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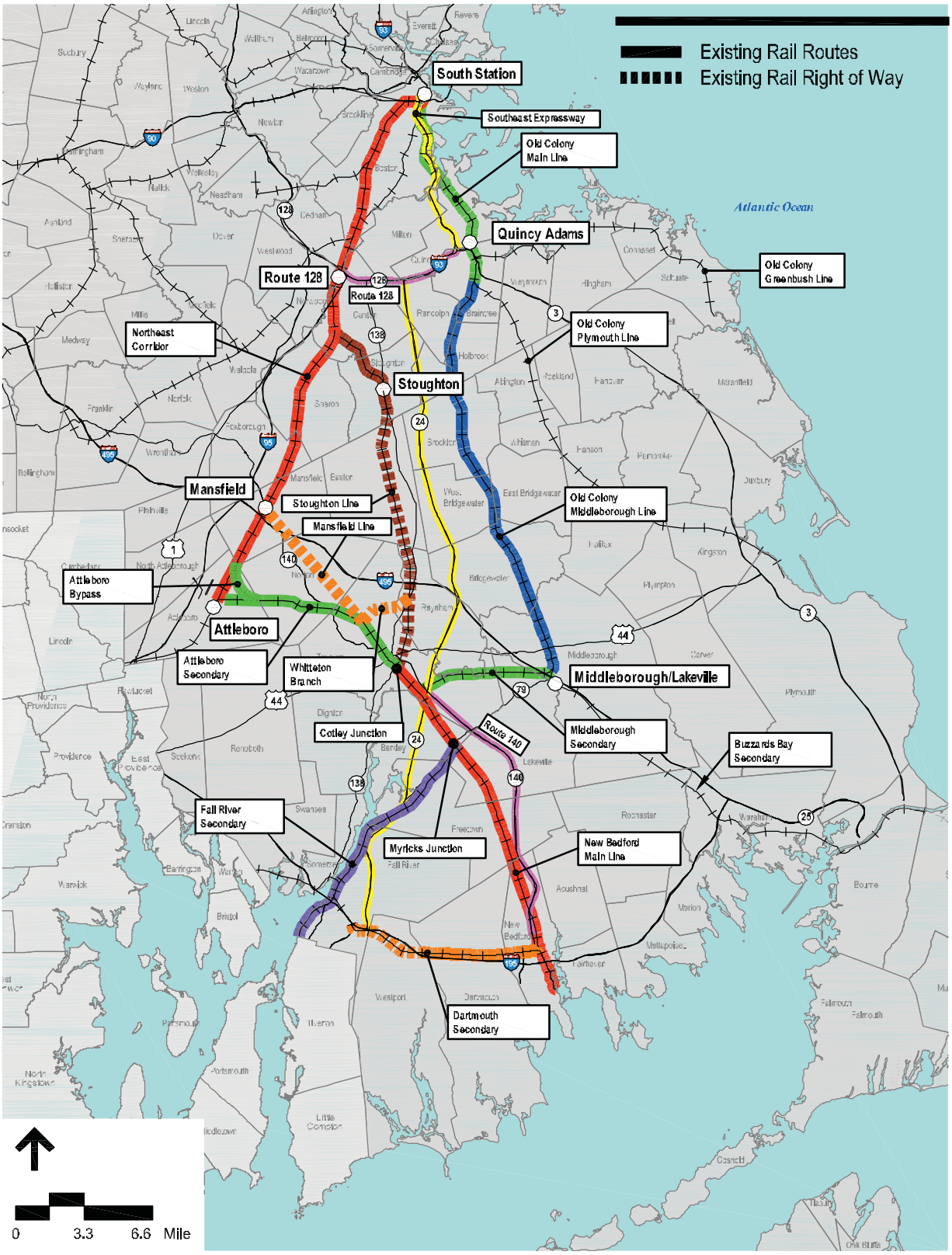


Figure 3.1-1

Corridors Under Consideration

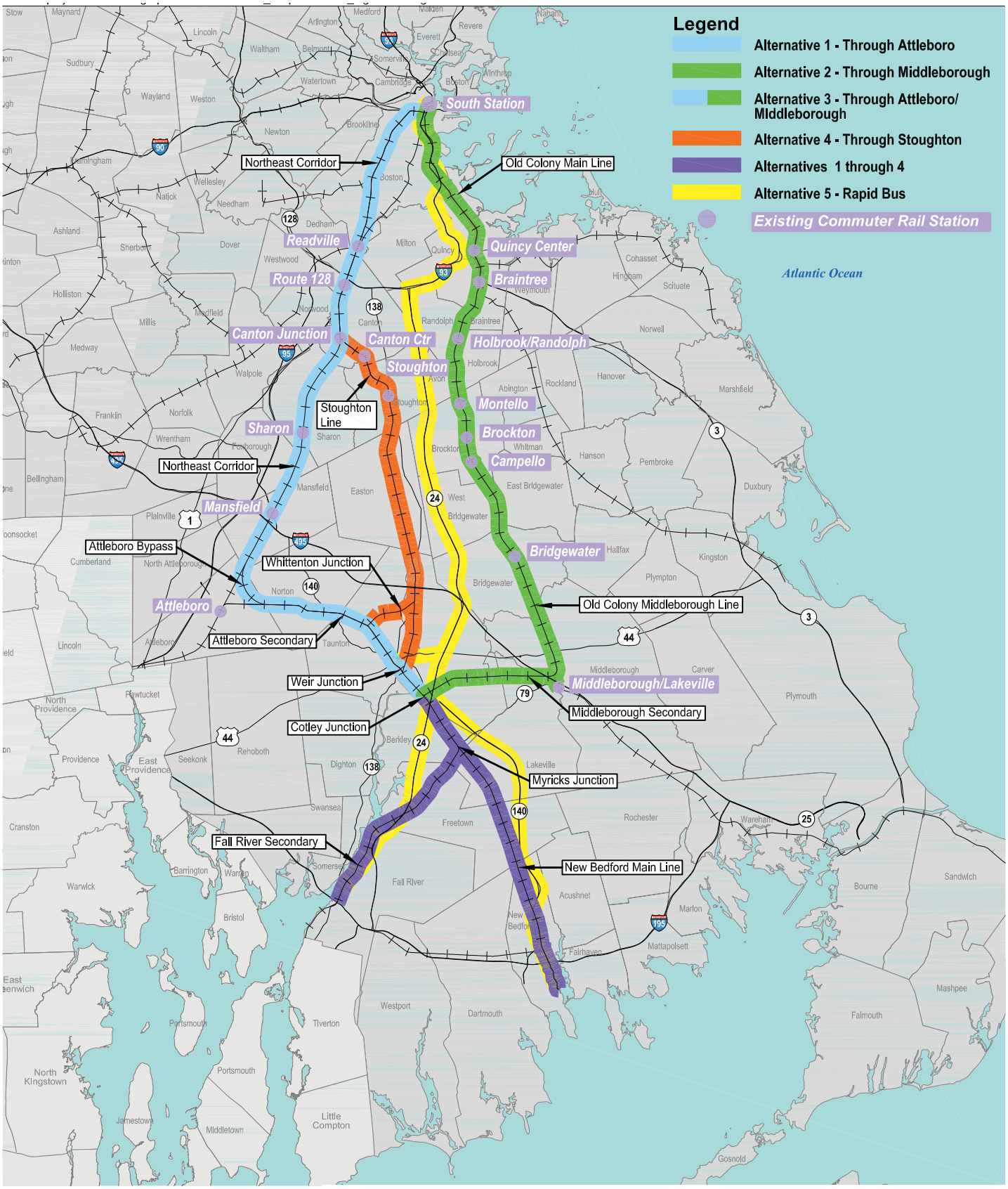


Figure 3.1-2

ENF Alternatives

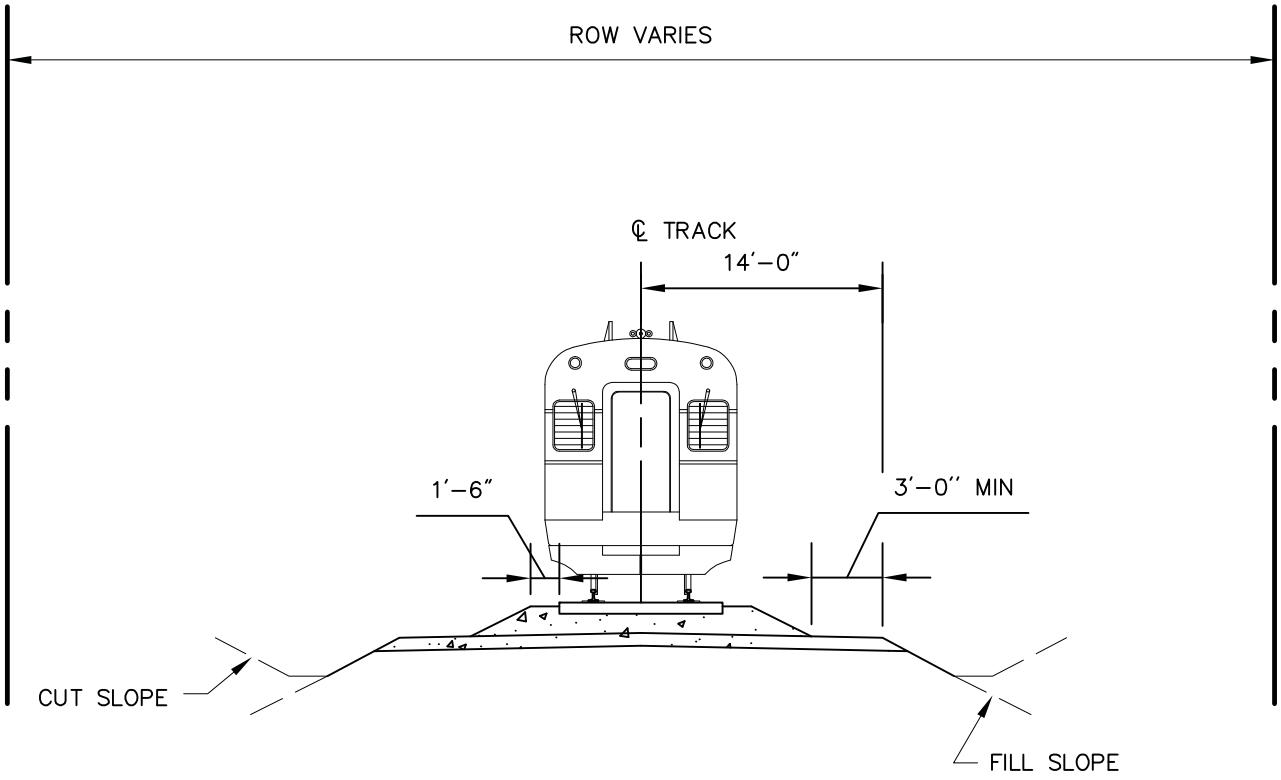


Figure 3.2-1
Conventional Commuter Rail Single Track
Typical Cross Section

Not to Scale

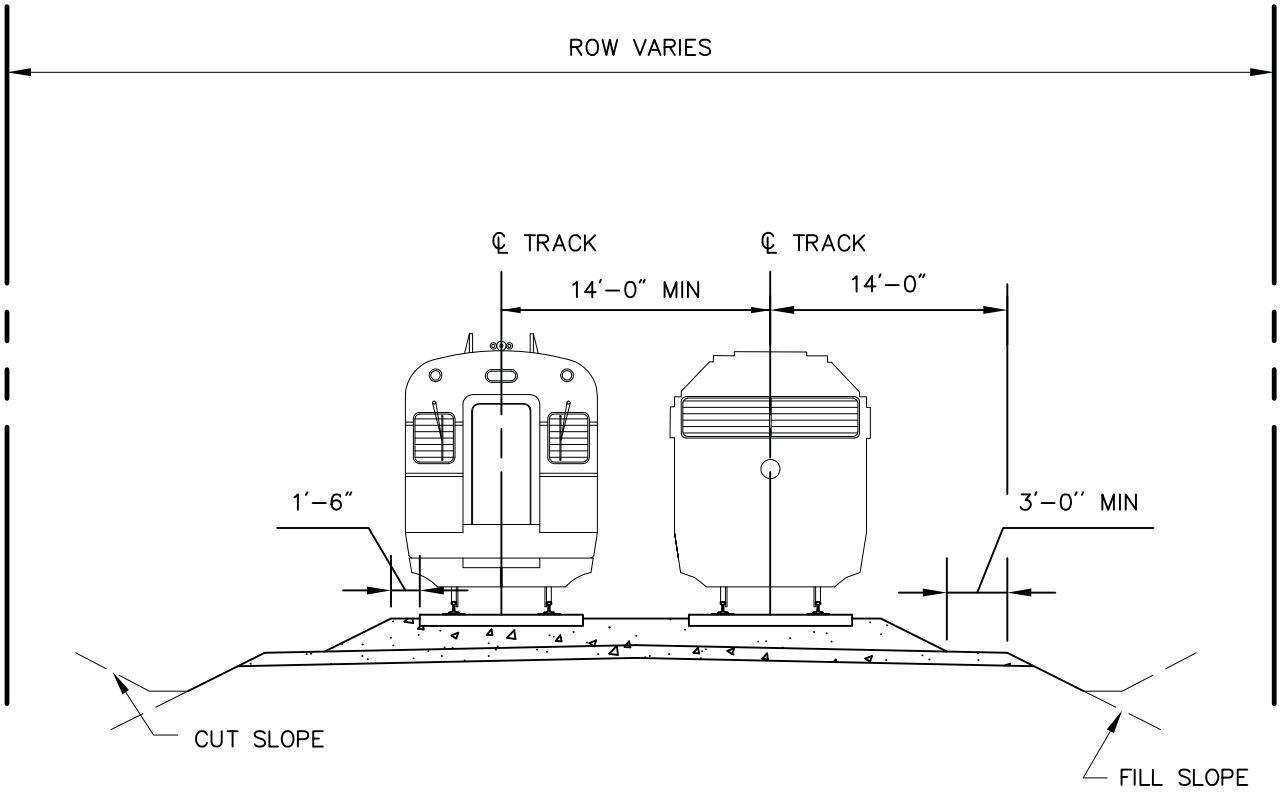


Figure 3.2-2
Conventional Commuter Rail Double Track
Typical Cross Section

Not to Scale

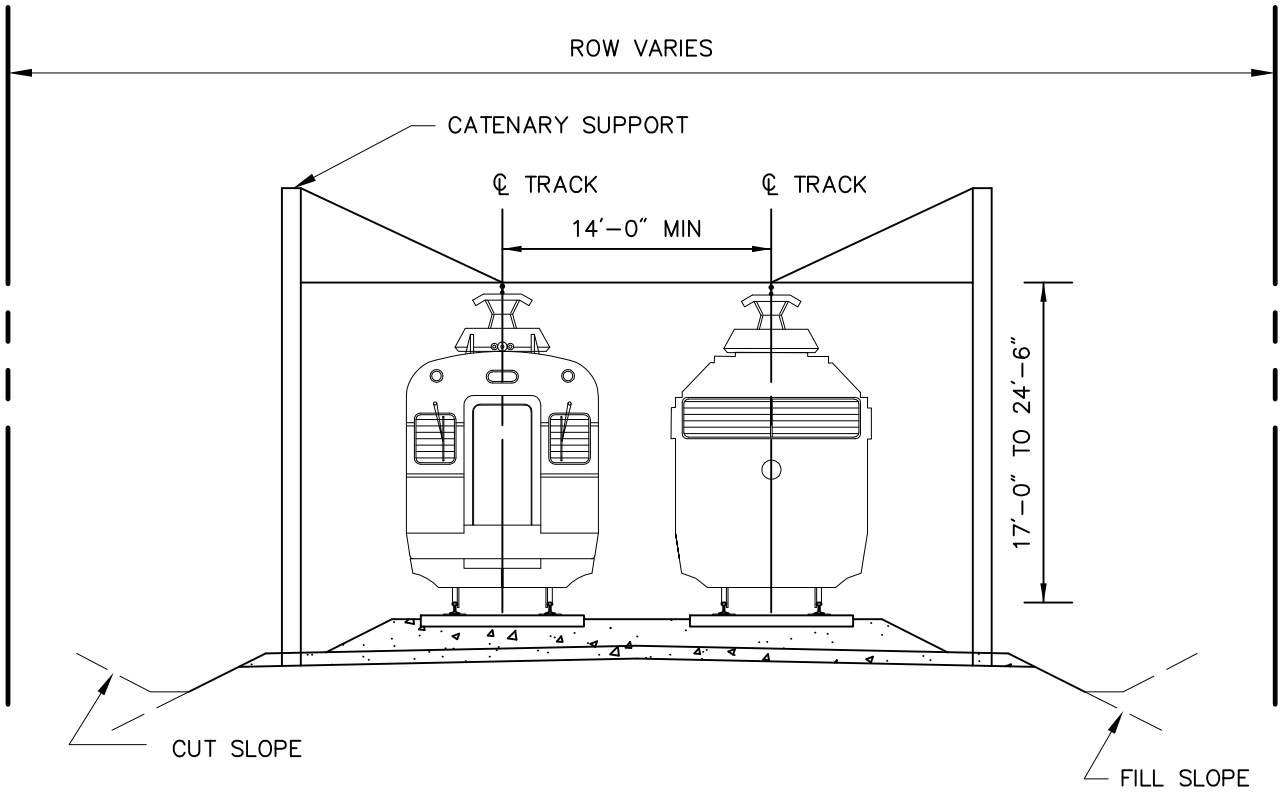


Figure 3.2-3
Electrified Commuter Rail Double Track
Typical Cross Section

Not to Scale

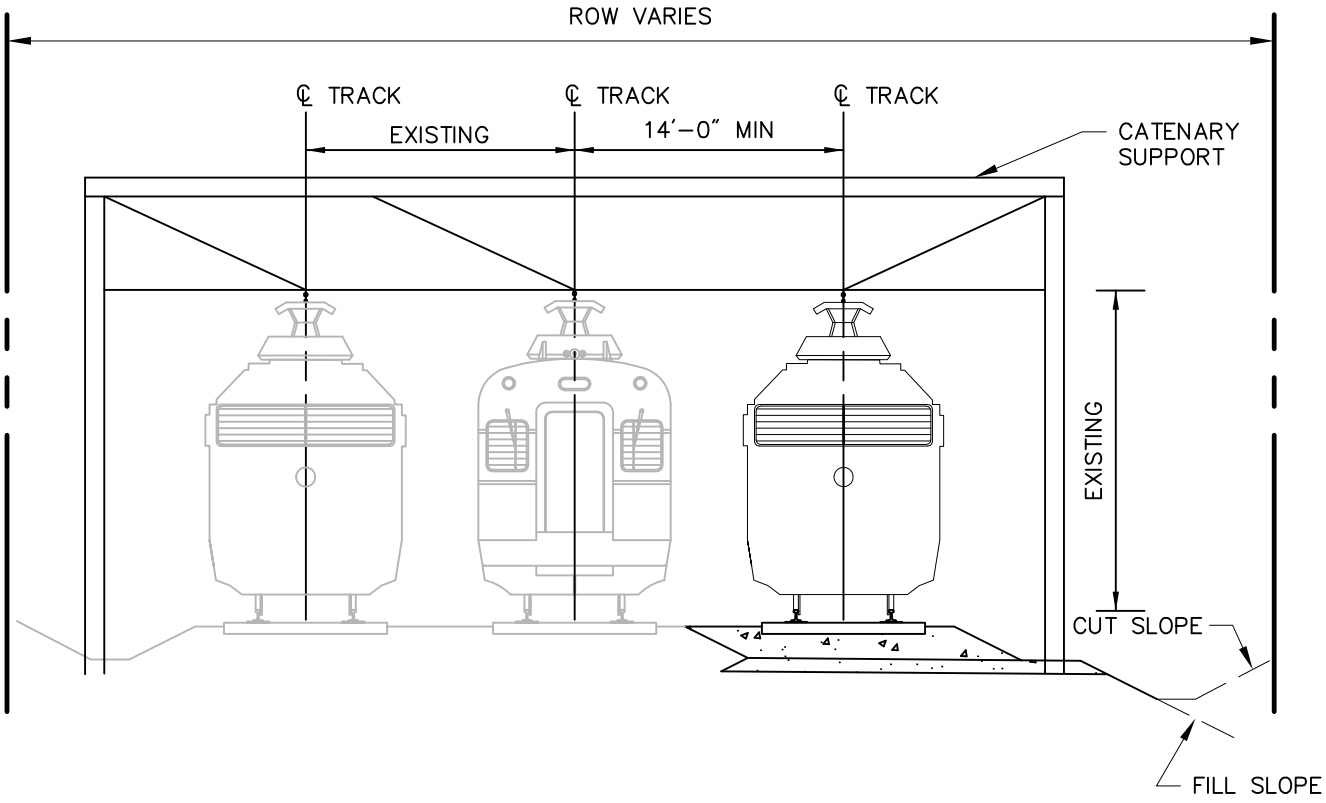
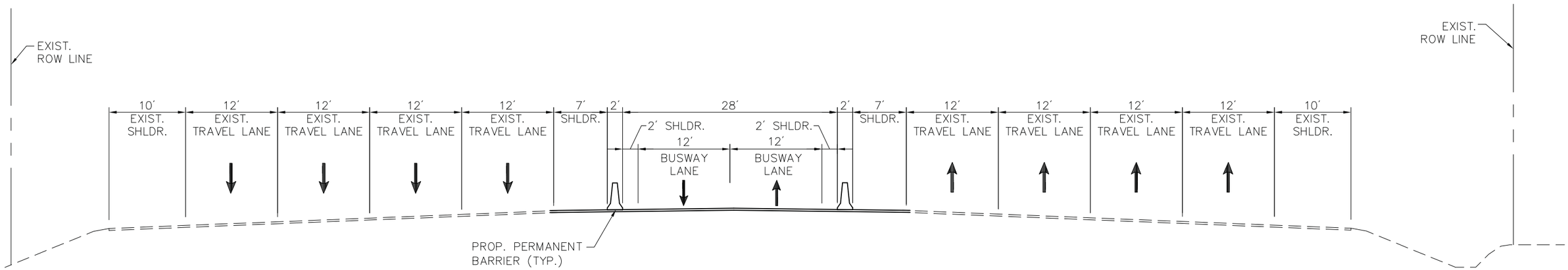
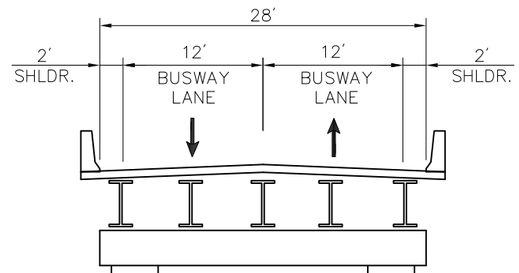


