MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

FACILITIES ENGINEERING, ADA & SUSTAINABILITY DIVISION

PURPLE LINE LIGHT RAIL TRANSIT SYSTEM

PRELIMINARY ENGINEERING

VOLUME 1 - TRACK, HIGHWAY, TRAIL ALIGNMENT AND SURVEY

CONTRACT NO. T-1042-0220

ADA DESIGN CERTIFICATION

"I HEREBY CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA).

DATE

DESIGNER'S SIGNATURE

MD. REGISTRATION NO. _____
P.E. R.L.S. OR R.L.A. (CIRCLE)

PRINTED NAME

DESIGN CERTIFICATION

"I HEREBY CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, THE 2000 MARYLAND STORMWATER DESIGN MANUAL, VOLUMES I AND II INCLUDING SUPPLEMENTS, THE ENVIRONMENT ARTICLE SECTIONS 4-101 THROUGH 116 AND SECTIONS 4-201 AND 215, AND THE CODE OF MARYLAND REGULATIONS (COMAR) 26.17.01 AND 26.17.02 FOR EROSION AND SEDIMENT CONTROL AND STORMWATER MANAGEMENT, RESPECTIVELY"

DATE

DESIGNER'S SIGNATURE

MD. REGISTRATION NO. _____
P.E. R.L.S. OR R.L.A. (CIRCLE)

PRINTED NAME

OWNERS / DEVELOPER CERTIFICATION

"I/WE HEREBY CERTIFY THAT ALL CLEARING, CONSTRUCTION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE AT A MARYLAND DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF SEDIMENT AND EROSION BEFORE BEGINNING THE PROJECT. I HEREBY AUTHORIZE THE RIGHT OF ENTRY FOR PERIODIC ON-SITE EVALUATION BY STATE OF MARYLAND, DEPARTMENT OF THE ENVIRONMENT, COMPLIANCE INSPECTORS."

ROBERT L. BURRIS, ASSISTANT MANAGER,
Facilities Engineering, ADA & Sustainability

DATE

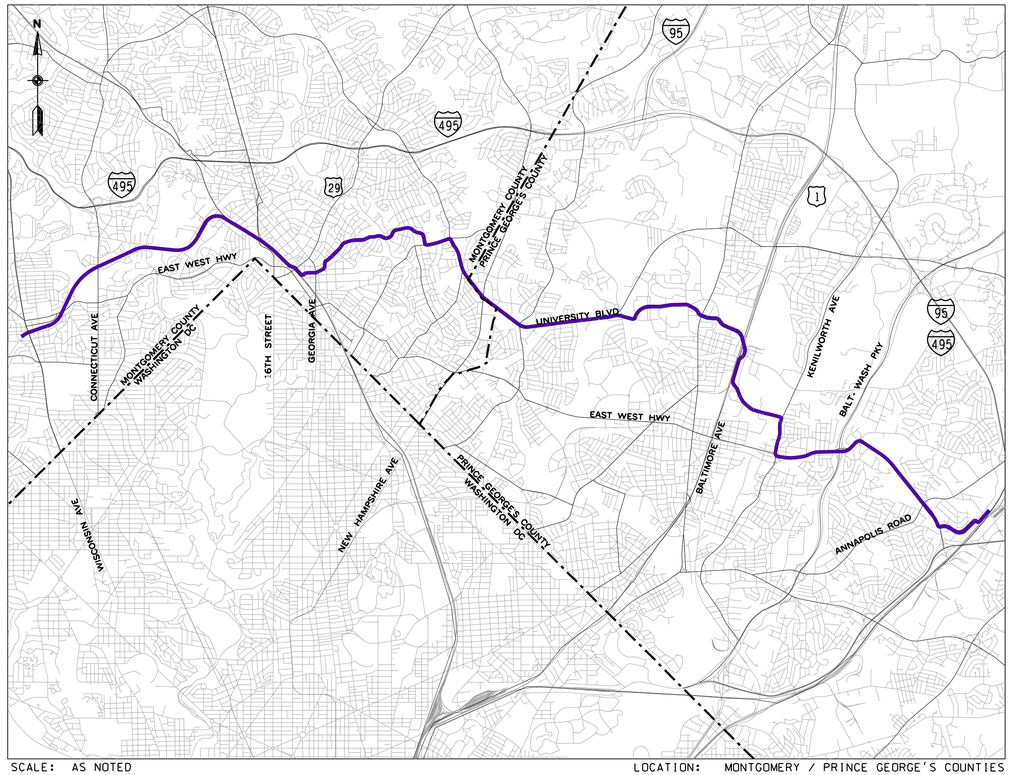
OWNER/DEVELOPER SIGNATURES

43667

CERT. NO.

PRINTED NAME AND TITLE

DCN: 2013.12.20.PE.01.P3 Draft RFP Reference Drawings-Vol. 1-00



SCALE: AS NOTED

LOCATION: MONTGOMERY / PRINCE GEORGE'S COUNTIES

VICINITY MAP

5000' 2500' 0 5000' 10000'

GRAPHIC SCALE

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

PRELIMINARY ENGINEERING SUBMISSION

DECEMBER 2013

MARYLAND TRANSIT ADMINISTRATION

DATE: _____ APPROVED: _____

Purple Line

General Engineering Consultant Team

100 North Charles Street, 8th Floor ■ Baltimore, MD 21202
P: 410-244-6046

CONTRACT NO.	T-1042-0220
DRAWING NO.	TI-1001
SHEET NO.	1 OF 691

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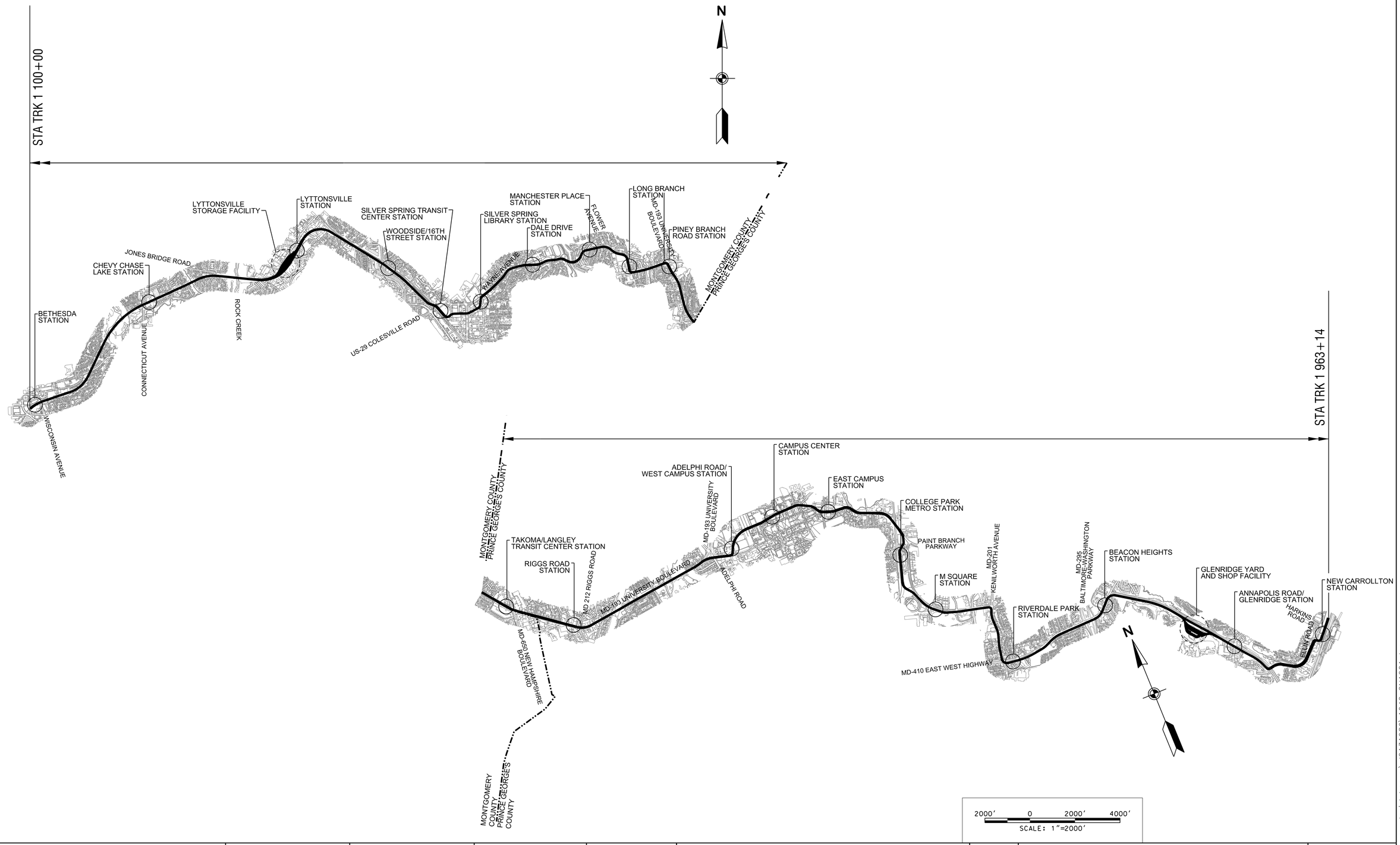
12/12/2013



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESIGN
DRAWN
CHECK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

KEY MAP

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GN-1001
SHEET NO. 2 OF 691

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12/19/2013

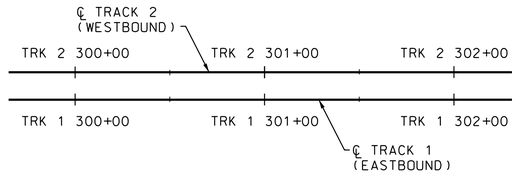
GENERAL NOTES

1. HORIZONTAL CONTROL: THIS PROJECT IS ORIENTATED TO THE MARYLAND STATE PLANE COORDINATE SYSTEM NAD 83/91.
2. VERTICAL CONTROL: THE LOCATION AND ELEVATION OF BENCH MARKS ARE SHOWN ON THE PLANS. ALL ELEVATIONS ARE IN FEET AND ARE BASED ON NAVD 1988 DATUM.
3. BASE TOPOGRAPHIC SURVEY INFORMATION FOR THIS CONTRACT WAS ESTABLISHED FROM AERIAL PHOTOGRAMMETRIC MAPPING IN MARCH OF 2007. SUPPLEMENTAL FIELD SURVEYS WERE PERFORMED AND PLOTTED BY PINNACLE MAPPING TECHNOLOGIES IN MARCH OF 2007.
4. ALL INVERT ELEVATIONS ARE APPROXIMATE. INVERT ELEVATIONS OF DRAINAGE INLETS AND PIPES MAY BE MODIFIED AS DIRECTED BY THE ENGINEER TO MEET CONDITIONS ENCOUNTERED DURING INSTALLATION OF DRAINAGE STRUCTURES.
5. ALL DRAINAGE PIPES AND DITCHES SHALL BE CONSTRUCTED ON A UNIFORM GRADE BETWEEN INVERT ELEVATIONS NOTED ON THE PLANS. UNLESS INDICATED OTHERWISE ON THE PLANS OR DETAILS.
6. THE LOCATION AND LENGTH OF DRAINAGE PIPE SHALL BE VERIFIED BY THE CONTRACTOR BEFORE ORDERING.
7. TYPE AND INVERT OF DITCHES ARE NOTED ON THE PLANS. DITCHES WILL BE IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE TO GRADE FOR POSITIVE DRAINAGE WITHIN THE PARKING LOT, AT ALL ENTRANCES, AND ALONG ALL CURB LINES IN ACCORDANCE WITH THE PROPOSED DRAINAGE PATTERNS AS SHOWN ON THE PLANS, AND THOSE EXISTING WHERE APPLICABLE. IN NO CASE SHALL THIS REQUIREMENT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TO CONSTRUCT ALL FACILITIES WITHIN ADA REGULATIONS.
9. ALL EXISTING STORM DRAIN STRUCTURES, SEWER MANHOLES, UTILITY MANHOLES, INLETS, VALVE BOXES, VAULTS, ETC. SHALL BE ADJUSTED BY THE CONTRACTOR TO MEET THE FINISHED GRADE ELEVATION AS NOTED ON THE PLANS, UNLESS THESE APPURTENANCES ARE ABANDONED UNDER THIS CONTRACT.
10. THE EXISTING UTILITIES AND OBSTRUCTIONS SHOWN ON THESE PLANS ARE FROM THE BEST AVAILABLE RECORDS AND SHALL BE VERIFIED BY THE CONTRACTOR TO HIS OWN SATISFACTION PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY ALL CONCERNED UTILITY OWNERS PRIOR TO GRADING OPERATIONS.
11. REPAIRS TO UTILITIES OR PROPERTY DAMAGE AS A RESULT OF CONTRACTOR'S NEGLIGENCE OR METHOD OF OPERATION SHALL BE MADE AT THE CONTRACTOR'S EXPENSE BEFORE PROCEEDING WITH CONSTRUCTION.
12. ANY DISTURBED AREAS NOT PAVED OR LANDSCAPED SHALL RECEIVE 4" TOPSOIL, SEEDING AND MULCH, UNLESS OTHERWISE NOTED ON THE PLANS.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAGING CONSTRUCTION SUCH THAT A SOIL STOCKPILE SUITABLE FOR FILL MATERIAL AND TOPSOIL CAN BE MAINTAINED ON-SITE.
14. MATERIAL REMOVED DURING CONSTRUCTION INCLUDING ASPHALT, SIGNS, LIGHT POLES, ETC. SHALL BECOME THE CONTRACTOR'S PROPERTY UNLESS OTHERWISE NOTED ON THE PLANS OR IN THE SPECIAL PROVISIONS.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO RESET ANY SIGN POST OR OTHER APPURTENANCES REMOVED DURING THE CONSTRUCTION TO FACILITATE HIS WORK, EXCEPT WHERE SPECIFIED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
16. THE CONTRACTOR SHALL PERFORM ALL WORK IN A MANNER THAT WILL INSURE THE SAFETY OF THE GENERAL PUBLIC, COMMUTERS, AND EMPLOYEES OF THE CONTRACTOR, MTA, ETC.
17. ANY DAMAGE TO EXISTING CURBING ADJACENT TO NEW PAVING SHALL BE REPAIRED OR REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.
18. UNLESS OTHERWISE NOTED, ALL SAW CUTTING SHALL BE FULL DEPTH.
19. PRIOR TO PERFORMING EXCAVATION OR GRADING AT ANY LOCATION, CONTACT "MISS UTILITY", 1-800-257-7777 AT LEAST 48 HOURS IN ADVANCE OF THE PROPOSED WORK.
20. THE CONTRACTOR SHALL NOTE THE HISTORIC NATURE OF THE SURROUNDING COMMUNITY. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO MINIMIZE NOISE FROM CONSTRUCTION ACTIVITY ON-SITE.
21. A COPY OF THE CONTRACTOR'S SITE SPECIFIC PROJECT SAFETY PLAN SHOULD BE SUBMITTED TO THE OFFICE OF SAFETY & RISK MANAGEMENT (OSRM) FOR REVIEW AND COMMENT. A COPY SHOULD BE FORWARDED TO DENNIS RAFFERTY/DAVID AUCHU IN THE OFFICE OF SAFETY & RISK MANAGEMENT. THE CONTRACTOR SHALL NOT BEGIN ANY WORK ACTIVITIES ON SITE UNTIL THE PROJECT SAFETY PLAN HAS BEEN REVIEWED AND FOUND TO BE ACCEPTABLE BY REPRESENTATIVES FROM THE OSRM.
22. OCS SUPPORT LOCATIONS ARE PRESENTED ON THE CIVIL PLANS FOR GRAPHICAL REPRESENTATION ONLY. AS-DESIGNED SUPPORT LAYOUTS AND CONFIGURATIONS TO BE DEVELOPED IN THE NEXT PHASE OF DESIGN.
23. FOR DETAILS AND INFORMATION REGARDING STRUCTURAL ELEMENTS SHOWN ON TYPICAL SECTIONS, SEE STRUCTURAL PLANS.
24. ON PROFILE DRAWINGS WHERE TRACK 2 PROFILES ARE NOT PROVIDED, TRACK 1 PROFILE GRADE ELEVATIONS APPLY.

ADA SUMMARY

REFER TO ADA GENERAL NOTES SHEET

STATIONING KEY



LEGEND - EXISTING

- EXISTING BUILDING
- EXISTING SIDEWALK
- EXISTING RIGHT OF WAY
- EXISTING WETLAND BOUNDARY
- EXISTING TRAFFIC SIGNAL TO REMAIN
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- EXISTING ACTIVE RECOVERY WELL IN LOWER ZONE
- EXISTING ACTIVE RECOVERY WELL IN UPPER ZONE
- EXISTING LEFT TURN ELIMINATED WITH PROPOSED IMPROVEMENTS
- EXISTING TRAFFIC PATTERN

LEGEND - PROPOSED

- PROPOSED BUILDING DISPLACEMENT
- BY-OTHERS — PROPOSED IMPROVEMENTS BY OTHERS
- PROPOSED CONCRETE
- PAVEMENT REMOVAL
- PERMEABLE PAVEMENT
- PROPOSED FULL DEPTH ASPHALT PAVEMENT
- PROPOSED WEDGE/LEVEL OR MILL AND OVERLAY
- PROPOSED CATENARY POLE
- PROPOSED TRAFFIC SIGNAL
- PROPOSED TRAFFIC PATTERN
- PROPOSED BUMPING POST

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESIGN
DRAWN
CHECK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

GENERAL NOTES AND LEGEND

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GN-1002
SHEET NO. 3 OF 691

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12/19/2013

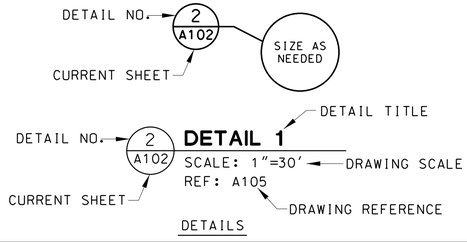
ABBREVIATIONS

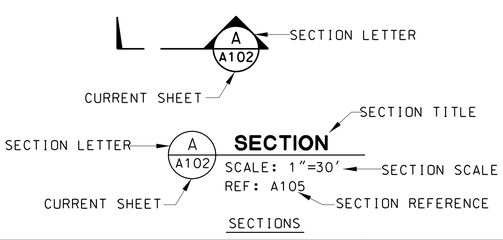
△	TOTAL CENTRAL ANGLE OF SPIRAL AND CIRCULAR CURVES
△c	CENTRAL ANGLE OF CIRCULAR CURVE
AASHTO	AMERICAN SOCIETY OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
AC	ASPHALT CONCRETE
ABAN	ABANDONED
ABUT	ABUTMENT
ADAAG	ADA ACCESSIBILITY GUIDELINES
AGIP	AT GRADE INLET PROTECTION
AGG	AGGREGATE
AH, AHD	AHEAD
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
APPROX	APPROXIMATE
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
@	AT
BIT	BITUMINOUS
BCCMP	BITUMINOUS COATED CORRUGATED METAL PIPE
BK	BACK
BLDG	BUILDING
℄	BASELINE
BLVD	BOULEVARD
BM	BENCHMARK
BOT	BOTTOM
BRG	BEARING
BSMT	BASEMENT
CB	CATCH BASIN
CCT	CAPITAL CRESCENT TRAIL
C/C	CENTER TO CENTER
CD	STONE CHECK DAM
CEM	CEMENT
CG	CONCRETE GUTTER
C&G	CURB AND GUTTER
CGSP	CORR. GALVANIZED STEEL PIPE
CIP	CAST IRON PIPE
℄	CENTERLINE
CL	CLASS
CMP	CORRUGATED METAL PIPE
CLR	CLEAR
CO	CLEAN OUT
COL	COLUMN
COMB	COMBINED SEWER
CONC	CONCRETE
CONN	CONNECTION
CONST	CONSTRUCTION
CRB	CURB LINE
CSXT	CSX TRANSPORTATION INCORPORATED
C/T	CROSSOVER TRACK
CTB	CEMENT TREATED BASE
D_C	DEGREE OF CIRCULAR CURVE
DEFL	DEFLECTION
DEG. °	DEGREES
D/I	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DN	DOWNSPOUT
DRWY	DRIVEWAY
DWG	DRAWING
DWLG	DWELLING
E	EAST
EA	EACH
EB	EASTBOUND
EL	ELEVATION
ELCP	ELLIPTICAL CONCRETE PIPE
ELEC	ELECTRIC
EM	ELECTRIC METER
EMB	EMBANKMENT
E/P	EDGE OF PAVEMENT
EQ	EQUAL
EQL	EQUILATERAL
EQN	EQUATION
E/R	EDGE OF ROAD
E/S	EDGE OF STREAM
ESMT	EASEMENT
EXIST	EXISTING
EXP	EXPANSION
EXT	EXTERIOR
FC	FIELD CONNECTION
FF	FAR FACE
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOOR, FLOWLINE
FR	FRAME
FT, ′	FOOT, FEET
F/T	FUTURE TRACK
FUT	FUTURE
GALV	GALVANIZED
GM	GAS METER
GND	GROUND
GR	GRADE
GV	GAS VALVE
GW	GUY WIRE
H	HEIGHT
HBX	HAND BOX
HDPE	HIGH DENSITY POLYETHYLENE
HMA	HOT MIX ASPHALT
HORIZ	HORIZONTAL
HP	HIGH POINT
H/W	HEAD WALL
I	INLET
ID	INSIDE DIAMETER
IN, ″	INCH
INT	INTERIOR
INV	INVERT
JB	JUNCTION BOX
LB	POUND
Lc	TOTAL LENGTH OF CIRCULAR CURVE, IN FEET
LF	LINEAR FEET
LOD	LIMIT OF DISTURBANCE
LP	LOW POINT
LPLG	LEAD PLUG (SURVEY MONUMENT)
LR	LONG RADIUS
LRT	LIGHT RAIL TRANSIT
LRV	LIGHT RAIL VEHICLE
LT	LEFT
MARC	MARYLAND RAIL COMMUTER
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MIN, ′	MINUTE
MISC	MISCELLANEOUS
MON	MONUMENT
MPH	MILES PER HOUR
MSL	MEAN SEA LEVEL
MTA	MARYLAND TRANSIT ADMINISTRATION
N	NORTH
N/A	NOT APPLICABLE
NB	NORTHBOUND
N/E	NORTH LINE - EAST TRACK
NF	NEAR FACE
N/F	NOW OR FORMERLY
NIC	NOT IN CONTRACT
NO, #	NUMBER
NTS	NOT TO SCALE
N/W	NORTH LINE-WEST TRACK
OD	OUTSIDE DIAMETER
OPP	OPPOSITE
PAVT	PAVEMENT
PC	POINT OF CHANGE FROM TANGENT TO CIRCULAR CURVE
PCC	POINT OF COMPOUND CIRCULAR CURVES
PED	PEDESTRIAN
PERF	PERFORATED
PERM	PERMANENT
PGE	PROFILE GRADE ELEVATION
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION OF TWO TANGENTS
PK	PARKER-KALON NAIL (SURVEY MARKER)
PKG	PARKING
ℙ	PROPERTY LINE
PLAT	PLATFORM
POB	POINT OF BEGINNING
POC	POINT ON CURVE
POE	POINT OF ENDING
POL	POINT ON LINE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVES
PROP	PROPOSED
PST	PORTABLE SEDIMENT TANK
PT	POINT OF CHANGE FROM CIRCULAR CURVE TO TANGENT
PV	PETROLEUM VALVE
PVC	POLYVINYL CHLORIDE
R	RADIUS
RCEP	REINFORCED CONCRETE ELLIPTICAL PIPE
RCP	REINFORCED CONCRETE PIPE
REF	REFERENCE
REINF	REINFORCED
REQD	REQUIRED
RET	RETAINING
RP	RAMP
RR	RAILROAD
RT	RIGHT
R/W	RIGHT OF WAY
S	SOUTH
SAN	SANITARY
SB	SOUTHBOUND
SCE	STABILIZED CONSTRUCTION ENTRANCE
SCH	SCHEDULE
SD	STORM DRAIN
S/E	SOUTH LINE - EAST TRACK
SEC, ″	SECOND
SECT	SECTION
SF	SILT FENCE
S.F.	SQUARE FOOT
SG	SUBGRADE
SHA	STATE HIGHWAY ADMINISTRATION
SHLD	SHOULDER
SHT	SHEET
SIG	SIGNAL
SLP	SLOPE
SP	SPACING
STA	STATION
STD	STANDARD
STL	STEEL
STR	STRUCTURE
SURF	SURFACE
SW	SIDE WALK
S/W	SOUTH LINE - WEST TRACK
SWM	STORMWATER MANAGEMENT
TB	TEST BORING
Tc	TANGENT LENGTH OF CIRCULAR CURVE
T/C	TOP OF CURB
TEL	TELEPHONE
TEMP	TEMPORARY
T/G	TOP OF GROUND
T.G.	TOP OF GRATE
TOPO	TOPOGRAPHY
TP	TEST PIT
T/P	TOP OF PAVEMENT
T/R	TOP OF RAIL
TRK	TRACK
TR SIG	TRAFFIC SIGNAL
T.S.	TOP OF STRUCTURE
TYP	TYPICAL
UD	UNDERDRAIN
UNO	UNLESS NOTED OTHERWISE
V	VELOCITY
VAR	VARIES
VCP	VITRIFIED CLAY PIPE
VERT	VERTICAL
W	WEST
W/	WITH
W/O	WITHOUT
WAT	WATER
WB	WESTBOUND
WHSE	WAREHOUSE
WM	WATER METER
WMATA	WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
WP	WORK POINT
WS	WATER SURFACE
WV	WATER VALVE
X-ING	CROSSING
X-OVER	CROSSOVER

