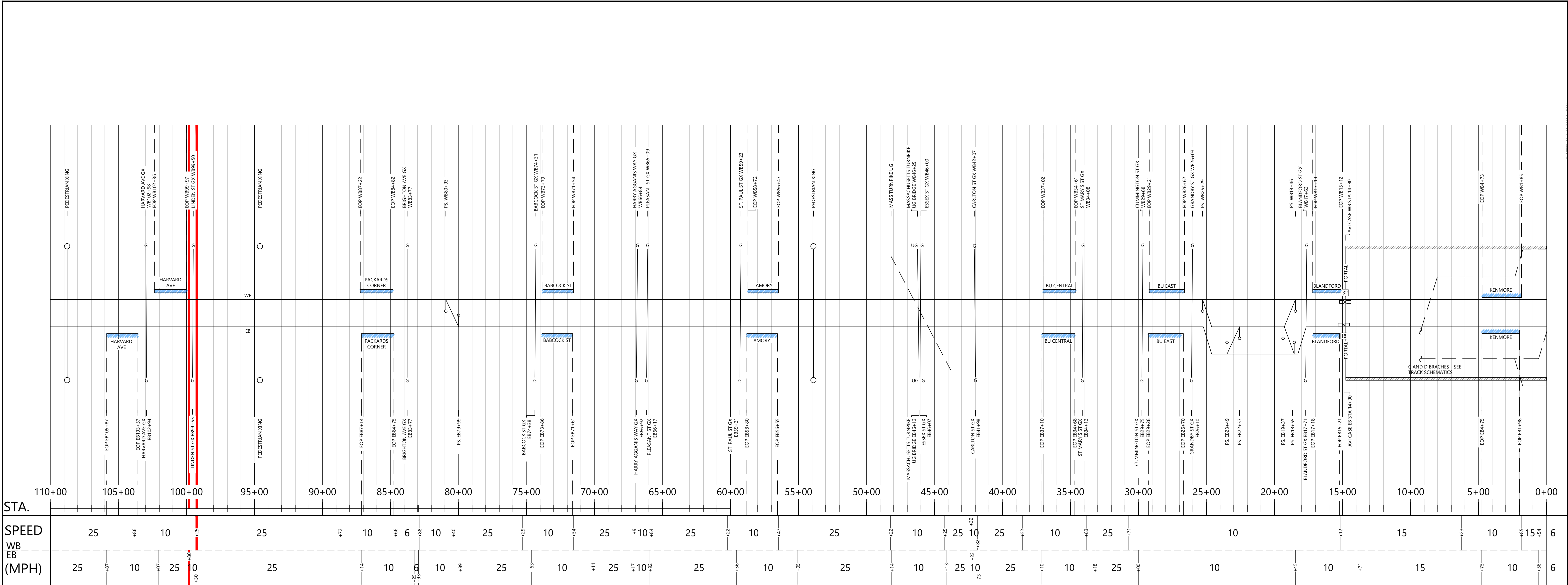
GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

CENTRAL SUBWAY
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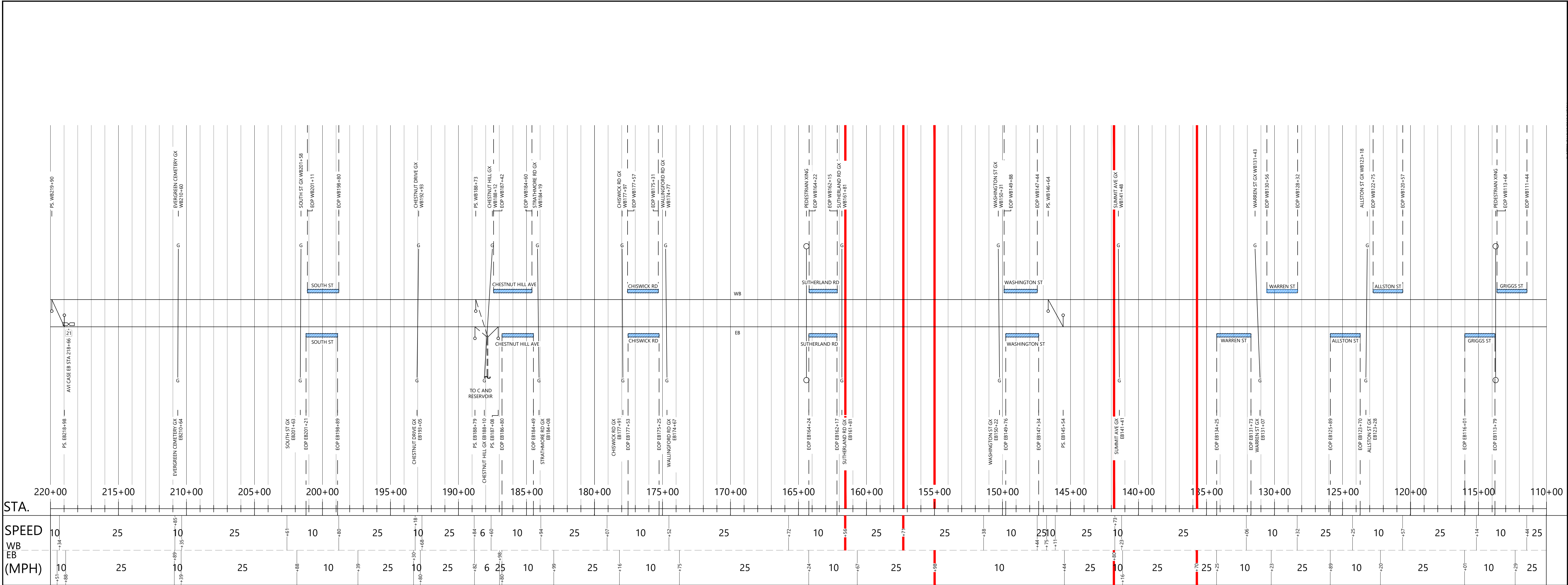
GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