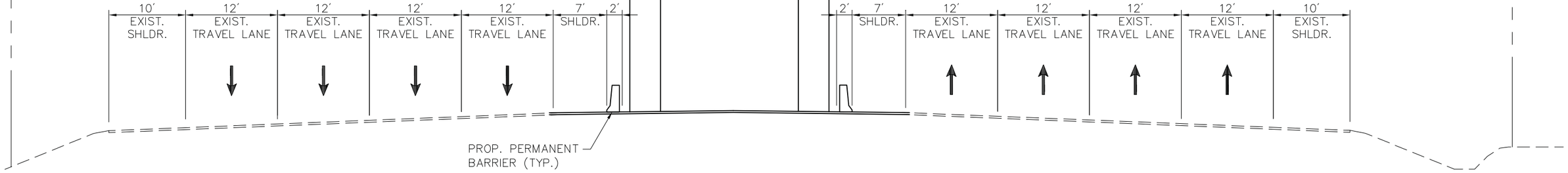
Figure 3.2-4
Electrified Commuter Rail Triple Track
Typical Cross Section

Not to Scale



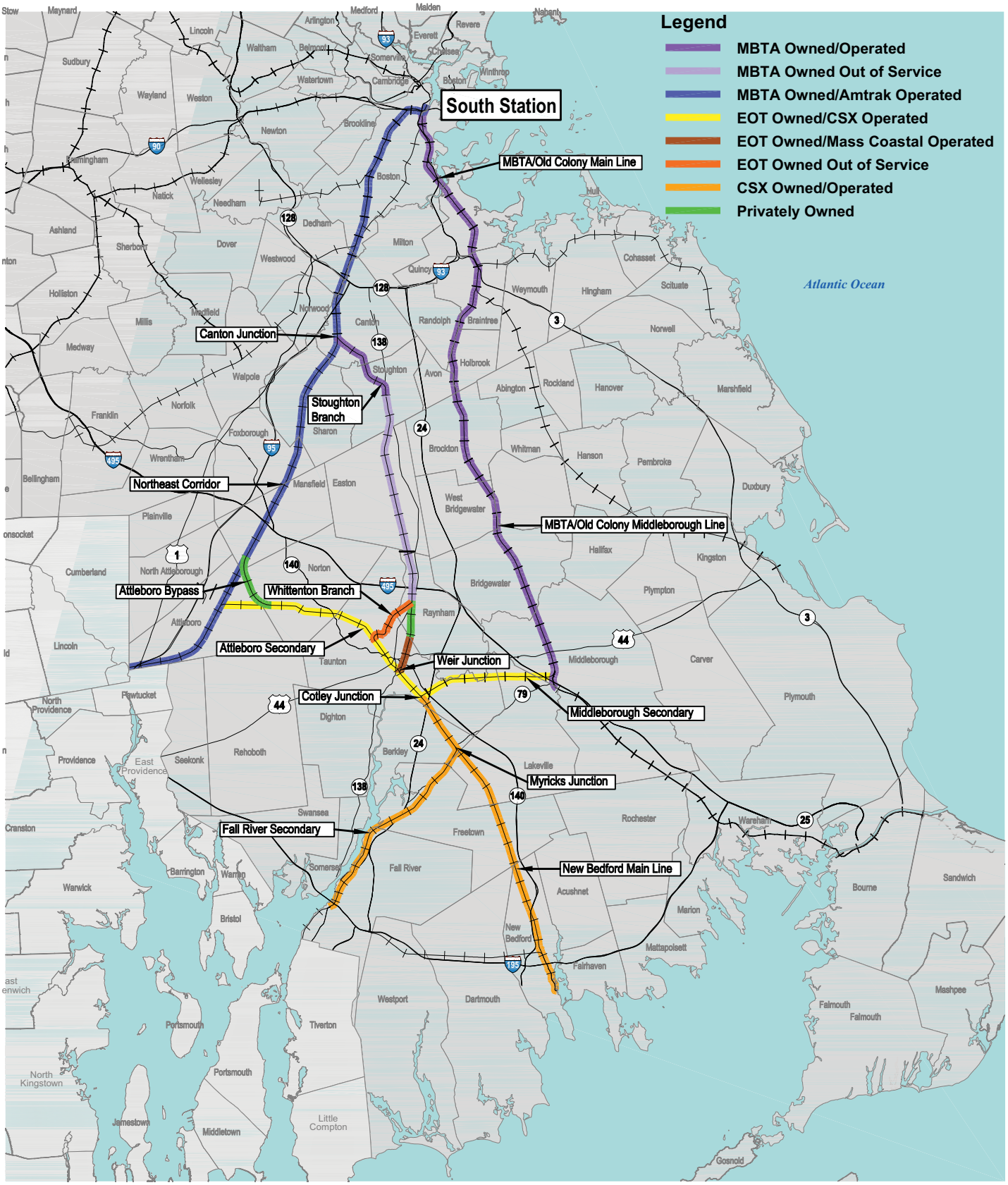
TYPICAL SECTION
TWO LANE BUSWAY
I–93 BRAINTREE SPLIT TO LOGAN EXPRESS
N.T.S.





TYPICAL SECTION
ELEVATED SECTION – TWO LANE BUSWAY
LOGAN EXPRESS PARKING LOT APPROACH (NORTH)
N.T.S.

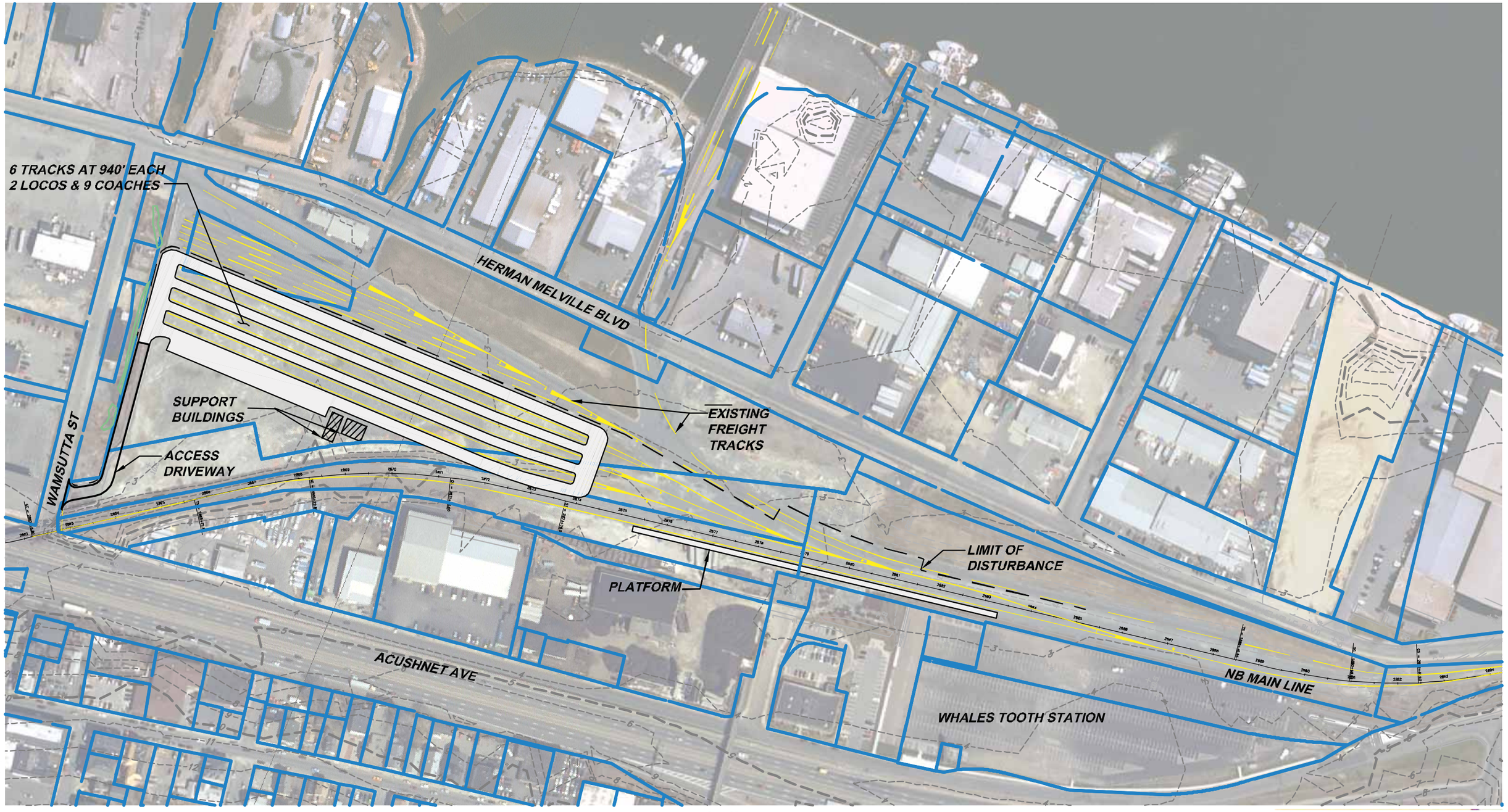
Figure 3.2-5
Typical Section Two Way Exclusive Busway



\\Mabos\projects\10111.00\graphics\FIGURES\Alternative_Analysis\10111_Figure 4-15.dwg Printing Date: 7/9/2009

Figure 3.2-6

Ownership of Right-of-Way Segments



Printing Date: 9/11/2009

\\Mabos\projects\10111.00\cadd\tex\planning\Track Alignments\Layover Yards\10111PR-rail-f0study.dwg

Legend

- Property Line
- Pavement
- Track

0 100 200 Feet

Locus Map

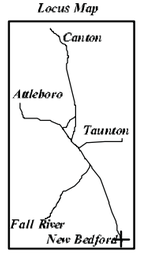
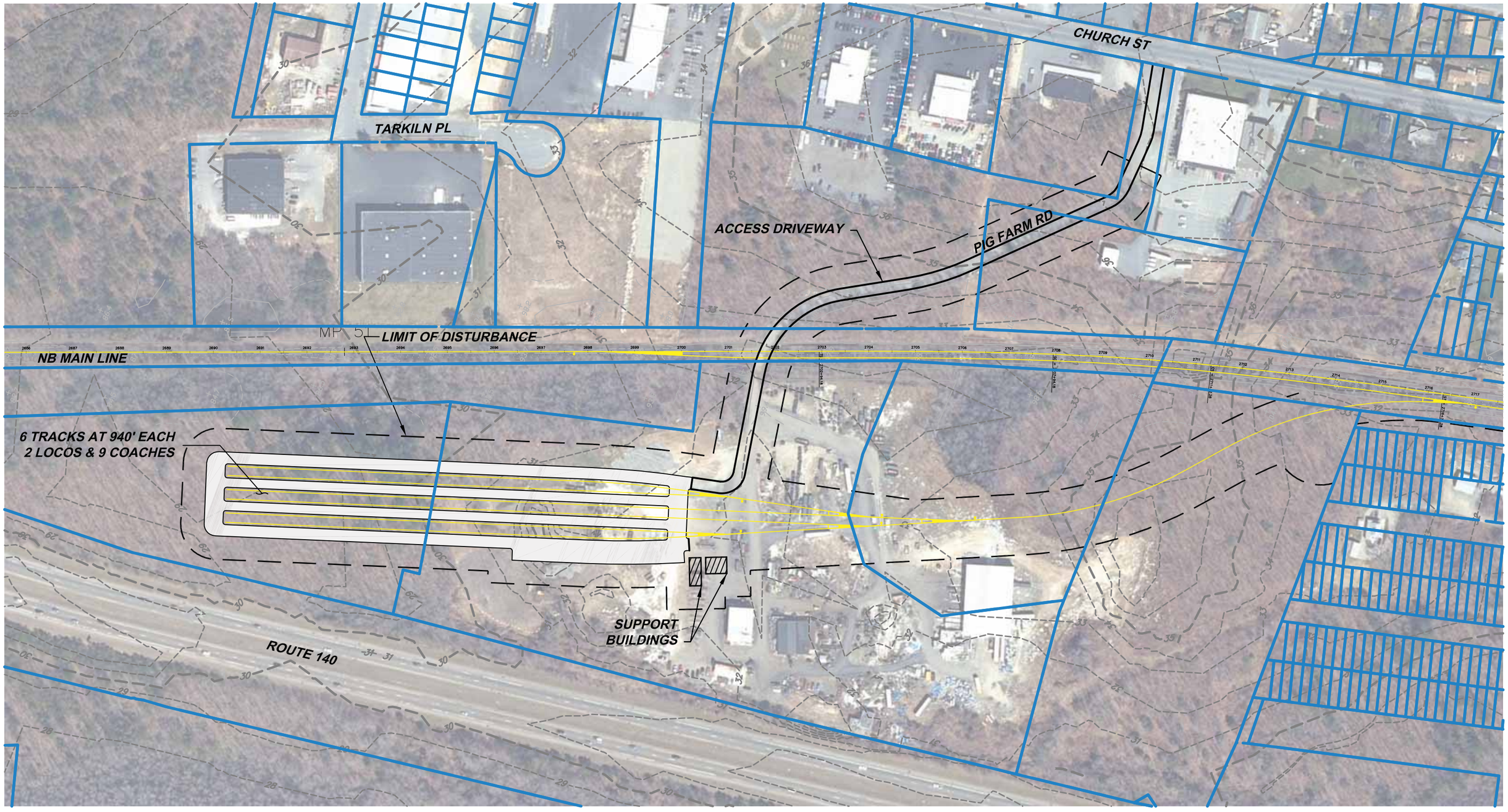


Figure 3.2-7

New Bedford Main Line, Wamsutta Layover Option



\\Mabos\projects\10111.00\cadd\e\plan\isc\TrackAlignments\LayoverYards\10111PR-railt-14study.dwg Printing Date: 9/11/2009

Legend

- Property Line
- Pavement
- Track

0 100 200 Feet

Locus Map

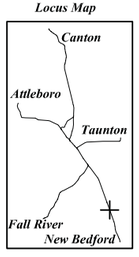


Figure 3.2-8

New Bedford Main Line, Church Street Layover Option

S MAIN ST

POINT WEST DR

HORIZON WAY

SEAWARD LN

FOUR WINDS DR

LEEWARD RD

SUPPORT BUILDINGS

FR SECONDARY

LIMIT OF DISTURBANCE

ACCESS DRIVEWAY

6 TRACKS AT 940' EACH
2 LOCOS & 9 COACHES

TAUNTON RIVER

\\Mabos\projects\10111.00\cadd\e\planmisc\TrackAlignments\LayoverYards\10111PR-rail-5study.dwg Printing Date: 9/11/2009

Legend

- *Property Line*
- *Pavement*
- *Track*

0 150 300 Feet

Locus Map

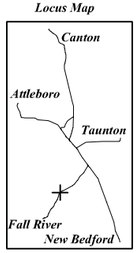


Figure 3.2-9

Fall River Secondary, ISP Layover Option

SIDNEY ST
BALDWIN ST
HOLLAND ST
HASKELL ST
N MAIN ST
CANEDY ST
WESTERN EXPRESSWAY
HERMAN ST
WAYLAND ST
ALTON ST
LIMIT OF DISTURBANCE
SUPPORT BUILDINGS
6 TRACKS AT 940' EACH
2 LOCOS & 9 COACHES
ACCESS DRIVEWAY
FR SECONDARY
TAUNTON RIVER

\\Mabos\projects\10111.00\cadd\e\planmisc\TrackAlignments\LayoverYards\10111PR-rail-3Astudy.dwg Printing Date: 9/11/2009

Legend

- Property Line
- Pavement
- Track

0 100 200 Feet

Locus Map

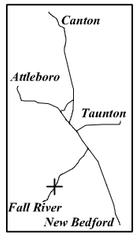


Figure 3.2-10

Fall River Secondary,
Weaver's Cove East Layover Option

SIDNEY ST
BALDWIN ST
HOLLAND ST
HASKELL ST
N MAIN ST
CANEDY ST
WESTERN EXPRESSWAY
HERMAN ST
WAYLAND ST
ALTON ST
6 TRACKS AT 940' EACH
2 LOCOS & 9 COACHES
FR SECONDARY
ACCESS DRIVEWAY
TAUNTON RIVER
SUPPORT BUILDINGS
LIMIT OF DISTURBANCE
SUPPORT BUILDINGS

Printing Date: 9/11/2009
\\Mabos\projects\10111.00\cad\tie\planmisc\TrackAlignments\LayoverYards\10111PR-rail-3studyweavercovewest.dwg

Legend

- Property Line
- Pavement
- Track

0 100 200 Feet

Locus Map

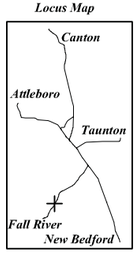
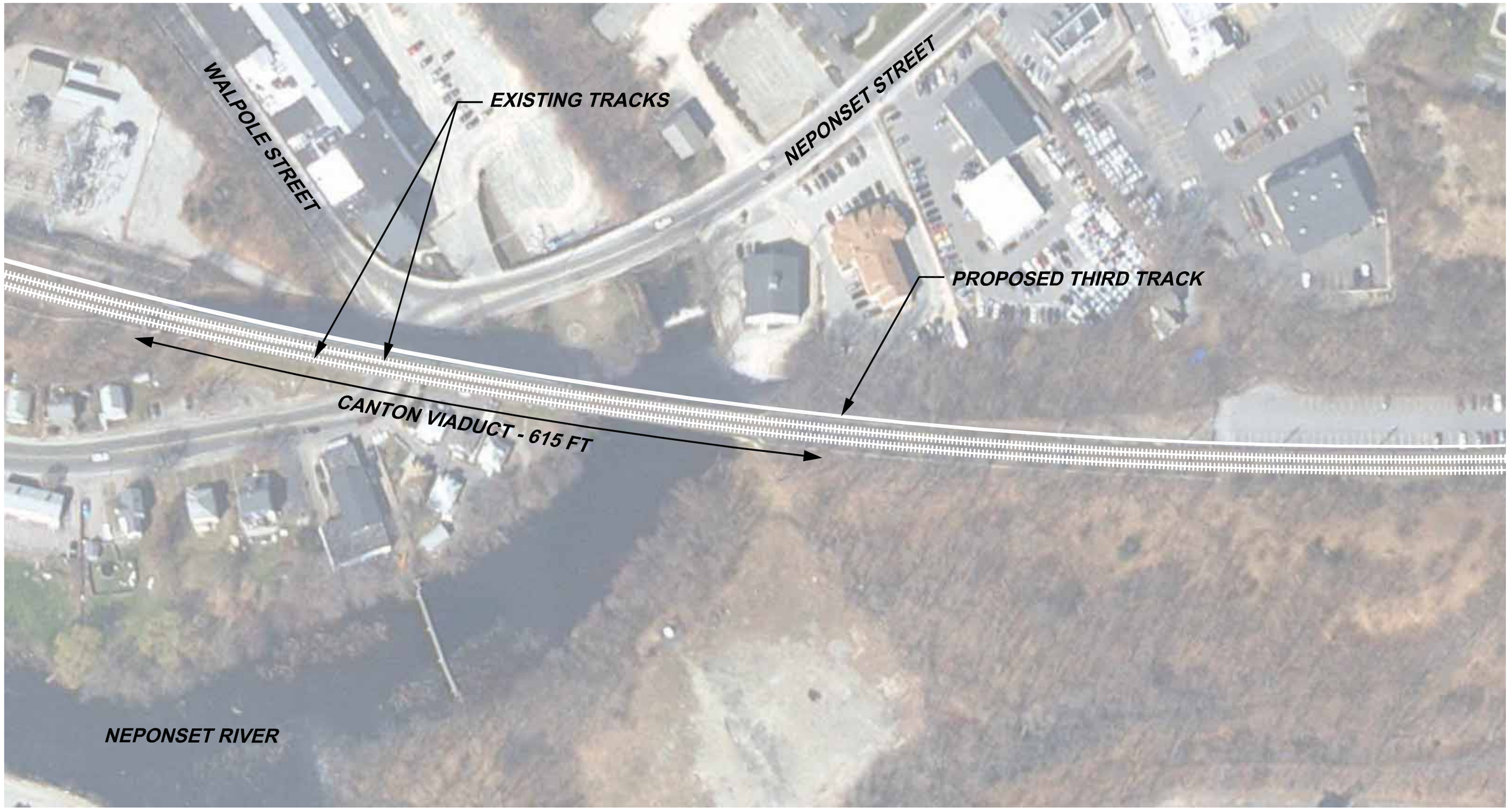


Figure 3.2-11

Fall River Secondary,
Weaver's Cove West Layover Option



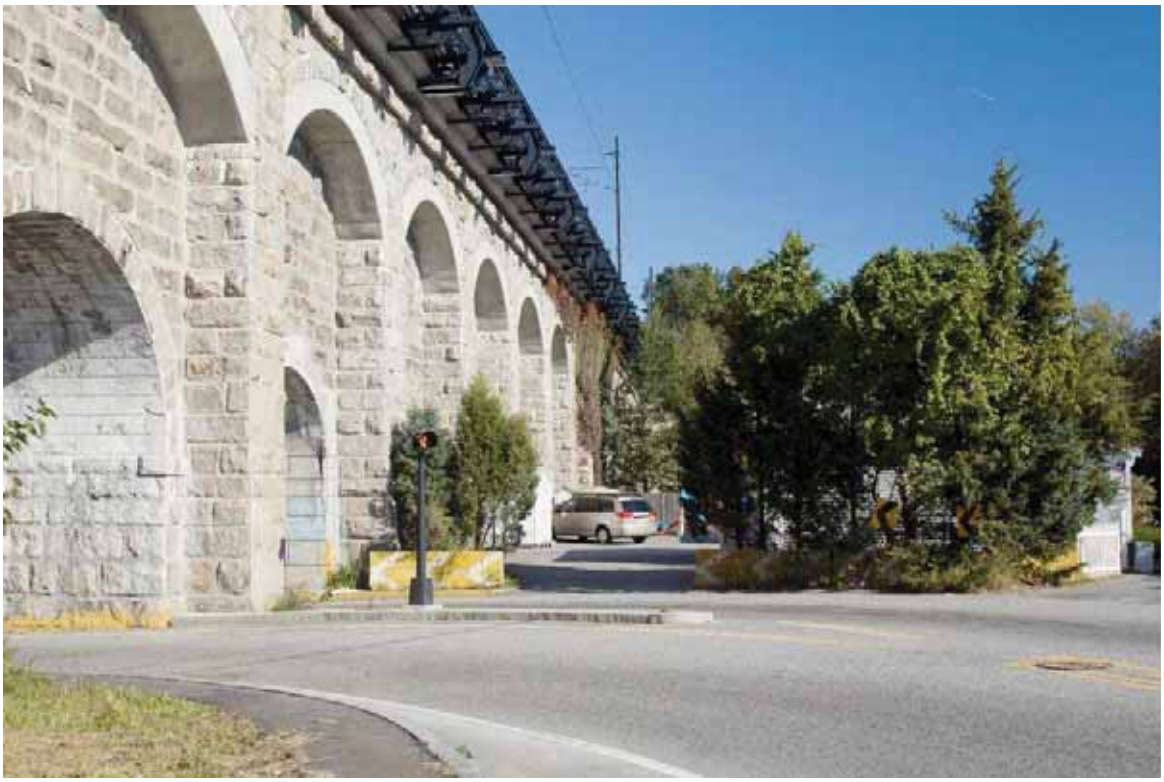
\\Mabos\projects\10111.00\graphics\FIGURES\Alternaitves_Description\10111_Figure 4-18 - 4-19.dwg Printing Date: 9/11/2009