SYMBOLS

EXISTING		PROPOSED
	RIGHT-OF-WAY	
ℙ	PROPERTY LINE	ℙ
	PARCEL NUMBER	#500
	MATCHLINE AND SECTION LINE	
	TRACK CENTER LINE	℄ TRACK 1
℄	CENTER LINE	℄
	BASE LINE	ℬ
	POINT OF INTERSECTION OF TANGENTS	
	STATION EQUATION	STA AH = STA BK
TRAV PT. 10	PRIMARY HORIZONTAL CONTROL - TRAVERSE POINT	
BM	BENCH MARK	
TB 18	TEST BORING 18	
TP 22	TEST PIT	
	STRUCTURE OUTLINE	
	METAL FENCE (CHAIN LINK)	
	ORNAMENTAL METAL FENCE	
	WOOD FENCE	
	RAILROAD TRACKS	
CC	CONCRETE CURB	
C&G	CONCRETE CURB AND GUTTER	
	DETECTABLE WARNING SURFACE	
WALL	WALLS	WALL
	TRAFFIC BARRIER	
	BILLBOARD OR LARGE SIGN	
OR	SIGNS - NON-TRAFFIC	
	SIGNS - TRAFFIC	OR
	CUT SLOPE - TOP	C
	FILL SLOPE - TOE	F

EXISTING		PROPOSED
140	MAJOR CONTOUR LINE	140
141	MINOR CONTOUR LINE	141
103.1 ×	SPOT ELEVATION	103.1
▽ EL.	HIGH WATER	▼ EL.
	DITCH	
	SWALE	
	SURFACE FLOW DIRECTION	
27″ RCP	STORM DRAIN LINE	27″ RCP
UD	UNDERDRAIN LINE	UD
DI	DROP INLET, CATCH BASIN OR DRAIN	I-1
	CULVERT WITH HEADWALLS	
E G SS T W	MANHOLE (TYPE AS NOTED)	M-1
SAN CO SAN	CLEANOUT	CO SAN
WM 8″ W WV	WATER LINE	12″ W
12″ G GV	GAS LINE	6″ G
8″ SAN SS	SANITARY LINE	12″ SAN S
T	UNDERGROUND TELEPHONE LINE	2″ T
T	OVERHEAD TELEPHONE LINE	T
E	UNDERGROUND ELECTRIC LINE	E
E	OVERHEAD ELECTRIC LINE	E
JB	ELECTRICAL JUNCTION BOX	
E	ELECTRIC METER	
FO	UNDERGROUND FIBER OPTIC LINE	FO
FO	OVERHEAD FIBER OPTIC LINE	FO
POLE NO.	UTILITY POLE	
	LIGHT POLE	
WV FH	FIRE HYDRANT	WM FH
	ITEM TO BE REMOVED	R





MARYLAND DEPARTMENT OF TRANSPORTATION

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Gannett Fleming — WR&A

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DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

CIVIL ABBREVIATIONS AND SYMBOLS

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GN-1003
SHEET NO. 4 OF 691

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12/19/2013

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6	GI-1102	INDEX OF SHEETS - VOLUME 1 SHEET 2
7	GI-1103	INDEX OF SHEETS - VOLUME 1 SHEET 3
8	GI-1104	INDEX OF SHEETS - VOLUME 1 SHEET 4
9	GI-1201	INDEX OF SHEETS - VOLUME 2 SHEET 1
10	GI-1202	INDEX OF SHEETS - VOLUME 2 SHEET 2
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35	TW-03	HORIZONTAL ALIGNMENT SCHEMATIC STA TRK 1 449+00 TO STA TRK 1 621+00
36	TW-04	HORIZONTAL ALIGNMENT SCHEMATIC STA TRK 1 621+00 TO STA TRK 1 791+00
37	TW-05	HORIZONTAL ALIGNMENT SCHEMATIC STA TRK 1 791+00 TO STA TRK 1 963+14
38	TW-06	VERTICAL ALIGNMENT SCHEMATIC STA TRK 1 100+00 TO STA TRK 1 278+00
39	TW-07	VERTICAL ALIGNMENT SCHEMATIC STA TRK 1 278+00 TO STA TRK 1 449+00
40	TW-08	VERTICAL ALIGNMENT SCHEMATIC STA TRK 1 449+00 TO STA TRK 1 621+00
41	TW-09	VERTICAL ALIGNMENT SCHEMATIC STA TRK 1 621+00 TO STA TRK 1 791+00
42	TW-10	VERTICAL ALIGNMENT SCHEMATIC STA TRK 1 791+00 TO STA TRK 1 963+14
43	TW-11	VERTICAL ALIGNMENT SCHEMATIC STA TRK 2 100+00 TO STA TRK 2 278+00
44	TW-12	VERTICAL ALIGNMENT SCHEMATIC STA TRK 2 278+00 TO STA TRK 2 449+00
45	TW-13	VERTICAL ALIGNMENT SCHEMATIC STA TRK 2 598+00 TO STA TRK 2 963+14
46	TW-14	TRACK 1 ALIGNMENT DATA STA TRK 1 100+00 TO STA TRK 1 137+11
47	TW-15	TRACK 1 ALIGNMENT DATA STA TRK 1 146+17 TO STA TRK 1 208+22
48	TW-16	TRACK 1 ALIGNMENT DATA STA TRK 1 224+39 TO STA TRK 1 269+40
49	TW-17	TRACK 1 ALIGNMENT DATA STA TRK 1 276+42 TO STA TRK 1 292+11
50	TW-18	TRACK 1 ALIGNMENT DATA STA TRK 1 295+44 TO STA TRK 1 319+39
51	TW-19	TRACK 1 ALIGNMENT DATA STA TRK 1 320+71 TO STA TRK 1 334+36
52	TW-20	TRACK 1 ALIGNMENT DATA STA TRK 1 334+86 TO STA TRK 1 343+37
53	TW-21	TRACK 1 ALIGNMENT DATA STA TRK 1 344+43 TO STA TRK 1 378+83
54	TW-22	TRACK 1 ALIGNMENT DATA STA TRK 1 383+81 TO STA TRK 1 423+78
55	TW-23	TRACK 1 ALIGNMENT DATA STA TRK 1 427+22 TO STA TRK 1 444+44
56	TW-24	TRACK 1 ALIGNMENT DATA STA TRK 1 451+05 TO STA TRK 1 506+81
57	TW-25	TRACK 1 ALIGNMENT DATA STA TRK 1 506+81 TO STA TRK 1 578+98
58	TW-26	TRACK 1 ALIGNMENT DATA STA TRK 1 578+98 TO STA TRK 1 630+13
59	TW-27	TRACK 1 ALIGNMENT DATA STA TRK 1 630+13 TO STA TRK 1 679+27
60	TW-28	TRACK 1 ALIGNMENT DATA STA TRK 1 679+27 TO STA TRK 1 738+00
61	TW-29	TRACK 1 ALIGNMENT DATA STA TRK 1 738+00 TO STA TRK 1 783+07
62	TW-30	TRACK 1 ALIGNMENT DATA STA TRK 1 783+07 TO STA TRK 1 890+37
63	TW-31	TRACK 1 ALIGNMENT DATA STA TRK 1 890+37 TO STA TRK 1 963+14
64	TW-32	TRACK 2 ALIGNMENT DATA STA TRK 2 101+09 TO STA TRK 2 131+25
65	TW-33	TRACK 2 ALIGNMENT DATA STA TRK 2 135+42 TO STA TRK 2 193+55
66	TW-34	TRACK 2 ALIGNMENT DATA STA TRK 2 197+21 TO STA TRK 2 269+70
67	TW-35	TRACK 2 ALIGNMENT DATA STA TRK 2 276+42 TO STA TRK 2 297+99
68	TW-36	TRACK 2 ALIGNMENT DATA STA TRK 2 299+48 TO STA TRK 2 323+60
69	TW-37	TRACK 2 ALIGNMENT DATA STA TRK 2 324+87 TO STA TRK 2 336+38
70	TW-38	TRACK 2 ALIGNMENT DATA STA TRK 2 340+44 TO STA TRK 2 343+32
71	TW-39	TRACK 2 ALIGNMENT DATA STA TRK 2 348+61 TO STA TRK 2 389+53
72	TW-40	TRACK 2 ALIGNMENT DATA STA TRK 2 391+36 TO STA TRK 2 436+80
73	TW-41	TRACK 2 ALIGNMENT DATA STA TRK 2 440+99 TO STA TRK 2 444+44
74	TW-42	TRACK 2 ALIGNMENT DATA STA TRK 2 451+28 TO STA TRK 2 545+58
75	TW-43	TRACK 2 ALIGNMENT DATA STA TRK 2 545+58 TO STA TRK 2 601+43
76	TW-44	TRACK 2 ALIGNMENT DATA STA TRK 2 601+43 TO STA TRK 2 663+20
77	TW-45	TRACK 2 ALIGNMENT DATA STA TRK 2 663+20 TO STA TRK 2 715+08
78	TW-46	TRACK 2 ALIGNMENT DATA STA TRK 2 715+08 TO STA TRK 2 762+19
79	TW-47	TRACK 2 ALIGNMENT DATA STA TRK 2 762+19 TO STA TRK 2 840+53
80	TW-48	TRACK 2 ALIGNMENT DATA STA TRK 2 840+53 TO STA TRK 2 932+66
81	TW-49	TRACK 2 ALIGNMENT DATA STA TRK 2 932+66 TO STA TRK 2 963+14
82	TW-50	TRACK ALIGNMENT DATA CROSSOVERS/TURNOUTS
83	TW-51	TRACK ALIGNMENT DATA CROSSOVERS/TURNOUTS
84	GS-01	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 100+00 TO STA TRK 1 129+00
85	GS-02	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 129+00 TO STA TRK 1 157+00
86	GS-03	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 157+00 TO STA TRK 1 185+00
87	GS-04	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 185+00 TO STA TRK 1 213+00
88	GS-05	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 213+00 TO STA TRK 1 241+00
89	GS-06	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 241+00 TO STA TRK 1 269+00
90	GS-07	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 269+00 TO STA TRK 1 296+00
91	GS-08	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 296+00 TO STA TRK 1 324+00
92	GS-09	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 324+00 TO STA TRK 1 356+00
93	GS-10	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 356+00 TO STA TRK 1 384+00
94	GS-11	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 384+00 TO STA TRK 1 412+00
95	GS-12	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 412+00 TO STA TRK 1 441+00
96	GS-13	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 441+00 TO STA TRK 1 469+00
97	GS-14	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 469+00 TO STA TRK 1 498+00
98	GS-15	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 498+00 TO STA TRK 1 525+00
99	GS-16	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 525+00 TO STA TRK 1 554+00
100	GS-17	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 554+00 TO STA TRK 1 582+00
101	GS-18	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 582+00 TO STA TRK 1 605+00
102	GS-19	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 605+00 TO STA TRK 1 637+00
103	GS-20	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 637+00 TO STA TRK 1 665+00
104	GS-21	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 665+00 TO STA TRK 1 693+00
105	GS-22	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 693+00 TO STA TRK 1 720+00
106	GS-23	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 720+00 TO STA TRK 1 748+00
107	GS-24	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 748+00 TO STA TRK 1 772+00
108	GS-25	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 772+00 TO STA TRK 1 791+00
109	GS-26	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 791+00 TO STA TRK 1 819+00
110	GS-27	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 819+00 TO STA TRK 1 835+00
111	GS-28	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 835+00 TO STA TRK 1 863+00
112	GS-29	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 863+00 TO STA TRK 1 891+00
113	GS-30	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 891+00 TO STA TRK 1 919+00
114	GS-31	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 919+00 TO STA TRK 1 946+00
115	GS-32	TRAIL / ROADWAY GEOMETRY SHEET STA TRK 1 946+00 TO STA TRK 1 963+14
116	GS-33	TRAIL / ROADWAY GEOMETRY SHEET SUPPLEMENTAL CURVE DATA SHEET
117	CV-01	ALIGNMENT PLAN - STA TRK 1 100+00 TO STA TRK 1 111+00
118	CV-02	ALIGNMENT PLAN - STA TRK 1 111+00 TO STA TRK 1 123+00
119	CV-03	ALIGNMENT PLAN - STA TRK 1 123+00 TO STA TRK 1 135+00
120	CV-04	ALIGNMENT PLAN - STA TRK 1 135+00 TO STA TRK 1 147+00
121	CV-05	ALIGNMENT PLAN - STA TRK 1 147+00 TO STA TRK 1 159+00
122	CV-06	ALIGNMENT PLAN - STA TRK 1 159+00 TO STA TRK 1 171+00
123	CV-07	ALIGNMENT PLAN - STA TRK 1 171+00 TO STA TRK 1 183+00
124	CV-08	ALIGNMENT PLAN - STA TRK 1 183+00 TO STA TRK 1 195+00
125	CV-09	ALIGNMENT PLAN - STA TRK 1 195+00 TO STA TRK 1 207+00
126	CV-10	ALIGNMENT PLAN - STA TRK 1 207+00 TO STA TRK 1 219+00
127	CV-11	ALIGNMENT PLAN - STA TRK 1 219+00 TO STA TRK 1 231+00
128	CV-12	ALIGNMENT PLAN - STA TRK 1 231+00 TO STA TRK 1 243+00
129	CV-13	ALIGNMENT PLAN - STA TRK 1 243+00 TO STA TRK 1 255+00
130	CV-14	ALIGNMENT PLAN - STA TRK 1 255+00 TO STA TRK 1 267+00
131	CV-15	ALIGNMENT PLAN - STA TRK 1 267+00 TO STA TRK 1 279+00
132	CV-16	ALIGNMENT PLAN - STA TRK 1 279+00 TO STA TRK 1 291+00
133	CV-17	ALIGNMENT PLAN - STA TRK 1 291+00 TO STA TRK 1 303+00
134	CV-18	ALIGNMENT PLAN - STA TRK 1 303+00 TO STA TRK 1 315+00
135	CV-19	ALIGNMENT PLAN - STA TRK 1 315+00 TO STA TRK 1 327+00
136	CV-20	ALIGNMENT PLAN - STA TRK 1 327+00 TO STA TRK 1 336+00
137	CV-21	ALIGNMENT PLAN - BONIFANT ST STA TRK 1 336+00 TO STA TRK 1 344+43
138	CV-22	ALIGNMENT PLAN - BONIFANT ST STA TRK 1 344+43 TO STA TRK 1 354+00
139	CV-23	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 354+00 TO STA TRK 1 364+00
140	CV-24	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 364+00 TO STA TRK 1 372+00
141	CV-25	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 372+00 TO STA TRK 1 383+00
142	CV-26	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 383+00 TO STA TRK 1 392+00
143	CV-27	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 392+00 TO STA TRK 1 402+00
144	CV-28	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 402+00 TO STA TRK 1 408+50
145	CV-29	ALIGNMENT PLAN - PLYMOUTH ST STA TRK 1 408+50 TO STA TRK 1 417+00
146	CV-30	ALIGNMENT PLAN - PLYMOUTH TNL STA TRK 1 417+00 TO STA TRK 1 428+00
147	CV-31	ALIGNMENT PLAN - PINEY BR RD STA TRK 1 428+00 TO STA TRK 1 436+00
148	CV-32	ALIGNMENT PLAN - PINEY BR RD STA TRK 1 436+00 TO STA TRK 1 444+00
149	CV-33	ALIGNMENT PLAN - PINEY BR RD STA TRK 1 444+00 TO STA TRK 1 449+00
150	CV-34	ALIGNMENT PLAN - MD 193 STA TRK 1 449+00 TO STA TRK 1 461+00
151	CV-35	ALIGNMENT PLAN - MD 193 STA TRK 1 461+00 TO STA TRK 1 472+50
152	CV-36	ALIGNMENT PLAN - MD 193 STA TRK 1 472+50 TO STA TRK 1 483+50
153	CV-37	ALIGNMENT PLAN - MD 193 STA TRK 1 483+50 TO STA TRK 1 494+50
154	CV-38	ALIGNMENT PLAN - MD 193 STA TRK 1 494+50 TO STA TRK 1 505+50
155	CV-39	ALIGNMENT PLAN - MD 193 STA TRK 1 505+50 TO STA TRK 1 516+50
156	CV-40	ALIGNMENT PLAN - MD 193 STA TRK 1 516+50 TO STA TRK 1 528+00
157	CV-41	ALIGNMENT PLAN - MD 193 STA TRK 1 528+00 TO STA TRK 1 539+50
158	CV-42	ALIGNMENT PLAN - MD 193 STA TRK 1 539+50 TO STA TRK 1 551+50
159	CV-43	ALIGNMENT PLAN - MD 193 STA TRK 1 551+50 TO STA TRK 1 563+50
160	CV-44	ALIGNMENT PLAN - MD 193 STA TRK 1 563+50 TO STA TRK 1 575+00
161	CV-45	ALIGNMENT PLAN - MD 193 STA TRK 1 575+00 TO STA TRK 1 586+50
162	CV-46	ALIGNMENT PLAN - MD 193 STA TRK 1 586+50 TO STA TRK 1 598+00
163	CV-47	ALIGNMENT PLAN - MD 193 STA TRK 1 598+00 TO STA TRK 1 604+00
164	CV-48	ALIGNMENT PLAN - PRESIDENTIAL DR STA TRK 1 604+00 TO STA TRK 1 611+50
165	CV-49	ALIGNMENT PLAN - PRESIDENTIAL DR STA TRK 1 611+50 TO STA TRK 1 622+50
166	CV-50	ALIGNMENT PLAN - CAMPUS DRIVE STA TRK 1 622+50 TO STA TRK 1 634+00
167	CV-51	ALIGNMENT PLAN - CAMPUS DRIVE STA TRK 1 634+00 TO STA TRK 1 643+00
168	CV-52	ALIGNMENT PLAN - ROSSBOROUGH LN STA TRK 1 643+00 TO STA TRK 1 653+50
169	CV-53	ALIGNMENT PLAN - ROSSBOROUGH LN STA TRK 1 653+50 TO STA TRK 1 664+50
170	CV-54	ALIGNMENT PLAN - PAINT BR PKWY STA TRK 1 664+50 TO STA TRK 1 676+00
171	CV-55	ALIGNMENT PLAN - PAINT BR PKWY STA TRK 1 676+00 TO STA TRK 1 687+00
172	CV-56	ALIGNMENT PLAN - PAINT BR PKWY STA TRK 1 687+00 TO STA TRK 1 696+00
173	CV-57	ALIGNMENT PLAN - COLLEGE PARK STA TRK 1 696+00 TO STA TRK 1 705+00
174	CV-58	ALIGNMENT PLAN - COLLEGE PARK STA TRK 1 705+00 TO STA TRK 1 715+50
175	CV-59	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 715+50 TO STA TRK 1 726+50
176	CV-60	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 726+50 TO STA TRK 1 737+50
177	CV-61	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 737+50 TO STA TRK 1 747+50
178	CV-62	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 747+50 TO STA TRK 1 758+00
179	CV-63	ALIGNMENT PLAN - MD 201 STA TRK 1 758+00 TO STA TRK 1 769+00
180	CV-64	ALIGNMENT PLAN - MD 201 STA TRK 1 769+00 TO STA TRK 1 779+00
181	CV-65	ALIGNMENT PLAN - MD 201 STA TRK 1 779+00 TO STA TRK 1 788+00
182	CV-66	ALIGNMENT PLAN - MD 410 STA TRK 1 788+00 TO STA TRK 1 797+00
183	CV-67	ALIGNMENT PLAN - MD 410 STA TRK 1 797+00 TO STA TRK 1 807+00
184	CV-68	ALIGNMENT PLAN - MD 410 STA TRK 1 807+00 TO STA TRK 1 818+00
185	CV-69	ALIGNMENT PLAN - MD 410 STA TRK 1 818+00 TO STA TRK 1 828+00
186	CV-70	ALIGNMENT PLAN - MD 410 STA TRK 1 828+00 TO STA TRK 1 837+00
187	CV-71	ALIGNMENT PLAN - MD 410 STA TRK 1 837+00 TO STA TRK 1 846+50
188	CV-72	ALIGNMENT PLAN - MD 410 STA TRK 1 846+50 TO STA TRK 1 857+00
189	CV-73	ALIGNMENT PLAN - MD 410 STA TRK 1 857+00 TO STA TRK 1 867+00
190	CV-74	ALIGNMENT PLAN - MD 410 STA TRK 1 867+00 TO STA TRK 1 877+00
191	CV-75	ALIGNMENT PLAN - MD 410 STA TRK 1 877+00 TO STA TRK 1 888+00
192	CV-76	ALIGNMENT PLAN - MD 410 STA TRK 1 888+00 TO STA TRK 1 898+00
193	CV-77	ALIGNMENT PLAN - MD 410 STA TRK 1 898+00 TO STA TRK 1 909+00
194	CV-78	ALIGNMENT PLAN - MD 410 STA TRK 1 909+00 TO STA TRK 1 919+00
195	CV-79	ALIGNMENT PLAN - MD 410 STA TRK 1 919+00 TO STA TRK 1 930+00
196	CV-80	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 930+00 TO STA TRK 1 939+50
197	CV-81	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 939+50 TO STA TRK 1 949+50
198	CV-82	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 949+50 TO STA TRK 1 957+50
199	CV-83	ALIGNMENT PLAN - ELLIN RD STA TRK 1 957+50 TO STA TRK 1 963+14
200	CV-84	ALIGNMENT PLAN - JONES MILL RD STA TRK 1 195+00 TO STA TRK 1 207+00
201	CV-85	ALIGNMENT PLAN - LYTTONSVILLE PLACE STA 1050+00 TO STA 1054+00
202	CV-86	ALIGNMENT PLAN - SPRING STREET STA 2084+00 TO STA 2086+69
203	CV-87	ALIGNMENT PLAN - MD 193 (UNIVERSITY BLVD) STA 6111+70 TO STA 6116+00
204	CV-88	ALIGNMENT PLAN - MD 212 (RIGGS ROAD) STA 6507+50 TO 6511+97
205	CV-89	ALIGNMENT PLAN - I-495 INNER LOOP RAMP STA 6280+00 TO STA 6285+80
206	CV-90	ALIGNMENT PLAN - CAMPUS DRIVE STA 7104+50 TO STA 7108+54
207	CV-91	ALIGNMENT PLAN - PAINT BRANCH PARKWAY STA 7200+00 TO STA 7203+00
208	CV-92	ALIGNMENT PLAN - QUESADA ROAD STA 8503+00 TO STA 8510+74
209	CV-93	ALIGNMENT PLAN - BALTIMORE-WASHINGTON PKWY STA 249+50 TO STA 258+00
210	CV-94	ALIGNMENT PLAN - BALTIMORE-WASHINGTON PKWY STA 262+50 TO STA 272+50
211	ID-01	INTERSECTION DETAIL NEWDALE RD AT CONNECTICUT AVE
212	ID-02	INTERSECTION DETAIL JONES MILL RD AT JONES BRIDGE RD
213	ID-03	INTERSECTION DETAIL LYTTONSVILLE PL AT BROOKVILLE RD