B BRANCH

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GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

B BRANCH
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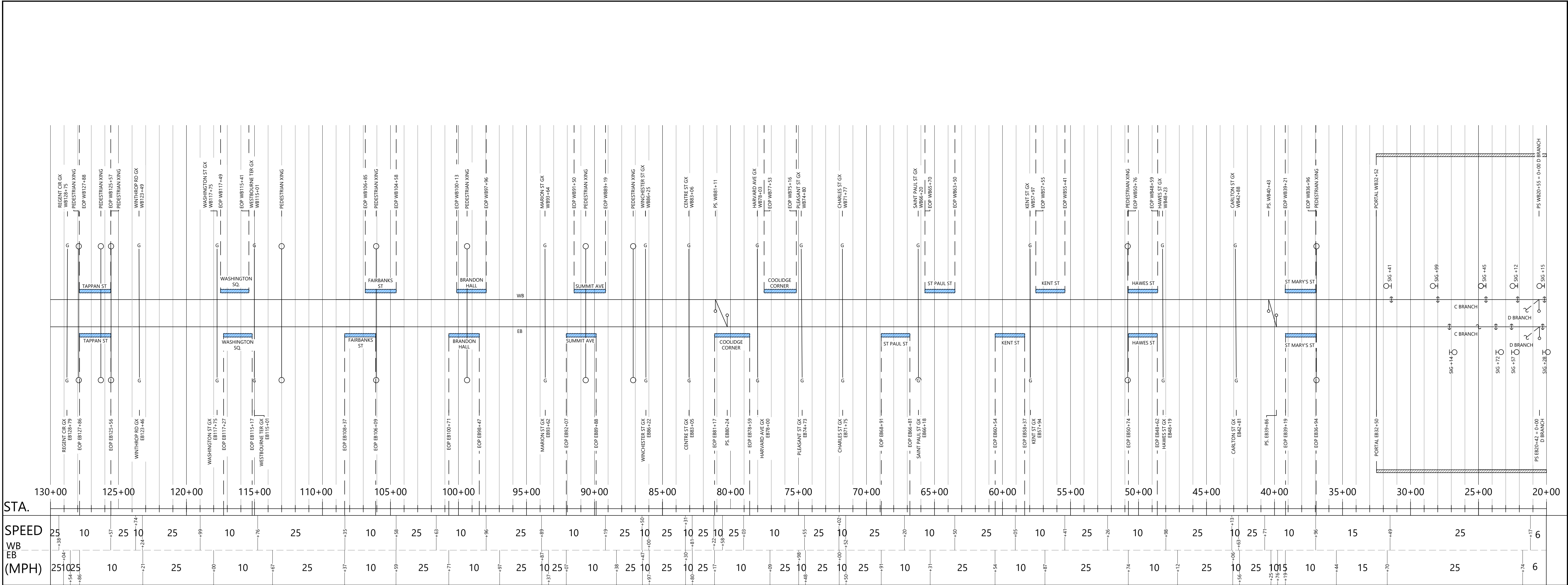
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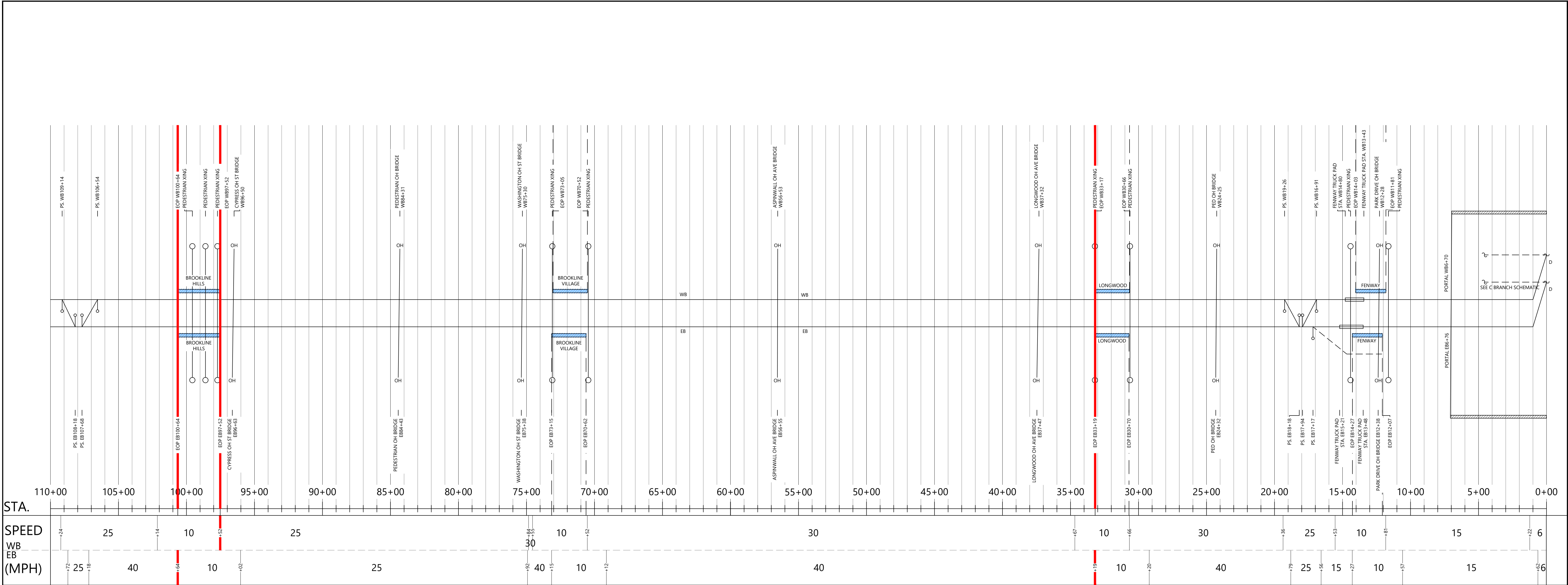
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 GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