0 50 100 Feet

Figure 3.2-12

Northeast Corridor
New Third Track

Canton Viaduct



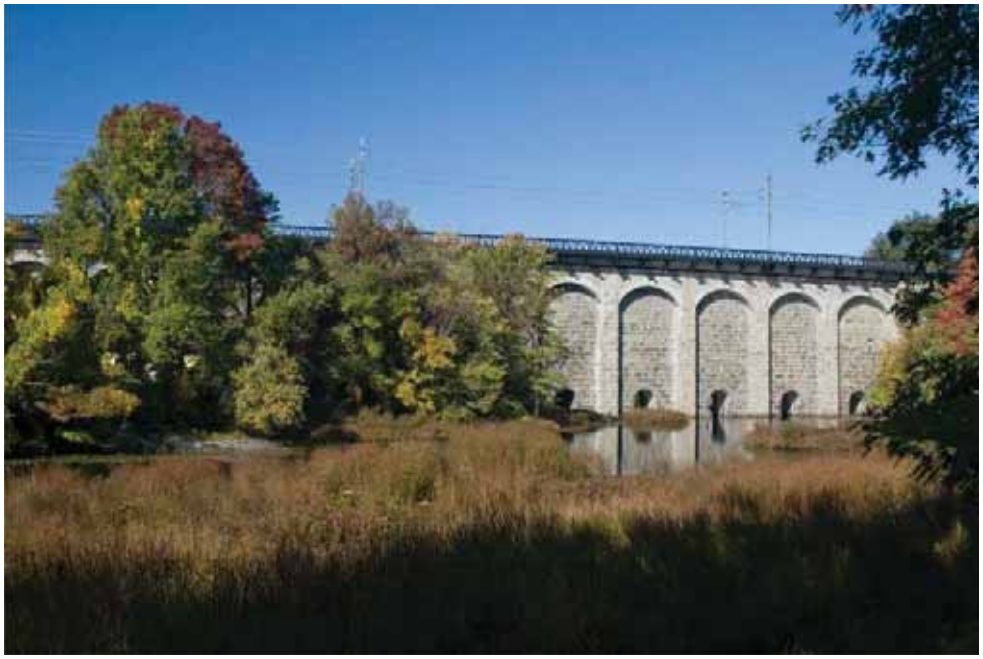
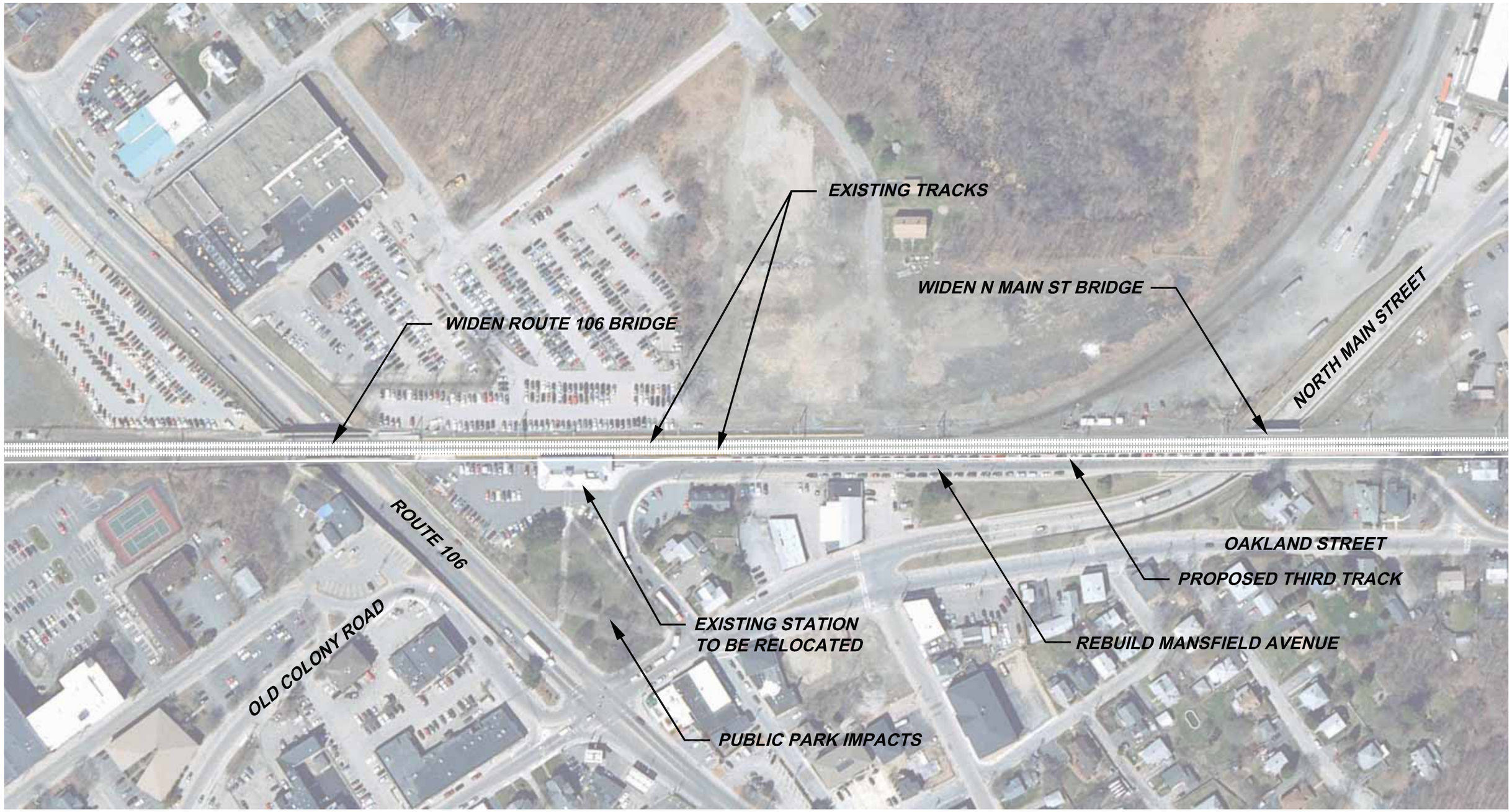


Figure 3.2-13
Northeast Corridor New Third Track
Canton Viaduct Photos



0 75 150 Feet

Figure 3.2-14

Northeast Corridor
New Third Track

Mansfield Station

Legend

- Proposed Double Track
- Power Line Easement
- Town Boundary
- Property Owned by National Grid
- Easements Granted to National Grid

Notes

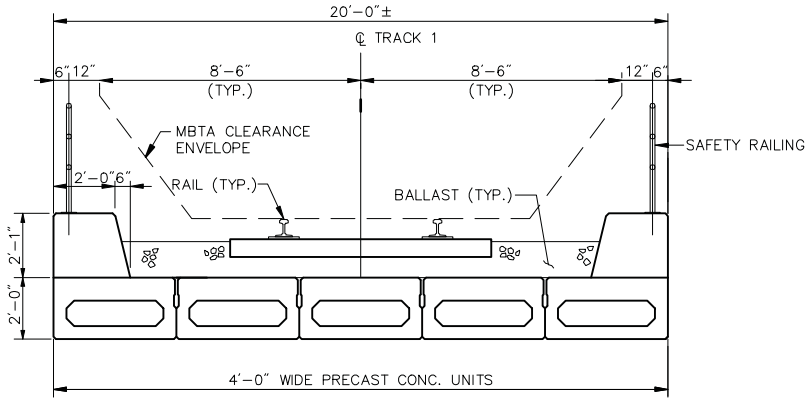
1. *Wetlands based on MassGIS and aerial photo interpretation.*
2. *Imagery from MassGIS.*

0 500 1000 Feet

\\Mabos\projects\10111.00\graphics\FIGURES\Alternative_Analysis\10111_Figure 4-17.dwg Printing Date: 7/14/2009

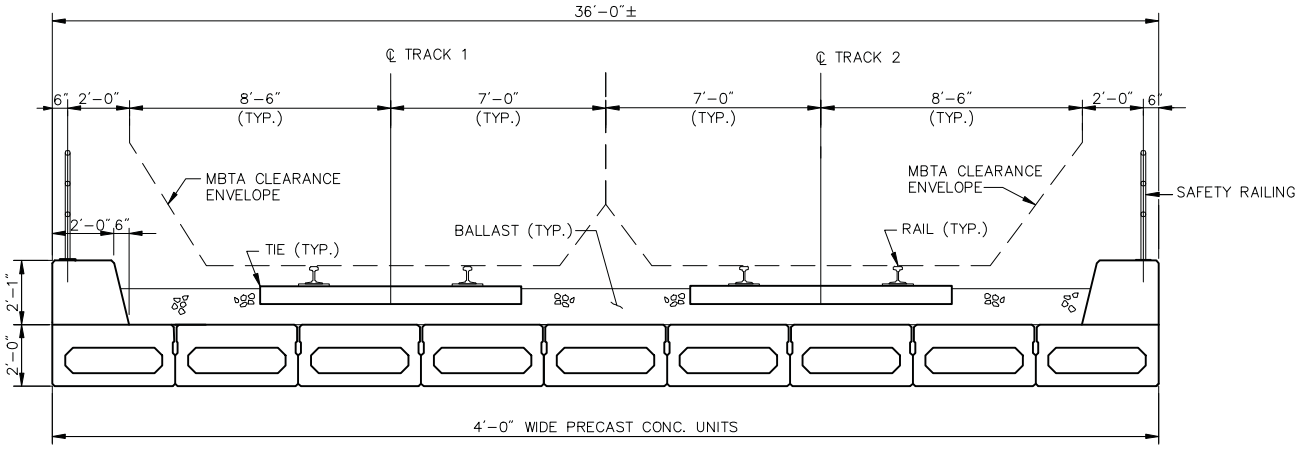
Figure 3.2-15

Attleboro Alternatives
Attleboro Bypass



CONCRETE BOX GIRDER CROSS SECTION (ONE TRACK)

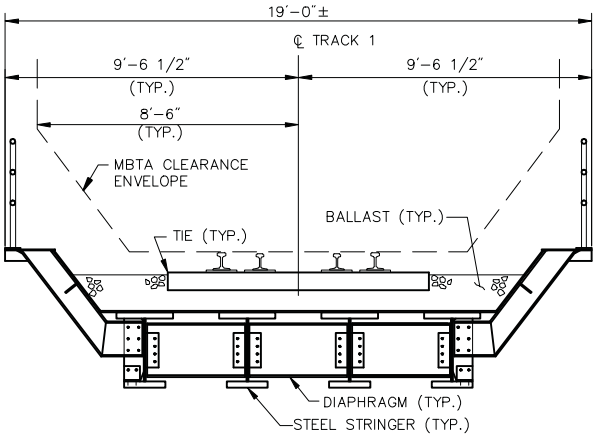
SCALE: NTS



CONCRETE BOX GIRDER CROSS SECTION (TWO TRACKS)

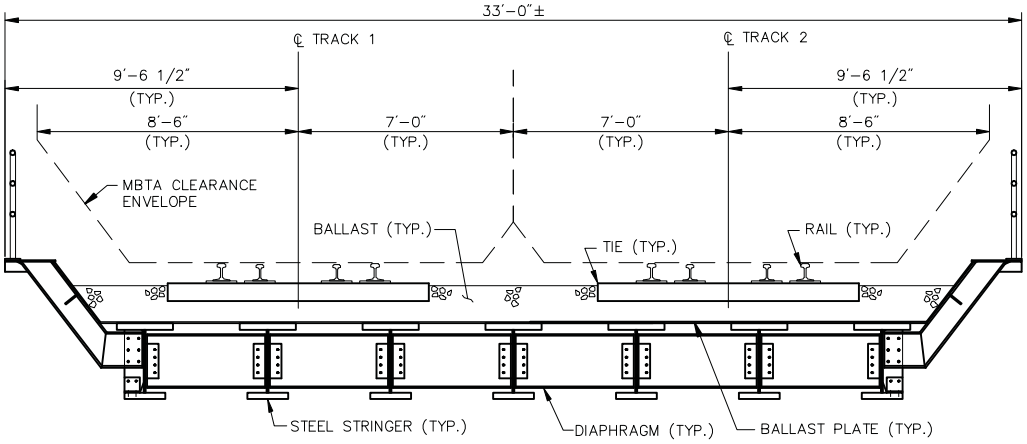
SCALE: NTS

Figure 3.2-16
Typical Cross Section Concrete Box Girder



TYPICAL STEEL TUB CROSS SECTION (ONE TRACK)

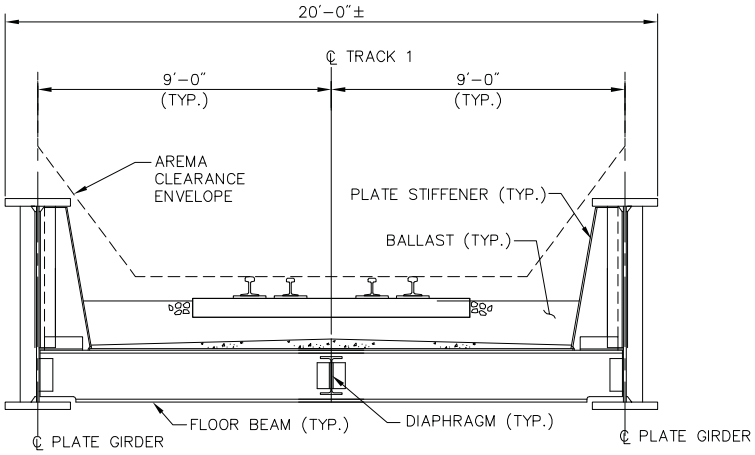
SCALE: NTS



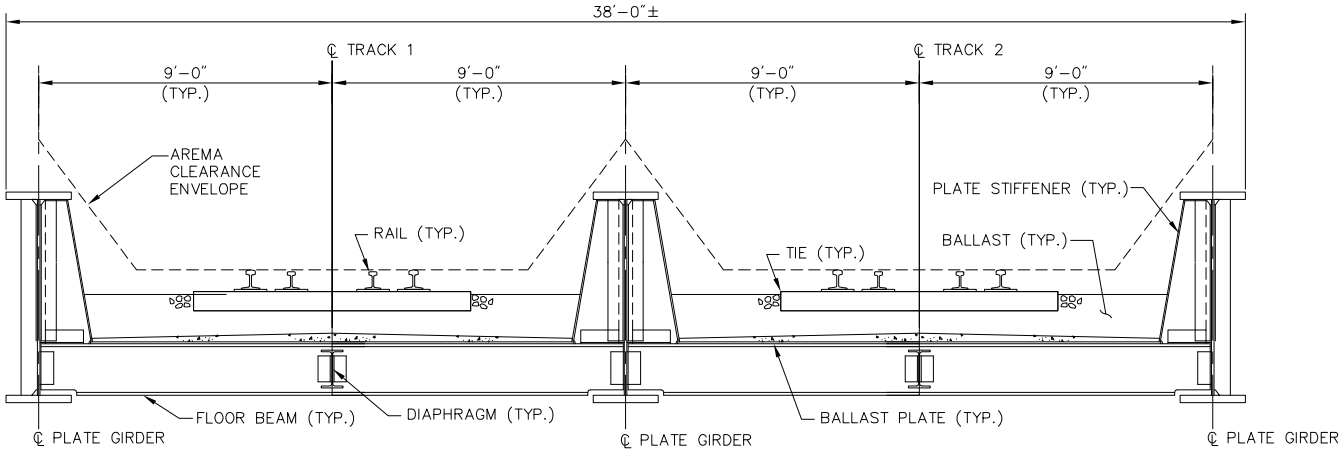
TYPICAL STEEL TUB CROSS SECTION (TWO TRACKS)

SCALE: NTS

Figure 3.2-17
Typical Cross Section Steel Tub

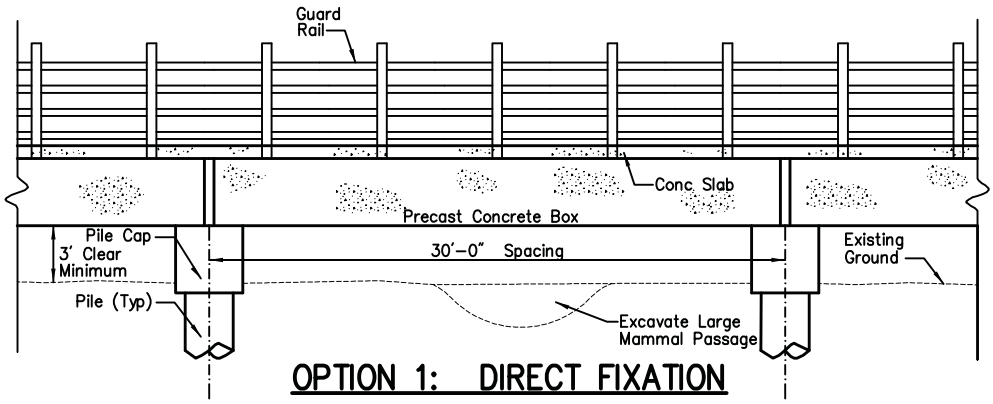


STEEL THRU GIRDER CROSS SECTION (ONE TRACK)
SCALE: NTS



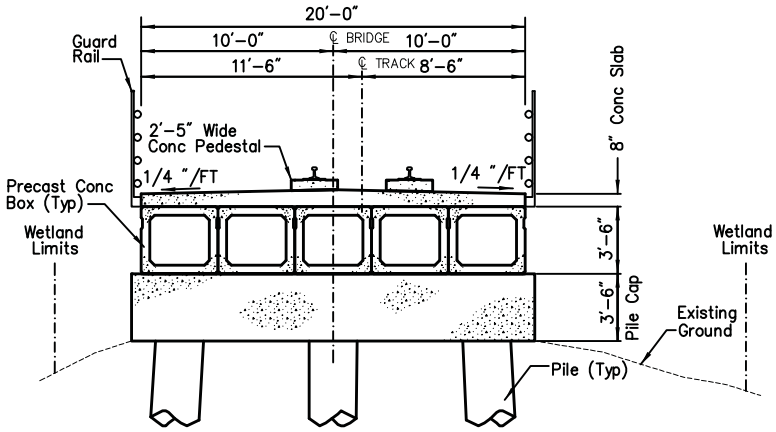
STEEL THRU GIRDER CROSS SECTION (TWO TRACKS)
SCALE: NTS

Figure 3.2-18
Typical Cross Section Steel Thru Girder



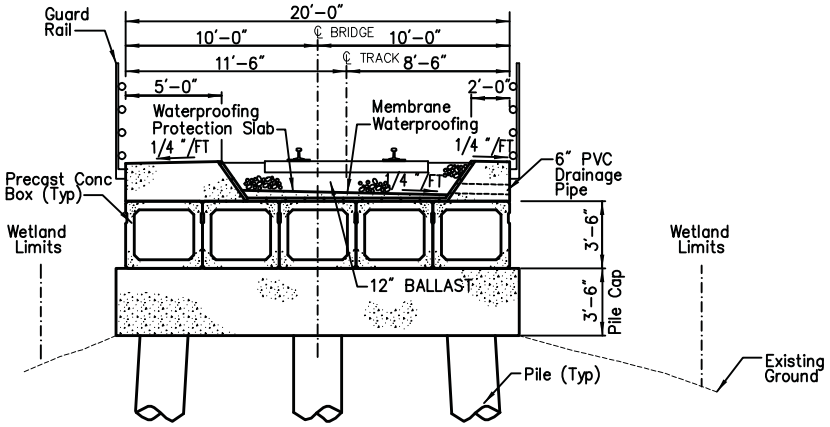
OPTION 1: DIRECT FIXATION

Elevation View



OPTION 1: DIRECT FIXATION

Cross-Section at Piles



OPTION 2: BALLAST DECK

Cross-Section at Piles

0 5 10 Feet

Figure 3.2-19

Stoughton Alternatives
Trestle Through Hockomock Swamp

ELECTRIC LOCOMOTIVE

DIESEL LOCOMOTIVE

Figure 3.2-20
Locomotive Types

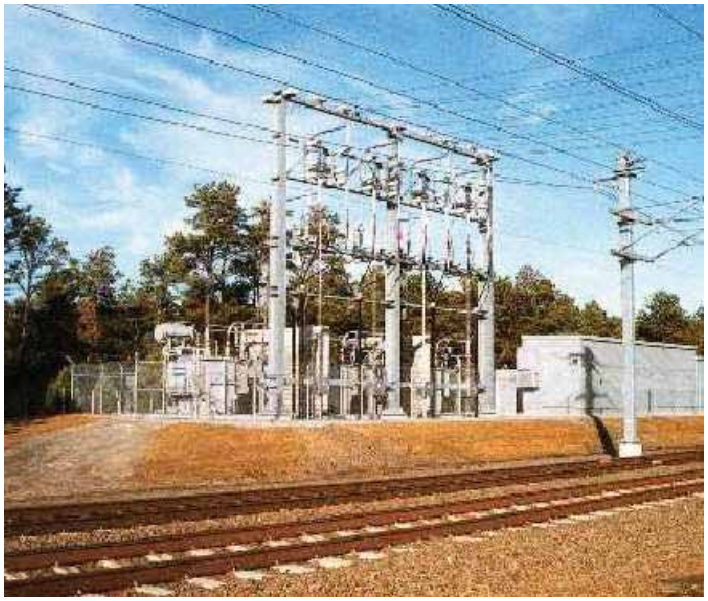


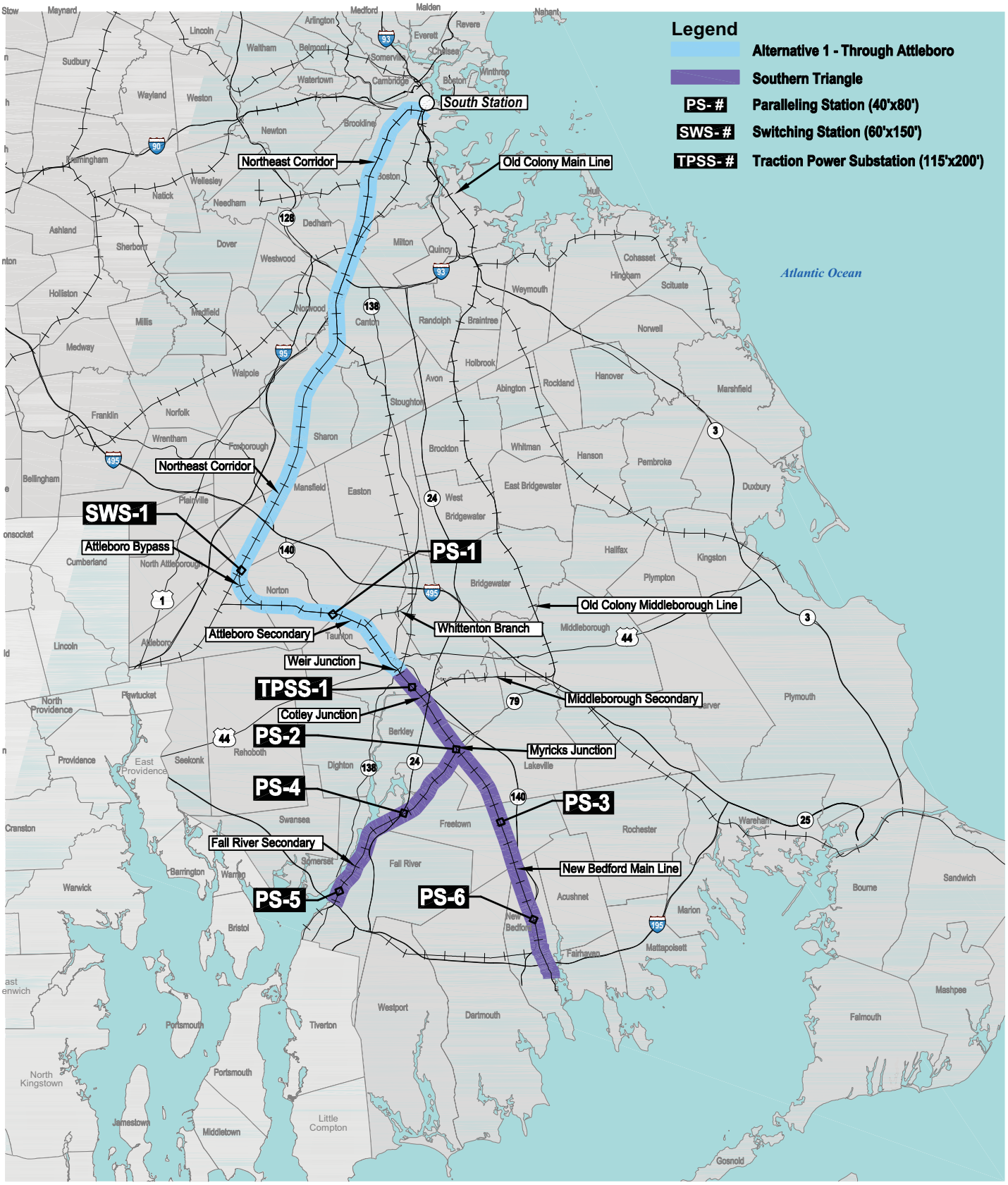
Figure 3.2-21

Traction Power Station

\\Mabos\projects\10111.00\graphics\FIGURESVAlternative_Analysis\10111_Figure x-x_TractionPower_OCS.dwg Printing Date: 7/10/2009