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 1
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1101

SHEET NO. 5 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0131989\1042pgi1101.dgn
12/11/2013

INDEX OF DRAWINGS - VOLUME 1

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
214	ID-04	INTERSECTION DETAIL STEWART AVE AND BROOKVILLE RD
215	ID-05	INTERSECTION DETAIL TALBOT AVE AT MICHIGAN AVE AND LANIER DR
216	ID-06	INTERSECTION DETAIL TALBOT AVE AND 4TH AVE
217	ID-07	INTERSECTION DETAIL 8600 16TH ST PARKING LOT
218	ID-08	INTERSECTION DETAIL SPRING ST AND 16TH ST
219	ID-09	INTERSECTION DETAIL FENTON STREET AND WAYNE AVENUE
220	ID-10	INTERSECTION DETAIL CEDAR STREET AND WAYNE AVENUE
221	ID-11	INTERSECTION DETAIL DALE DRIVE AND WAYNE AVENUE
222	ID-12	INTERSECTION DETAIL SLIGO CREEK PARKWAY AND WAYNE AVENUE
223	ID-13	INTERSECTION DETAIL MANCHESTER ROAD AND WAYNE AVENUE
224	ID-14	INTERSECTION DETAIL PINEY BRANCH ROAD AND ARLISS STREET
225	ID-15	INTERSECTION DETAIL PINEY BRANCH ROAD AT UNIVERSITY BLVD
226	ID-16	INTERSECTION DETAIL UNIVERSITY BLVD AT CARROLL AVENUE
227	ID-17	INTERSECTION DETAIL UNIVERSITY BLVD AT NEW HAMPSHIRE AVE
228	ID-18	INTERSECTION DETAIL UNIVERSITY BLVD AT RIGGS ROAD
229	ID-19	INTERSECTION DETAIL UNIVERSITY BLVD AT CAMPUS DRIVE
230	ID-20	INTERSECTION DETAIL CAMPUS DRIVE AT ADELPHI ROAD
231	ID-21	INTERSECTION DETAIL CAMPUS DRIVE AT PRESIDENTIAL DRIVE
232	ID-22	INTERSECTION DETAIL CAMPUS DRIVE AT REGENTS DRIVE
233	ID-23	INTERSECTION DETAIL ROSSBOROUGH LANE AT PAINT BRANCH PKWY
234	ID-24	INTERSECTION DETAIL KENILWORTH AVENUE AT RIVER ROAD
235	ID-25	INTERSECTION DETAIL KENILWORTH AVENUE AT EAST-WEST HIGHWAY
236	ID-26	INTERSECTION DETAIL KENILWORTH AVENUE AT EAST-WEST HIGHWAY
237	ID-27	INTERSECTION DETAIL RIVERDALE ROAD AT 66TH AVENUE
238	ID-28	INTERSECTION DETAIL RIVERDALE ROAD AT VETERANS PARKWAY
239	ID-29	CUL-DE-SAC DETAILS 63RD AVENUE
240	ID-30	CUL-DE-SAC DETAILS 67TH PLACE
241	ID-31	CUL-DE-SAC DETAILS PATTERSON STREET
242	PR-01	TRACK ALIGNMENT PROFILE - STA TRK 1 100+00 TO STA TRK 1 111+00
243	PR-02	TRACK ALIGNMENT PROFILE - STA TRK 1 111+00 TO STA TRK 1 123+00
244	PR-03	TRACK ALIGNMENT PROFILE - STA TRK 1 123+00 TO STA TRK 1 135+00
245	PR-04	TRACK ALIGNMENT PROFILE - STA TRK 1 135+00 TO STA TRK 1 147+00
246	PR-05	TRACK ALIGNMENT PROFILE - STA TRK 1 147+00 TO STA TRK 1 159+00
247	PR-06	TRACK ALIGNMENT PROFILE - STA TRK 1 159+00 TO STA TRK 1 171+00
248	PR-07	TRACK ALIGNMENT PROFILE - STA TRK 1 171+00 TO STA TRK 1 183+00
249	PR-08	TRACK ALIGNMENT PROFILE - STA TRK 1 183+00 TO STA TRK 1 195+00
250	PR-09	TRACK ALIGNMENT PROFILE - STA TRK 1 195+00 TO STA TRK 1 207+00
251	PR-10	TRACK ALIGNMENT PROFILE - STA TRK 1 207+00 TO STA TRK 1 219+00
252	PR-11	TRACK ALIGNMENT PROFILE - STA TRK 1 219+00 TO STA TRK 1 231+00
253	PR-12	TRACK ALIGNMENT PROFILE - STA TRK 1 231+00 TO STA TRK 1 243+00
254	PR-13	TRACK ALIGNMENT PROFILE - STA TRK 1 243+00 TO STA TRK 1 255+00
255	PR-14	TRACK ALIGNMENT PROFILE - STA TRK 1 255+00 TO STA TRK 1 267+00
256	PR-15	TRACK ALIGNMENT PROFILE - STA TRK 1 267+00 TO STA TRK 1 279+00
257	PR-16	TRACK ALIGNMENT PROFILE - STA TRK 1 279+00 TO STA TRK 1 291+00
258	PR-17	TRACK ALIGNMENT PROFILE - STA TRK 1 291+00 TO STA TRK 1 303+00
259	PR-18	TRACK ALIGNMENT PROFILE - STA TRK 1 303+00 TO STA TRK 1 315+00
260	PR-19	TRACK ALIGNMENT PROFILE - STA TRK 1 315+00 TO STA TRK 1 327+00
261	PR-20	TRACK ALIGNMENT PROFILE - STA TRK 1 327+00 TO STA TRK 1 336+00
262	PR-21	TRACK ALIGNMENT PROFILE - STA TRK 1 336+00 TO STA TRK 1 344+43
263	PR-22	TRACK ALIGNMENT PROFILE - STA TRK 1 344+43 TO STA TRK 1 354+00
264	PR-23	TRACK ALIGNMENT PROFILE - STA TRK 1 354+00 TO STA TRK 1 364+00
265	PR-24	TRACK ALIGNMENT PROFILE - STA TRK 1 364+00 TO STA TRK 1 372+00
266	PR-25	TRACK ALIGNMENT PROFILE - STA TRK 1 372+00 TO STA TRK 1 383+00
267	PR-26	TRACK ALIGNMENT PROFILE - STA TRK 1 383+00 TO STA TRK 1 392+00
268	PR-27	TRACK ALIGNMENT PROFILE - STA TRK 1 392+00 TO STA TRK 1 402+00
269	PR-28	TRACK ALIGNMENT PROFILE - STA TRK 1 402+00 TO STA TRK 1 408+50
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340	PR-99	HIGHWAY ALIGNMENT PROFILE MD 193 (UNIVERSITY BOULEVARD)
341	PR-100	HIGHWAY ALIGNMENT PROFILE MD 193 (UNIVERSITY BOULEVARD)
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343	PR-102	HIGHWAY ALIGNMENT PROFILE CAMPUS DRIVE
344	PR-103	HIGHWAY ALIGNMENT PROFILE MISC ROADS ALONG PRES/CAMPUS DRIVE
345	PR-104	HIGHWAY ALIGNMENT PROFILE MISC ROADS ALONG CAMPUS DRIVE
346	PR-105	HIGHWAY ALIGNMENT PROFILE MISC ROADS ALONG CAMPUS DRIVE
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370	TR-04	TRAIL ALIGNMENT PROFILE STA 75+00 TO STA 99+00
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372	TR-06	TRAIL ALIGNMENT PROFILE STA 127+00 TO STA 151+00
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382	TS-002	ALIGNMENT TYPICAL SECTION BETHESDA TUNNEL
383	TS-003	ALIGNMENT TYPICAL SECTION BETHESDA TUNNEL
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385	TS-005	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
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387	TS-007	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
388	TS-008	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
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401	TS-021	ALIGNMENT TYPICAL SECTION CSX CORRIDOR - CCT
402	TS-022	ALIGNMENT TYPICAL SECTION CSX CORRIDOR - CCT
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428	TS-048	ALIGNMENT TYPICAL SECTION PINEY BRANCH ROAD
429	TS-049	ALIGNMENT TYPICAL SECTION PINEY BRANCH ROAD

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 1
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1102

SHEET NO. 6 OF 691

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12/11/2013

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SHEET NO.	DWG. NO.	DESCRIPTION
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431	TS-051	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
432	TS-052	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
433	TS-053	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
434	TS-054	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
435	TS-055	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
436	TS-056	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
437	TS-057	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BOULEVARD)
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454	TS-074	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
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456	TS-076	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
457	TS-077	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
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459	TS-079	ALIGNMENT TYPICAL SECTION COLLEGE PARK METRO
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461	TS-081	ALIGNMENT TYPICAL SECTION RIVER ROAD
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463	TS-083	ALIGNMENT TYPICAL SECTION RIVER ROAD
464	TS-084	ALIGNMENT TYPICAL SECTION RIVER ROAD
465	TS-085	ALIGNMENT TYPICAL SECTION RIVER ROAD
466	TS-086	ALIGNMENT TYPICAL SECTION RIVER ROAD
467	TS-087	ALIGNMENT TYPICAL SECTION RIVER ROAD
468	TS-088	ALIGNMENT TYPICAL SECTION RIVER ROAD
469	TS-089	ALIGNMENT TYPICAL SECTION RIVER ROAD
470	TS-090	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
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508	TS-128	ALIGNMENT TYPICAL SECTION ELLIN ROAD
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557	TS-177	ALIGNMENT TYPICAL SECTION MD 410 (EAST-WEST HIGHWAY)
558	TS-178	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ROADS
559	TS-179	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ROADS
560	TS-180	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ROADS
561	TS-181	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG RIVERDALE ROAD
562	TS-182	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ENTRANCES
563	TS-183	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG RIVERDALE ROAD
564	TS-184	ALIGNMENT TYPICAL SECTION BALTIMORE-WASHINGTON PARKWAY RAMPS
565	TS-185	ALIGNMENT TYPICAL SECTION BALTIMORE-WASHINGTON PARKWAY
566	TS-186	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
567	TS-187	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG MD 410
568	TS-188	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG ELLIN ROAD
569	TS-189	ALIGNMENT TYPICAL SECTION ELLIN ROAD
LANDSCAPE PLANS		
570	LS-01	LANDSCAPE PLAN - STA TRK 1 100+00 TO STA TRK 1 111+00
571	LS-02	LANDSCAPE PLAN - STA TRK 1 111+00 TO STA TRK 1 123+00
572	LS-03	LANDSCAPE PLAN - STA TRK 1 123+00 TO STA TRK 1 135+00
573	LS-04	LANDSCAPE PLAN - STA TRK 1 135+00 TO STA TRK 1 147+00
574	LS-05	LANDSCAPE PLAN - STA TRK 1 147+00 TO STA TRK 1 159+00
575	LS-06	LANDSCAPE PLAN - STA TRK 1 159+00 TO STA TRK 1 171+00
576	LS-07	LANDSCAPE PLAN - STA TRK 1 171+00 TO STA TRK 1 183+00
577	LS-08	LANDSCAPE PLAN - STA TRK 1 183+00 TO STA TRK 1 195+00
578	LS-09	LANDSCAPE PLAN - STA TRK 1 195+00 TO STA TRK 1 207+00
579	LS-10	LANDSCAPE PLAN - STA TRK 1 207+00 TO STA TRK 1 219+00
580	LS-11	LANDSCAPE PLAN - STA TRK 1 219+00 TO STA TRK 1 231+00
581	LS-12	LANDSCAPE PLAN - STA TRK 1 231+00 TO STA TRK 1 243+00
582	LS-13	LANDSCAPE PLAN - STA TRK 1 243+00 TO STA TRK 1 255+00
583	LS-14	LANDSCAPE PLAN - STA TRK 1 255+00 TO STA TRK 1 267+00
584	LS-15	LANDSCAPE PLAN - STA TRK 1 267+00 TO STA TRK 1 279+50
585	LS-16	LANDSCAPE PLAN - STA TRK 1 279+50 TO STA TRK 1 291+00
586	LS-17	LANDSCAPE PLAN - STA TRK 1 291+00 TO STA TRK 1 303+00
587	LS-18	LANDSCAPE PLAN - STA TRK 1 303+00 TO STA TRK 1 315+00
588	LS-19	LANDSCAPE PLAN - STA TRK 1 315+00 TO STA TRK 1 327+00
589	LS-20	LANDSCAPE PLAN - STA TRK 1 327+00 TO STA TRK 1 336+00
590	LS-21	LANDSCAPE PLAN - STA TRK 1 336+00 TO STA TRK 1 344+43
591	LS-22	LANDSCAPE PLAN - BONIFANT ST STA TRK 1 344+43 TO STA TRK 1 354+00
592	LS-23	LANDSCAPE PLAN - WAYNE AVE STA TRK 1 354+00 TO STA TRK 1 364+00
593	LS-24	LANDSCAPE PLAN - WAYNE AVE STA TRK 1 364+00 TO STA TRK 1 372+00
594	LS-25	LANDSCAPE PLAN - WAYNE AVE STA TRK 1 372+00 TO STA TRK 1 383+00
595	LS-26	LANDSCAPE PLAN - WAYNE AVE STA TRK 1 383+00 TO STA TRK 1 392+00
596	LS-27	LANDSCAPE PLAN - WAYNE AVE STA TRK 1 392+00 TO STA TRK 1 402+00
597	LS-28	LANDSCAPE PLAN - WAYNE AVE STA TRK 1 402+00 TO STA TRK 1 408+50
598	LS-29	LANDSCAPE PLAN - PLYMOUTH ST STA TRK 1 408+50 TO STA TRK 1 417+00
599	LS-30	LANDSCAPE PLAN - ARLISS ST STA TRK 1 417+00 TO STA TRK 1 428+00
600	LS-31	LANDSCAPE PLAN - ARLISS ST STA TRK 1 428+00 TO STA TRK 1 436+00
601	LS-32	LANDSCAPE PLAN - PINEY BR RD STA TRK 1 436+00 TO STA TRK 1 444+00
602	LS-33	LANDSCAPE PLAN - PINEY BR RD STA TRK 1 444+00 TO STA TRK 1 449+00
603	LS-34	LANDSCAPE PLAN - MD 193 STA TRK 1 449+00 TO STA TRK 1 461+00
604	LS-35	LANDSCAPE PLAN - MD 193 STA TRK 1 461+00 TO STA TRK 1 472+50
605	LS-36	LANDSCAPE PLAN - MD 193 STA TRK 1 472+50 TO STA TRK 1 483+50
606	LS-37	LANDSCAPE PLAN - MD 193 STA TRK 1 483+50 TO STA TRK 1 494+50
607	LS-38	LANDSCAPE PLAN - MD 193 STA TRK 1 494+50 TO STA TRK 1 505+50
608	LS-39	LANDSCAPE PLAN - MD 193 STA TRK 1 505+50 TO STA TRK 1 516+50
609	LS-40	LANDSCAPE PLAN - MD 193 STA TRK 1 516+50 TO STA TRK 1 528+50
610	LS-41	LANDSCAPE PLAN - MD 193 STA TRK 1 528+00 TO STA TRK 1 539+50
611	LS-42	LANDSCAPE PLAN - MD 193 STA TRK 1 539+50 TO STA TRK 1 551+50
612	LS-43	LANDSCAPE PLAN - MD 193 STA TRK 1 551+50 TO STA TRK 1 563+50
613	LS-44	LANDSCAPE PLAN - MD 193 STA TRK 1 563+50 TO STA TRK 1 575+00
614	LS-45	LANDSCAPE PLAN - MD 193 STA TRK 1 575+00 TO STA TRK 1 586+50
615	LS-46	LANDSCAPE PLAN - MD 193 STA TRK 1 586+50 TO STA TRK 1 598+00
616	LS-47	LANDSCAPE PLAN - MD 193 STA TRK 1 598+00 TO STA TRK 1 604+00
617	LS-48	LANDSCAPE PLAN - PRES DR STA TRK 1 604+00 TO STA TRK 1 611+50
618	LS-49	LANDSCAPE PLAN - PRES DR STA TRK 1 611+50 TO STA TRK 1 622+50
619	LS-50	LANDSCAPE PLAN - CAMPUS DR STA TRK 1 622+50 TO STA TRK 1 634+00
620	LS-51	LANDSCAPE PLAN - CAMPUS DR STA TRK 1 634+00 TO STA TRK 1 643+00
621	LS-52	LANDSCAPE PLAN - STA TRK 1 643+00 TO STA TRK 1 653+50
622	LS-53	LANDSCAPE PLAN - STA TRK 1 653+50 TO STA TRK 1 664+50
623	LS-54	LANDSCAPE PLAN - STA TRK 1 664+50 TO STA TRK 1 676+00
624	LS-55	LANDSCAPE PLAN - STA TRK 1 676+00 TO STA TRK 1 687+00
625	LS-56	LANDSCAPE PLAN - STA TRK 1 687+00 TO STA TRK 1 696+00
626	LS-57	LANDSCAPE PLAN - COLLEGE PK STA TRK 1 696+00 TO STA TRK 1 705+50
627	LS-58	LANDSCAPE PLAN - COLLEGE PK STA TRK 1 705+50 TO STA TRK 1 715+50
628	LS-59	LANDSCAPE PLAN - RIVER ROAD STA TRK 1 715+50 TO STA TRK 1 726+50
629	LS-60	LANDSCAPE PLAN - RIVER ROAD STA TRK 1 726+50 TO STA TRK 1 737+50
630	LS-61	LANDSCAPE PLAN - RIVER ROAD STA TRK 1 737+50 TO STA TRK 1 747+50
631	LS-62	LANDSCAPE PLAN - RIVER ROAD STA TRK 1 747+50 TO STA TRK 1 758+00
632	LS-63	LANDSCAPE PLAN - MD 201 STA TRK 1 758+00 TO STA TRK 1 769+00
633	LS-64	LANDSCAPE PLAN - MD 201 STA TRK 1 769+00 TO STA TRK 1 779+00
634	LS-65	LANDSCAPE PLAN - MD 201 STA TRK 1 779+00 TO STA TRK 1 788+00
635	LS-66	LANDSCAPE PLAN - MD 410 STA TRK 1 788+00 TO STA TRK 1 797+00
636	LS-67	LANDSCAPE PLAN - MD 410 STA TRK 1 797+00 TO STA TRK 1 807+00
637	LS-68	LANDSCAPE PLAN - MD 410 STA TRK 1 807+00 TO STA TRK 1 818+00
638	LS-69	LANDSCAPE PLAN - MD 410 STA TRK 1 818+00 TO STA TRK 1 828+00
639	LS-70	LANDSCAPE PLAN - MD 410 STA TRK 1 828+00 TO STA TRK 1 837+00
640	LS-71	LANDSCAPE PLAN - MD 410 STA TRK 1 837+00 TO STA TRK 1 846+50
641	LS-72	LANDSCAPE PLAN - MD 410 STA TRK 1 846+50 TO STA TRK 1 857+00
642	LS-73	LANDSCAPE PLAN - MD 410 STA TRK 1 857+00 TO STA TRK 1 867+00
643	LS-74	LANDSCAPE PLAN - MD 410 STA TRK 1 867+00 TO STA TRK 1 877+00