C BRANCH
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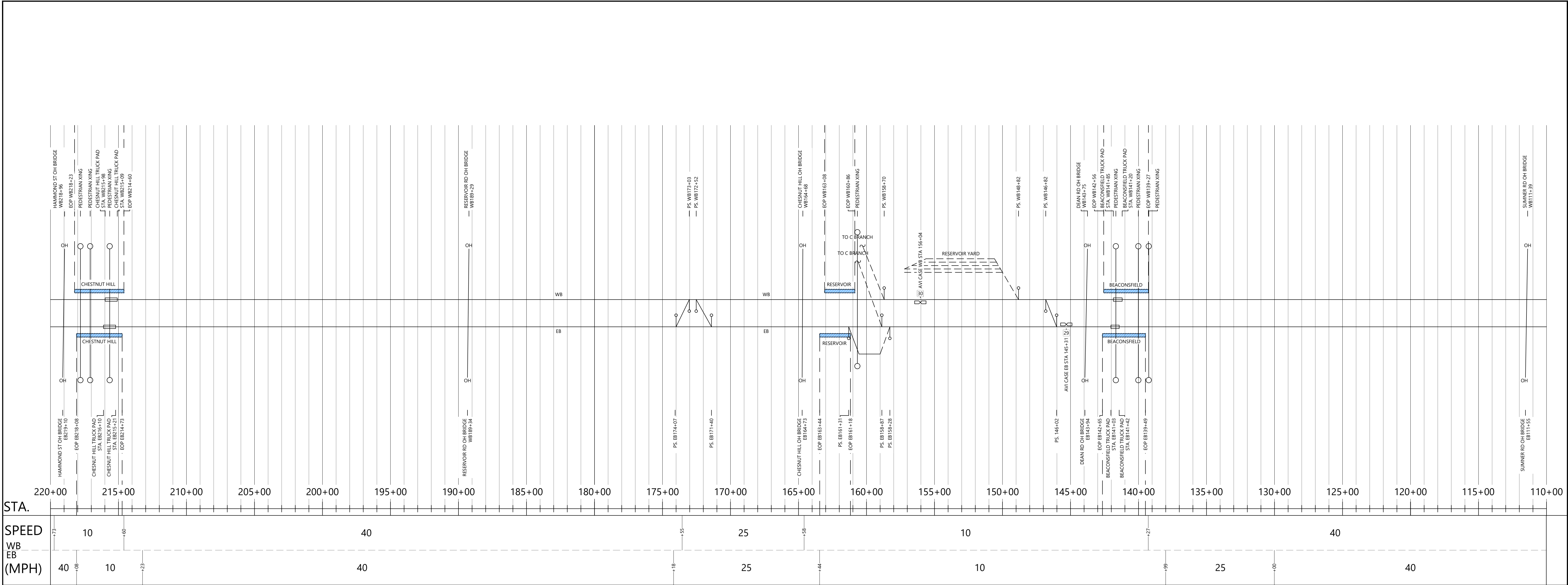
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 GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