Figure 3.2-22

Overhead Catenary System

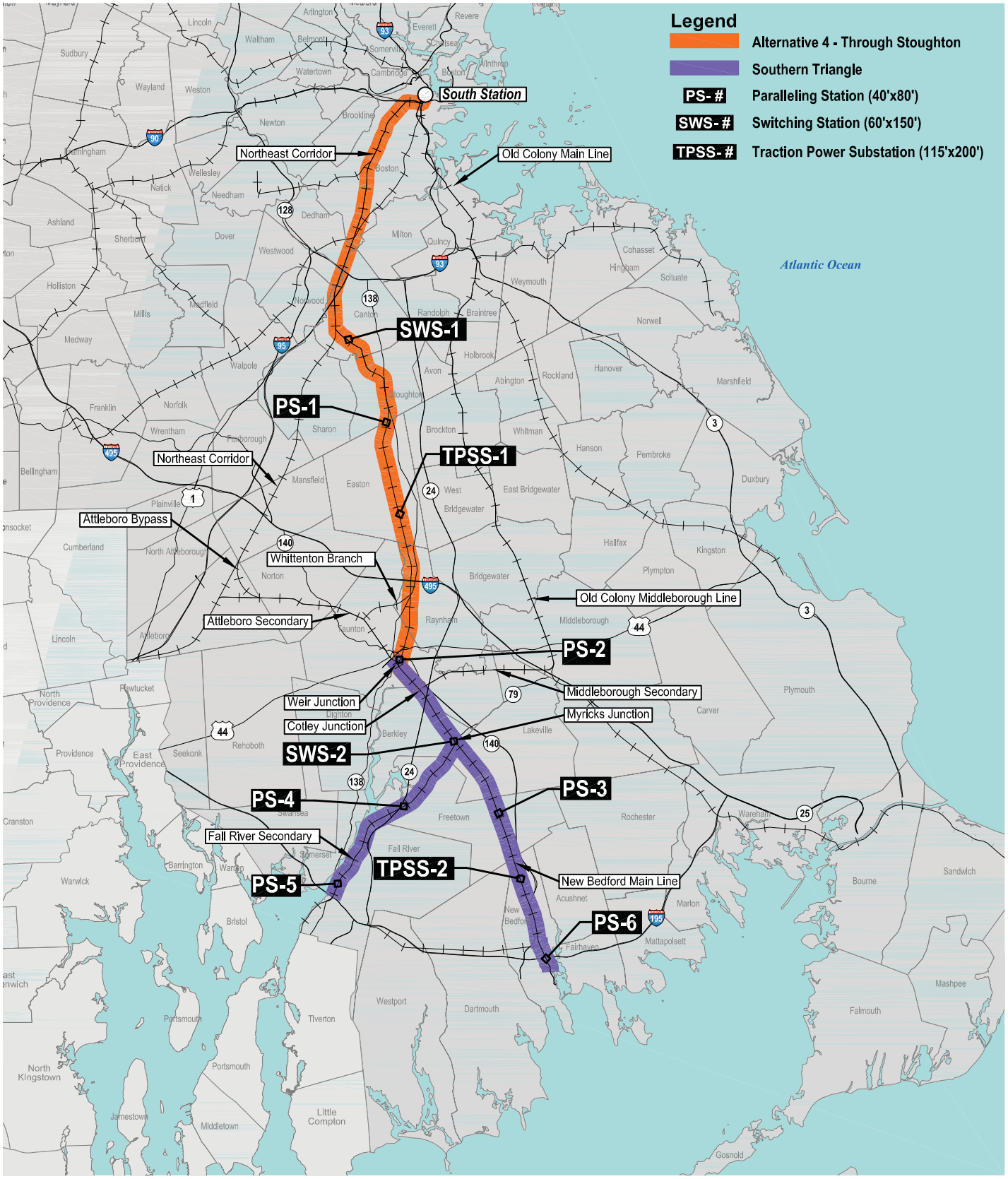


\\Mabos\projects\10111.00\graphics\FIGURES\Alternative_Analysis\10111-Traction_Power_Attleboro.dwg Printing Date: 7/14/2009

Figure 3.2-23

Atteleboro Electric Alternative

Traction Power System

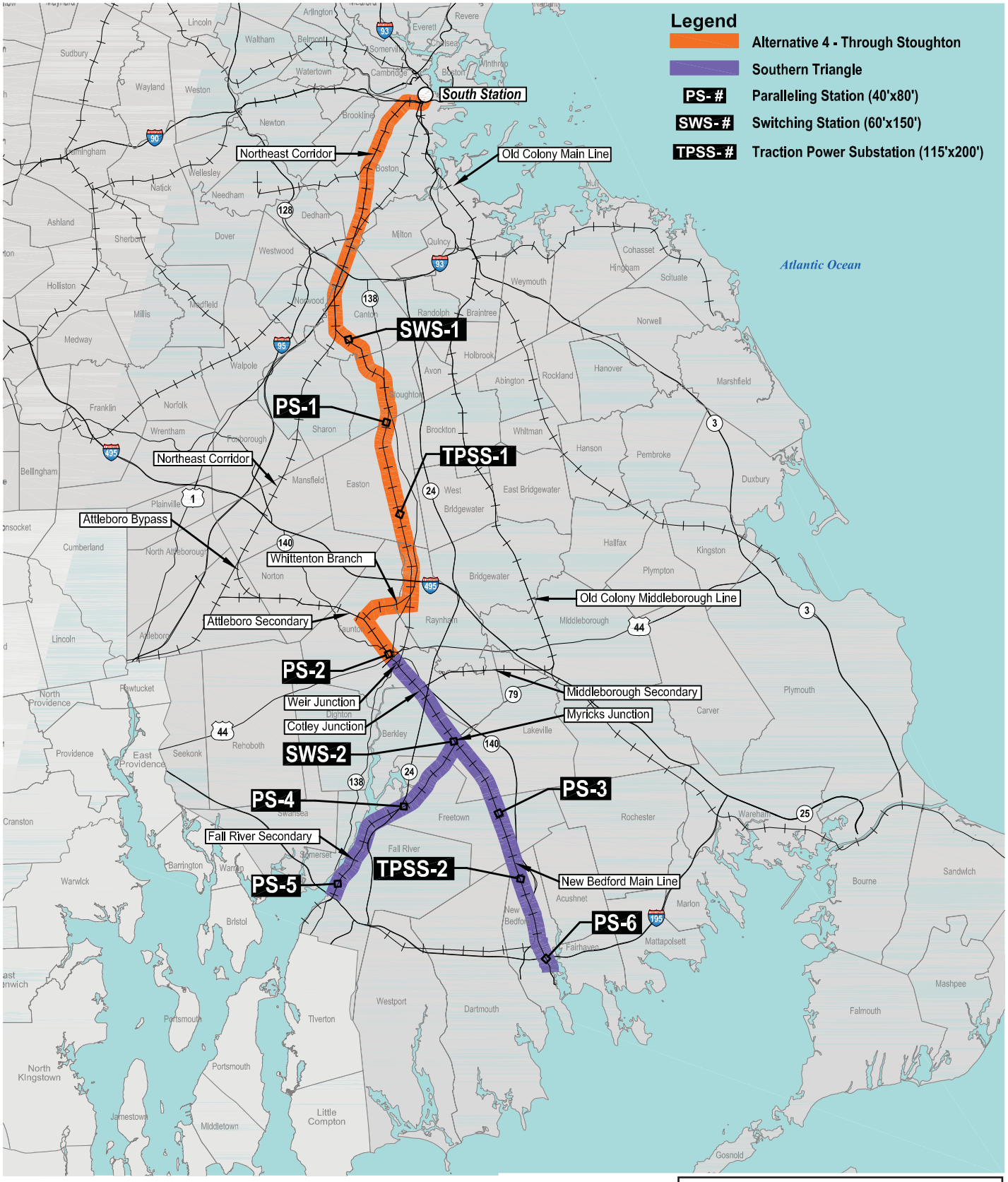


\\Mabos\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Traction_Power_Stoughton_Stoughton-Whittenton.dwg Printing Date: 9/11/2009

Figure 3.2-24

Stoughton Electric Alternative

Traction Power System

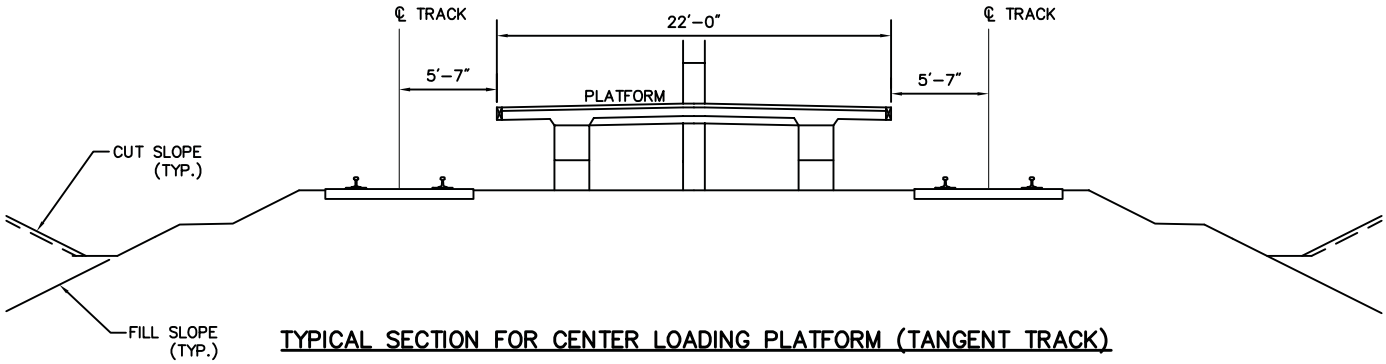


\\Mabos\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Traction_Power_Stoughton_Stoughton-Whittenton.dwg Printing Date: 9/11/2009

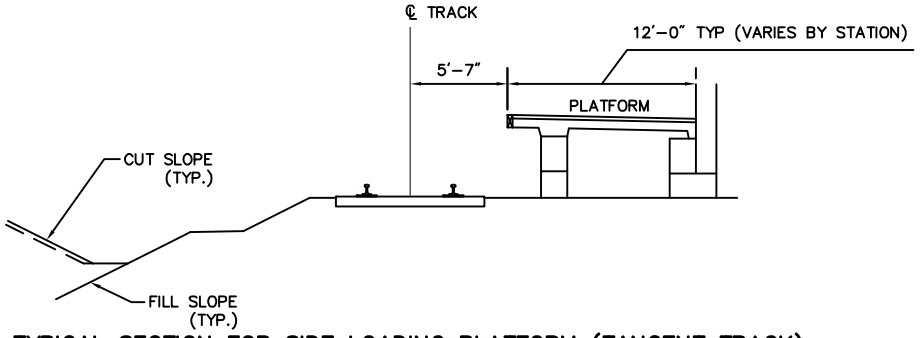
Figure 3.2-25

Whittenton Electric Alternative

Traction Power System



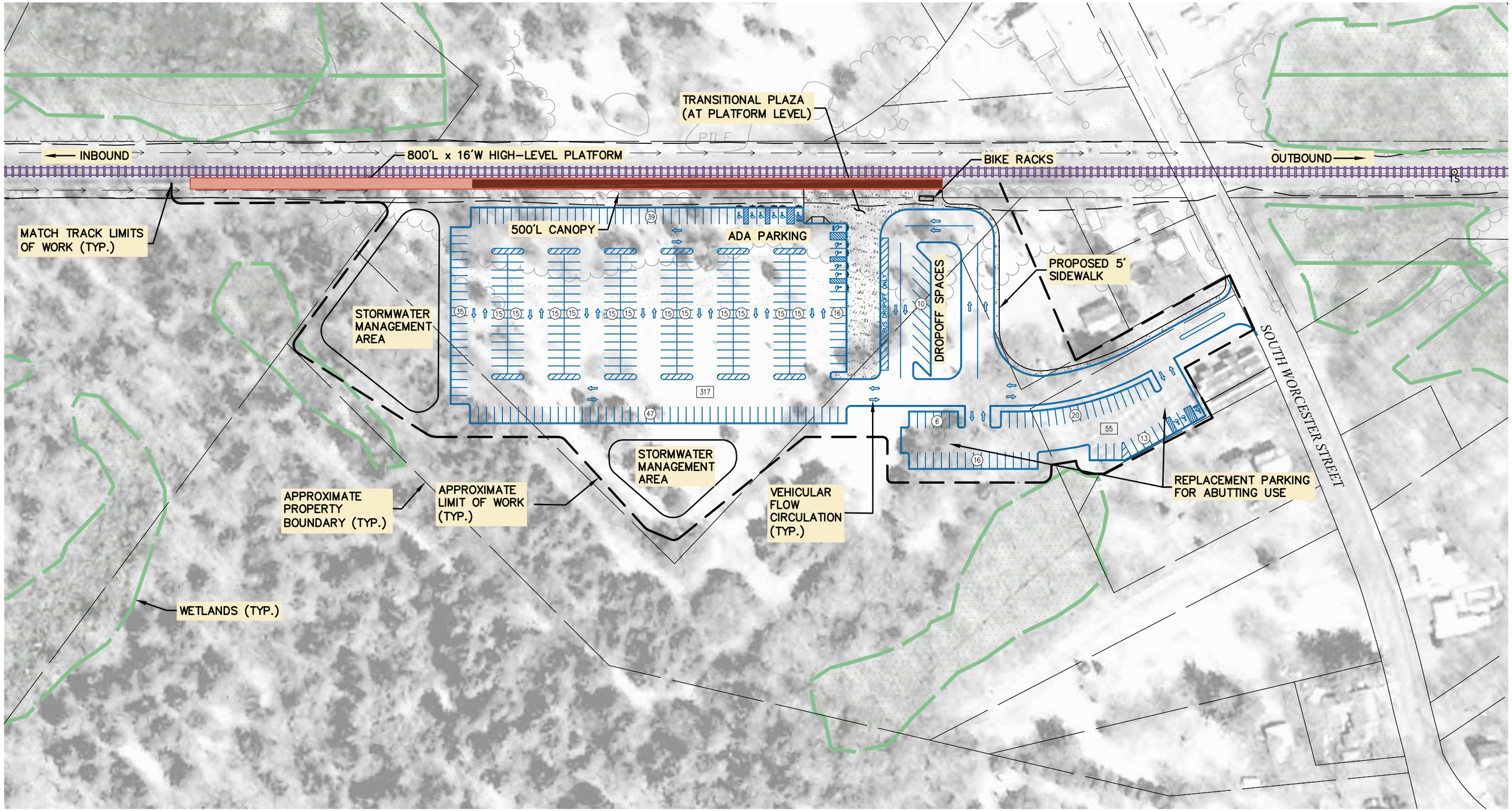
TYPICAL SECTION FOR CENTER LOADING PLATFORM (TANGENT TRACK)



TYPICAL SECTION FOR SIDE LOADING PLATFORM (TANGENT TRACK)

Not to Scale

Figure 3.2-26
Rail Station Platform Center and Side Island
Typical Cross Section



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0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	305
ACCESSIBLE SPACES	12
DROPOFF SPACES	10
TOTAL SPACES	327

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-27

Barrowsville
Conceptual Station Design

APPROXIMATE PROPERTY BOUNDARY (TYP.)

MATCH TRACK LIMITS OF WORK (TYP.)

INBOUND

MILL STREET

ANAWAN STREET

POND STREET

OIL TANK

RAMP AND STAIRS TO PLATFORM

BIKE RACKS

COLUMBIA STREET

EXISTING TRAFFIC FLOW DIRECTION (TYP.)

EXISTING PLAZA TO REMAIN

500'L CANOPY

BROOK

800'L x 10'W HIGH LEVEL PLATFORM

APPROXIMATE LIMIT OF WORK (TYP.)

RECONSTRUCT BRIDGE

WATER STREET

FIRESTONE POND

WETLAND RESOURCE AREA (TYP.)

EXISTING POND

OUTBOUND

\\Mabosiprojects\10111.00\cadA-prjdwg\SCR_2008_Stations\Fall River - Battleship Cove\10111_BattleshipCove.dwg Printing Date: 9/14/2009

0 50 100 Feet

Parking Summary Chart

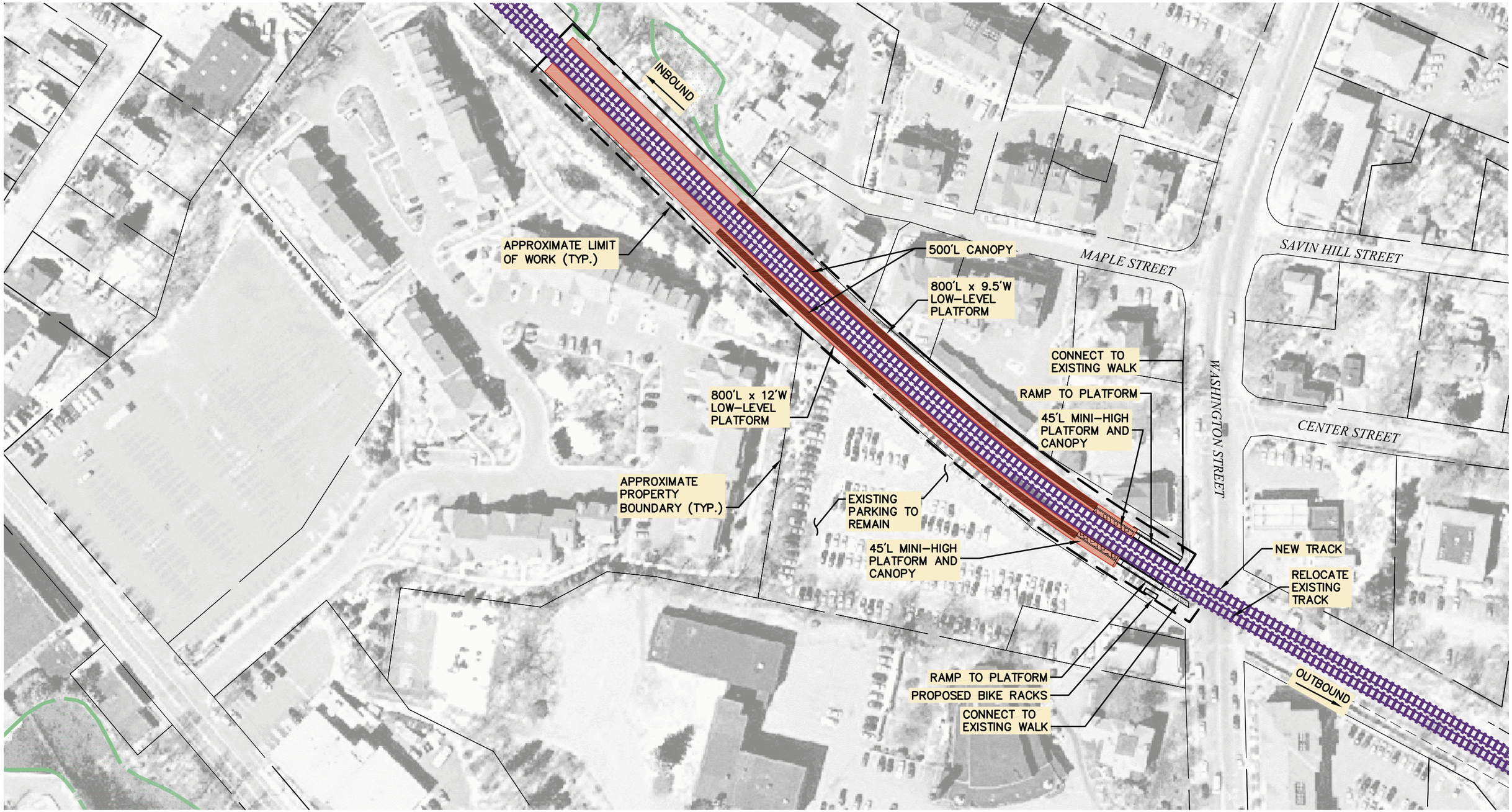
STANDARD SPACES	0
ACCESSIBLE SPACES	0
DROPOFF SPACES	0
TOTAL SPACES	0

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-28

Battleship Cove
Conceptual Station Design



\\Mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\Canton - Canton Center\10111_CantonCenter.dwg Printing Date: 9/14/2009