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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APPR | CHECK | DRAWN | DESGN

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 1
SHEET 3

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1103

SHEET NO. 7 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 1

SHEET NO.	DWG. NO.	DESCRIPTION
LANDSCAPE PLANS (CONTINUED)		
644	LS-75	LANDSCAPE PLAN - MD 410 STA TRK 1 877+00 TO STA TRK 1 888+00
645	LS-76	LANDSCAPE PLAN - MD 410 STA TRK 1 888+00 TO STA TRK 1 898+00
646	LS-77	LANDSCAPE PLAN - MD 410 STA TRK 1 898+00 TO STA TRK 1 909+00
647	LS-78	LANDSCAPE PLAN - MD 410 STA TRK 1 909+00 TO STA TRK 1 919+00
648	LS-79	LANDSCAPE PLAN - MD 410 STA TRK 1 919+00 TO STA TRK 1 930+00
649	LS-80	LANDSCAPE PLAN - ELLIN ROAD STA TRK 1 930+00 TO STA TRK 1 939+50
650	LS-81	LANDSCAPE PLAN - ELLIN ROAD STA TRK 1 939+50 TO STA TRK 1 949+50
651	LS-82	LANDSCAPE PLAN - ELLIN ROAD STA TRK 1 949+50 TO STA TRK 1 957+50
652	LS-83	LANDSCAPE PLAN - ELLIN ROAD STA TRK 1 957+50 TO STA TRK 1 963+14
653	LS-84	LANDSCAPE PLAN - JONES MILL RD STA TRK 1 195+00 TO STA TRK 1 207+00
654	LS-85	LANDSCAPE PLAN - LYTTONSVILLE PLACE STA 1050+00 TO STA 1054+00
655	LS-86	LANDSCAPE PLAN - SPRING STREET STA 2084+00 TO STA 2086+69
656	LS-87	LANDSCAPE PLAN - MD 193 (UNIVERSITY BLVD) STA 6111+70 TO STA 6116+00
657	LS-88	LANDSCAPE PLAN - MD 212 (RIGGS ROAD) STA 6507+50 TO 6511+97
658	LS-89	LANDSCAPE PLAN - I-495 INNER LOOP RAMP STA 6280+00 TO STA 6285+80
659	LS-90	LANDSCAPE PLAN - CAMPUS DRIVE STA 7104+50 TO STA 7108+54.21
660	LS-91	LANDSCAPE PLAN - PAINT BRANCH PARKWAY STA 7300+00 TO STA 7304+00
661	LS-92	LANDSCAPE PLAN - QUESADA ROAD STA 8503+00 TO STA 8512+00
662	LS-93	LANDSCAPE PLAN - BALTIMORE-WASHINGTON PKWY STA 249+50 TO STA 258+50
663	LS-94	LANDSCAPE PLAN - BALTIMORE-WASHINGTON PKWY STA 262+50 TO STA 272+50
SURVEY PLANS		
664	SP-01	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
665	SP-02	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
666	SP-03	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
667	SP-04	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
668	SP-05	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
669	SP-06	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
670	SP-07	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
671	SP-08	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
672	SP-09	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
673	SP-10	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
674	SP-11	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
675	SP-12	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
676	SP-13	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
677	SP-14	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
678	SP-15	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
679	SP-16	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
680	SP-17	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
681	SP-18	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
682	SP-19	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
683	SP-20	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
684	SP-21	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
685	SP-22	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
686	SP-23	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
687	SP-24	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
688	SP-25	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
689	SP-26	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
690	SP-27	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
691	SP-28	HORIZONTAL AND VERTICAL CONTROL DIAGRAM

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 1
SHEET 4

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1104

SHEET NO. 8 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 2

SHEET NO.	DWG. NO.	DESCRIPTION
GENERAL		
1	TI-2001	TITLE SHEET - VOLUME 2
2	GN-2001	KEY MAP
3	GN-2002	GENERAL NOTES AND LEGEND
4	GN-2003	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-2004	UTILITY ABBREVIATIONS AND SYMBOLS
6	GI-2101	INDEX OF SHEETS - VOLUME 2 SHEET 1
7	GI-2102	INDEX OF SHEETS - VOLUME 2 SHEET 2
8	GI-2103	INDEX OF SHEETS - VOLUME 2 SHEET 3
9	GI-2104	INDEX OF SHEETS - VOLUME 2 SHEET 4
TRACK CROSS SECTIONS		
10	XS-001	CROSS SECTIONS STA TRK 1 100+00 TO STA TRK 1 101+50
11	XS-002	CROSS SECTIONS STA TRK 1 102+00 TO STA TRK 1 103+50
12	XS-003	CROSS SECTIONS STA TRK 1 104+00 TO STA TRK 1 105+00
13	XS-004	CROSS SECTIONS STA TRK 1 105+50 TO STA TRK 1 107+00
14	XS-005	CROSS SECTIONS STA TRK 1 107+50 TO STA TRK 1 109+00
15	XS-006	CROSS SECTIONS STA TRK 1 109+50 TO STA TRK 1 111+00
16	XS-007	CROSS SECTIONS STA TRK 1 111+50 TO STA TRK 1 113+00
17	XS-008	CROSS SECTIONS STA TRK 1 113+50 TO STA TRK 1 115+00
18	XS-009	CROSS SECTIONS STA TRK 1 115+50 TO STA TRK 1 117+00
19	XS-010	CROSS SECTIONS STA TRK 1 117+50 TO STA TRK 1 119+00
20	XS-011	CROSS SECTIONS STA TRK 1 119+50 TO STA TRK 1 121+00
21	XS-012	CROSS SECTIONS STA TRK 1 121+50 TO STA TRK 1 123+00
22	XS-013	CROSS SECTIONS STA TRK 1 123+50 TO STA TRK 1 125+00
23	XS-014	CROSS SECTIONS STA TRK 1 125+50 TO STA TRK 1 127+00
24	XS-015	CROSS SECTIONS STA TRK 1 127+50 TO STA TRK 1 129+00
25	XS-016	CROSS SECTIONS STA TRK 1 129+50 TO STA TRK 1 131+00
26	XS-017	CROSS SECTIONS STA TRK 1 131+50 TO STA TRK 1 133+00
27	XS-018	CROSS SECTIONS STA TRK 1 133+50 TO STA TRK 1 135+00
28	XS-019	CROSS SECTIONS STA TRK 1 135+50 TO STA TRK 1 137+00
29	XS-020	CROSS SECTIONS STA TRK 1 137+50 TO STA TRK 1 139+00
30	XS-021	CROSS SECTIONS STA TRK 1 139+50 TO STA TRK 1 141+00
31	XS-022	CROSS SECTIONS STA TRK 1 141+50 TO STA TRK 1 143+00
32	XS-023	CROSS SECTIONS STA TRK 1 143+50 TO STA TRK 1 145+00
33	XS-024	CROSS SECTIONS STA TRK 1 145+50 TO STA TRK 1 146+00
34	XS-025	CROSS SECTIONS STA TRK 1 146+50 TO STA TRK 1 148+00
35	XS-026	CROSS SECTIONS STA TRK 1 148+50 TO STA TRK 1 150+00
36	XS-027	CROSS SECTIONS STA TRK 1 150+50 TO STA TRK 1 152+00
37	XS-028	CROSS SECTIONS STA TRK 1 152+50 TO STA TRK 1 154+00
38	XS-029	CROSS SECTIONS STA TRK 1 154+50 TO STA TRK 1 156+00
39	XS-030	CROSS SECTIONS STA TRK 1 156+50 TO STA TRK 1 158+00
40	XS-031	CROSS SECTIONS STA TRK 1 158+50 TO STA TRK 1 160+00
41	XS-032	CROSS SECTIONS STA TRK 1 160+50 TO STA TRK 1 162+00
42	XS-033	CROSS SECTIONS STA TRK 1 162+50 TO STA TRK 1 164+00
43	XS-034	CROSS SECTIONS STA TRK 1 164+50 TO STA TRK 1 166+00
44	XS-035	CROSS SECTIONS STA TRK 1 166+50 TO STA TRK 1 168+00
45	XS-036	CROSS SECTIONS STA TRK 1 168+50 TO STA TRK 1 170+00
46	XS-037	CROSS SECTIONS STA TRK 1 170+50 TO STA TRK 1 174+00
47	XS-038	CROSS SECTIONS STA TRK 1 174+50 TO STA TRK 1 175+50
48	XS-039	CROSS SECTIONS STA TRK 1 176+00 TO STA TRK 1 177+50
49	XS-040	CROSS SECTIONS STA TRK 1 178+00 TO STA TRK 1 179+50
50	XS-041	CROSS SECTIONS STA TRK 1 180+00 TO STA TRK 1 181+50
51	XS-042	CROSS SECTIONS STA TRK 1 182+00 TO STA TRK 1 183+50
52	XS-043	CROSS SECTIONS STA TRK 1 184+00 TO STA TRK 1 185+50
53	XS-044	CROSS SECTIONS STA TRK 1 186+00 TO STA TRK 1 187+50
54	XS-045	CROSS SECTIONS STA TRK 1 188+00 TO STA TRK 1 189+50
55	XS-046	CROSS SECTIONS STA TRK 1 190+00 TO STA TRK 1 191+50
56	XS-047	CROSS SECTIONS STA TRK 1 192+00 TO STA TRK 1 193+50
57	XS-048	CROSS SECTIONS STA TRK 1 194+00 TO STA TRK 1 195+50
58	XS-049	CROSS SECTIONS STA TRK 1 196+00 TO STA TRK 1 197+50
59	XS-050	CROSS SECTIONS STA TRK 1 198+00 TO STA TRK 1 199+50
60	XS-051	CROSS SECTIONS STA TRK 1 200+00 TO STA TRK 1 201+50
61	XS-052	CROSS SECTIONS STA TRK 1 202+00 TO STA TRK 1 203+50
62	XS-053	CROSS SECTIONS STA TRK 1 204+00 TO STA TRK 1 205+50
63	XS-054	CROSS SECTIONS STA TRK 1 206+00 TO STA TRK 1 207+50
64	XS-055	CROSS SECTIONS STA TRK 1 208+00 TO STA TRK 1 209+50
65	XS-056	CROSS SECTIONS STA TRK 1 210+00 TO STA TRK 1 211+50
66	XS-057	CROSS SECTIONS STA TRK 1 212+00 TO STA TRK 1 212+50
67	XS-058	CROSS SECTIONS STA TRK 1 213+00 TO STA TRK 1 213+50
68	XS-059	CROSS SECTIONS STA TRK 1 214+00 TO STA TRK 1 214+50
69	XS-060	CROSS SECTIONS STA TRK 1 217+50 TO STA TRK 1 218+00
TRACK CROSS SECTIONS (CONTINUED)		
70	XS-061	CROSS SECTIONS STA TRK 1 218+50 TO STA TRK 1 219+00
71	XS-062	CROSS SECTIONS STA TRK 1 219+50 TO STA TRK 1 220+00
72	XS-063	CROSS SECTIONS STA TRK 1 220+50 TO STA TRK 1 221+00
73	XS-064	CROSS SECTIONS STA TRK 1 221+50 TO STA TRK 1 222+00
74	XS-065	CROSS SECTIONS STA TRK 1 222+50 TO STA TRK 1 223+00
75	XS-066	CROSS SECTIONS STA TRK 1 223+50 TO STA TRK 1 224+50
76	XS-067	CROSS SECTIONS STA TRK 1 225+00 TO STA TRK 1 226+50
77	XS-068	CROSS SECTIONS STA TRK 1 227+00 TO STA TRK 1 228+50
78	XS-069	CROSS SECTIONS STA TRK 1 229+00 TO STA TRK 1 230+50
79	XS-070	CROSS SECTIONS STA TRK 1 231+00 TO STA TRK 1 232+50
80	XS-071	CROSS SECTIONS STA TRK 1 233+00 TO STA TRK 1 234+50
81	XS-072	CROSS SECTIONS STA TRK 1 235+00 TO STA TRK 1 236+50
82	XS-073	CROSS SECTIONS STA TRK 1 237+00 TO STA TRK 1 238+50
83	XS-074	CROSS SECTIONS STA TRK 1 239+00 TO STA TRK 1 240+50
84	XS-075	CROSS SECTIONS STA TRK 1 241+00 TO STA TRK 1 242+50
85	XS-076	CROSS SECTIONS STA TRK 1 243+00 TO STA TRK 1 244+50
86	XS-077	CROSS SECTIONS STA TRK 1 245+00 TO STA TRK 1 246+00
87	XS-078	CROSS SECTIONS STA TRK 1 246+50 TO STA TRK 1 248+00
88	XS-079	CROSS SECTIONS STA TRK 1 248+50 TO STA TRK 1 250+00
89	XS-080	CROSS SECTIONS STA TRK 1 250+50 TO STA TRK 1 252+50
90	XS-081	CROSS SECTIONS STA TRK 1 253+00 TO STA TRK 1 254+50
91	XS-082	CROSS SECTIONS STA TRK 1 255+00 TO STA TRK 1 256+50
92	XS-083	CROSS SECTIONS STA TRK 1 257+00 TO STA TRK 1 258+50
93	XS-084	CROSS SECTIONS STA TRK 1 259+00 TO STA TRK 1 260+50
94	XS-085	CROSS SECTIONS STA TRK 1 261+00 TO STA TRK 1 262+50
95	XS-086	CROSS SECTIONS STA TRK 1 263+00 TO STA TRK 1 264+50
96	XS-087	CROSS SECTIONS STA TRK 1 265+00 TO STA TRK 1 266+50
97	XS-088	CROSS SECTIONS STA TRK 1 267+00 TO STA TRK 1 268+00
98	XS-089	CROSS SECTIONS STA TRK 1 268+50 TO STA TRK 1 269+00
99	XS-090	CROSS SECTIONS STA TRK 1 269+50 TO STA TRK 1 270+00
100	XS-091	CROSS SECTIONS STA TRK 1 270+50 TO STA TRK 1 271+00
101	XS-092	CROSS SECTIONS STA TRK 1 271+50 TO STA TRK 1 272+00
102	XS-093	CROSS SECTIONS STA TRK 1 272+50 TO STA TRK 1 273+00
103	XS-094	CROSS SECTIONS STA TRK 1 273+50 TO STA TRK 1 274+00
104	XS-095	CROSS SECTIONS STA TRK 1 274+50 TO STA TRK 1 275+00
105	XS-096	CROSS SECTIONS STA TRK 1 275+50 TO STA TRK 1 276+00
106	XS-097	CROSS SECTIONS STA TRK 1 276+50 TO STA TRK 1 277+00
107	XS-098	CROSS SECTIONS STA TRK 1 277+50 TO STA TRK 1 278+00
108	XS-099	CROSS SECTIONS STA TRK 1 278+50 TO STA TRK 1 279+00
109	XS-100	CROSS SECTIONS STA TRK 1 279+50 TO STA TRK 1 280+00
110	XS-101	CROSS SECTIONS STA TRK 1 280+50 TO STA TRK 1 281+00
111	XS-102	CROSS SECTIONS STA TRK 1 281+50 TO STA TRK 1 282+00
112	XS-103	CROSS SECTIONS STA TRK 1 282+50 TO STA TRK 1 283+00
113	XS-104	CROSS SECTIONS STA TRK 1 283+50 TO STA TRK 1 284+00
114	XS-105	CROSS SECTIONS STA TRK 1 284+50 TO STA TRK 1 285+00
115	XS-106	CROSS SECTIONS STA TRK 1 285+50 TO STA TRK 1 286+00
116	XS-107	CROSS SECTIONS STA TRK 1 286+50 TO STA TRK 1 287+00
117	XS-108	CROSS SECTIONS STA TRK 1 287+50 TO STA TRK 1 288+00
118	XS-109	CROSS SECTIONS STA TRK 1 288+50 TO STA TRK 1 289+00
119	XS-110	CROSS SECTIONS STA TRK 1 289+50
120	XS-111	CROSS SECTIONS STA TRK 1 290+00
121	XS-112	CROSS SECTIONS STA TRK 1 290+50 TO STA TRK 1 291+00
122	XS-113	CROSS SECTIONS STA TRK 1 291+50 TO STA TRK 1 292+00
123	XS-114	CROSS SECTIONS STA TRK 1 292+50 TO STA TRK 1 293+00
124	XS-115	CROSS SECTIONS STA TRK 1 293+50 TO STA TRK 1 294+00
125	XS-116	CROSS SECTIONS STA TRK 1 294+50 TO STA TRK 1 295+00
126	XS-117	CROSS SECTIONS STA TRK 1 295+50 TO STA TRK 1 296+00
127	XS-118	CROSS SECTIONS STA TRK 1 296+50 TO STA TRK 1 297+00
128	XS-119	CROSS SECTIONS STA TRK 1 297+50 TO STA TRK 1 298+00
129	XS-120	CROSS SECTIONS STA TRK 1 298+50 TO STA TRK 1 299+50
130	XS-121	CROSS SECTIONS STA TRK 1 300+00 TO STA TRK 1 300+50
131	XS-122	CROSS SECTIONS STA TRK 1 301+00 TO STA TRK 1 301+50
132	XS-123	CROSS SECTIONS STA TRK 1 302+00 TO STA TRK 1 302+50
133	XS-124	CROSS SECTIONS STA TRK 1 303+00 TO STA TRK 1 303+50
134	XS-125	CROSS SECTIONS STA TRK 1 304+00 TO STA TRK 1 304+50
135	XS-126	CROSS SECTIONS STA TRK 1 503+50 TO STA TRK 1 504+00
136	XS-127	CROSS SECTIONS STA TRK 1 306+50 TO STA TRK 1 307+00
137	XS-128	CROSS SECTIONS STA TRK 1 307+50 TO STA TRK 1 308+00
138	XS-129	CROSS SECTIONS STA TRK 1 308+50 TO STA TRK 1 309+00
139	XS-130	CROSS SECTIONS STA TRK 1 309+50 TO STA TRK 1 310+00
140	XS-131	CROSS SECTIONS STA TRK 1 310+50 TO STA TRK 1 311+00
141	XS-132	CROSS SECTIONS STA TRK 1 311+50 TO STA TRK 1 312+00
TRACK CROSS SECTIONS (CONTINUED)		
142	XS-133	CROSS SECTIONS STA TRK 1 312+50 TO STA TRK 1 313+00
143	XS-134	CROSS SECTIONS STA TRK 1 313+50 TO STA TRK 1 314+00
144	XS-135	CROSS SECTIONS STA TRK 1 314+50 TO STA TRK 1 315+00
145	XS-136	CROSS SECTIONS STA TRK 1 315+50 TO STA TRK 1 316+00
146	XS-137	CROSS SECTIONS STA TRK 1 316+50 TO STA TRK 1 317+00
147	XS-138	CROSS SECTIONS STA TRK 1 317+50 TO STA TRK 1 318+00
148	XS-139	CROSS SECTIONS STA TRK 1 318+50 TO STA TRK 1 319+00
149	XS-140	CROSS SECTIONS STA TRK 1 319+50 TO STA TRK 1 320+00
150	XS-141	CROSS SECTIONS STA TRK 1 334+35 TO STA TRK 1 335+00
151	XS-142	CROSS SECTIONS STA TRK 1 335+50 TO STA TRK 1 337+50
152	XS-143	CROSS SECTIONS STA TRK 1 338+00 TO STA TRK 1 340+50
153	XS-144	CROSS SECTIONS STA TRK 1 341+00 TO STA TRK 1 343+50
154	XS-145	CROSS SECTIONS STA TRK 1 344+00
155	XS-146	CROSS SECTIONS STA TRK 1 344+50 TO STA TRK 1 346+00
156	XS-147	CROSS SECTIONS STA TRK 1 346+50 TO STA TRK 1 348+00
157	XS-148	CROSS SECTIONS STA TRK 1 348+50 TO STA TRK 1 350+00
158	XS-149	CROSS SECTIONS STA TRK 1 350+50 TO STA TRK 1 352+00
159	XS-150	CROSS SECTIONS STA TRK 1 352+50 TO STA TRK 1 354+00
160	XS-151	CROSS SECTIONS STA TRK 1 354+50 TO STA TRK 1 356+00
161	XS-152	CROSS SECTIONS STA TRK 1 356+50 TO STA TRK 1 358+00
162	XS-153	CROSS SECTIONS STA TRK 1 358+50 TO STA TRK 1 360+00
163	XS-154	CROSS SECTIONS STA TRK 1 360+50 TO STA TRK 1 362+00
164	XS-155	CROSS SECTIONS STA TRK 1 362+50 TO STA TRK 1 364+00
165	XS-156	CROSS SECTIONS STA TRK 1 364+50 TO STA TRK 1 366+00
166	XS-157	CROSS SECTIONS STA TRK 1 366+50 TO STA TRK 1 368+00
167	XS-158	CROSS SECTIONS STA TRK 1 368+50 TO STA TRK 1 370+00
168	XS-159	CROSS SECTIONS STA TRK 1 370+50 TO STA TRK 1 372+00
169	XS-160	CROSS SECTIONS STA TRK 1 372+50 TO STA TRK 1 374+00
170	XS-161	CROSS SECTIONS STA TRK 1 374+50 TO STA TRK 1 376+00
171	XS-162	CROSS SECTIONS STA TRK 1 376+50 TO STA TRK 1 378+00
172	XS-163	CROSS SECTIONS STA TRK 1 378+50 TO STA TRK 1 380+00
173	XS-164	CROSS SECTIONS STA TRK 1 380+50 TO STA TRK 1 382+00
174	XS-165	CROSS SECTIONS STA TRK 1 382+50 TO STA TRK 1 384+00
175	XS-166	CROSS SECTIONS STA TRK 1 384+50 TO STA TRK 1 386+00
176	XS-167	CROSS SECTIONS STA TRK 1 386+50 TO STA TRK 1 388+00
177	XS-168	CROSS SECTIONS STA TRK 1 388+50 TO STA TRK 1 390+00
178	XS-169	CROSS SECTIONS STA TRK 1 390+50 TO STA TRK 1 392+00
179	XS-170	CROSS SECTIONS STA TRK 1 392+50 TO STA TRK 1 394+00
180	XS-171	CROSS SECTIONS STA TRK 1 394+50 TO STA TRK 1 396+00
181	XS-172	CROSS SECTIONS STA TRK 1 396+50 TO STA TRK 1 398+00
182	XS-173	CROSS SECTIONS STA TRK 1 398+50 TO STA TRK 1 400+00
183	XS-174	CROSS SECTIONS STA TRK 1 400+50 TO STA TRK 1 402+00
184	XS-175	CROSS SECTIONS STA TRK 1 402+50 TO STA TRK 1 404+00
185	XS-176	CROSS SECTIONS STA TRK 1 404+50 TO STA TRK 1 406+00
186	XS-177	CROSS SECTIONS STA TRK 1 406+50 TO STA TRK 1 408+00
187	XS-178	CROSS SECTIONS STA TRK 1 408+50 TO STA TRK 1 409+00
188	XS-179	CROSS SECTIONS STA TRK 1 409+50 TO STA TRK 1 410+00
189	XS-180	CROSS SECTIONS STA TRK 1 410+50 TO STA TRK 1 411+00
190	XS-181	CROSS SECTIONS STA TRK 1 411+50 TO STA TRK 1 412+00
191	XS-182	CROSS SECTIONS STA TRK 1 412+50 TO STA TRK 1 413+00
192	XS-183	CROSS SECTIONS STA TRK 1 413+50 TO STA TRK 1 414+00
193	XS-184	CROSS SECTIONS STA TRK 1 414+50 TO STA TRK 1 415+00
194	XS-185	CROSS SECTIONS STA TRK 1 415+50 TO STA TRK 1 416+00
195	XS-186	CROSS SECTIONS STA TRK 1 416+50 TO STA TRK 1 417+00
196	XS-187	CROSS SECTIONS STA TRK 1 417+50 TO STA TRK 1 418+00
197	XS-188	CROSS SECTIONS STA TRK 1 418+50 TO STA TRK 1 419+00
198	XS-189	CROSS SECTIONS STA TRK 1 419+50 TO STA TRK 1 420+00
199	XS-190	CROSS SECTIONS STA TRK 1 420+50 TO STA TRK 1 421+00
200	XS-191	CROSS SECTIONS STA TRK 1 421+50 TO STA TRK 1 422+00
201	XS-192	CROSS SECTIONS STA TRK 1 422+50 TO STA TRK 1 423+00
202	XS-193	CROSS SECTIONS STA TRK 1 423+50 TO STA TRK 1 424+50
203	XS-194	CROSS SECTIONS STA TRK 1 425+00 TO STA TRK 1 426+50
204	XS-195	CROSS SECTIONS STA TRK 1 427+00 TO STA TRK 1 428+50
205	XS-196	CROSS SECTIONS STA TRK 1 429+00 TO STA TRK 1 430+50
206	XS-197	CROSS SECTIONS STA TRK 1 431+00 TO STA TRK 1 432+50
207	XS-198	CROSS SECTIONS STA TRK 1 433+00 TO STA TRK 1 433+50
208	XS-199	CROSS SECTIONS STA TRK 1 434+00 TO STA TRK 1 435+50
209	XS-200	CROSS SECTIONS STA TRK 1 436+00 TO STA TRK 1 437+50
210	XS-201	CROSS SECTIONS STA TRK 1 438+00 TO STA TRK 1 439+50
211	XS-202	CROSS SECTIONS STA TRK 1 440+00 TO STA TRK 1 440+50
212	XS-203	CROSS SECTIONS STA TRK 1 441+00 TO STA TRK 1 441+50
213	XS-204	CROSS SECTIONS STA TRK 1 442+00 TO STA TRK 1 442+50