D BRANCH
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WB	40	10	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
EB	40	10	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
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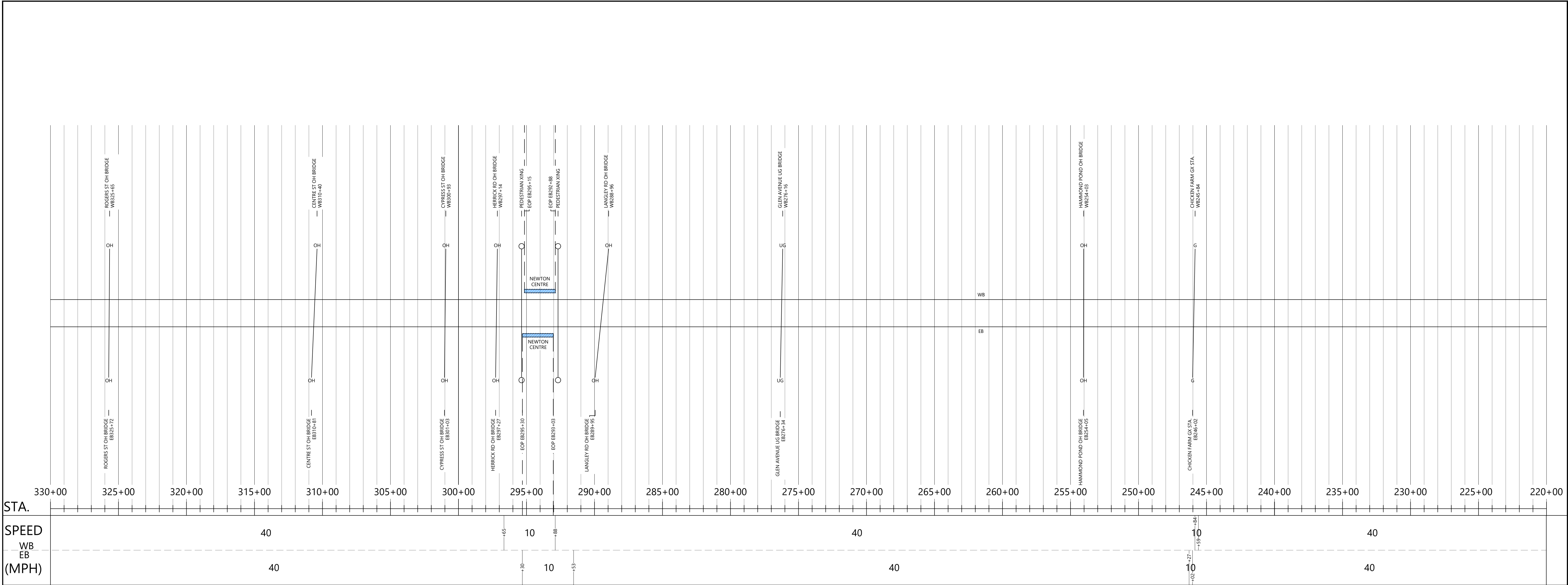
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GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