0 50 100 Feet

Parking Summary Chart

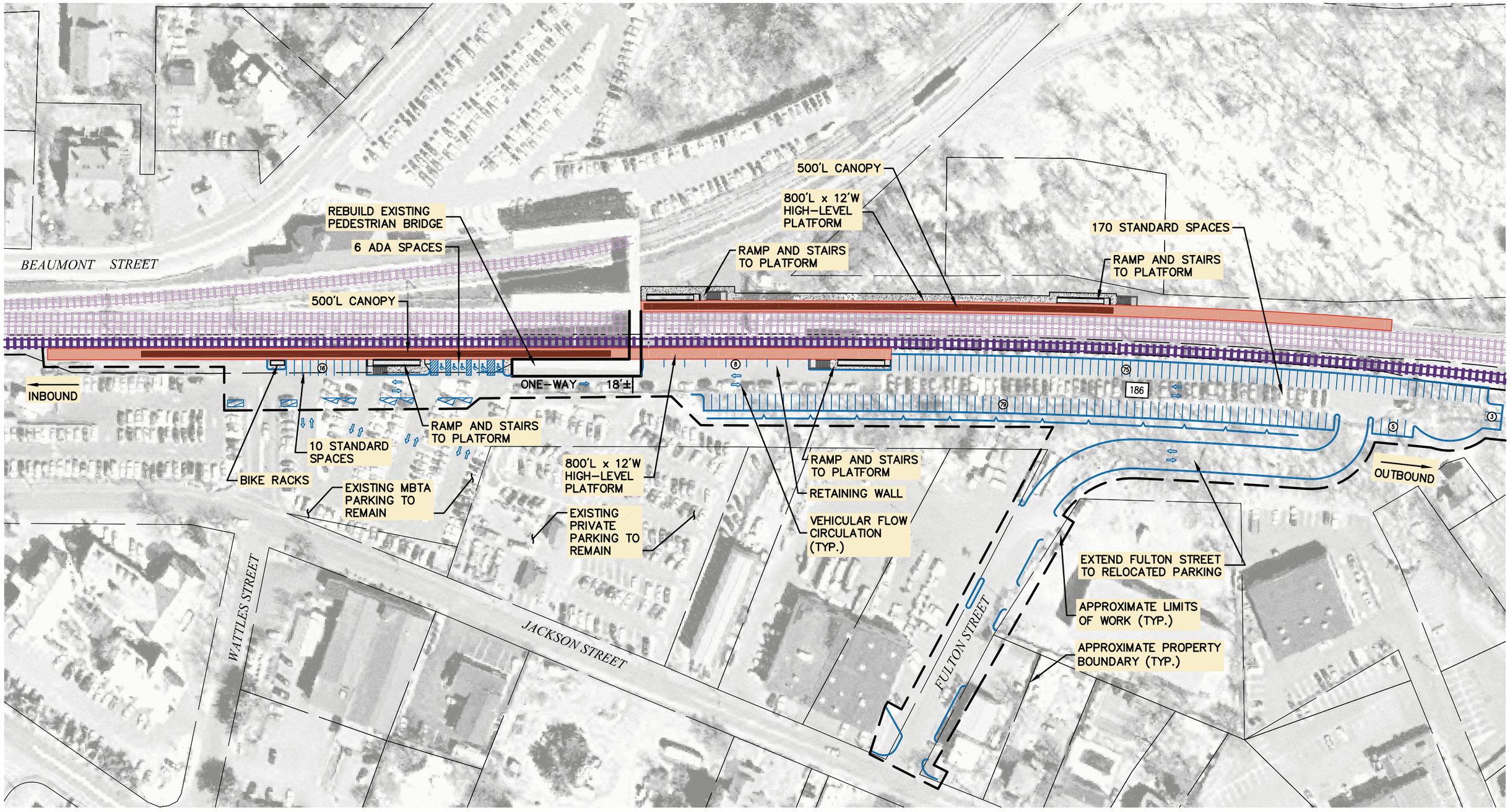
EXISTING SPACES LOST	–
PROPOSED SPACES ADDED	–
NET PARKING GAIN (LOSS)	–

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Existing Track*
- *Wetland*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*

Figure 3.2-29

Canton Center
Proposed Reconstruction



\\Mabos\projects\10111.00\cadA-prjdwg\SCR_2008_Stations\Canton - Canton JCT\10111_CantonJunction.dwg Printing Date: 9/14/2009

0 50 100 Feet

Parking Summary Chart

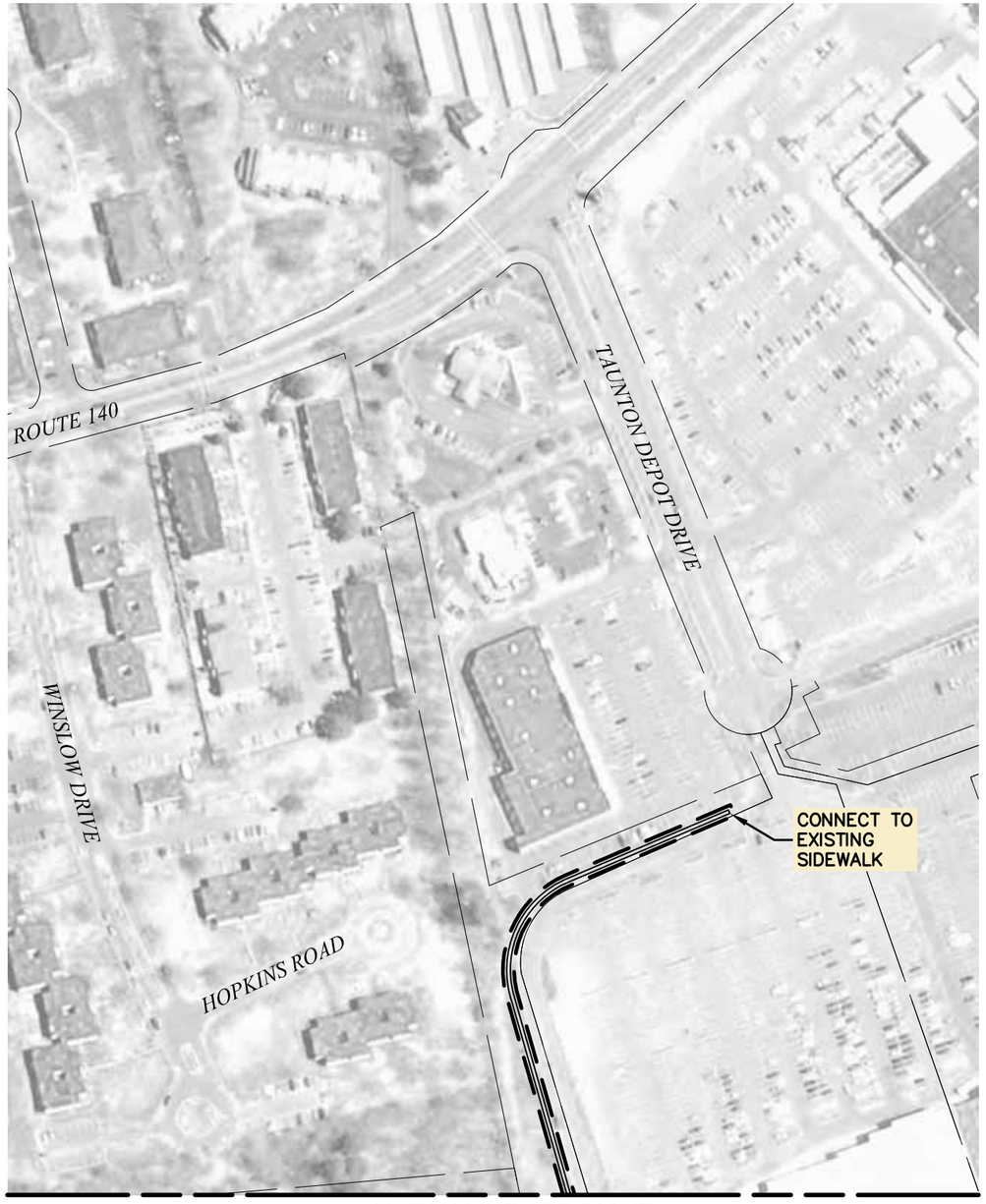
EXISTING SPACES LOST	186
POTENTIAL SPACES ADDED	186
NET PARKING GAIN (LOSS)	0
TOTAL POTENTIAL SPACES	--

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

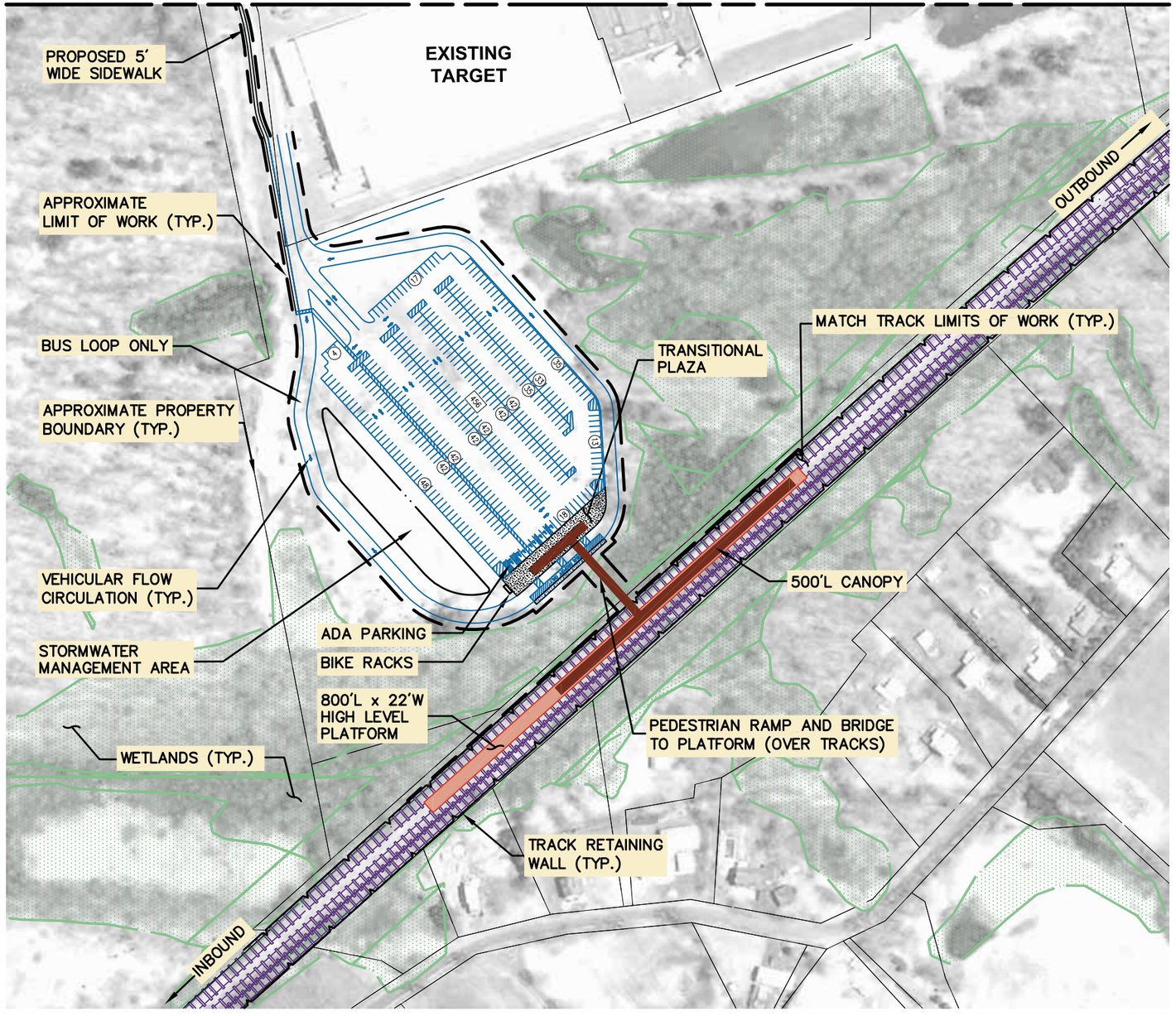
Figure 3.2-30

Canton Junction
Proposed Reconstruction



MATCH LINE SEE RIGHT

MATCH LINE SEE LEFT



0 100 200 Feet

Parking Summary Chart

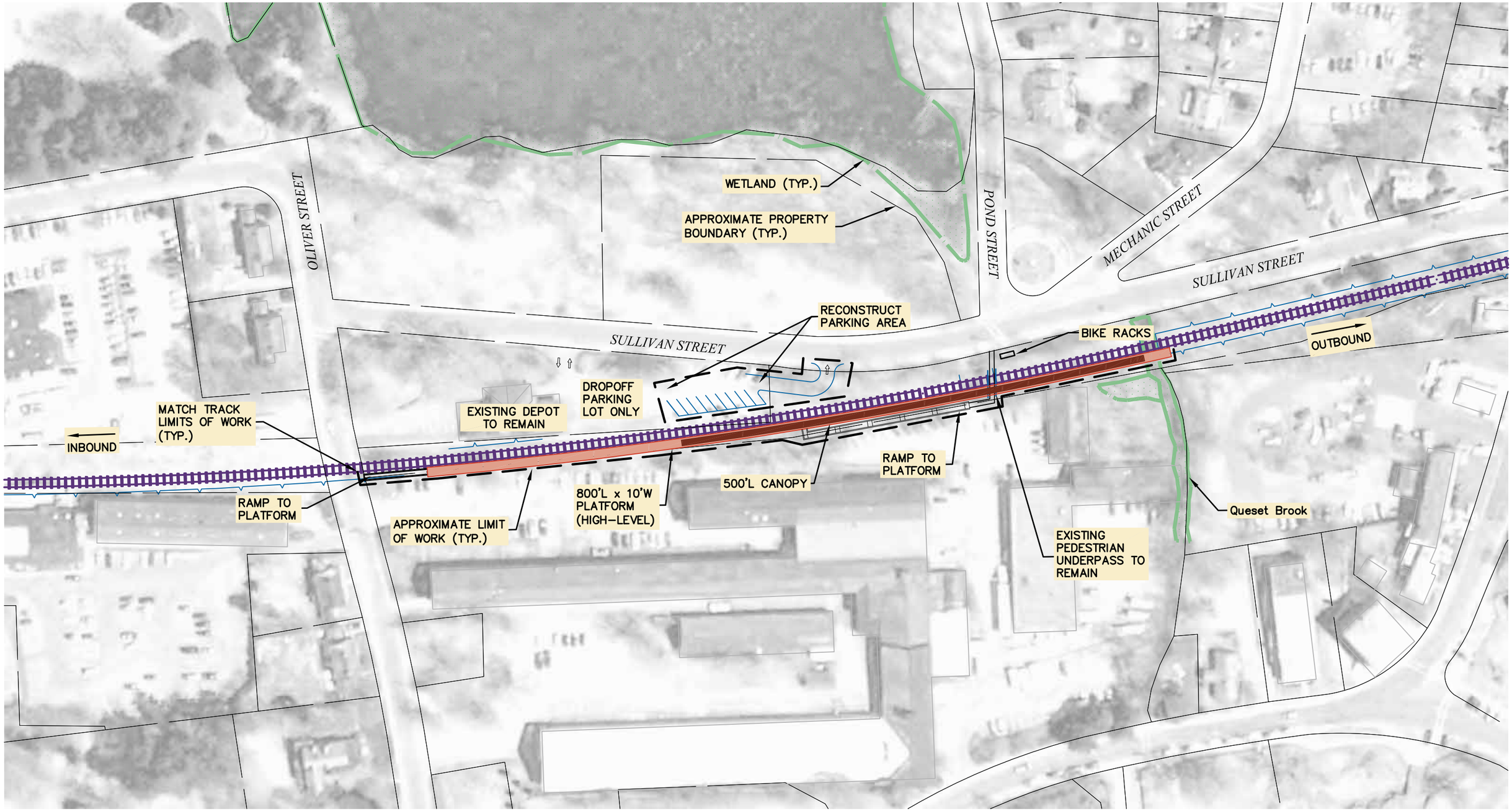
STANDARD SPACES	434
ACCESSIBLE SPACES	8
DROPOFF SPACES	14
TOTAL SPACES	456

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-31

Taunton Depot
Conceptual Station Design



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0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
DROPOFF SPACES	10
TOTAL SPACES	10

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Existing Track*
- *Wetland*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*

Figure 3.2-32

Easton Village
Conceptual Station Design

WIDEN PEARCE STREET BRIDGE

STAIRS TO PLATFORM FROM PEARCE STREET

INBOUND

800'L x 12'W HIGH LEVEL PLATFORM

BIKE RACKS

TRANSITIONAL PLAZA (AT PLATFORM ELEVATION)

APPROXIMATE PROPERTY BOUNDARY (TYP.)

500'L CANOPY

DURFEE STREET

OUTBOUND

WIDEN TURNER STREET BRIDGE

MATCH TRACK LIMITS OF WORK (TYP.)

ADA PARKING

UP RAMP

PEARCE STREET

EXISTING BUILDINGS TO BE DEMOLISHED

PARALLELING STATION (ELECTRIFICATION ALTERNATIVES ONLY)

TURNER STREET

DROPOFF SPACES

BUS DROP OFF ONLY

APPROXIMATE LIMIT OF WORK (TYP.)

PROPOSED PARKING DECK LAYOUT

EXISTING BUILDINGS TO BE DEMOLISHED

PROPOSED 6' WALK

ONE-WAY

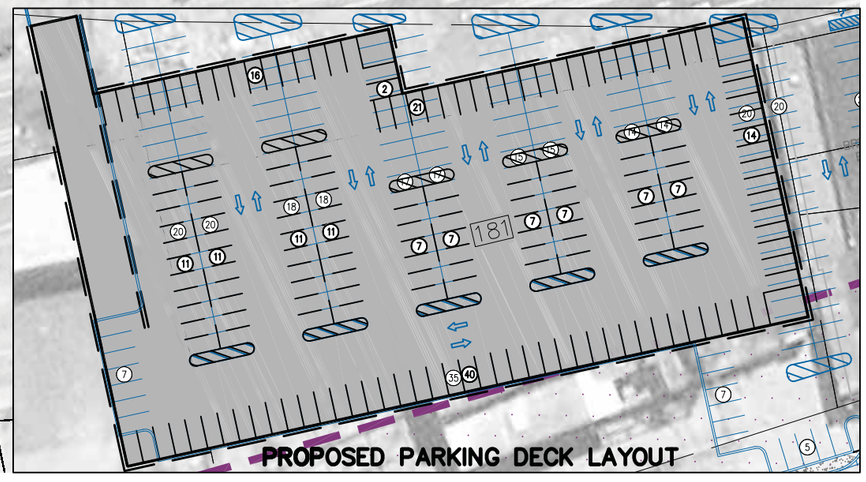
ONE-WAY

DAVOL STREET

EDGE OF DECK OVERHEAD (SEE INSET)

ROUTE 79

PROPOSED 6' WALK



\\Mabos\projects\10111.00\cadVA-prj\dwg\SCR_2008_Stations\Fall River - Fall River Depot\10111_FallRiverDepot.dwg Printing Date: 9/14/2009

0 50 100 Feet

Parking Summary Chart

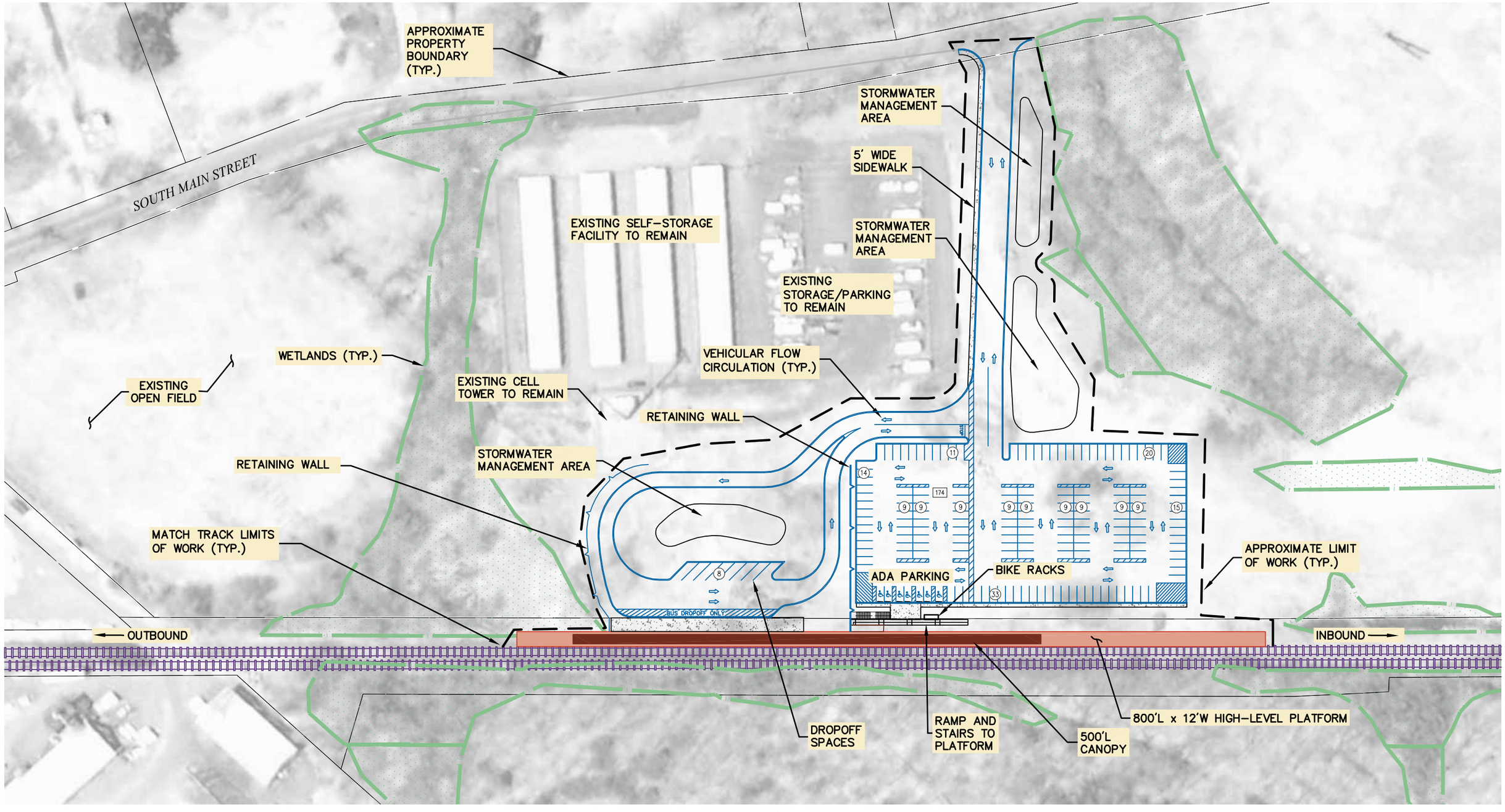
STANDARD SPACES	502
ACCESSIBLE SPACES	11
DROPOFF SPACES	10
TOTAL SPACES	523

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-33

Fall River Depot
Conceptual Station Design



\\Mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\Freetown - Freetown\10111_FreetownStation.dwg Printing Date: 9/14/2009