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 2
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–1201

SHEET NO. 9 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0131989\1042pgi1101.dgn
12/11/2013

INDEX OF DRAWINGS - VOLUME 2

SHEET NO.	DWG. NO.	DESCRIPTION
TRACK CROSS SECTIONS (CONTINUED)		
214	XS-205	CROSS SECTIONS STA TRK 1 443+00 TO STA TRK 1 443+50
215	XS-206	CROSS SECTIONS STA TRK 1 444+00 TO STA TRK 1 445+50
216	XS-207	CROSS SECTIONS STA TRK 1 446+00 TO STA TRK 1 447+50
217	XS-208	CROSS SECTIONS STA TRK 1 448+00 TO STA TRK 1 449+00
218	XS-209	CROSS SECTIONS STA TRK 1 449+50 TO STA TRK 1 450+00
219	XS-210	CROSS SECTIONS STA TRK 1 450+50 TO STA TRK 1 451+00
220	XS-211	CROSS SECTIONS STA TRK 1 451+50 TO STA TRK 1 452+00
221	XS-212	CROSS SECTIONS STA TRK 1 452+50 TO STA TRK 1 453+00
222	XS-213	CROSS SECTIONS STA TRK 1 453+50 TO STA TRK 1 454+00
223	XS-214	CROSS SECTIONS STA TRK 1 454+50 TO STA TRK 1 455+00
224	XS-215	CROSS SECTIONS STA TRK 1 455+50 TO STA TRK 1 456+00
225	XS-216	CROSS SECTIONS STA TRK 1 456+50 TO STA TRK 1 457+00
226	XS-217	CROSS SECTIONS STA TRK 1 457+50 TO STA TRK 1 458+00
227	XS-218	CROSS SECTIONS STA TRK 1 458+50 TO STA TRK 1 459+00
228	XS-219	CROSS SECTIONS STA TRK 1 459+50 TO STA TRK 1 460+00
229	XS-220	CROSS SECTIONS STA TRK 1 460+50 TO STA TRK 1 461+00
230	XS-221	CROSS SECTIONS STA TRK 1 461+50 TO STA TRK 1 462+00
231	XS-222	CROSS SECTIONS STA TRK 1 462+50 TO STA TRK 1 463+00
232	XS-223	CROSS SECTIONS STA TRK 1 463+50 TO STA TRK 1 464+00
233	XS-224	CROSS SECTIONS STA TRK 1 464+50 TO STA TRK 1 465+00
234	XS-225	CROSS SECTIONS STA TRK 1 465+50 TO STA TRK 1 466+00
235	XS-226	CROSS SECTIONS STA TRK 1 466+50 TO STA TRK 1 467+00
236	XS-227	CROSS SECTIONS STA TRK 1 467+50 TO STA TRK 1 468+00
237	XS-228	CROSS SECTIONS STA TRK 1 468+50 TO STA TRK 1 469+00
238	XS-229	CROSS SECTIONS STA TRK 1 469+50 TO STA TRK 1 470+00
239	XS-230	CROSS SECTIONS STA TRK 1 470+50 TO STA TRK 1 471+00
240	XS-231	CROSS SECTIONS STA TRK 1 471+50 TO STA TRK 1 472+00
241	XS-232	CROSS SECTIONS STA TRK 1 472+50 TO STA TRK 1 473+00
242	XS-233	CROSS SECTIONS STA TRK 1 473+50 TO STA TRK 1 474+00
243	XS-234	CROSS SECTIONS STA TRK 1 474+50 TO STA TRK 1 475+00
244	XS-235	CROSS SECTIONS STA TRK 1 475+50 TO STA TRK 1 476+00
245	XS-236	CROSS SECTIONS STA TRK 1 476+50 TO STA TRK 1 477+00
246	XS-237	CROSS SECTIONS STA TRK 1 477+50 TO STA TRK 1 478+00
247	XS-238	CROSS SECTIONS STA TRK 1 478+50 TO STA TRK 1 479+00
248	XS-239	CROSS SECTIONS STA TRK 1 479+50 TO STA TRK 1 480+00
249	XS-240	CROSS SECTIONS STA TRK 1 480+50 TO STA TRK 1 481+00
250	XS-241	CROSS SECTIONS STA TRK 1 481+50 TO STA TRK 1 482+00
251	XS-242	CROSS SECTIONS STA TRK 1 482+50 TO STA TRK 1 483+00
252	XS-243	CROSS SECTIONS STA TRK 1 483+50 TO STA TRK 1 484+00
253	XS-244	CROSS SECTIONS STA TRK 1 484+50 TO STA TRK 1 485+00
254	XS-245	CROSS SECTIONS STA TRK 1 485+50 TO STA TRK 1 486+00
255	XS-246	CROSS SECTIONS STA TRK 1 486+50 TO STA TRK 1 487+00
256	XS-247	CROSS SECTIONS STA TRK 1 487+50 TO STA TRK 1 488+00
257	XS-248	CROSS SECTIONS STA TRK 1 488+50 TO STA TRK 1 489+00
258	XS-249	CROSS SECTIONS STA TRK 1 489+50 TO STA TRK 1 490+00
259	XS-250	CROSS SECTIONS STA TRK 1 490+50 TO STA TRK 1 491+00
260	XS-251	CROSS SECTIONS STA TRK 1 491+50 TO STA TRK 1 492+00
261	XS-252	CROSS SECTIONS STA TRK 1 492+50 TO STA TRK 1 493+00
262	XS-253	CROSS SECTIONS STA TRK 1 493+50 TO STA TRK 1 494+00
263	XS-254	CROSS SECTIONS STA TRK 1 494+50 TO STA TRK 1 495+00
264	XS-255	CROSS SECTIONS STA TRK 1 495+50 TO STA TRK 1 496+00
265	XS-256	CROSS SECTIONS STA TRK 1 496+50 TO STA TRK 1 496+51
266	XS-257	CROSS SECTIONS STA TRK 1 497+00 TO STA TRK 1 497+50
267	XS-258	CROSS SECTIONS STA TRK 1 498+00 TO STA TRK 1 498+50
268	XS-259	CROSS SECTIONS STA TRK 1 499+00 TO STA TRK 1 499+50
269	XS-260	CROSS SECTIONS STA TRK 1 500+00 TO STA TRK 1 500+50
270	XS-261	CROSS SECTIONS STA TRK 1 501+00 TO STA TRK 1 501+50
271	XS-262	CROSS SECTIONS STA TRK 1 502+00 TO STA TRK 1 502+50
272	XS-263	CROSS SECTIONS STA TRK 1 503+00 TO STA TRK 1 503+50
273	XS-264	CROSS SECTIONS STA TRK 1 504+00 TO STA TRK 1 504+50
274	XS-265	CROSS SECTIONS STA TRK 1 505+00 TO STA TRK 1 505+50
275	XS-266	CROSS SECTIONS STA TRK 1 506+00 TO STA TRK 1 506+50
276	XS-267	CROSS SECTIONS STA TRK 1 507+00 TO STA TRK 1 507+50
277	XS-268	CROSS SECTIONS STA TRK 1 508+00 TO STA TRK 1 508+50
278	XS-269	CROSS SECTIONS STA TRK 1 509+00 TO STA TRK 1 509+50
279	XS-270	CROSS SECTIONS STA TRK 1 510+00 TO STA TRK 1 510+50
280	XS-271	CROSS SECTIONS STA TRK 1 511+00 TO STA TRK 1 511+50
281	XS-272	CROSS SECTIONS STA TRK 1 512+00 TO STA TRK 1 512+50
282	XS-273	CROSS SECTIONS STA TRK 1 513+00 TO STA TRK 1 513+50
283	XS-274	CROSS SECTIONS STA TRK 1 514+00 TO STA TRK 1 514+50
284	XS-275	CROSS SECTIONS STA TRK 1 515+00 TO STA TRK 1 515+50
285	XS-276	CROSS SECTIONS STA TRK 1 516+00 TO STA TRK 1 516+50
TRACK CROSS SECTIONS (CONTINUED)		
286	XS-277	CROSS SECTIONS STA TRK 1 517+00 TO STA TRK 1 517+50
287	XS-278	CROSS SECTIONS STA TRK 1 518+00 TO STA TRK 1 518+50
288	XS-279	CROSS SECTIONS STA TRK 1 519+00 TO STA TRK 1 519+50
289	XS-280	CROSS SECTIONS STA TRK 1 520+00 TO STA TRK 1 520+50
290	XS-281	CROSS SECTIONS STA TRK 1 521+00 TO STA TRK 1 521+50
291	XS-282	CROSS SECTIONS STA TRK 1 522+00 TO STA TRK 1 522+50
292	XS-283	CROSS SECTIONS STA TRK 1 523+00 TO STA TRK 1 523+50
293	XS-284	CROSS SECTIONS STA TRK 1 524+00 TO STA TRK 1 524+50
294	XS-285	CROSS SECTIONS STA TRK 1 525+00
295	XS-286	CROSS SECTIONS STA TRK 1 525+50 TO STA TRK 1 526+00
296	XS-287	CROSS SECTIONS STA TRK 1 526+50 TO STA TRK 1 527+00
297	XS-288	CROSS SECTIONS STA TRK 1 527+50 TO STA TRK 1 528+00
298	XS-289	CROSS SECTIONS STA TRK 1 528+50 TO STA TRK 1 529+00
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300	XS-291	CROSS SECTIONS STA TRK 1 530+50 TO STA TRK 1 531+00
301	XS-292	CROSS SECTIONS STA TRK 1 531+50 TO STA TRK 1 532+00
302	XS-293	CROSS SECTIONS STA TRK 1 532+50 TO STA TRK 1 533+00
303	XS-294	CROSS SECTIONS STA TRK 1 533+50 TO STA TRK 1 534+00
304	XS-295	CROSS SECTIONS STA TRK 1 534+50 TO STA TRK 1 535+00
305	XS-296	CROSS SECTIONS STA TRK 1 535+50 TO STA TRK 1 536+00
306	XS-297	CROSS SECTIONS STA TRK 1 536+50 TO STA TRK 1 537+00
307	XS-298	CROSS SECTIONS STA TRK 1 537+50 TO STA TRK 1 538+00
308	XS-299	CROSS SECTIONS STA TRK 1 538+50 TO STA TRK 1 539+00
309	XS-300	CROSS SECTIONS STA TRK 1 539+50 TO STA TRK 1 540+00
310	XS-301	CROSS SECTIONS STA TRK 1 540+50 TO STA TRK 1 541+00
311	XS-302	CROSS SECTIONS STA TRK 1 541+50 TO STA TRK 1 542+00
312	XS-303	CROSS SECTIONS STA TRK 1 542+50 TO STA TRK 1 543+00
313	XS-304	CROSS SECTIONS STA TRK 1 543+50 TO STA TRK 1 544+00
314	XS-305	CROSS SECTIONS STA TRK 1 544+50 TO STA TRK 1 545+00
315	XS-306	CROSS SECTIONS STA TRK 1 545+50 TO STA TRK 1 546+00
316	XS-307	CROSS SECTIONS STA TRK 1 546+50 TO STA TRK 1 547+00
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320	XS-311	CROSS SECTIONS STA TRK 1 550+50 TO STA TRK 1 551+00
321	XS-312	CROSS SECTIONS STA TRK 1 551+50 TO STA TRK 1 552+00
322	XS-313	CROSS SECTIONS STA TRK 1 552+50 TO STA TRK 1 553+00
323	XS-314	CROSS SECTIONS STA TRK 1 553+50 TO STA TRK 1 554+00
324	XS-315	CROSS SECTIONS STA TRK 1 554+50 TO STA TRK 1 555+00
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327	XS-318	CROSS SECTIONS STA TRK 1 557+50 TO STA TRK 1 558+00
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330	XS-321	CROSS SECTIONS STA TRK 1 560+50 TO STA TRK 1 561+00
331	XS-322	CROSS SECTIONS STA TRK 1 561+50 TO STA TRK 1 562+00
332	XS-323	CROSS SECTIONS STA TRK 1 562+50 TO STA TRK 1 563+00
333	XS-324	CROSS SECTIONS STA TRK 1 563+50 TO STA TRK 1 564+00
334	XS-325	CROSS SECTIONS STA TRK 1 564+50 TO STA TRK 1 565+00
335	XS-326	CROSS SECTIONS STA TRK 1 565+50 TO STA TRK 1 566+00
336	XS-327	CROSS SECTIONS STA TRK 1 566+50 TO STA TRK 1 567+00
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339	XS-330	CROSS SECTIONS STA TRK 1 569+50 TO STA TRK 1 570+00
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343	XS-334	CROSS SECTIONS STA TRK 1 573+50 TO STA TRK 1 574+00
344	XS-335	CROSS SECTIONS STA TRK 1 574+50 TO STA TRK 1 575+00
345	XS-336	CROSS SECTIONS STA TRK 1 575+50 TO STA TRK 1 576+00
346	XS-337	CROSS SECTIONS STA TRK 1 576+50 TO STA TRK 1 577+00
347	XS-338	CROSS SECTIONS STA TRK 1 577+50 TO STA TRK 1 578+00
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349	XS-340	CROSS SECTIONS STA TRK 1 579+50 TO STA TRK 1 580+00
350	XS-341	CROSS SECTIONS STA TRK 1 580+50 TO STA TRK 1 581+00
351	XS-342	CROSS SECTIONS STA TRK 1 581+50 TO STA TRK 1 582+00
352	XS-343	CROSS SECTIONS STA TRK 1 582+50 TO STA TRK 1 583+00
353	XS-344	CROSS SECTIONS STA TRK 1 583+50 TO STA TRK 1 584+00
354	XS-345	CROSS SECTIONS STA TRK 1 584+50 TO STA TRK 1 585+00
355	XS-346	CROSS SECTIONS STA TRK 1 585+50 TO STA TRK 1 586+00
356	XS-347	CROSS SECTIONS STA TRK 1 586+50 TO STA TRK 1 587+00
357	XS-348	CROSS SECTIONS STA TRK 1 587+50 TO STA TRK 1 588+00
TRACK CROSS SECTIONS (CONTINUED)		
358	XS-349	CROSS SECTIONS STA TRK 1 588+50 TO STA TRK 1 589+00
359	XS-350	CROSS SECTIONS STA TRK 1 589+50 TO STA TRK 1 590+00
360	XS-351	CROSS SECTIONS STA TRK 1 590+50 TO STA TRK 1 590+50
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362	XS-353	CROSS SECTIONS STA TRK 1 592+00 TO STA TRK 1 592+50
363	XS-354	CROSS SECTIONS STA TRK 1 593+00 TO STA TRK 1 593+50
364	XS-355	CROSS SECTIONS STA TRK 1 594+00 TO STA TRK 1 594+50
365	XS-356	CROSS SECTIONS STA TRK 1 595+00 TO STA TRK 1 595+50
366	XS-357	CROSS SECTIONS STA TRK 1 596+00 TO STA TRK 1 596+50
367	XS-358	CROSS SECTIONS STA TRK 1 597+00 TO STA TRK 1 597+50
368	XS-359	CROSS SECTIONS STA TRK 1 598+00 TO STA TRK 1 598+50
369	XS-360	CROSS SECTIONS STA TRK 1 599+00 TO STA TRK 1 599+50
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373	XS-364	CROSS SECTIONS STA TRK 1 603+00 TO STA TRK 1 604+50
374	XS-365	CROSS SECTIONS STA TRK 1 605+00 TO STA TRK 1 606+50
375	XS-366	CROSS SECTIONS STA TRK 1 607+00 TO STA TRK 1 608+50
376	XS-367	CROSS SECTIONS STA TRK 1 609+00 TO STA TRK 1 610+50
377	XS-368	CROSS SECTIONS STA TRK 1 611+00 TO STA TRK 1 612+50
378	XS-369	CROSS SECTIONS STA TRK 1 613+00 TO STA TRK 1 614+50
379	XS-370	CROSS SECTIONS STA TRK 1 615+00 TO STA TRK 1 616+50
380	XS-371	CROSS SECTIONS STA TRK 1 617+00 TO STA TRK 1 618+50
381	XS-372	CROSS SECTIONS STA TRK 1 619+00 TO STA TRK 1 620+50
382	XS-373	CROSS SECTIONS STA TRK 1 621+00 TO STA TRK 1 622+50
383	XS-374	CROSS SECTIONS STA TRK 1 623+00 TO STA TRK 1 624+50
384	XS-375	CROSS SECTIONS STA TRK 1 625+00 TO STA TRK 1 626+50
385	XS-376	CROSS SECTIONS STA TRK 1 627+00 TO STA TRK 1 628+50
386	XS-377	CROSS SECTIONS STA TRK 1 629+00 TO STA TRK 1 630+50
387	XS-378	CROSS SECTIONS STA TRK 1 631+00 TO STA TRK 1 632+50
388	XS-379	CROSS SECTIONS STA TRK 1 633+00 TO STA TRK 1 634+50
389	XS-380	CROSS SECTIONS STA TRK 1 635+00 TO STA TRK 1 636+50
390	XS-381	CROSS SECTIONS STA TRK 1 637+00 TO STA TRK 1 638+50
391	XS-382	CROSS SECTIONS STA TRK 1 639+00 TO STA TRK 1 640+50
392	XS-383	CROSS SECTIONS STA TRK 1 641+00 TO STA TRK 1 642+50
393	XS-384	CROSS SECTIONS STA TRK 1 643+00 TO STA TRK 1 644+50
394	XS-385	CROSS SECTIONS STA TRK 1 645+00 TO STA TRK 1 646+50
395	XS-386	CROSS SECTIONS STA TRK 1 647+00 TO STA TRK 1 648+50
396	XS-387	CROSS SECTIONS STA TRK 1 649+00 TO STA TRK 1 650+50
397	XS-388	CROSS SECTIONS STA TRK 1 651+00 TO STA TRK 1 652+50
398	XS-389	CROSS SECTIONS STA TRK 1 653+00 TO STA TRK 1 654+50
399	XS-390	CROSS SECTIONS STA TRK 1 655+00 TO STA TRK 1 656+50
400	XS-391	CROSS SECTIONS STA TRK 1 657+00 TO STA TRK 1 658+50
401	XS-392	CROSS SECTIONS STA TRK 1 659+00 TO STA TRK 1 660+50
402	XS-393	CROSS SECTIONS STA TRK 1 661+00 TO STA TRK 1 662+50
403	XS-394	CROSS SECTIONS STA TRK 1 663+00 TO STA TRK 1 664+50
404	XS-395	CROSS SECTIONS STA TRK 1 665+00 TO STA TRK 1 666+50
405	XS-396	CROSS SECTIONS STA TRK 1 667+00 TO STA TRK 1 668+00
406	XS-397	CROSS SECTIONS STA TRK 1 668+50 TO STA TRK 1 670+00
407	XS-398	CROSS SECTIONS STA TRK 1 670+50 TO STA TRK 1 672+00
408	XS-399	CROSS SECTIONS STA TRK 1 672+50 TO STA TRK 1 674+00
409	XS-400	CROSS SECTIONS STA TRK 1 674+50 TO STA TRK 1 676+00
410	XS-401	CROSS SECTIONS STA TRK 1 676+50 TO STA TRK 1 678+00
411	XS-402	CROSS SECTIONS STA TRK 1 678+50 TO STA TRK 1 680+00
412	XS-403	CROSS SECTIONS STA TRK 1 680+50 TO STA TRK 1 682+00
413	XS-404	CROSS SECTIONS STA TRK 1 682+50 TO STA TRK 1 684+00
414	XS-405	CROSS SECTIONS STA TRK 1 684+50 TO STA TRK 1 686+00
415	XS-406	CROSS SECTIONS STA TRK 1 686+50 TO STA TRK 1 688+00
416	XS-407	CROSS SECTIONS STA TRK 1 688+50 TO STA TRK 1 690+00
417	XS-408	CROSS SECTIONS STA TRK 1 690+50 TO STA TRK 1 692+00
418	XS-409	CROSS SECTIONS STA TRK 1 692+50 TO STA TRK 1 694+00
419	XS-410	CROSS SECTIONS STA TRK 1 694+50 TO STA TRK 1 696+00
420	XS-411	CROSS SECTIONS STA TRK 1 696+50 TO STA TRK 1 698+00
421	XS-412	CROSS SECTIONS STA TRK 1 698+50 TO STA TRK 1 700+00
422	XS-413	CROSS SECTIONS STA TRK 1 700+50 TO STA TRK 1 702+00
423	XS-414	CROSS SECTIONS STA TRK 1 702+50 TO STA TRK 1 704+00
424	XS-415	CROSS SECTIONS STA TRK 1 704+50 TO STA TRK 1 705+00
425	XS-416	CROSS SECTIONS STA TRK 1 705+50 TO STA TRK 1 707+00
426	XS-417	CROSS SECTIONS STA TRK 1 707+50 TO STA TRK 1 709+00
427	XS-418	CROSS SECTIONS STA TRK 1 709+50 TO STA TRK 1 711+00
428	XS-419	CROSS SECTIONS STA TRK 1 711+50 TO STA TRK 1 713+00
429	XS-420	CROSS SECTIONS STA TRK 1 713+50 TO STA TRK 1 715+00