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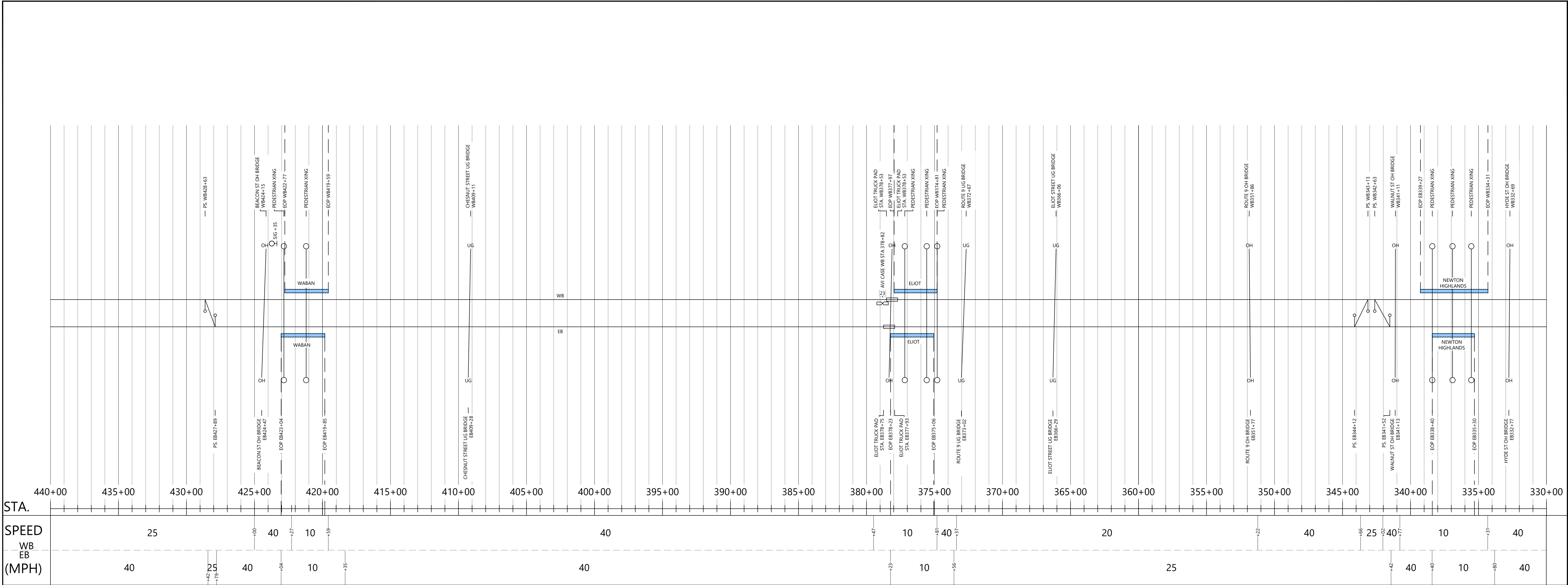
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GREEN LINE TRANSFORMATION

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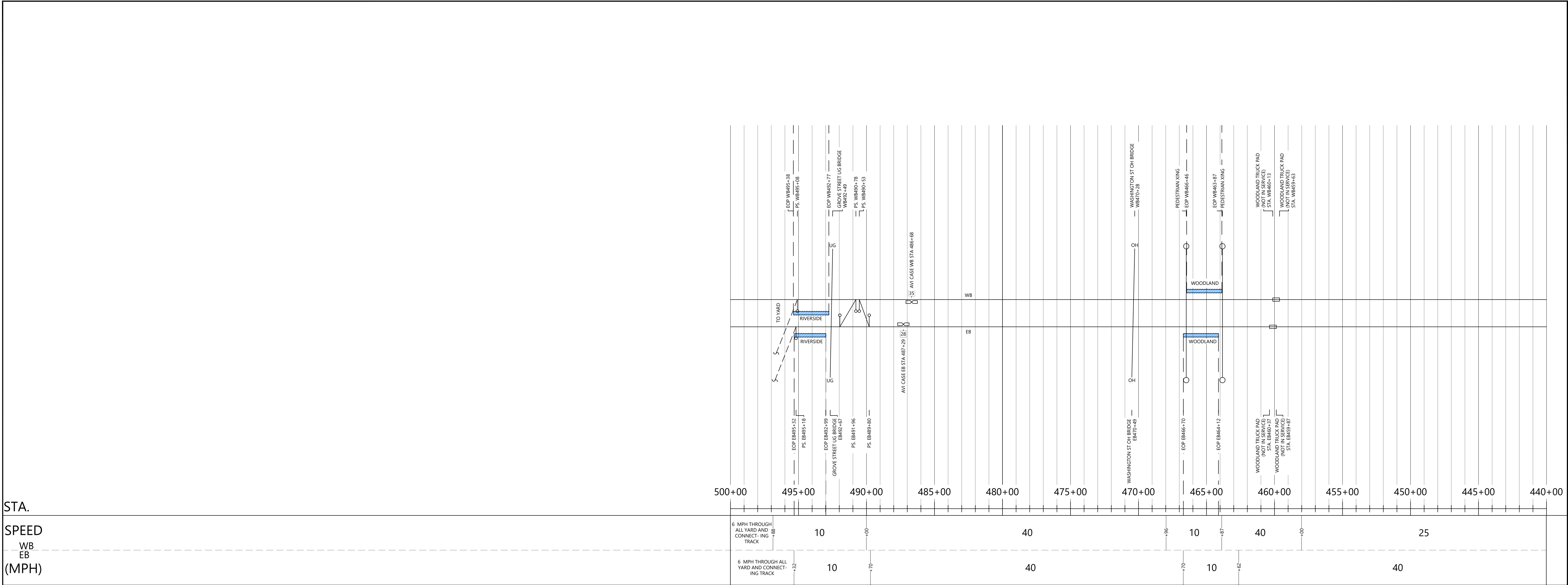
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GREEN LINE TRANSFORMATION