0 50 100 Feet

Parking Summary Chart

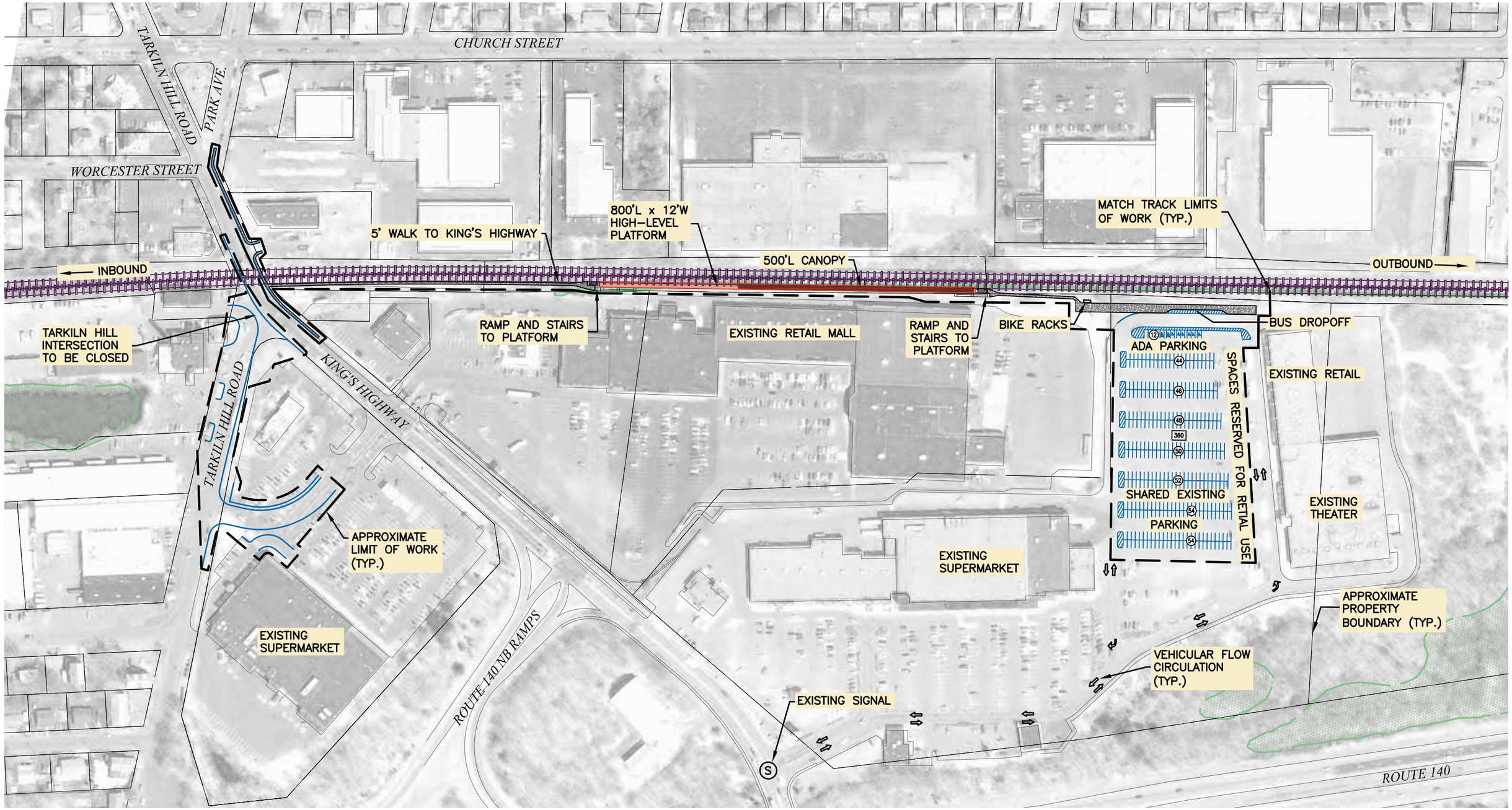
STANDARD SPACES	167
ACCESSIBLE SPACES	7
DROPOFF SPACES	8
TOTAL SPACES	182

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Existing Track*
- *Wetland*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*

Figure 3.2-34

Freetown
Conceptual Station Design



\\Mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\New Bedford - Kings Highway\10111_Kings_Highway.dwg Printing Date: 9/14/2009

0 100 200 Feet

Parking Summary Chart

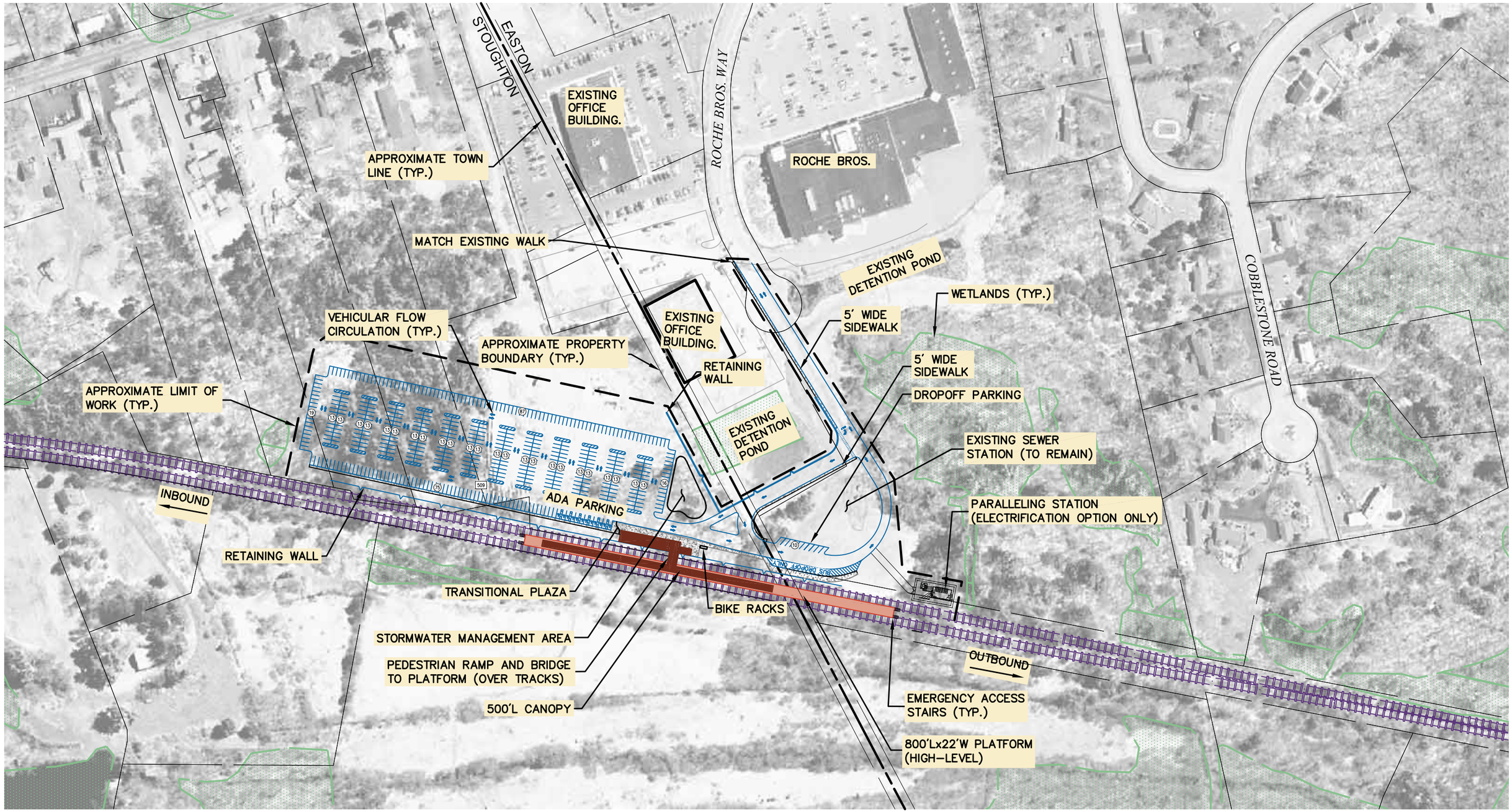
EXISTING SPACES LOST	0
POTENTIAL SPACES ADDED	0
TOTAL SPACES	360 (SHARED)

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-35

King's Highway
Conceptual Station Design



\\Mabos\projects\10111.00\cadA-prjdwg\SCR_2008_Stations\Stoughton - North Easton\10111_NoEastonSTA.dwg Printing Date: 9/14/2009

0 100 200 Feet

Parking Summary Chart

STANDARD SPACES	497
ACCESSIBLE SPACES	12
DROPOFF SPACES	10
TOTAL SPACES	519

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-36

North Easton
Conceptual Station Design

EXISTING STRUCTURE TO BE REMOVED

EXISTING STRUCTURE TO BE REMOVED

OAKLAND STREET

FULLER PLACE

INBOUND

BRIDGE WIDENING FOR RELOCATED ROAD

N. MAIN STREET

ONE-WAY TRAFFIC FLOW

APPROXIMATE LIMIT OF WORK

EXISTING STRUCTURE TO BE REMOVED

RELOCATED TOWN PARKING SPACES

PRATT STREET

MANSFIELD AVE. AND CROCKER ST. RELOCATED

EXISTING STRUCTURE TO BE REMOVED

CROCKER STREET

ROUTE 106

N. MAIN STREET

NORTH COMMON PARK

800'L x 10'W HIGH-LEVEL PLATFORM

MANSFIELD AVE.

WETLAND BOUNDARY (TYP.)

BIKE RACKS

APPROXIMATE LIMIT OF WORK (TYP.)

CONNECT EXISTING PARK SIDEWALKS TO STATION SIDEWALKS (TYP.)

APPROXIMATE PROPERTY BOUNDARY (TYP.)

REPLACEMENT PARKING SPACES

MBTA REPLACEMENT PARKING

BIKE RACKS

RELOCATED DEPOT BUILDING

RAMP AND STAIRS TO PLATFORM

500'L CANOPY

EXISTING DEPOT TO BE RELOCATED

RAMP FROM PEDESTRIAN UNDERPASS TO PLATFORM

RAMP AND STAIRS TO PLATFORM

RAMP FROM PEDESTRIAN UNDERPASS TO PLATFORM

OUTBOUND

\\Mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\Mansfield - Mansfield\10111_Mansfield.dwg Printing Date: 9/14/2009

0 60 120 Feet

Parking Summary Chart

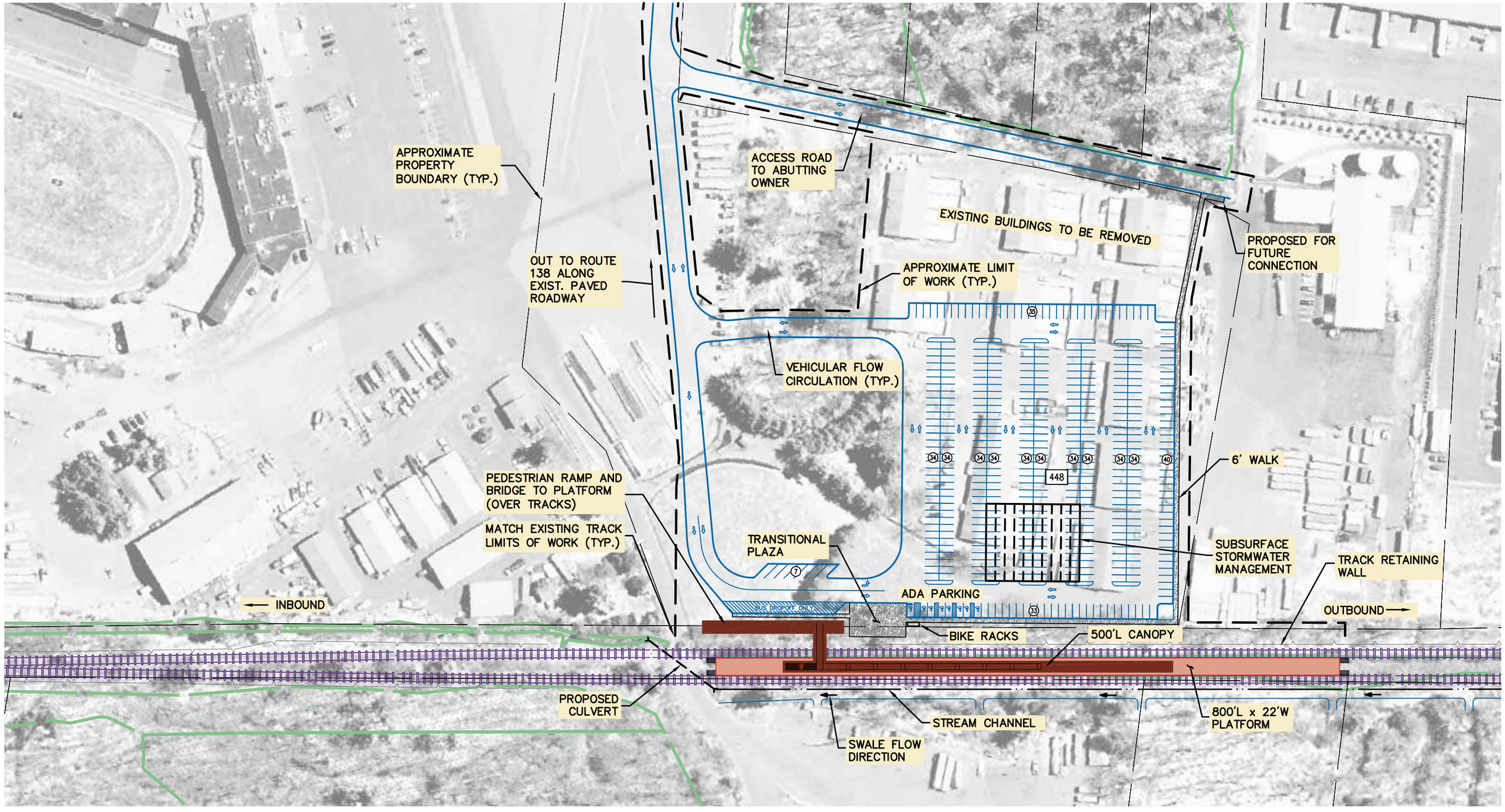
EXISTING SPACES LOST	153
PROPOSED SPACES ADDED	164
NET PARKING GAIN (LOSS)	11

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-37

Mansfield Station
Proposed Reconstruction



\\Mabos\projects\10111.00\cad\A-prjdwg\SCR_2008_Stations\Raynham - Raynham Place\10111_RaynhamPlace.dwg Printing Date: 9/14/2009

0 60 120 Feet

Parking Summary Chart

STANDARD SPACES	440
ACCESSIBLE SPACES	8
DROPOFF SPACES	7
TOTAL SPACES	455

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-38

Raynham Place
Concenptual Station Design

EXISTING DEPOT TO REMAIN
EXISTING STAIRS
TRANSITIONAL PLAZA
RAMP AND STAIRS TO PLATFORM
REPLACEMENT PARKING
RETAINING WALL
EXISTING STAIRS
DEPOT STREET
BIKE RACKS
RAMP TO PLATFORM
APPROXIMATE LIMIT OF WORK (TYP.)
APPROXIMATE PROPERTY BOUNDARY (TYP.)
800'L X 12'W HIGH-LEVEL PLATFORM
500' CANOPY
RAMP AND STAIRS TO PLATFORM
MATCH TRACK LIMITS OF WORK (TYP.)
OUTBOUND
WETLANDS (TYP.)

0 50 100 Feet

Parking Summary Chart

EXISTING SPACES LOST	108
POTENTIAL SPACES ADDED	110
NET PARKING GAIN (LOSS)	2

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-39

Sharon Station
Proposed Reconstruction

WASHINGTON STREET
PEARL STREET
PORTER STREET
WYMAN STREET
ROSE STREET
WASHINGTON STREET (ROUTE 138)
CANTON STREET
SUMMER STREET
MORTON STREET

PROPOSED RIGHT TURN IN, RIGHT OUT

LEFT TURN IN, LEFT TURN OUT ALLOWED

EXISTING MBTA PARKING: 99 SPACES (TO REMAIN)

APPROXIMATE LIMIT OF WORK

MBTA PARKING: 88 EXISTING SPACES 135 PROPOSED STANDARD SPACES

PROPOSED DROPOFF SPACES

10 ADA SPACES

MBTA PARKING 35 EXISTING SPACES 30 PROPOSED SPACES

EXISTING MBTA PARKING: 227 SPACES (TO REMAIN)

APPROXIMATE LIMIT OF WORK (TYP.)

MBTA PARKING: 86 EXISTING SPACES 11 PROPOSED SPACES

500'L CANOPY (EACH PLATFORM)

800'L x 12'W LOW LEVEL PLATFORMS

APPROXIMATE PROPERTY BOUNDARY (TYP.)

45'L MINI-HIGH PLATFORM AND CANOPY

INBOUND

OUTBOUND

EXISTING PRIVATE PARKING: APPROX 118 SPACES

0 60 120 Feet

MBTA Owned Parking Summary Chart

	EXISTING	PROPOSED
STANDARD SPACES	535	488
ACCESSIBLE SPACES	–	10
DROPOFF SPACES	0	9
TOTAL SPACES	535	507

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-40

Stoughton Station
Proposed Reconstruction

INBOUND

OUTBOUND

800'L X 12'W HIGH LEVEL PLATFORM

TRANSITIONAL PLAZA (AT PLATFORM LEVEL)

BIKE RACKS

500'L CANOPY

MATCH TRACK LIMITS OF WORK (TYP.)

ADA PARKING

BUS DROPOFF ONLY

STORMWATER MANAGEMENT AREA

VEHICULAR FLOW CIRCULATION (TYP.)

EXISTING BUILDING REMNANTS TO BE DEMOLISHED

PROPOSED 5' WIDE SIDEWALK

STORMWATER MANAGEMENT AREA

APPROXIMATE LIMIT OF WORK (TYP.)

WETLANDS (TYP.)

STREAM

EXISTING PEDESTRIAN CROSSING

ARLINGTON STREET

APPROXIMATE PROPERTY BOUNDARY (TYP.)

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	202
ACCESSIBLE SPACES	7
DROPOFF SPACES	8
TOTAL SPACES	217

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-41

Taunton
Conceptual Station Design

INBOUND

BIKE RACKS

500'L CANOPY

800'L x 12'W HIGH LEVEL PLATFORM

RAMP AND STAIRS TO PLATFORM

TRANSITIONAL PLAZA

MATCH TRACK LIMITS OF WORK (TYP.)

OUTBOUND

BIKE RACKS

RAMP AND STAIRS TO PLATFORM

ADA PARKING

OAK STREET

PORTER STREET

GATRA FACILITIES TO REMAIN

GATRA FACILITIES TO REMAIN

PARALLELING STATION (ELECTRIFICATION OPTION ONLY)

VEHICULAR FLOW CIRCULATION (TYP.)

APPROXIMATE PROPERTY BOUNDARY (TYP.)

5' WIDE SIDEWALK

SUBSURFACE STORMWATER MANAGEMENT

APPROXIMATE LIMIT OF WORK (TYP.)

MASON STREET

WALES STREET

MYRTLE STREET

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	713
ACCESSIBLE SPACES	13
DROPOFF SPACES	0
TOTAL SPACES	726

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-42

Downtown Taunton
Conceptual Station Design

HERMAN MELVILLE BOULEVARD

INBOUND

250'L CANOPY

800'L X 16'W HIGH LEVEL PLATFORM

250'L CANOPY

RAMP TO PLATFORM

TRANSITIONAL PLAZA

BUS DROPOFF

BUS DROPOFF ONLY

ADA PARKING

BIKE RACKS

APPROXIMATE LIMIT OF WORK (TYP.)

APPROXIMATE PROPERTY BOUNDARY (TYP.)

EXISTING SPACES TO BE RESTRIPED

259

EXISTING SPACES TO BE RESTRIPED

EXISTING SPACES TO REMAIN

435

EXISTING ENTRANCE TO BE RE-CONFIGURED

VEHICULAR FLOW CIRCULATION (TYP.)