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 2
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1202
SHEET NO. 10 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0131989\1042pGI1101.dgn
12/11/2013

INDEX OF DRAWINGS - VOLUME 2

SHEET NO.	DWG. NO.	DESCRIPTION
TRACK CROSS SECTIONS (CONTINUED)		
430	XS-421	CROSS SECTIONS STA TRK 1 715+50 TO STA TRK 1 716+00
431	XS-422	CROSS SECTIONS STA TRK 1 716+50 TO STA TRK 1 717+00
432	XS-423	CROSS SECTIONS STA TRK 1 717+50 TO STA TRK 1 719+00
433	XS-424	CROSS SECTIONS STA TRK 1 719+50 TO STA TRK 1 721+00
434	XS-425	CROSS SECTIONS STA TRK 1 721+50 TO STA TRK 1 723+00
435	XS-426	CROSS SECTIONS STA TRK 1 723+50 TO STA TRK 1 725+00
436	XS-427	CROSS SECTIONS STA TRK 1 725+50 TO STA TRK 1 727+00
437	XS-428	CROSS SECTIONS STA TRK 1 727+50 TO STA TRK 1 729+00
438	XS-429	CROSS SECTIONS STA TRK 1 729+50 TO STA TRK 1 731+00
439	XS-430	CROSS SECTIONS STA TRK 1 731+50 TO STA TRK 1 733+00
440	XS-431	CROSS SECTIONS STA TRK 1 733+50 TO STA TRK 1 735+00
441	XS-432	CROSS SECTIONS STA TRK 1 735+50 TO STA TRK 1 737+00
442	XS-433	CROSS SECTIONS STA TRK 1 737+50 TO STA TRK 1 739+00
443	XS-434	CROSS SECTIONS STA TRK 1 739+50 TO STA TRK 1 741+00
444	XS-435	CROSS SECTIONS STA TRK 1 741+50 TO STA TRK 1 743+00
445	XS-436	CROSS SECTIONS STA TRK 1 743+50 TO STA TRK 1 745+00
446	XS-437	CROSS SECTIONS STA TRK 1 745+50 TO STA TRK 1 747+00
447	XS-438	CROSS SECTIONS STA TRK 1 747+50 TO STA TRK 1 749+00
448	XS-439	CROSS SECTIONS STA TRK 1 749+50 TO STA TRK 1 751+00
449	XS-440	CROSS SECTIONS STA TRK 1 751+50 TO STA TRK 1 752+00
450	XS-441	CROSS SECTIONS STA TRK 1 752+50 TO STA TRK 1 753+50
451	XS-442	CROSS SECTIONS STA TRK 1 754+00 TO STA TRK 1 755+00
452	XS-443	CROSS SECTIONS STA TRK 1 755+50 TO STA TRK 1 756+50
453	XS-444	CROSS SECTIONS STA TRK 1 757+00 TO STA TRK 1 758+50
454	XS-445	CROSS SECTIONS STA TRK 1 759+00 TO STA TRK 1 760+50
455	XS-446	CROSS SECTIONS STA TRK 1 761+00 TO STA TRK 1 762+50
456	XS-447	CROSS SECTIONS STA TRK 1 763+00 TO STA TRK 1 764+50
457	XS-448	CROSS SECTIONS STA TRK 1 765+00 TO STA TRK 1 766+50
458	XS-449	CROSS SECTIONS STA TRK 1 767+00 TO STA TRK 1 768+50
459	XS-450	CROSS SECTIONS STA TRK 1 769+00 TO STA TRK 1 770+50
460	XS-451	CROSS SECTIONS STA TRK 1 771+00 TO STA TRK 1 772+50
461	XS-452	CROSS SECTIONS STA TRK 1 773+00 TO STA TRK 1 774+50
462	XS-453	CROSS SECTIONS STA TRK 1 775+00 TO STA TRK 1 776+50
463	XS-454	CROSS SECTIONS STA TRK 1 777+00 TO STA TRK 1 778+50
464	XS-455	CROSS SECTIONS STA TRK 1 779+00 TO STA TRK 1 779+50
465	XS-456	CROSS SECTIONS STA TRK 1 780+00 TO STA TRK 1 780+50
466	XS-457	CROSS SECTIONS STA TRK 1 781+00 TO STA TRK 1 781+50
467	XS-458	CROSS SECTIONS STA TRK 1 782+00 TO STA TRK 1 782+50
468	XS-459	CROSS SECTIONS STA TRK 1 783+00
469	XS-460	CROSS SECTIONS STA TRK 1 783+50
470	XS-461	CROSS SECTIONS STA TRK 1 784+00
471	XS-462	CROSS SECTIONS STA TRK 1 784+50
472	XS-463	CROSS SECTIONS STA TRK 1 785+00
473	XS-464	CROSS SECTIONS STA TRK 1 785+50
474	XS-465	CROSS SECTIONS STA TRK 1 786+00 TO STA TRK 1 786+50
475	XS-466	CROSS SECTIONS STA TRK 1 787+00 TO STA TRK 1 787+50
476	XS-467	CROSS SECTIONS STA TRK 1 788+00 TO STA TRK 1 788+50
477	XS-468	CROSS SECTIONS STA TRK 1 789+00 TO STA TRK 1 789+50
478	XS-469	CROSS SECTIONS STA TRK 1 790+00 TO STA TRK 1 790+50
479	XS-470	CROSS SECTIONS STA TRK 1 791+00 TO STA TRK 1 791+50
480	XS-471	CROSS SECTIONS STA TRK 1 792+00
481	XS-472	CROSS SECTIONS STA TRK 1 792+50 TO STA TRK 1 794+00
482	XS-473	CROSS SECTIONS STA TRK 1 794+50 TO STA TRK 1 796+00
483	XS-474	CROSS SECTIONS STA TRK 1 796+50 TO STA TRK 1 798+00
484	XS-475	CROSS SECTIONS STA TRK 1 798+50 TO STA TRK 1 800+00
485	XS-476	CROSS SECTIONS STA TRK 1 800+50 TO STA TRK 1 802+00
486	XS-477	CROSS SECTIONS STA TRK 1 802+50 TO STA TRK 1 804+00
487	XS-478	CROSS SECTIONS STA TRK 1 804+50 TO STA TRK 1 806+00
488	XS-479	CROSS SECTIONS STA TRK 1 806+50 TO STA TRK 1 808+00
489	XS-480	CROSS SECTIONS STA TRK 1 808+50 TO STA TRK 1 810+00
490	XS-481	CROSS SECTIONS STA TRK 1 810+50 TO STA TRK 1 812+00
491	XS-482	CROSS SECTIONS STA TRK 1 812+50 TO STA TRK 1 814+00
492	XS-483	CROSS SECTIONS STA TRK 1 814+50 TO STA TRK 1 816+00
493	XS-484	CROSS SECTIONS STA TRK 1 816+50 TO STA TRK 1 818+00
494	XS-485	CROSS SECTIONS STA TRK 1 818+50 TO STA TRK 1 820+00
495	XS-486	CROSS SECTIONS STA TRK 1 820+50 TO STA TRK 1 822+00
496	XS-487	CROSS SECTIONS STA TRK 1 822+50 TO STA TRK 1 824+00
497	XS-488	CROSS SECTIONS STA TRK 1 824+50 TO STA TRK 1 826+00
498	XS-489	CROSS SECTIONS STA TRK 1 826+50 TO STA TRK 1 827+00
499	XS-490	CROSS SECTIONS STA TRK 1 827+50 TO STA TRK 1 828+00
500	XS-491	CROSS SECTIONS STA TRK 1 828+50 TO STA TRK 1 829+00
501	XS-492	CROSS SECTIONS STA TRK 1 829+50 TO STA TRK 1 830+00

SHEET NO.	DWG. NO.	DESCRIPTION
TRACK CROSS SECTIONS (CONTINUED)		
502	XS-493	CROSS SECTIONS STA TRK 1 830+50 TO STA TRK 1 831+00
503	XS-494	CROSS SECTIONS STA TRK 1 831+50 TO STA TRK 1 832+00
504	XS-495	CROSS SECTIONS STA TRK 1 832+50 TO STA TRK 1 833+00
505	XS-496	CROSS SECTIONS STA TRK 1 833+50 TO STA TRK 1 834+00
506	XS-497	CROSS SECTIONS STA TRK 1 834+50 TO STA TRK 1 835+00
507	XS-498	CROSS SECTIONS STA TRK 1 835+50 TO STA TRK 1 836+00
508	XS-499	CROSS SECTIONS STA TRK 1 836+50 TO STA TRK 1 837+00
509	XS-500	CROSS SECTIONS STA TRK 1 837+50 TO STA TRK 1 838+00
510	XS-501	CROSS SECTIONS STA TRK 1 838+50 TO STA TRK 1 839+00
511	XS-502	CROSS SECTIONS STA TRK 1 839+50 TO STA TRK 1 840+00
512	XS-503	CROSS SECTIONS STA TRK 1 840+50 TO STA TRK 1 841+00
513	XS-504	CROSS SECTIONS STA TRK 1 841+50 TO STA TRK 1 842+00
514	XS-505	CROSS SECTIONS STA TRK 1 842+50 TO STA TRK 1 843+00
515	XS-506	CROSS SECTIONS STA TRK 1 843+50 TO STA TRK 1 844+00
516	XS-507	CROSS-SECTIONS STA TRK 1 844+50 TO STA TRK 1 846+00
517	XS-508	CROSS SECTIONS STA TRK 1 846+50 TO STA TRK 1 848+00
518	XS-509	CROSS SECTIONS STA TRK 1 848+50 TO STA TRK 1 850+00
519	XS-510	CROSS SECTIONS STA TRK 1 850+50 TO STA TRK 1 852+00
520	XS-511	CROSS SECTIONS STA TRK 1 852+50 TO STA TRK 1 854+00
521	XS-512	CROSS SECTIONS STA TRK 1 854+50 TO STA TRK 1 856+00
522	XS-513	CROSS SECTIONS STA TRK 1 856+50 TO STA TRK 1 858+00
523	XS-514	CROSS SECTIONS STA TRK 1 858+50 TO STA TRK 1 860+00
524	XS-515	CROSS SECTIONS STA TRK 1 860+50 TO STA TRK 1 862+00
525	XS-516	CROSS SECTIONS STA TRK 1 862+50 TO STA TRK 1 864+00
526	XS-517	CROSS SECTIONS STA TRK 1 864+50 TO STA TRK 1 866+00
527	XS-518	CROSS SECTIONS STA TRK 1 866+50 TO STA TRK 1 868+00
528	XS-519	CROSS SECTIONS STA TRK 1 868+50 TO STA TRK 1 870+00
529	XS-520	CROSS SECTIONS STA TRK 1 870+50 TO STA TRK 1 872+00
530	XS-521	CROSS SECTIONS STA TRK 1 872+50 TO STA TRK 1 874+00
531	XS-522	CROSS SECTIONS STA TRK 1 874+50 TO STA TRK 1 876+00
532	XS-523	CROSS SECTIONS STA TRK 1 876+50 TO STA TRK 1 877+50
533	XS-524	CROSS SECTIONS STA TRK 1 878+00 TO STA TRK 1 879+00
534	XS-525	CROSS SECTIONS STA TRK 1 879+50 TO STA TRK 1 881+00
535	XS-526	CROSS SECTIONS STA TRK 1 881+50 TO STA TRK 1 883+00
536	XS-527	CROSS SECTIONS STA TRK 1 883+50 TO STA TRK 1 885+00
537	XS-528	CROSS SECTIONS STA TRK 1 885+50 TO STA TRK 1 887+00
538	XS-529	CROSS SECTIONS STA TRK 1 887+50 TO STA TRK 1 889+00
539	XS-530	CROSS SECTIONS STA TRK 1 889+50 TO STA TRK 1 891+00
540	XS-531	CROSS SECTIONS STA TRK 1 891+50 TO STA TRK 1 893+00
541	XS-532	CROSS SECTIONS STA TRK 1 893+50 TO STA TRK 1 895+00
542	XS-533	CROSS SECTIONS STA TRK 1 895+50 TO STA TRK 1 897+00
543	XS-534	CROSS SECTIONS STA TRK 1 897+50 TO STA TRK 1 899+00
544	XS-535	CROSS SECTIONS STA TRK 1 899+50 TO STA TRK 1 901+00
545	XS-536	CROSS SECTIONS STA TRK 1 901+50 TO STA TRK 1 903+00
546	XS-537	CROSS SECTIONS STA TRK 1 903+50 TO STA TRK 1 905+00
547	XS-538	CROSS SECTIONS STA TRK 1 905+50 TO STA TRK 1 907+00
548	XS-539	CROSS SECTIONS STA TRK 1 907+50 TO STA TRK 1 909+00
549	XS-540	CROSS SECTIONS STA TRK 1 909+50 TO STA TRK 1 911+00
550	XS-541	CROSS SECTIONS STA TRK 1 911+50 TO STA TRK 1 912+00
551	XS-542	CROSS SECTIONS STA TRK 1 912+50 TO STA TRK 1 913+50
552	XS-543	CROSS SECTIONS STA TRK 1 914+00 TO STA TRK 1 915+50
553	XS-544	CROSS SECTIONS STA TRK 1 916+00 TO STA TRK 1 917+50
554	XS-545	CROSS SECTIONS STA TRK 1 918+00 TO STA TRK 1 919+50
555	XS-546	CROSS SECTIONS STA TRK 1 920+00 TO STA TRK 1 921+50
556	XS-547	CROSS SECTIONS STA TRK 1 922+00 TO STA TRK 1 923+50
557	XS-548	CROSS SECTIONS STA TRK 1 924+00 TO STA TRK 1 925+50
558	XS-549	CROSS SECTIONS STA TRK 1 926+00 TO STA TRK 1 927+50
559	XS-550	CROSS SECTIONS STA TRK 1 928+00 TO STA TRK 1 929+50
560	XS-551	CROSS SECTIONS STA TRK 1 930+00 TO STA TRK 1 931+50
561	XS-552	CROSS SECTIONS STA TRK 1 932+00 TO STA TRK 1 933+50
562	XS-553	CROSS SECTIONS STA TRK 1 934+00 TO STA TRK 1 935+50
563	XS-554	CROSS SECTIONS STA TRK 1 936+00 TO STA TRK 1 937+50
564	XS-555	CROSS SECTIONS STA TRK 1 938+00 TO STA TRK 1 939+50
565	XS-556	CROSS SECTIONS STA TRK 1 940+00 TO STA TRK 1 941+50
566	XS-557	CROSS SECTIONS STA TRK 1 942+00 TO STA TRK 1 943+50
567	XS-558	CROSS SECTIONS STA TRK 1 944+00 TO STA TRK 1 945+50
568	XS-559	CROSS SECTIONS STA TRK 1 946+00 TO STA TRK 1 947+50
569	XS-560	CROSS SECTIONS STA TRK 1 948+00 TO STA TRK 1 949+50
570	XS-561	CROSS SECTIONS STA TRK 1 950+00 TO STA TRK 1 950+50
571	XS-562	CROSS SECTIONS STA TRK 1 951+00 TO STA TRK 1 951+50
572	XS-563	CROSS SECTIONS STA TRK 1 952+00 TO STA TRK 1 952+50
573	XS-564	CROSS SECTIONS STA TRK 1 953+00 TO STA TRK 1 953+50