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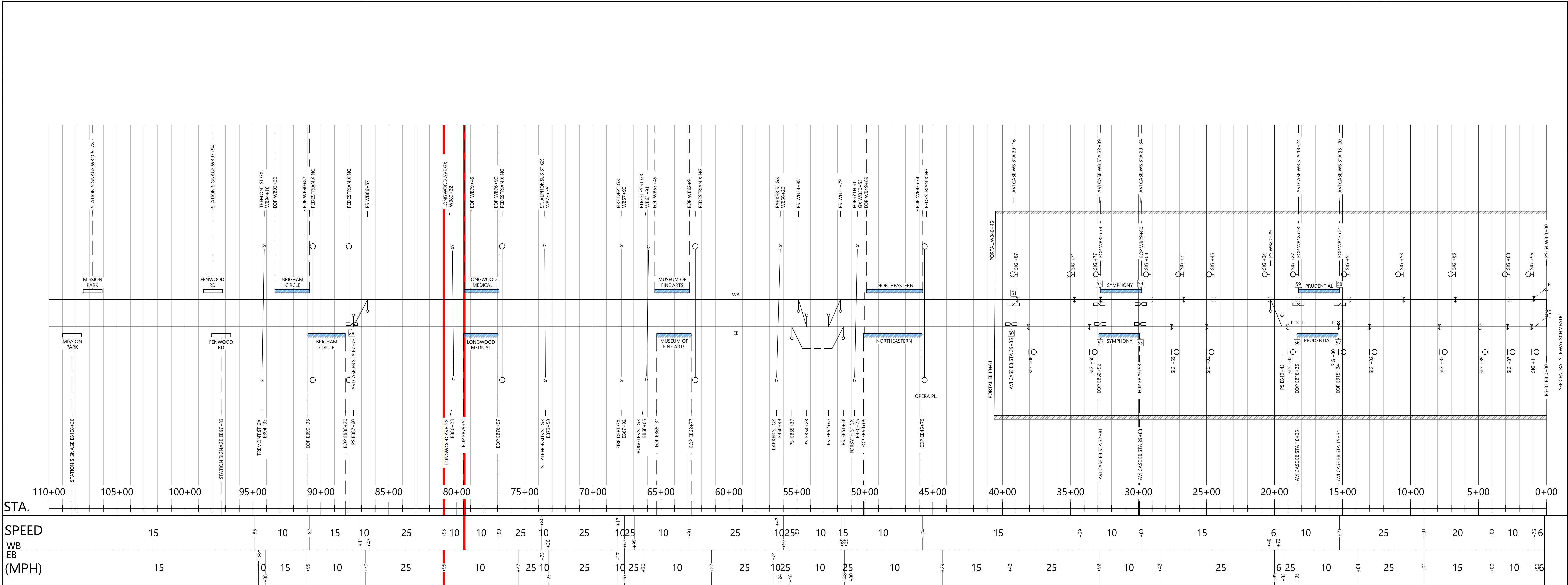
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GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

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GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS



E BRANCH
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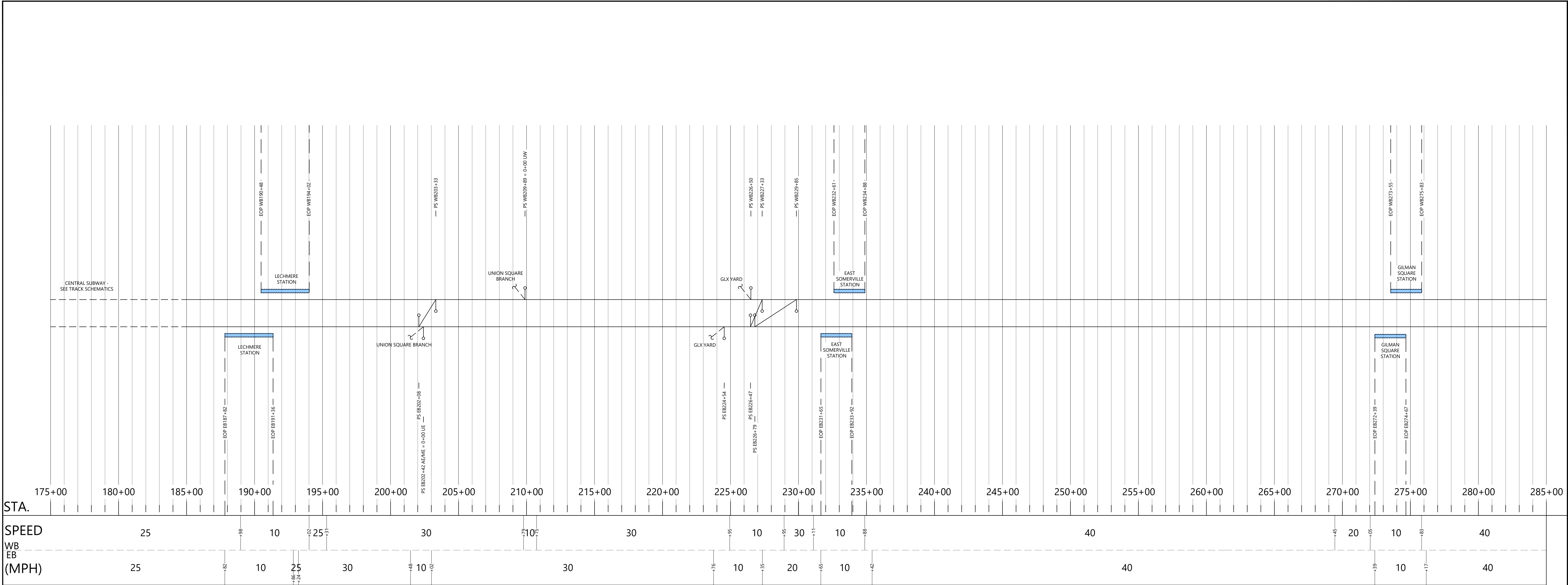
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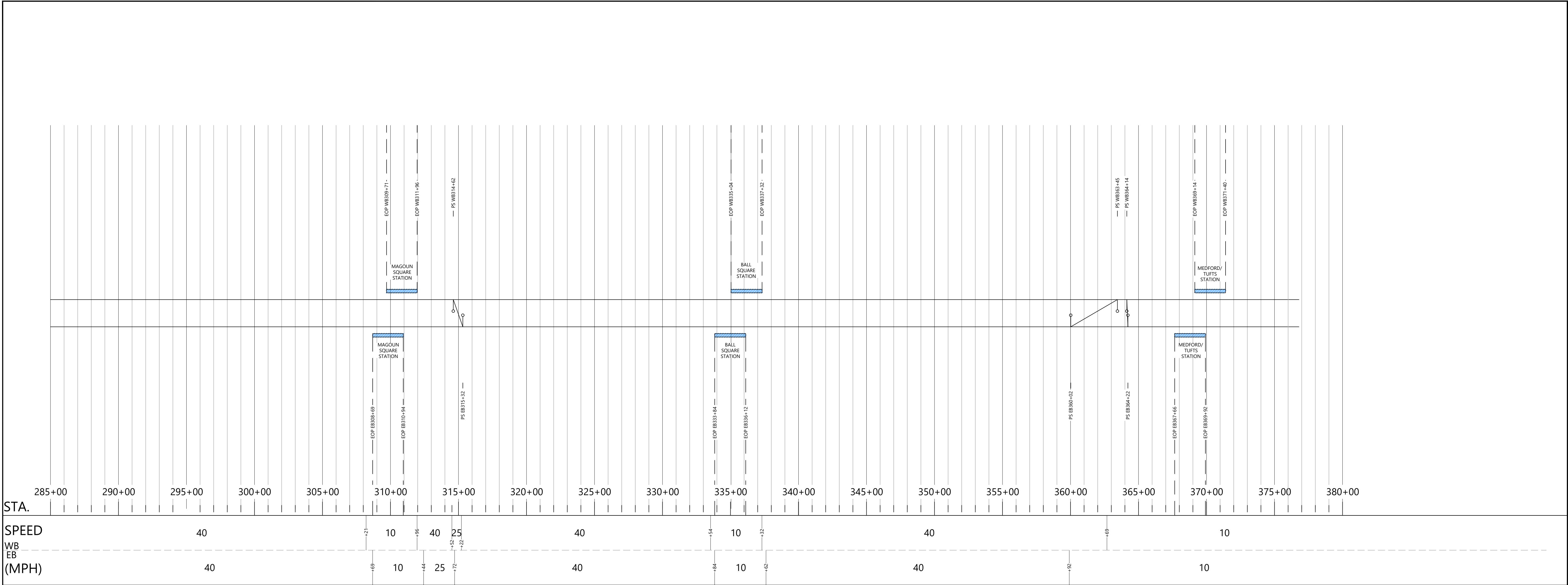
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 GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