NEW CURB CUT

ACUSHNET AVENUE

EXISTING BUS STOP TO REMAIN

ROUTE 18

PURCHASE STREET

0 60 120 Feet

Parking Summary Chart

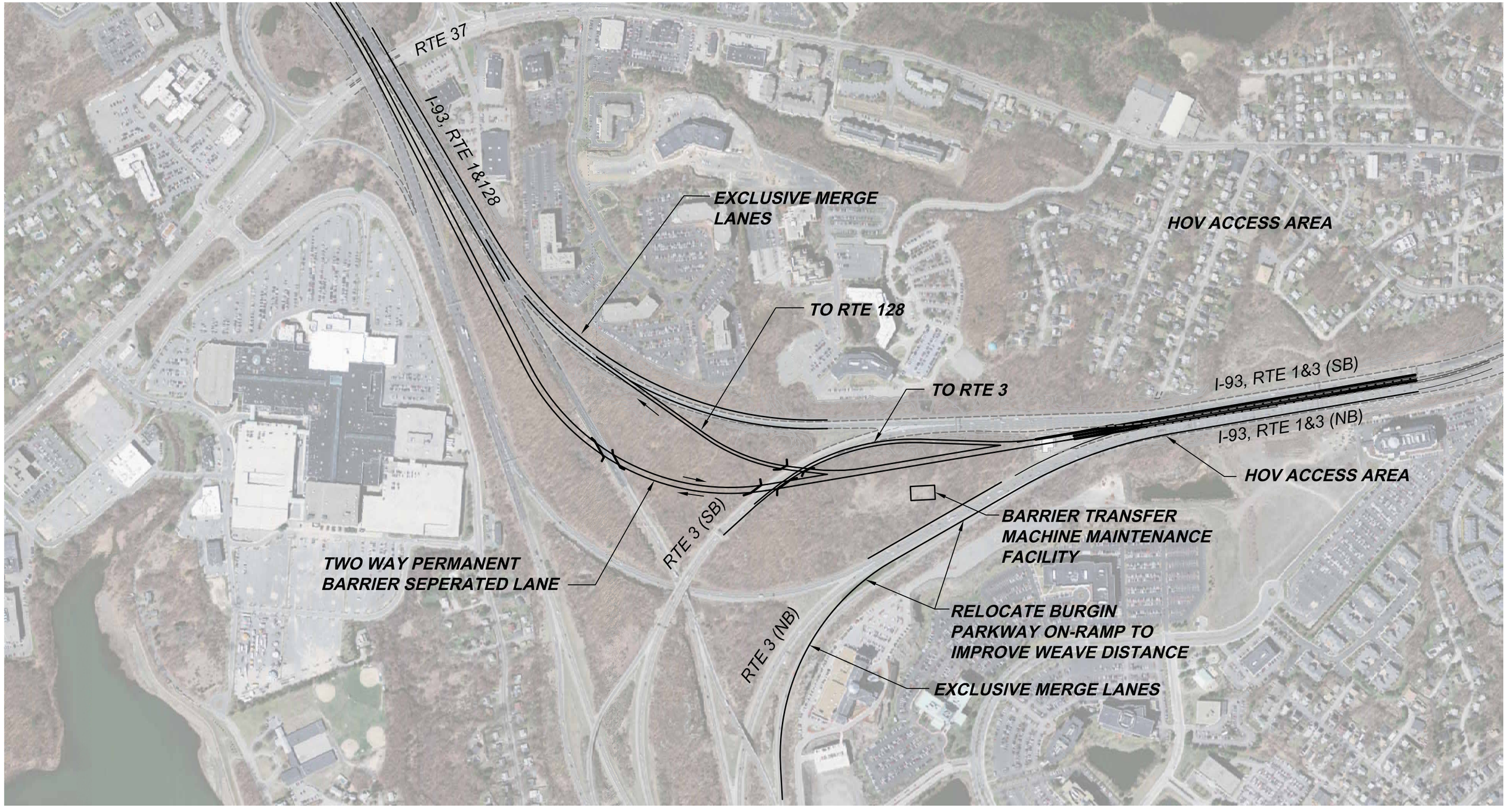
STANDARD SPACES	679
ACCESSIBLE SPACES	15
DROPOFF SPACES	0
TOTAL SPACES	694

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-43

Whale's Tooth
Conceptual Station Design



0 250 500 Feet

Figure 3.2-44

Route 3/I-93
Interchange Improvements

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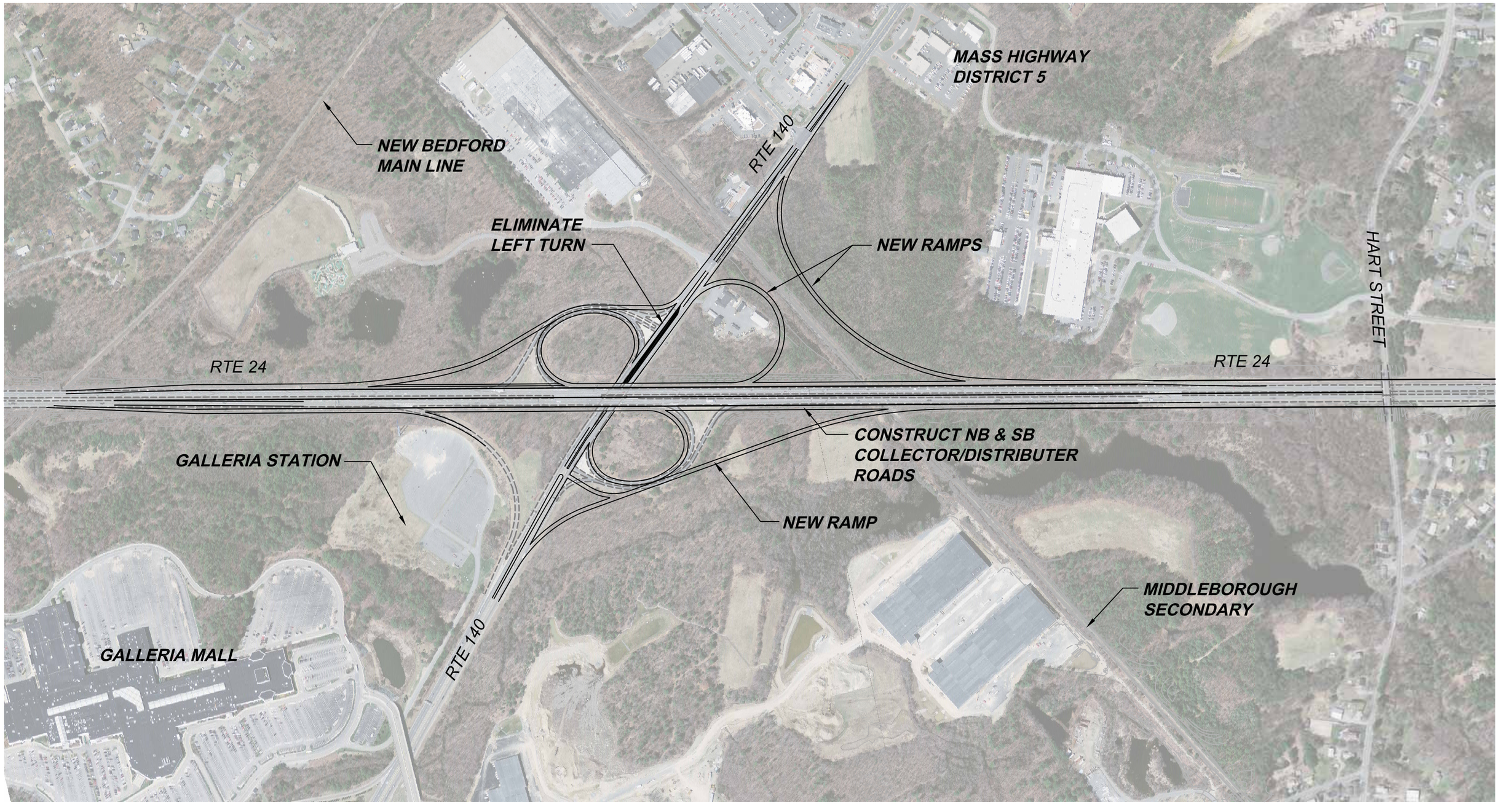
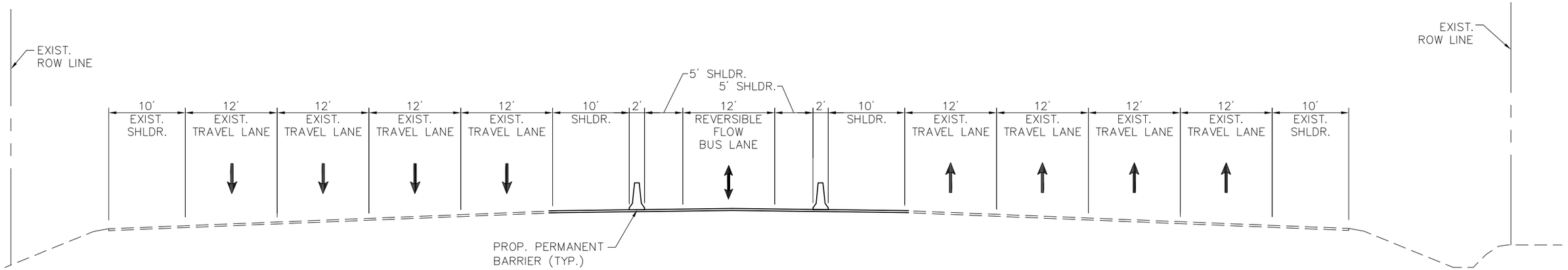


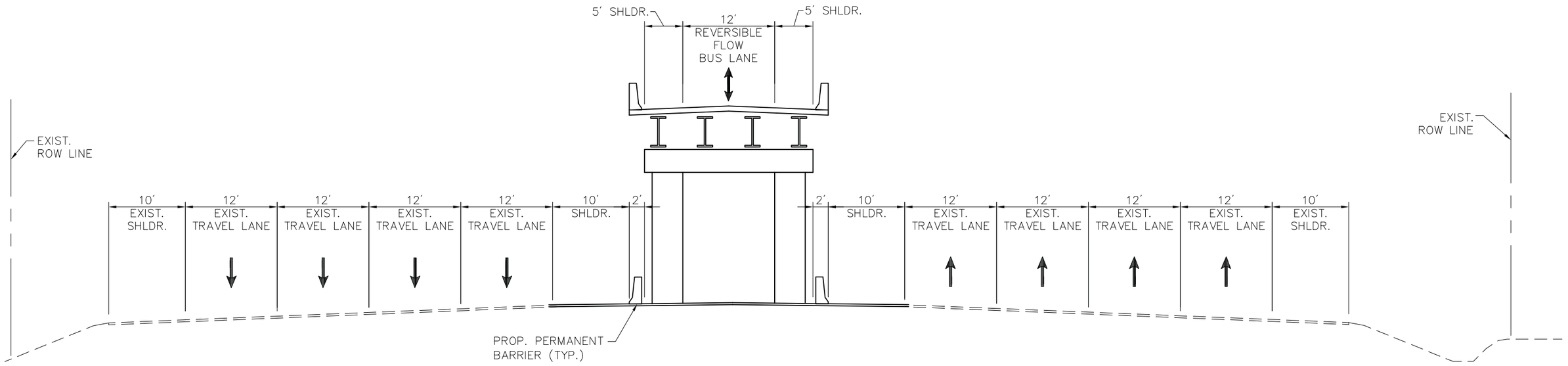
0 250 500 Feet

Figure 3.2-45

Logan Express Ramp

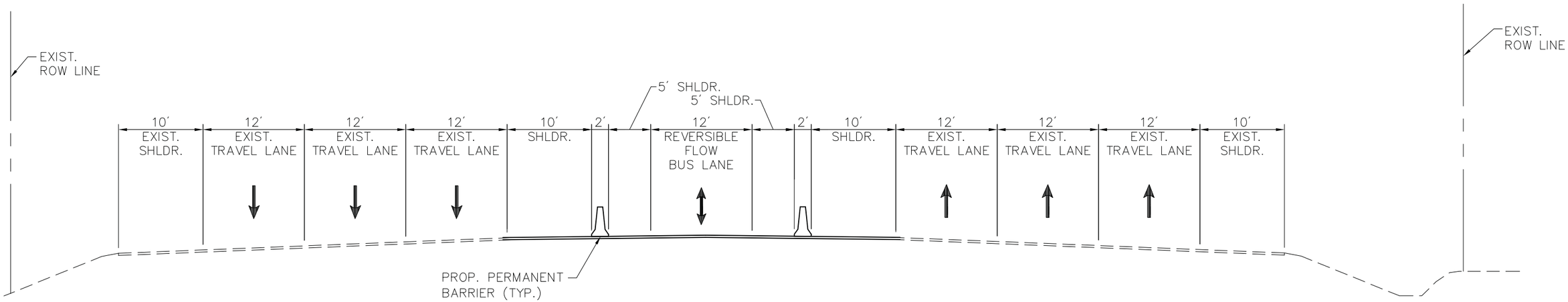


TYPICAL SECTION
BARRIER SEPARATED PERMANENT REVERSIBLE BUS LANE
I–93 (LOGAN EXPRESS TO RTE 24)
N.T.S.



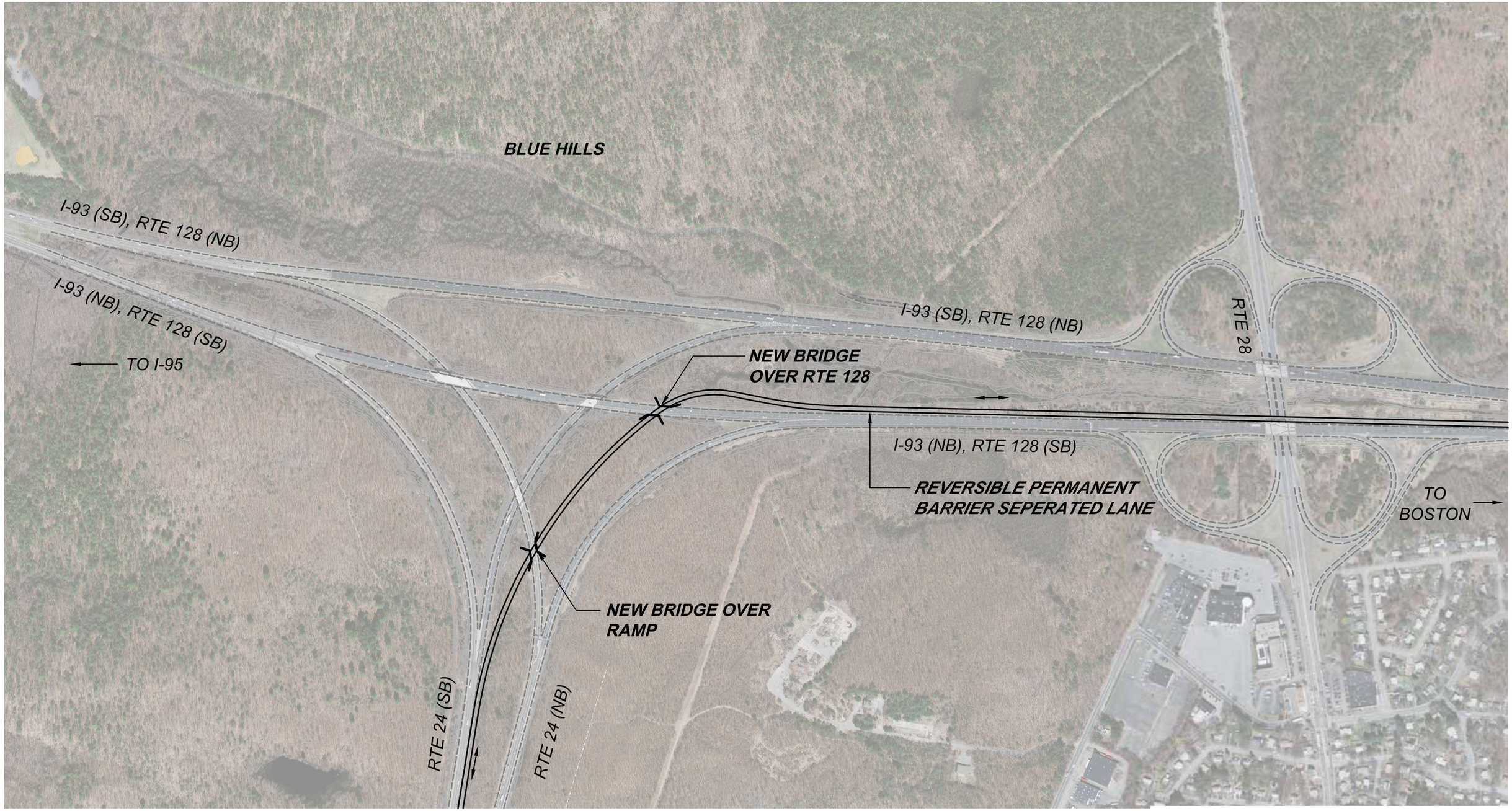
TYPICAL SECTION
ELEVATED SECTION – REVERSIBLE BUS LANE
LOGAN EXPRESS PARKING LOT APPROACH (SOUTH)
N.T.S.

Figure 3.2-46
Typical Section Reversible Flow Bus Lane
Logan Express to Route 24



TYPICAL SECTION
BARRIER SEPARATED PERMANENT REVERSIBLE BUS LANE
Route 24 (I-93 to RTE 139)
N.T.S.

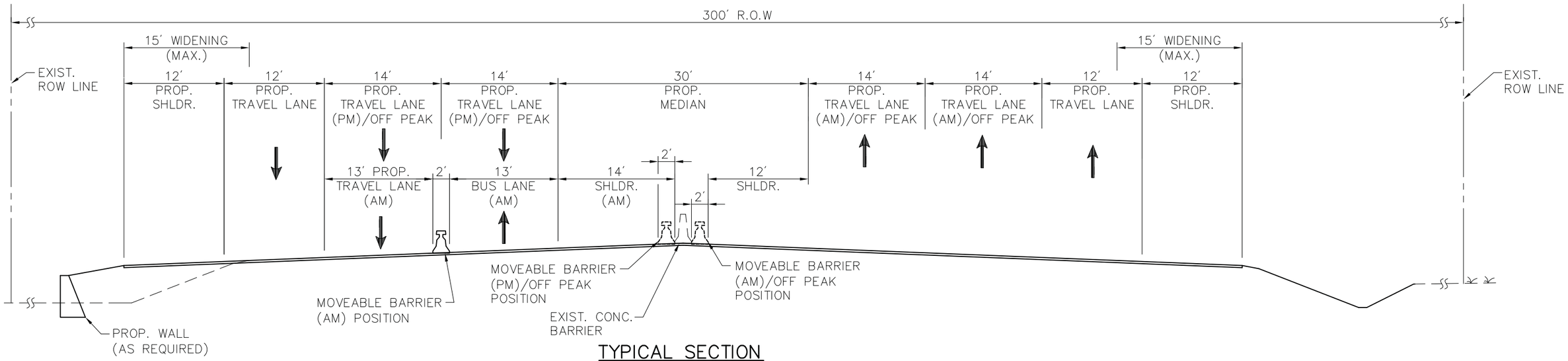
Figure 3.2-47
Typical Section Reversible Flow Bus Lane
Route 24 (I-93 to Route 139)



0 250 500 Feet

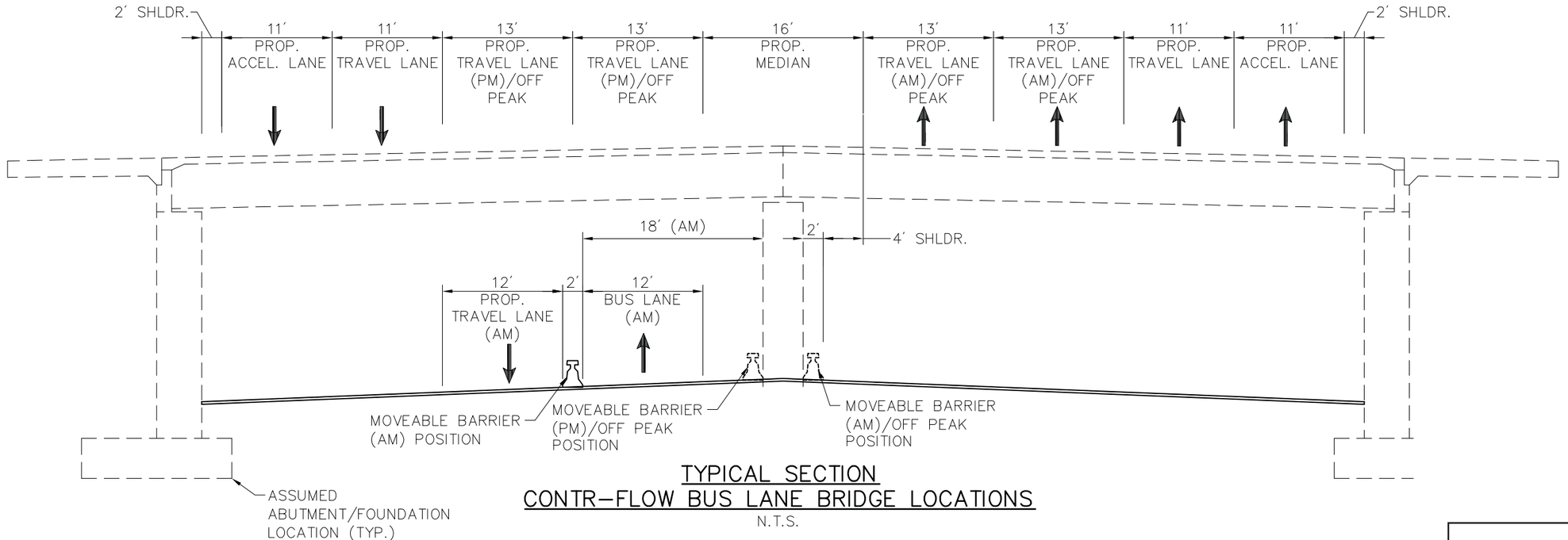
Figure 3.2-48

Route 24/I-93 Interchange Improvements



TYPICAL SECTION
CONTRA-FLOW REVERSIBLE BUS LANE RTE 139 TO I-495

N.T.S.

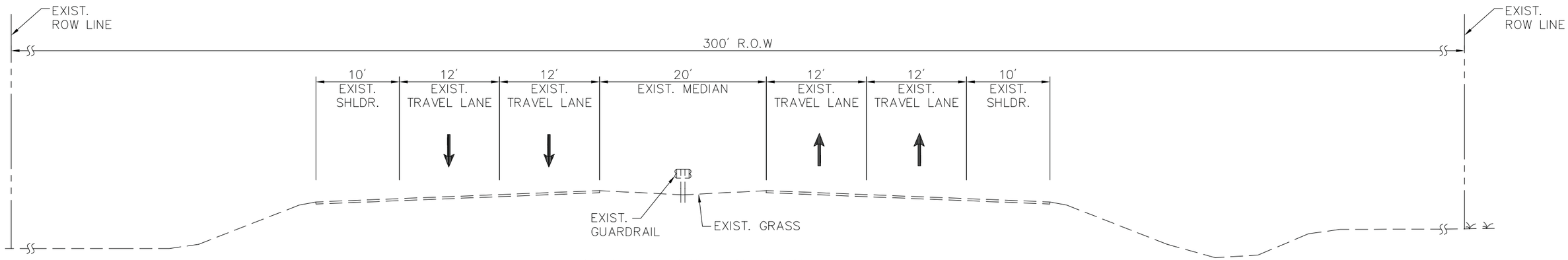


TYPICAL SECTION
CONTR-FLOW BUS LANE BRIDGE LOCATIONS

N.T.S.

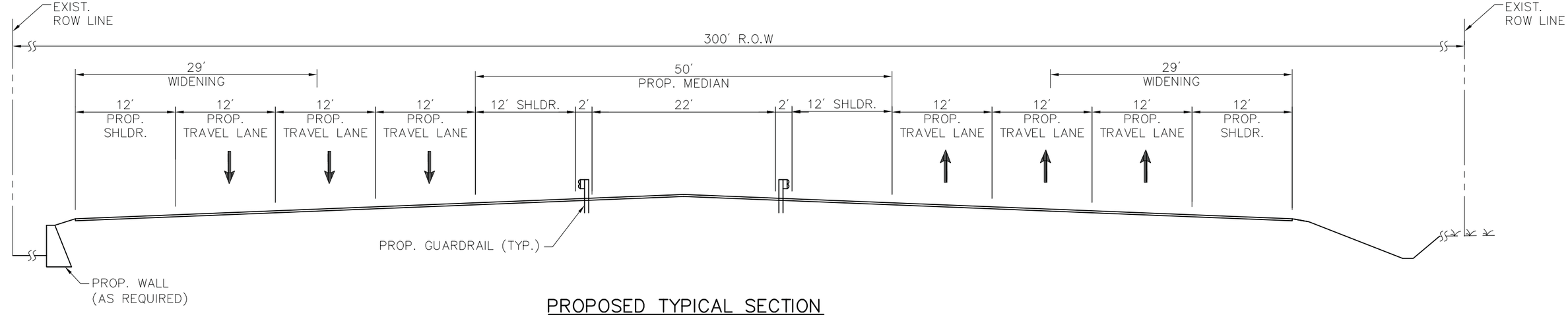
Figure 3.2-49
Typical Section Contra-Flow Reversible Lane
Route 24 (Route 139 to I-495)

ROUTE 24



EXISTING TYPICAL SECTION
I–495 TO RTE 140

N.T.S.