SHEET NO.	DWG. NO.	DESCRIPTION
TRACK CROSS SECTIONS (CONTINUED))		
574	XS-565	CROSS SECTIONS STA TRK 1 954+00 TO STA TRK 1 954+50
575	XS-566	CROSS SECTIONS STA TRK 1 955+00 TO STA TRK 1 955+50
576	XS-567	CROSS SECTIONS STA TRK 1 956+00 TO STA TRK 1 956+50
577	XS-568	CROSS SECTIONS STA TRK 1 957+00 TO STA TRK 1 957+50
578	XS-569	CROSS SECTIONS STA TRK 1 958+00 TO STA TRK 1 958+50
579	XS-570	CROSS SECTIONS STA TRK 1 959+00 TO STA TRK 1 959+50
580	XS-571	CROSS SECTIONS STA TRK 1 960+00 TO STA TRK 1 960+50
581	XS-572	CROSS SECTIONS STA TRK 1 961+00 TO STA TRK 1 961+50
582	XS-573	CROSS SECTIONS STA TRK 1 962+00 TO STA TRK 1 962+50
583	XS-574	CROSS SECTIONS STA TRK 1 963+00
584	XS-575	CROSS SECTIONS STA TRK 9 901+00 TO STA TRK 9 902+00
585	XS-576	CROSS SECTIONS STA TRK 9 903+00 TO STA TRK 9 904+00
586	XS-577	CROSS SECTIONS STA TRK 9 905+00 TO STA TRK 9 906+00
587	XS-578	CROSS SECTIONS STA TRK 9 907+00 TO STA TRK 9 908+00
588	XS-579	CROSS SECTIONS STA TRK 9 909+00 TO STA TRK 9 910+00
589	XS-580	CROSS SECTIONS STA TRK 9 911+00 TO STA TRK 9 912+00
590	XS-581	CROSS SECTIONS STA TRK 9 913+00 TO STA TRK 9 914+00
591	XS-582	CROSS SECTIONS STA TRK 9 915+00 TO STA TRK 9 916+00
592	XS-583	CROSS SECTIONS STA TRK 9 917+00 TO STA TRK 9 918+00
593	XS-584	CROSS SECTIONS STA TRK 9 919+00 TO STA TRK 9 920+00
594	XS-585	CROSS SECTIONS STA TRK 9 921+00
TRACK CROSS SECTIONS - DRIVEWAYS		
595	XS-586	DRIVEWAY CROSS SECTIONS STA TRK 1 359+45 TO STA TRK 1 361+33
596	XS-587	DRIVEWAY CROSS SECTIONS STA TRK 1 362+11 TO STA TRK 1 365+37
597	XS-588	DRIVEWAY CROSS SECTIONS STA TRK 1 365+82 TO STA TRK 1 367+52
598	XS-589	DRIVEWAY CROSS SECTIONS STA TRK 1 368+04 TO STA TRK 1 371+61
599	XS-590	DRIVEWAY CROSS SECTIONS STA TRK 1 374+97 TO STA TRK 1 376+99
600	XS-591	DRIVEWAY CROSS SECTIONS STA TRK 1 379+13 TO STA TRK 1 385+42
601	XS-592	DRIVEWAY CROSS SECTIONS STA TRK 1 385+57 TO STA TRK 1 388+02
602	XS-593	DRIVEWAY CROSS SECTIONS STA TRK 1 389+05 TO STA TRK 1 392+44
603	XS-594	DRIVEWAY CROSS SECTIONS STA TRK 1 393+34 TO STA TRK 1 403+31
604	XS-595	DRIVEWAY CROSS SECTIONS STA TRK 1 424+00 TO STA TRK 1 437+86
605	XS-596	DRIVEWAY CROSS SECTIONS STA TRK 1 441+06 TO STA TRK 1 443+62
606	XS-597	DRIVEWAY CROSS SECTIONS STA TRK 1 444+49 TO STA TRK 1 444+99
607	XS-598	DRIVEWAY CROSS SECTIONS STA TRK 1 445+49 TO STA TRK 1 448+39
608	XS-599	DRIVEWAY CROSS SECTIONS STA TRK 1 449+50 TO STA TRK 1 449+80
609	XS-600	DRIVEWAY CROSS SECTIONS STA TRK 1 452+70 TO STA TRK 1 455+85
610	XS-601	DRIVEWAY CROSS SECTIONS STA TRK 1 456+70 TO STA TRK 1 457+25
611	XS-602	DRIVEWAY CROSS SECTIONS STA TRK 1 460+20 TO STA TRK 1 460+70
612	XS-603	DRIVEWAY CROSS SECTIONS STA TRK 1 464+25 TO STA TRK 1 465+80
613	XS-604	DRIVEWAY CROSS SECTIONS STA TRK 1 466+30 TO STA TRK 1 466+70
614	XS-605	DRIVEWAY CROSS SECTIONS STA TRK 1 467+25 TO STA TRK 1 468+20
615	XS-606	DRIVEWAY CROSS SECTIONS STA TRK 1 469+80 TO STA TRK 1 470+80
616	XS-607	DRIVEWAY CROSS SECTIONS STA TRK 1 471+50 TO STA TRK 1 472+30
617	XS-608	DRIVEWAY CROSS SECTIONS STA TRK 1 473+50 TO STA TRK 1 476+30
618	XS-609	DRIVEWAY CROSS SECTIONS STA TRK 1 478+50 TO STA TRK 1 480+75
619	XS-610	DRIVEWAY CROSS SECTIONS STA TRK 1 482+85 TO STA TRK 1 484+30
620	XS-611	DRIVEWAY CROSS SECTIONS STA TRK 1 485+30 TO STA TRK 1 485+70
621	XS-612	DRIVEWAY CROSS SECTIONS STA TRK 1 487+00 TO STA TRK 1 487+75
622	XS-613	DRIVEWAY CROSS SECTIONS STA TRK 1 490+70 TO STA TRK 1 496+00
623	XS-614	DRIVEWAY CROSS SECTIONS STA TRK 1 498+75 TO STA TRK 1 499+30
624	XS-615	DRIVEWAY CROSS SECTIONS STA TRK 1 502+25 TO STA TRK 1 502+75
625	XS-616	DRIVEWAY CROSS SECTIONS STA TRK 1 505+80 TO STA TRK 1 507+70
626	XS-617	DRIVEWAY CROSS SECTIONS STA TRK 1 509+20 TO STA TRK 1 513+20
627	XS-618	DRIVEWAY CROSS SECTIONS STA TRK 1 514+25 TO STA TRK 1 517+50
628	XS-619	DRIVEWAY CROSS SECTIONS STA TRK 1 520+70 TO STA TRK 1 523+20
629	XS-620	DRIVEWAY CROSS SECTIONS STA TRK 1 523+80 TO STA TRK 1 526+00
630	XS-621	DRIVEWAY CROSS SECTIONS STA TRK 1 528+30 TO STA TRK 1 528+75
631	XS-622	DRIVEWAY CROSS SECTIONS STA TRK 1 529+30 TO STA TRK 1 529+75
632	XS-623	DRIVEWAY CROSS SECTIONS STA TRK 1 531+65 TO STA TRK 1 532+75
633	XS-624	DRIVEWAY CROSS SECTIONS STA TRK 1 535+80 TO STA TRK 1 537+75
634	XS-625	DRIVEWAY CROSS SECTIONS STA TRK 1 540+30 TO STA TRK 1 540+70
635	XS-626	DRIVEWAY CROSS SECTIONS STA TRK 1 542+20 TO STA TRK 1 544+75
636	XS-627	DRIVEWAY CROSS SECTIONS STA TRK 1 547+75 TO STA TRK 1 549+75
637	XS-628	DRIVEWAY CROSS SECTIONS STA TRK 1 551+75 TO STA TRK 1 553+30
638	XS-629	DRIVEWAY CROSS SECTIONS STA TRK 1 558+70 TO STA TRK 1 572+85
639	XS-630	DRIVEWAY CROSS SECTIONS STA TRK 1 582+75 TO STA TRK 1 584+70
640	XS-631	DRIVEWAY CROSS SECTIONS STA TRK 1 591+00 TO STA TRK 1 594+50
641	XS-632	DRIVEWAY CROSS SECTIONS STA TRK 1 596+60 TO STA TRK 1 597+35
642	XS-633	DRIVEWAY CROSS SECTIONS STA TRK 1 598+80 TO STA TRK 1 599+35

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 2
SHEET 3

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1203
SHEET NO. 11 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 2

SHEET NO.	DWG. NO.	DESCRIPTION
TRACK CROSS SECTIONS - DRIVEWAYS (CONTINUED)		
643	XS-634	DRIVEWAY CROSS SECTIONS STA TRK 1 607+20 TO STA TRK 1 615+85
644	XS-635	DRIVEWAY CROSS SECTIONS STA TRK 1 620+20 TO STA TRK 1 623+00
645	XS-636	DRIVEWAY CROSS SECTIONS STA TRK 1 627+50 TO STA TRK 1 630+80
646	XS-637	DRIVEWAY CROSS SECTIONS STA TRK 1 638+95 TO STA TRK 1 641+50
647	XS-638	DRIVEWAY CROSS SECTIONS STA TRK 1 649+30 TO STA TRK 1 653+89
648	XS-639	DRIVEWAY CROSS SECTIONS STA TRK 1 659+00 TO STA TRK 1 663+22
649	XS-640	DRIVEWAY CROSS SECTIONS STA TRK 1 665+25 TO STA TRK 1 681+10
650	XS-641	DRIVEWAY CROSS SECTIONS STA TRK 1 693+50 TO STA TRK 1 720+80
651	XS-642	DRIVEWAY CROSS SECTIONS STA TRK 1 733+50 TO STA TRK 1 745+00
652	XS-643	DRIVEWAY CROSS SECTIONS STA TRK 1 760+80 TO STA TRK 1 761+50
653	XS-644	DRIVEWAY CROSS SECTIONS STA TRK 1 762+35 TO STA TRK 1 762+85
654	XS-645	DRIVEWAY CROSS SECTIONS STA TRK 1 763+60 TO STA TRK 1 764+50
655	XS-646	DRIVEWAY CROSS SECTIONS STA TRK 1 765+25 TO STA TRK 1 766+15
656	XS-647	DRIVEWAY CROSS SECTIONS STA TRK 1 766+80 TO STA TRK 1 768+15
657	XS-648	DRIVEWAY CROSS SECTIONS STA TRK 1 768+75 TO STA TRK 1 769+20
658	XS-649	DRIVEWAY CROSS SECTIONS STA TRK 1 768+60 TO STA TRK 1 771+00
659	XS-650	DRIVEWAY CROSS SECTIONS STA TRK 1 771+85 TO STA TRK 1 772+40
660	XS-651	DRIVEWAY CROSS SECTIONS STA TRK 1 773+00 TO STA TRK 1 773+25
661	XS-652	DRIVEWAY CROSS SECTIONS STA TRK 1 774+00 TO STA TRK 1 775+50
662	XS-653	DRIVEWAY CROSS SECTIONS STA TRK 1 777+25 TO STA TRK 1 777+75
663	XS-654	DRIVEWAY CROSS SECTIONS STA TRK 1 778+50 TO STA TRK 1 779+50
664	XS-655	DRIVEWAY CROSS SECTIONS STA TRK 1 780+00 TO STA TRK 1 782+00
665	XS-656	DRIVEWAY CROSS SECTIONS STA TRK 1 782+75 TO STA TRK 1 812+25
666	XS-657	DRIVEWAY CROSS SECTIONS STA TRK 1 821+00 TO STA TRK 1 826+00
667	XS-658	DRIVEWAY CROSS SECTIONS STA TRK 1 830+50 TO STA TRK 1 832+50
668	XS-659	DRIVEWAY CROSS SECTIONS STA TRK 1 837+00 TO STA TRK 1 841+00
669	XS-660	DRIVEWAY CROSS SECTIONS STA TRK 1 842+50 TO STA TRK 1 887+00
670	XS-661	DRIVEWAY CROSS SECTIONS STA TRK 1 903+50 TO STA TRK 1 904+00
671	XS-662	DRIVEWAY CROSS SECTIONS STA TRK 1 923+00 TO STA TRK 1 935+25
672	XS-663	DRIVEWAY CROSS SECTIONS STA TRK 1 945+50 TO STA TRK 1 947+20
ROADWAY CROSS SECTIONS		
673	XS-664	CROSS SECTIONS - NEWDALE RD STA 1010+10 TO STA 1012+50
674	XS-665	CROSS SECTIONS - NEWDALE RD STA 1013+00 TO STA 1015+50
675	XS-666	CROSS SECTIONS - NEWDALE RD STA 1016+00 TO STA 1016+50
676	XS-667	CROSS SECTIONS - JONES MILL RD STA 1030+84 TO STA 1033+00
677	XS-668	CROSS SECTIONS - JONES MILL RD STA 1033+50 TO STA 1034+50
678	XS-669	CROSS SECTIONS - LYTTONSVILLE PL STA 1053+58 TO STA 1054+50
679	XS-670	CROSS SECTIONS - LYTTONSVILLE PL STA 1055+00 TO STA 1056+50
680	XS-671	CROSS SECTIONS - LYTTONSVILLE PL STA 1057+00 TO STA 1058+50
681	XS-672	CROSS SECTIONS - BROOKVILLE RD STA 1601+00 TO STA 1603+50
682	XS-673	CROSS SECTIONS - BROOKVILLE RD STA 1604+00 TO STA 1606+50
683	XS-674	CROSS SECTIONS - BROOKVILLE RD STA 1607+00 TO STA 1609+50
684	XS-675	CROSS SECTIONS - BROOKVILLE RD STA 1610+00 TO STA 1612+50
685	XS-676	CROSS SECTIONS - BROOKVILLE RD STA 1613+00 TO STA 1614+00
686	XS-677	CROSS SECTIONS - STEWART AVE STA 2010+23 TO STA 2012+00
687	XS-678	CROSS SECTIONS - STEWART AVE STA 2012+50 TO STA 2015+00
688	XS-679	CROSS SECTIONS - CAMPANARO DRIVEWAY STA 2020+00 TO STA 2022+00
689	XS-680	CROSS SECTIONS - CAMPANARO DRIVEWAY STA 2022+50 TO STA 2025+00
690	XS-681	CROSS SECTIONS - CAMPANARO DRIVEWAY STA 2025+00 TO STA 2026+29
691	XS-682	CROSS SECTIONS - TALBOT AVE STA 2030+00 TO STA 2032+50
692	XS-683	CROSS SECTIONS - TALBOT AVE STA 2033+00 TO STA 2035+00
693	XS-684	CROSS SECTIONS - TALBOT AVE STA 2035+50 TO STA 2037+00
694	XS-685	CROSS SECTIONS - TALBOT AVE STA 2037+50 TO STA 2039+00
695	XS-686	CROSS SECTIONS - LANIER DR STA 2050+78 TO STA 2051+39
696	XS-687	CROSS SECTIONS - 4TH AVE STA 2060+00 TO STA 2061+50
697	XS-688	CROSS SECTIONS - 4TH AVE STA 2062+00 TO STA 2063+30
698	XS-689	CROSS SECTIONS - 16 ST STA 14+40 TO STA 15+50
699	XS-690	CROSS SECTIONS - 16 ST STA 16+00 TO STA 17+50
700	XS-691	CROSS SECTIONS - 16TH ST STA 18+00 TO STA 19+50
701	XS-692	CROSS SECTIONS - 16TH ST STA 20+00 TO STA 20+75
702	XS-693	CROSS SECTIONS - SPRING ST STA 2079+50 TO STA 2081+50
703	XS-694	CROSS SECTIONS - SPRING ST STA 2082+00 TO STA 2083+50
704	XS-695	CROSS SECTIONS - SPRING ST STA 2084+00 TO STA 2085+50
705	XS-696	CROSS SECTIONS - SPRING ST STA 2086+00 TO STA 2086+65
706	XS-697	CROSS SECTIONS - ACP ENTRANCE STA 8033+50 TO STA 8035+00
707	XS-698	CROSS SECTIONS - ACP ENTRANCE STA 8033+50 TO STA 8508+50
708	XS-699	CROSS SECTIONS - QUESADA RD CONN STA 8120+50 TO STA 8123+00
709	XS-700	CROSS SECTIONS - QUESADA ROAD STA 8500+50 TO STA 8503+00
710	XS-701	CROSS SECTIONS - QUESADA ROAD STA 8503+50 TO STA 8506+00
711	XS-702	CROSS SECTIONS - QUESADA ROAD STA 8506+50 TO STA 8508+72
ROADWAY CROSS SECTIONS (CONTINUED)		
712	XS-703	CROSS SECTIONS - MD 201 (KENILWORTH AVE) STA 8110+00 TO STA 8112+50
713	XS-704	CROSS SECTIONS - MD 201 (KENILWORTH AVE) STA 8113+00 TO STA 8114+00
714	XS-705	CROSS SECTIONS - MD 201 (KENILWORTH AVE) STA 8600+00 TO STA 8601+50
715	XS-706	CROSS SECTIONS - MD 201 (KENILWORTH AVE) STA 8602+00 TO STA 8604+00
716	XS-707	CROSS SECTIONS - MUSTANG DRIVE STA 8211+00 TO STA 8213+50
717	XS-708	CROSS SECTIONS - REFRESHING SPRINGS ENTR STA 8220+00 TO STA 8222+50
718	XS-709	CROSS SECTIONS - EASTPINE DRIVE STA 8251+00 TO STA 8253+50
719	XS-710	CROSS SECTIONS - EASTPINE DRIVE STA 8254+00 TO STA 8254+50
720	XS-711	CROSS SECTIONS - EASTPINES ENTRANCE STA 8360+50 TO STA 8361+50
721	XS-712	CROSS SECTIONS - MD 410 (RIVERDALE ROAD) STA 8710+00 TO STA 8712+50
722	XS-713	CROSS SECTIONS - MD 410 (RIVERDALE ROAD) STA 8713+00 TO STA 8715+50
723	XS-714	CROSS SECTIONS - MD 410 (RIVERDALE ROAD) STA 8716+00
724	XS-715	CROSS SECTIONS - ELLIN ROAD STA 9126+50 TO STA 9129+00
ROADWAY CROSS SECTIONS - DRIVEWAYS		
725	XS-716	DRIVEWAY CROSS SECTIONS - JONES MILL RD DRIVEWAY AT STA 1031+60
726	XS-717	DRIVEWAY CROSS SECTIONS - BROOKVILLE RD DRIVEWAY AT 1608+10
727	XS-718	DRIVEWAY CROSS SECTIONS - STEWART AVE DRIVEWAY AT 2011+71
728	XS-719	DRIVEWAY CROSS SECTIONS - TALBOT AVE DRIVEWAYS AT 2031+60, 2032+50, AND 2032+85
729	XS-720	DRIVEWAY CROSS SECTIONS - 4TH AVE DRIVEWAY AT 2060+65
730	XS-721	DRIVEWAY CROSS SECTIONS-QUESADA RD CONN STA 8122+10
731	XS-722	DRIVEWAY CROSS SECTIONS - QUESADA ROAD STA 8500+80 TO STA 8502+70
732	XS-723	DRIVEWAY CROSS SECTIONS - QUESADA ROAD STA 8503+85 TO STA 8507+80
733	XS-724	DRIVEWAY CROSS SECTIONS - MUSTANG DRIVE STA 8212+20 TO STA 8213+35
734	XS-725	DRIVEWAY CROSS SECTIONS - EASTPINE DRIVE STA 8254+00 TO STA 8254+75
735	XS-726	DRIVEWAY CROSS SECTIONS - MD 410 STA 8712+60 TO STA 8715+80
736	XS-727	DRIVEWAY CROSS SECTIONS - ELLIN ROAD STA 9127+70

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Gannett Fleming — WR&A

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DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 2
SHEET 4