M BRANCH
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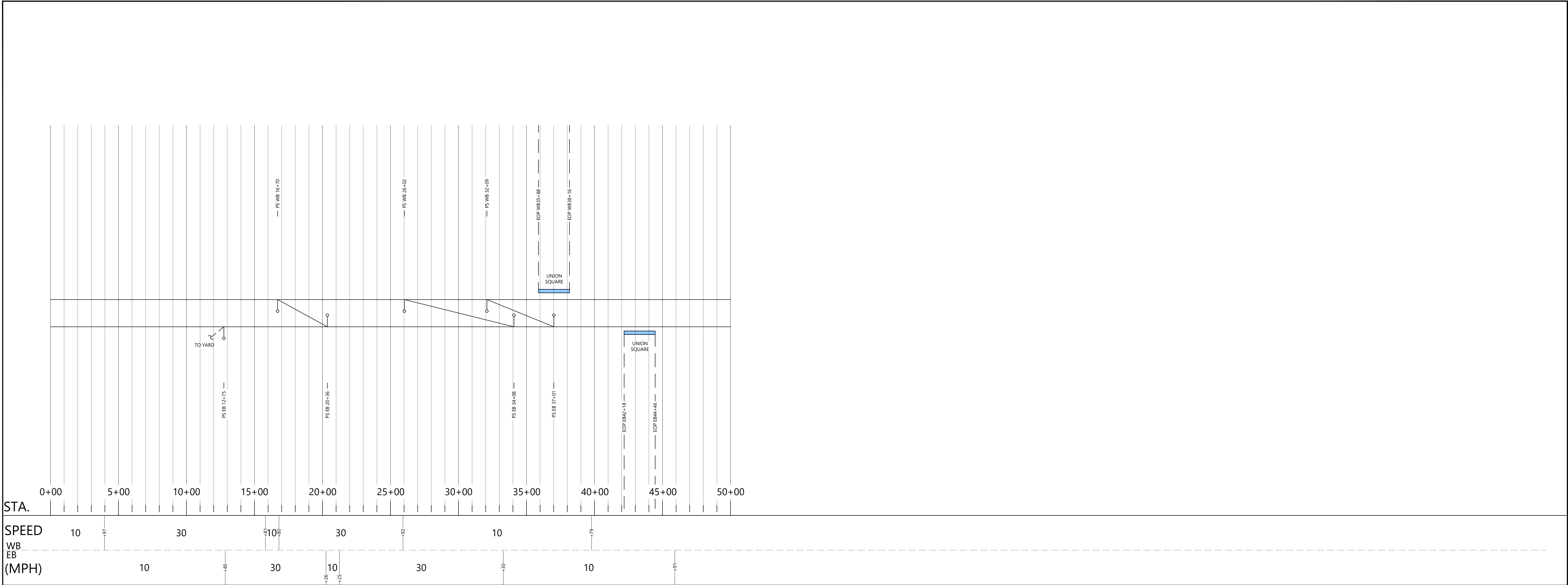
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GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS


M BRANCH
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MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

 GREEN LINE TRANSFORMATION

GL TRACK SCHEMATICS

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