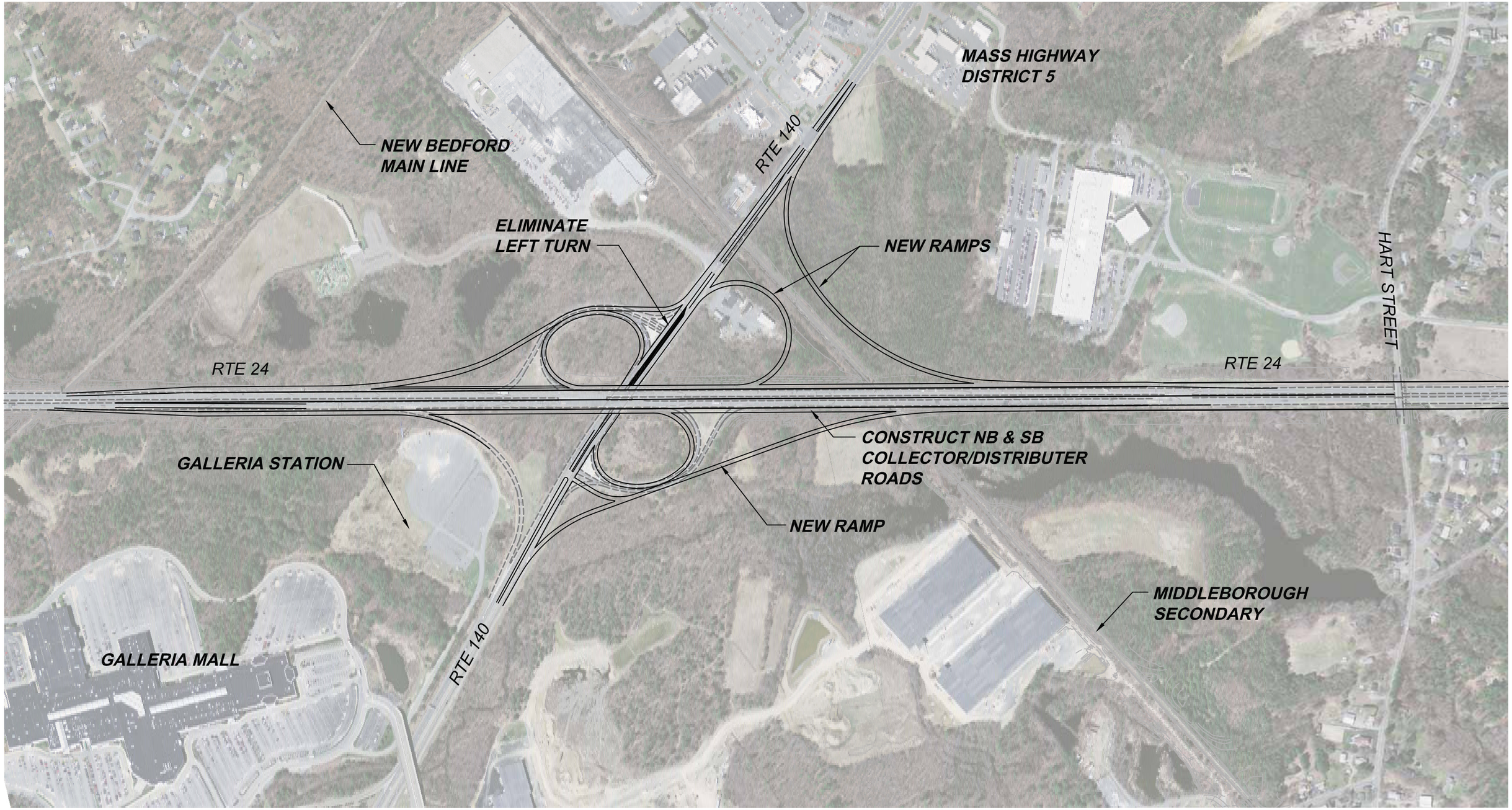


PROPOSED TYPICAL SECTION
I–495 TO RTE 140

N.T.S.

Figure 3.2-50

Typical Section
Route 24 Widening (I-495 to Route 140)



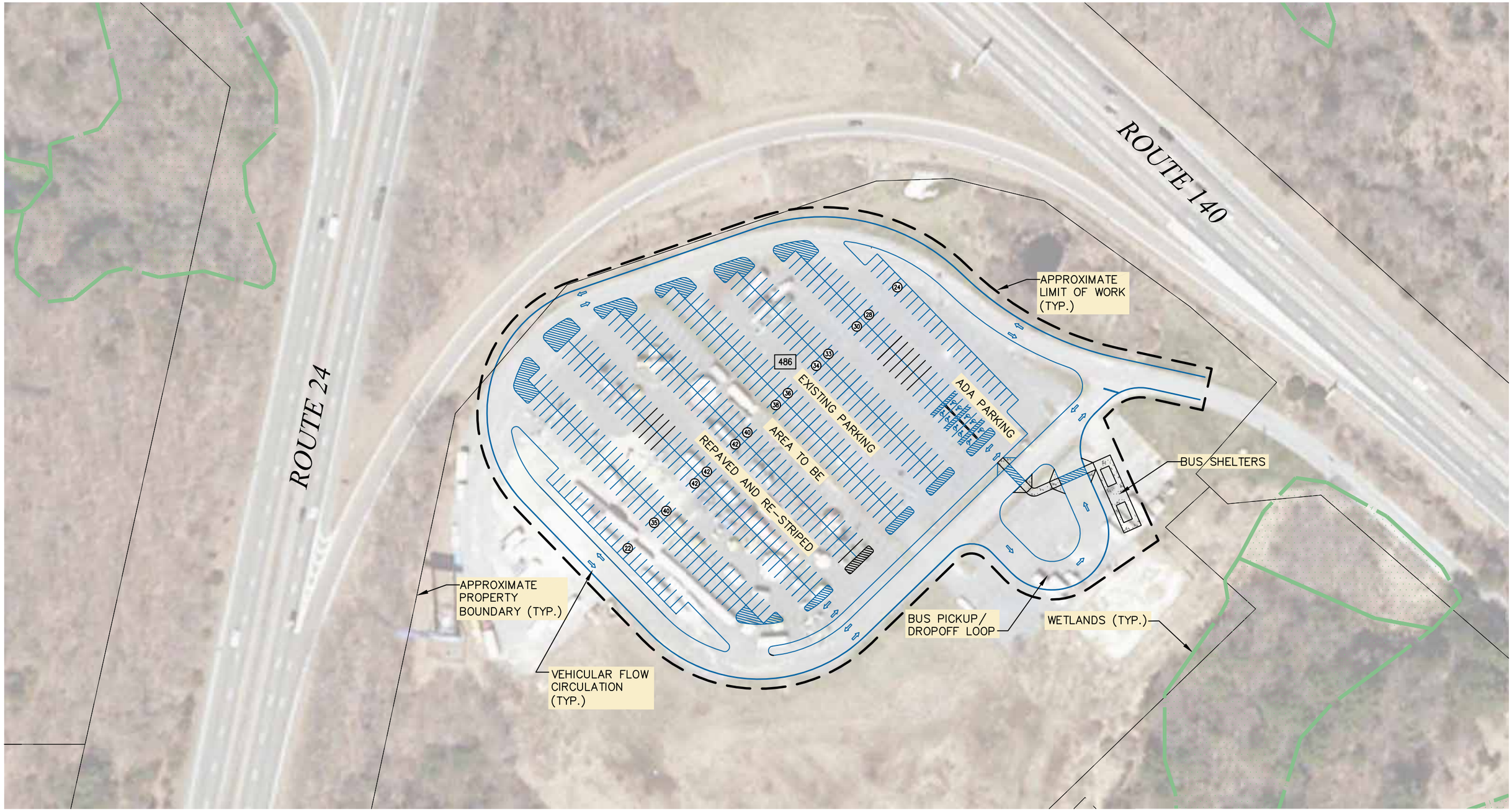
0 250 500 Feet

Figure 3.2-51

Route 24/Route 140

Interchange Improvements

\\Mabos\projects\10111.00\graphics\FIGURES\Alternatives_Description\10111_Hwy_Interchange.dwg Printing Date: 9/14/2009



0 50 100 Feet

Parking Summary Chart

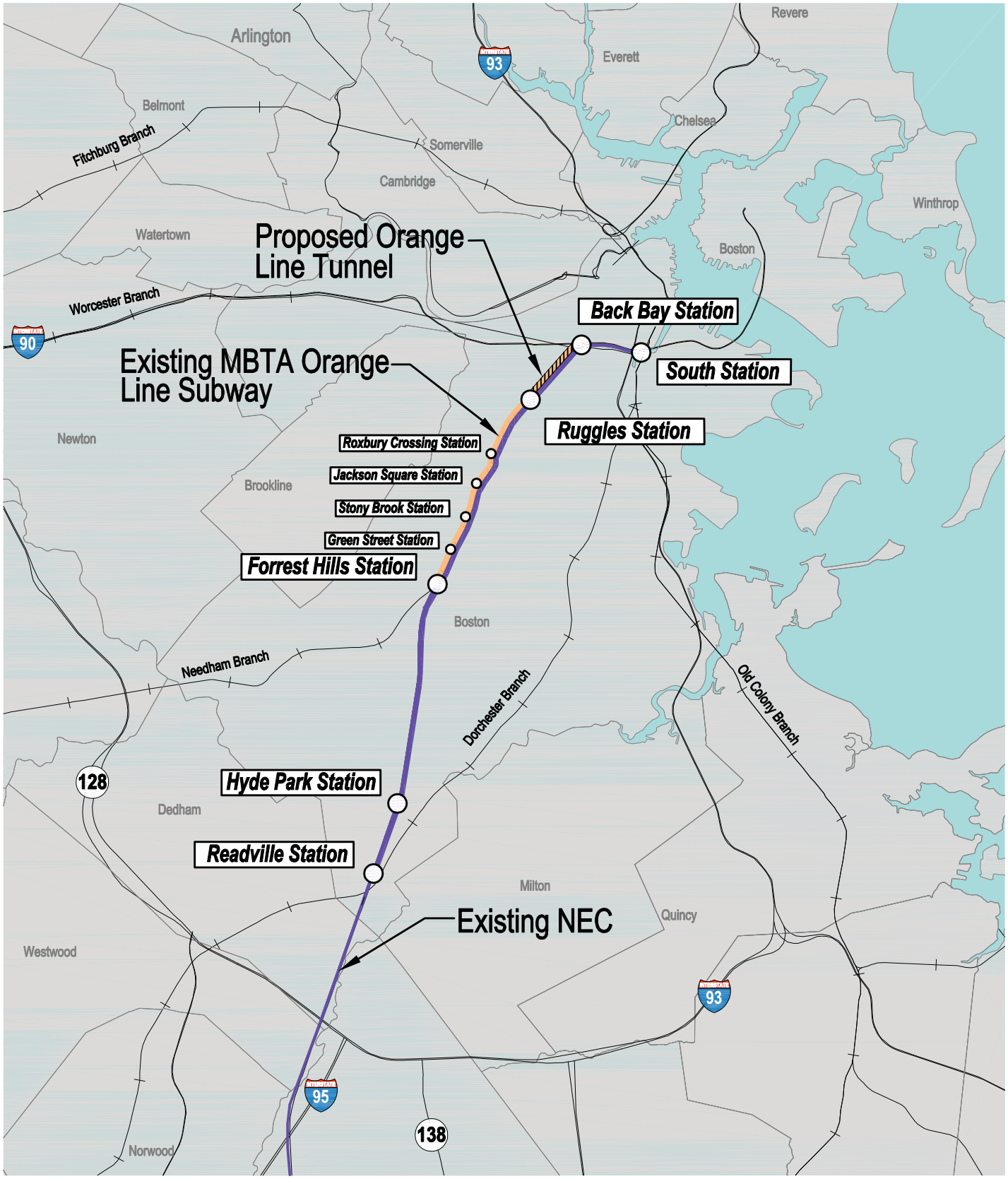
STANDARD SPACES	476
ACCESSIBLE SPACES	10
DROPOFF SPACES	0
TOTAL SPACES	486

Legend

- Platform
- Canopy
- Transitional Plaza
- Proposed Track
- Existing Track
- Wetland
- Retaining Wall
- Property
- Proposed Roadway
- Limit of Work

Figure 3.2-52

Galleria Station
Conceptual Station Design

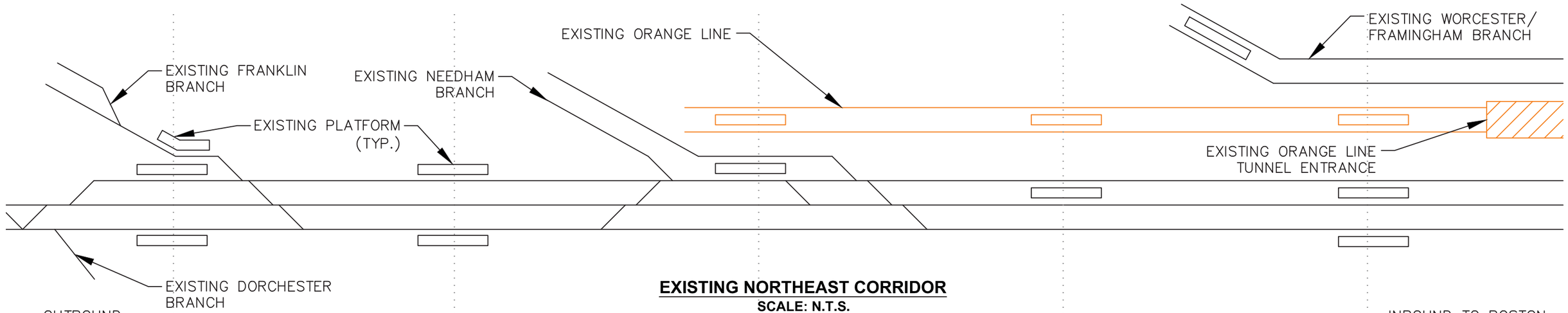


C:\Users\MJackson\Desktop\fourth_track_map.dwg Printing Date: 1/13/2011 5:05 PM

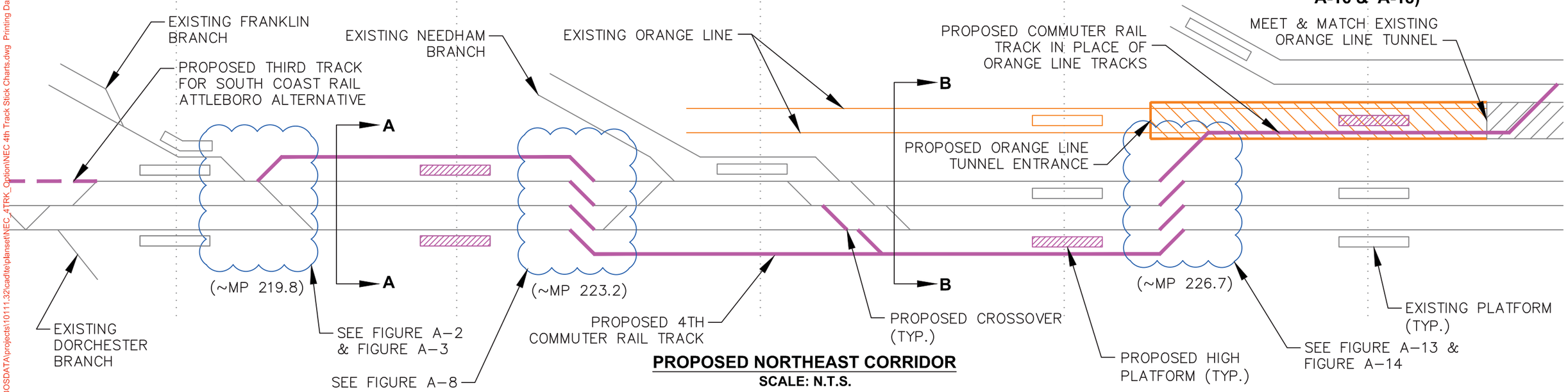
0 5000 10000 Feet

Figure 3.3-2

NEC Fourth Track
Construction Locus Map



EXISTING NORTHEAST CORRIDOR
SCALE: N.T.S.



PROPOSED NORTHEAST CORRIDOR
SCALE: N.T.S.

NOTE:
1. EXISTING TRACK GEOMETRY OBTAINED FROM "AMTRAK HIGH SPEED RAIL CONFIGURATION" CHARTS PREPARED BY AMTRAK DATED JANUARY 9, 1998.
2. SEE FIGURE A–4 FOR SECTION A
3. SEE FIGURE A–7 FOR SECTION B

Figure 3.3-3

NEC Fourth Track
Full Corridor Stick Chart

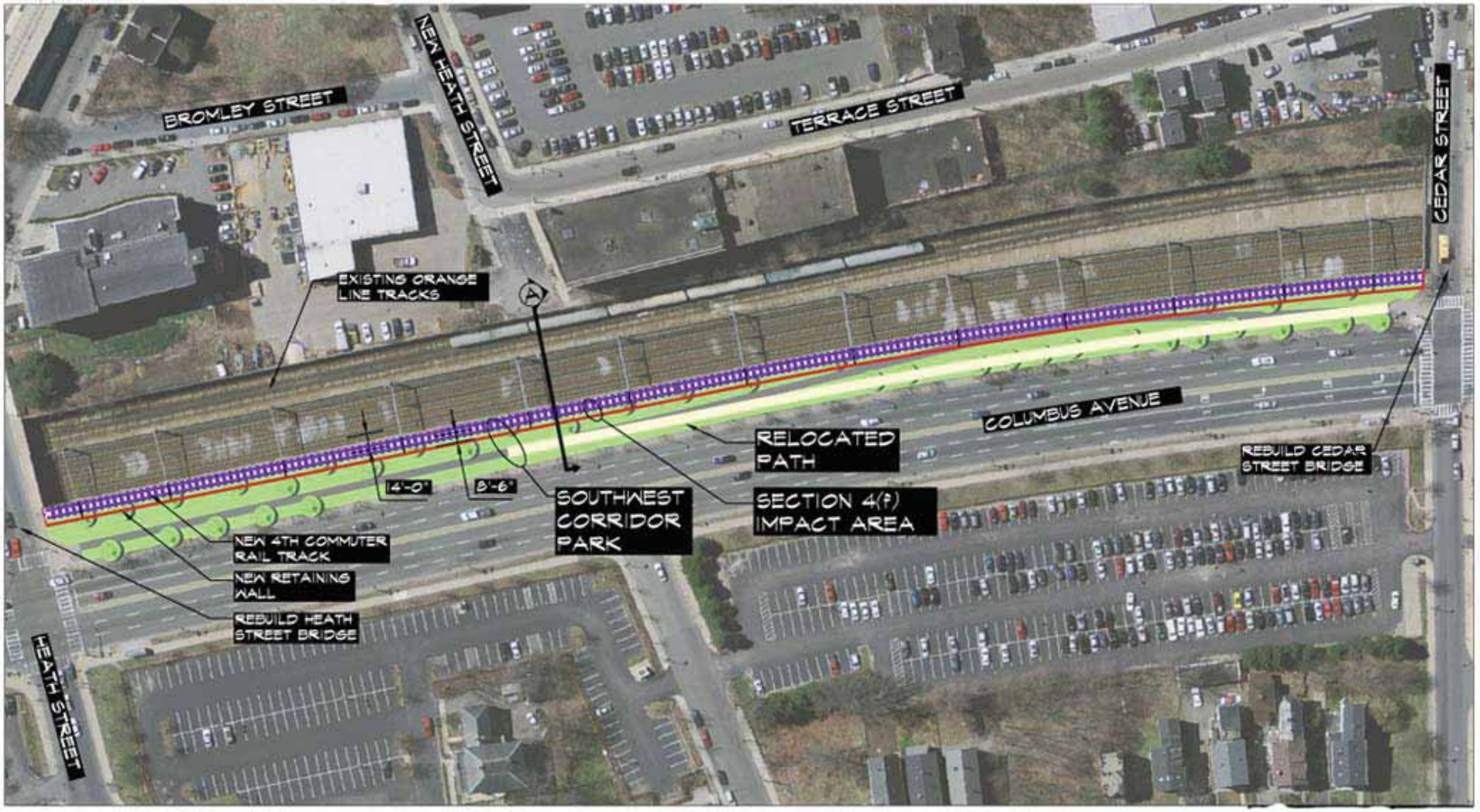
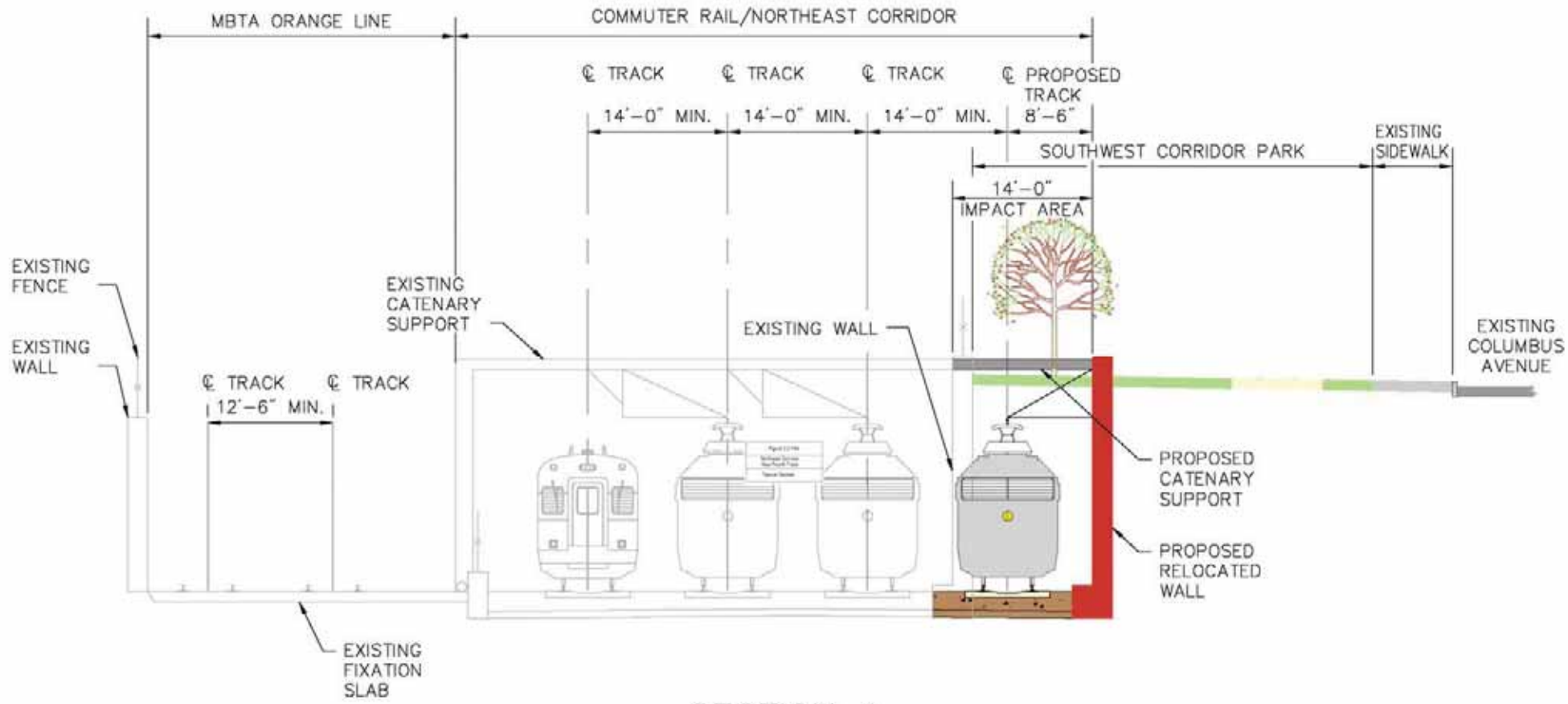


Figure 3.3-4

Northeast Corridor
New Fourth Track
Typical Section



SECTION A

0 5 10 Feet

Figure 3.3-5

Northeast Corridor
New Fourth Track
Fourth Track on NEC