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1204

SHEET NO. 12 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 3

SHEET NO.	DWG. NO.	DESCRIPTION
GENERAL		
1	TI-3001	TITLE SHEET - VOLUME 3
2	GN-3001	KEY MAP
3	GN-3002	GENERAL NOTES AND LEGEND
4	GN-3003	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-3101	INDEX OF SHEETS - VOLUME 3 SHEET 1
6	GI-3102	INDEX OF SHEETS - VOLUME 3 SHEET 2
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8	MT-102	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - CROSS SECTIONS
9	MT-103	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - PRE-STAGES 1-3
10	MT-104	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - STAGE 1
11	MT-105	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - STAGE 2
12	MT-106	MAINTENANCE OF TRAFFIC PLAN LYTTONSVILLE PLACE - CROSS SECTIONS
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16-18	MT-110 TO MT-112	MAINTENANCE OF TRAFFIC PLAN LYTTONSVILLE PLACE - STAGE 2
19	MT-201	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - CROSS SECTIONS
20	MT-202	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 1
21	MT-203	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 1A
22	MT-204	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 2
23	MT-205	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 2A
24-25	MT-206 TO MT-207	MAINTENANCE OF TRAFFIC PLAN TALBOT AVENUE - STAGE 1
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34	MT-216	MAINTENANCE OF TRAFFIC PLAN 8600 PARKING LOT - STAGE 2
35	MT-217	MAINTENANCE OF TRAFFIC PLAN 8600 PARKING LOT - STAGE 3
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38	MT-220	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 1
39	MT-221	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 2
40	MT-222	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 3
41	MT-223	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 4
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43	MT-225	MAINTENANCE OF TRAFFIC PLAN SUMMIT LOT - STAGE 2
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45	MT-227	MAINTENANCE OF TRAFFIC PLAN COLESVILLE ROAD - STAGE 2
46	MT-301	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 1
47	MT-302	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 2
48	MT-303	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 3
49	MT-304	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 4
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201	MT-805	MAINTENANCE OF TRAFFIC PLAN NE BRANCH BRIDGE & RIVER ROAD - STAGE 4
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208-211	MT-812 TO MT-815	MAINTENANCE OF TRAFFIC PLAN KENILWORTH AVENUE - STAGE 2
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237	MT-841	MAINTENANCE OF TRAFFIC PLAN BW PARKWAY - STAGE 2
238	MT-842	MAINTENANCE OF TRAFFIC PLAN BW PARKWAY - STAGE 3
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257	MT-919	MAINTENANCE OF TRAFFIC PLAN MD 410 CROSSING AT ELLIN ROAD - STAGE 4
258-262	MT-920 TO MT-924	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGE 1
263-265	MT-925 TO MT-927	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGE 2
266-270	MT-928 TO MT-932	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGE 3
271-275	MT-933 TO MT-937	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGE 4
276-280	MT-938 TO MT-942	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGE 5
TRAFFIC SIGNALS		
281	SG-101A	TEMPORARY SIGNALIZATION PLAN SHEET JONES MILL ROAD AND JONES BRIDGE ROAD STAGE 1
282	SG-101B	TEMPORARY SIGNALIZATION PLAN SHEET JONES MILL ROAD AND JONES BRIDGE ROAD STAGE 2
283	SG-101C	TEMPORARY SIGNALIZATION PLAN SHEET JONES MILL ROAD AND JONES BRIDGE ROAD STAGE 3
284	SG-101	SIGNALIZATION PLAN SHEET JONES MILL ROAD AND JONES BRIDGE ROAD
285	SG-201	SIGNALIZATION PLAN SHEET BROOKVILLE ROAD AND STEWART AVENUE
286	SG-202	SIGNALIZATION PLAN SHEET MD 390 AND SUBURBAN TOWER APTS. PEDESTRIAN HIB
287	SG-203A	TEMPORARY SIGNALIZATION PLAN SHEET MD 390 AND SPRING STREET STAGE 1
288	SG-203B	TEMPORARY SIGNALIZATION PLAN SHEET MD 390 AND SPRING STREET STAGE 2
289	SG-203	SIGNALIZATION PLAN SHEET MD 390 AND SPRING STREET
290	SG-301	SIGNALIZATION PLAN SHEET BONIFANT STREET AND DIXON AVENUE
291	SG-302A	TEMPORARY SIGNALIZATION PLAN SHEET US 29 AND BONIFANT STREET STAGE 1
TRAFFIC SIGNALS (CONTINUED)		
292	SG-302B	TEMPORARY SIGNALIZATION PLAN SHEET US 29 AND BONIFANT STREET STAGE 2
293	SG-302C	TEMPORARY SIGNALIZATION PLAN SHEET US 29 AND BONIFANT STREET STAGE 3
294	SG-302	SIGNALIZATION PLAN SHEET US 29 AND BONIFANT STREET
295	SG-303A	TEMPORARY SIGNALIZATION PLAN SHEET BONIFANT STREET AND FENTON STREET STAGE 1
296	SG-303B	TEMPORARY SIGNALIZATION PLAN SHEET BONIFANT STREET AND FENTON STREET STAGE 2
297	SG-303	SIGNALIZATION PLAN SHEET BONIFANT STREET AND FENTON STREET
298	SG-304A	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND FENTON STREET STAGE 1
299	SG-304B	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND FENTON STREET STAGE 2
300	SG-304C	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND FENTON STREET STAGE 3
301	SG-304D	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND FENTON STREET STAGE 4
302	SG-304	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND FENTON STREET
303	SG-305A	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 1
304	SG-305B	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 2
305	SG-305C	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 3
306	SG-305D	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 4
307	SG-305E	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 5
308	SG-305F	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 6
309	SG-305G	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 7
310	SG-305H	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET STAGE 8
311	SG-305	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND CEDAR STREET
312	SG-306	SIGNALIZATION PLAN SHEET SLIGO CREEK ELEMENTARY / MIDDLE SCHOOL ZONE HIBS
313	SG-307A	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 1
314	SG-307B	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 2
315	SG-307C	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 3
316	SG-307D	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 4
317	SG-307E	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 5
318	SG-307F	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 6
319	SG-307G	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 7
320	SG-307H	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE STAGE 8
321	SG-307	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND DALE DRIVE
322	SG-308A	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANSFIELD ROAD STAGE 1
323	SG-308B	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANSFIELD ROAD STAGE 2
324	SG-308C	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANSFIELD ROAD STAGE 3
325	SG-308D	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANSFIELD ROAD STAGE 4
326	SG-308E	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANSFIELD ROAD STAGE 5
327	SG-308	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANSFIELD ROAD
328	SG-309A	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND SLIGO CREEK PKWY STAGE 1
329	SG-309B	TEMPORARY SIGNALIZATION PLAN SHEET WAYNE AVENUE AND SLIGO CREEK PKWY STAGE 2
330	SG-309	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND SLIGO CREEK PARKWAY
331	SG-401	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND MANCHESTER ROAD
332	SG-501	SIGNALIZATION PLAN SHEET WAYNE AVENUE AND APARTMENT ENTRANCE/TUNNEL ENTRANCE
333	SG-502	SIGNALIZATION PLAN SHEET ARLISS STREET AND SHOPPING CENTER ENTRANCE
334	SG-503	SIGNALIZATION PLAN SHEET MD 320 AND ARLISS STREET
335	SG-504	SIGNALIZATION PLAN SHEET MD 320 AND GARLAND AVENUE
336	SG-505	SIGNALIZATION PLAN SHEET MD 320 AND BARRON STREET
337	SG-506	SIGNALIZATION PLAN SHEET MD 320 AND GREENWOOD AVENUE
338	SG-601	SIGNALIZATION PLAN SHEET MD 193 AND MD 320
339	SG-602	SIGNALIZATION PLAN SHEET MD 193 AND SEEK LANE
340	SG-603	SIGNALIZATION PLAN SHEET MD 193 AND MD 195
341	SG-604	SIGNALIZATION PLAN SHEET MD 193 AND MERRIMAC DRIVE
342	SG-605	SIGNALIZATION PLAN SHEET MD 193 AND LEBANON STREET
343	SG-606	SIGNALIZATION PLAN SHEET MD 193 AND LANGLEY PARK SHOPPING CENTER
344	SG-607	SIGNALIZATION PLAN SHEET MD 193 AND TAKOMA LANGLEY CROSSROADS TRANSIT CENTER
345	SG-608	SIGNALIZATION PLAN SHEET MD 650 AND MD 193
346	SG-609	SIGNALIZATION PLAN SHEET MD 193 AND TAKOMA/LANGLEY CROSSROADS CENTER
347	SG-610	SIGNALIZATION PLAN SHEET MD 193 AND 14TH AVENUE
348	SG-611	SIGNALIZATION PLAN SHEET MD 193 AND 15TH AVENUE
349	SG-612	SIGNALIZATION PLAN SHEET MD 193 AND MD 212
350	SG-613	SIGNALIZATION PLAN SHEET MD 193 AND GUILFORD ROAD
351	SG-614	SIGNALIZATION PLAN SHEET MD 193 AND 23RD AVENUE
352	SG-615	SIGNALIZATION PLAN SHEET MD 193 AND 24TH AVENUE
353	SG-616	SIGNALIZATION PLAN SHEET MD 193 WEST OF WEST PARK DRIVE
354	SG-617	SIGNALIZATION PLAN SHEET MD 193 AND WEST PARK DRIVE
355	SG-618	SIGNALIZATION PLAN SHEET MD 193 AND MD 193B
356	SG-619	SIGNALIZATION PLAN SHEET MD 193B AND ADELPHI ROAD
357	SG-701A	TEMPORARY SIGNALIZATION PLAN SHEET CAMPUS DR AND PRESIDENTIAL DR STAGE 1
358	SG-701B	TEMPORARY SIGNALIZATION PLAN SHEET CAMPUS DR AND PRESIDENTIAL DR STAGE 2
359	SG-701	SIGNALIZATION PLAN SHEET CAMPUS DRIVE AND PRESIDENTIAL DRIVE
360	SG-702	SIGNALIZATION PLAN SHEET UNION DRIVE AND VALLEY DRIVE
361	SG-703	SIGNALIZATION PLAN SHEET CAMPUS DRIVE AND REGENTS DRIVE
362	SG-704	SIGNALIZATION PLAN SHEET US 1 AND ROSSBOROUGH LANE
363	SG-705	SIGNALIZATION PLAN SHEET PAINT BRANCH PARKWAY AND ROSSBOROUGH LANE

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 3
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1301

SHEET NO. 13 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 3

SHEET NO.	DWG. NO.	DESCRIPTION	SHEET NO.	DWG. NO.	DESCRIPTION	SHEET NO.	DWG. NO.	DESCRIPTION

TRAFFIC SIGNALS (CONTINUED)

364	SG-706	SIGNALIZATION PLAN SHEET PAINT BRANCH PARKWAY AND PAINT BRANCH PARK TRAIL
365	SG-707	SIGNALIZATION PLAN SHEET PAINT BRANCH PARKWAY AND U.M./MFRI ENTRANCE
366	SG-708	SIGNALIZATION PLAN SHEET PAINT BRANCH PARKWAY AND METRO PARKING
367	SG-801	SIGNALIZATION PLAN SHEET RIVER ROAD AND RIVERTECH COURT
368	SG-802	SIGNALIZATION PLAN SHEET RIVER ROAD AND HAIG ROAD
369	SG-803	SIGNALIZATION PLAN SHEET MD 201 AND RIVER RD/TUCKERMAN STREET
370	SG-804	SIGNALIZATION PLAN SHEET MD 201 AND RITTENHOUSE STREET
371	SG-805	SIGNALIZATION PLAN SHEET MD 201 AND MD 410
372	SG-806	SIGNALIZATION PLAN SHEET MD 410 HIB BETWEEN MD 201 AND 58TH AVENUE
373	SG-807	SIGNALIZATION PLAN SHEET MD 410 AND 62ND PLACE / MUSTANG DRIVE
374	SG-808	SIGNALIZATION PLAN SHEET MD 410 AND 64TH AVENUE / EAST PINE DRIVE
375	SG-809	SIGNALIZATION PLAN SHEET MD 410 AND MD 295 - WEST RAMP
376	SG-810	SIGNALIZATION PLAN SHEET MD 410 AND MD 295 - EAST RAMP
377	SG-811	SIGNALIZATION PLAN SHEET MD 410 AND 67TH COURT / 67TH AVENUE
378	SG-901	SIGNALIZATION PLAN SHEET MD 410 AND VETERANS PARKWAY
379	SG-902	SIGNALIZATION PLAN SHEET MD 410 AND GLENRIDGE ACCESS ROAD
380	SG-903	SIGNALIZATION PLAN SHEET MD 450 AND MD 410
381	SG-904	SIGNALIZATION PLAN SHEET MD 410 AND ELLIN ROAD
382	SG-905	SIGNALIZATION PLAN SHEET ELLIN ROAD AND NEW CARROLLTON METRO ENTRANCE
383	SG-906	SIGNALIZATION PLAN SHEET ELLIN ROAD AND HARKINS ROAD

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 3
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–1302
SHEET NO. 14 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 4

SHEET NO.	DWG. NO.	DESCRIPTION
GENERAL		
1	TI-4001	TITLE SHEET - VOLUME 4
2	GN-4001	KEY MAP
3	GN-4002	GENERAL NOTES AND LEGEND
4	GN-4003	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-4004	SWM & DRAINAGE ABBREVIATIONS AND SYMBOLS
6	GI-4101	INDEX OF SHEETS - VOLUME 4 SHEET 1
RIGHT-OF-WAY		
7	RW-01	RIGHT OF WAY PLAN STA TRK 1 100+00 TO STA TRK 1 111+00
8	RW-02	RIGHT OF WAY PLAN STA TRK 1 111+00 TO STA TRK 1 123+00
9	RW-03	RIGHT OF WAY PLAN STA TRK 1 123+00 TO STA TRK 1 135+00
10	RW-04	RIGHT OF WAY PLAN STA TRK 1 135+00 TO STA TRK 1 147+00
11	RW-05	RIGHT OF WAY PLAN STA TRK 1 147+00 TO STA TRK 1 159+00
12	RW-06	RIGHT OF WAY PLAN STA TRK 1 159+00 TO STA TRK 1 171+00
13	RW-07	RIGHT OF WAY PLAN STA TRK 1 171+00 TO STA TRK 1 183+00
14	RW-08	RIGHT OF WAY PLAN STA TRK 1 183+00 TO STA TRK 1 195+00
15	RW-09	RIGHT OF WAY PLAN STA TRK 1 195+00 TO STA TRK 1 207+00
16	RW-10	RIGHT OF WAY PLAN STA TRK 1 207+00 TO STA TRK 1 219+00
17	RW-11	RIGHT OF WAY PLAN STA TRK 1 219+00 TO STA TRK 1 231+00
18	RW-12	RIGHT OF WAY PLAN STA TRK 1 231+00 TO STA TRK 1 243+00
19	RW-13	RIGHT OF WAY PLAN STA TRK 1 243+00 TO STA TRK 1 255+00
20	RW-14	RIGHT OF WAY PLAN STA TRK 1 255+00 TO STA TRK 1 267+00
21	RW-15	RIGHT OF WAY PLAN STA TRK 1 267+00 TO STA TRK 1 279+00
22	RW-16	RIGHT OF WAY PLAN STA TRK 1 279+00 TO STA TRK 1 291+00
23	RW-17	RIGHT OF WAY PLAN STA TRK 1 291+00 TO STA TRK 1 303+00
24	RW-18	RIGHT OF WAY PLAN STA TRK 1 303+00 TO STA TRK 1 315+00
25	RW-19	RIGHT OF WAY PLAN STA TRK 1 315+00 TO STA TRK 1 327+00
26	RW-20	RIGHT OF WAY PLAN STA TRK 1 327+00 TO STA TRK 1 336+00
27	RW-21	RIGHT OF WAY PLAN STA TRK 1 336+00 TO STA TRK 1 344+43
28	RW-22	RIGHT OF WAY PLAN LYT PL - STA 1050+00 TO STA 1054+00
29	RW-23	RIGHT OF WAY PLAN SPRING ST
30	RW-24	RIGHT OF WAY PLAN STA TRK 1 344+43 TO STA TRK 1 354+00
31	RW-25	RIGHT OF WAY PLAN STA TRK 1 354+00 TO STA TRK 1 364+00
32	RW-26	RIGHT OF WAY PLAN STA TRK 1 364+00 TO STA TRK 1 372+00
33	RW-27	RIGHT OF WAY PLAN STA TRK 1 372+00 TO STA TRK 1 383+00
34	RW-28	RIGHT OF WAY PLAN STA TRK 1 383+00 TO STA TRK 1 392+00
35	RW-29	RIGHT OF WAY PLAN STA TRK 1 392+00 TO STA TRK 1 402+00
36	RW-30	RIGHT OF WAY PLAN STA TRK 1 402+00 TO STA TRK 1 408+50
37	RW-31	RIGHT OF WAY PLAN STA TRK 1 408+50 TO STA TRK 1 417+00
38	RW-32	RIGHT OF WAY PLAN STA TRK 1 417+00 TO STA TRK 1 428+00
39	RW-33	RIGHT OF WAY PLAN STA TRK 1 428+00 TO STA TRK 1 436+00
40	RW-34	RIGHT OF WAY PLAN STA TRK 1 436+00 TO STA TRK 1 444+00
41	RW-35	RIGHT OF WAY PLAN STA TRK 1 444+00 TO STA TRK 1 449+00
42	RW-36	RIGHT OF WAY PLAN STA TRK 1 449+00 TO STA TRK 1 461+00
43	RW-37	RIGHT OF WAY PLAN STA TRK 1 461+00 TO STA TRK 1 472+50
44	RW-38	RIGHT OF WAY PLAN STA TRK 1 472+50 TO STA TRK 1 483+50
45	RW-39	RIGHT OF WAY PLAN STA TRK 1 483+50 TO STA TRK 1 494+50
46	RW-40	RIGHT OF WAY PLAN STA TRK 1 494+50 TO STA TRK 1 505+50
47	RW-41	RIGHT OF WAY PLAN STA TRK 1 505+50 TO STA TRK 1 516+50
48	RW-42	RIGHT OF WAY PLAN STA TRK 1 516+50 TO STA TRK 1 528+00
49	RW-43	RIGHT OF WAY PLAN STA TRK 1 528+00 TO STA TRK 1 539+50
50	RW-44	RIGHT OF WAY PLAN STA TRK 1 539+50 TO STA TRK 1 551+50
51	RW-45	RIGHT OF WAY PLAN STA TRK 1 551+50 TO STA TRK 1 563+50
52	RW-46	RIGHT OF WAY PLAN STA TRK 1 563+50 TO STA TRK 1 575+00
53	RW-47	RIGHT OF WAY PLAN STA TRK 1 575+00 TO STA TRK 1 586+50
54	RW-48	RIGHT OF WAY PLAN STA TRK 1 586+50 TO STA TRK 1 598+00
55	RW-49	RIGHT OF WAY PLAN STA TRK 1 598+00 TO STA TRK 1 604+00
56	RW-50	RIGHT OF WAY PLAN RIGGS ROAD - STA 6507+50 TO STA 6511+97
57	RW-51	RIGHT OF WAY PLAN STA TRK 1 604+00 TO STA TRK 1 611+50
58	RW-52	RIGHT OF WAY PLAN STA TRK 1 611+50 TO STA TRK 1 622+50
59	RW-53	RIGHT OF WAY PLAN STA TRK 1 622+50 TO STA TRK 1 634+00
60	RW-54	RIGHT OF WAY PLAN STA TRK 1 634+00 TO STA TRK 1 643+00
61	RW-55	RIGHT OF WAY PLAN STA TRK 1 643+00 TO STA TRK 1 653+50
62	RW-56	RIGHT OF WAY PLAN STA TRK 1 653+50 TO STA TRK 1 664+50
63	RW-57	RIGHT OF WAY PLAN STA TRK 1 664+50 TO STA TRK 1 676+00
64	RW-58	RIGHT OF WAY PLAN STA TRK 1 676+00 TO STA TRK 1 687+00
65	RW-59	RIGHT OF WAY PLAN STA TRK 1 687+00 TO STA TRK 1 696+00
66	RW-60	RIGHT OF WAY PLAN STA TRK 1 696+00 TO STA TRK 1 705+00
67	RW-61	RIGHT OF WAY PLAN CAMPUS DR - STA 7104+50 TO STA 7108+54
68	RW-62	RIGHT OF WAY PLAN PB PKWY - STA 7200+00 TO STA 7203+00
69	RW-63	RIGHT OF WAY PLAN STA TRK 1 705+00 TO STA TRK 1 715+50
RIGHT-OF-WAY (CONTINUED)		
70	RW-64	RIGHT OF WAY PLAN STA TRK 1 715+50 TO STA TRK 1 726+50
71	RW-65	RIGHT OF WAY PLAN STA TRK 1 726+50 TO STA TRK 1 737+50
72	RW-66	RIGHT OF WAY PLAN STA TRK 1 737+50 TO STA TRK 1 747+50
73	RW-67	RIGHT OF WAY PLAN STA TRK 1 747+50 TO STA TRK 1 758+00
74	RW-68	RIGHT OF WAY PLAN STA TRK 1 758+00 TO STA TRK 1 769+00
75	RW-69	RIGHT OF WAY PLAN STA TRK 1 769+00 TO STA TRK 1 779+00
76	RW-70	RIGHT OF WAY PLAN STA TRK 1 779+00 TO STA TRK 1 788+00
77	RW-71	RIGHT OF WAY PLAN STA TRK 1 788+00 TO STA TRK 1 797+00
78	RW-72	RIGHT OF WAY PLAN STA TRK 1 797+00 TO STA TRK 1 807+00
79	RW-73	RIGHT OF WAY PLAN STA TRK 1 807+00 TO STA TRK 1 818+00
80	RW-74	RIGHT OF WAY PLAN STA TRK 1 818+00 TO STA TRK 1 828+00
81	RW-75	RIGHT OF WAY PLAN STA TRK 1 828+00 TO STA TRK 1 837+00
82	RW-76	RIGHT OF WAY PLAN STA TRK 1 837+00 TO STA TRK 1 846+50
83	RW-77	RIGHT OF WAY PLAN QUESADA RD - STA 8503+00 TO STA 8510+75
84	RW-78	RIGHT OF WAY PLAN BALT-WASH PKWY STA 249+00 TO STA 258+40
85	RW-79	RIGHT OF WAY PLAN BALT-WASH PKWY STA 262+30 TO STA 271+00
86	RW-80	RIGHT OF WAY PLAN 67TH COURT STA 8311+00 TO STA 8315+74
87	RW-81	RIGHT OF WAY PLAN STA TRK 1 846+50 TO STA TRK 1 857+00
88	RW-82	RIGHT OF WAY PLAN STA TRK 1 857+00 TO STA TRK 1 867+00
89	RW-83	RIGHT OF WAY PLAN STA TRK 1 867+00 TO STA TRK 1 877+00
90	RW-84	RIGHT OF WAY PLAN STA TRK 1 877+00 TO STA TRK 1 888+00
91	RW-85	RIGHT OF WAY PLAN STA TRK 1 888+00 TO STA TRK 1 898+00
92	RW-86	RIGHT OF WAY PLAN STA TRK 1 898+00 TO STA TRK 1 909+00
93	RW-87	RIGHT OF WAY PLAN STA TRK 1 909+00 TO STA TRK 1 919+00
94	RW-88	RIGHT OF WAY PLAN STA TRK 1 919+00 TO STA TRK 1 930+00
95	RW-89	RIGHT OF WAY PLAN STA TRK 1 930+00 TO STA TRK 1 939+50
96	RW-90	RIGHT OF WAY PLAN STA TRK 1 939+50 TO STA TRK 1 949+50
97	RW-91	RIGHT OF WAY PLAN STA TRK 1 949+50 TO STA TRK 1 957+50
98	RW-92	RIGHT OF WAY PLAN STA TRK 1 957+50 TO STA TRK 1 963+14
99	RW-93	RIGHT OF WAY PLAN - GLENRIDGE YD STA TRK 9 907+50 TO STA TRK 9 914+00
SWM & DRAINAGE		
100	DR-01	SWM & DRAINAGE PLAN STA TRK 1 100+00 TO STA TRK 1 111+00
101	DR-02	SWM & DRAINAGE PLAN STA TRK 1 111+00 TO STA TRK 1 123+00
102	DR-03	SWM & DRAINAGE PLAN STA TRK 1 123+00 TO STA TRK 1 135+00
103	DR-04	SWM & DRAINAGE PLAN STA TRK 1 135+00 TO STA TRK 1 147+00
104	DR-05	SWM & DRAINAGE PLAN STA TRK 1 147+00 TO STA TRK 1 159+00
105	DR-06	SWM & DRAINAGE PLAN STA TRK 1 159+00 TO STA TRK 1 171+00
106	DR-07	SWM & DRAINAGE PLAN STA TRK 1 171+00 TO STA TRK 1 183+00
107	DR-08	SWM & DRAINAGE PLAN STA TRK 1 183+00 TO STA TRK 1 195+00
108	DR-09	SWM & DRAINAGE PLAN STA TRK 1 195+00 TO STA TRK 1 207+00
109	DR-10	SWM & DRAINAGE PLAN STA TRK 1 207+00 TO STA TRK 1 219+00
110	DR-11	SWM & DRAINAGE PLAN STA TRK 1 219+00 TO STA TRK 1 231+00
111	DR-12	SWM & DRAINAGE PLAN STA TRK 1 231+00 TO STA TRK 1 243+00
112	DR-13	SWM & DRAINAGE PLAN STA TRK 1 243+00 TO STA TRK 1 255+00
113	DR-14	SWM & DRAINAGE PLAN STA TRK 1 255+00 TO STA TRK 1 267+00
114	DR-15	SWM & DRAINAGE PLAN STA TRK 1 267+00 TO STA TRK 1 279+00
115	DR-16	SWM & DRAINAGE PLAN STA TRK 1 279+00 TO STA TRK 1 291+00
116	DR-17	SWM & DRAINAGE PLAN STA TRK 1 291+00 TO STA TRK 1 303+00
117	DR-18	SWM & DRAINAGE PLAN STA TRK 1 303+00 TO STA TRK 1 315+00
118	DR-19	SWM & DRAINAGE PLAN STA TRK 1 315+00 TO STA TRK 1 327+00
119	DR-20	SWM & DRAINAGE PLAN STA TRK 1 327+00 TO STA TRK 1 336+00
120	DR-21	SWM & DRAINAGE PLAN STA TRK 1 336+00 TO STA TRK 1 344+43
121	DR-22	SWM & DRAINAGE PLAN STA TRK 1 344+43 TO STA TRK 1 354+00
122	DR-23	SWM & DRAINAGE PLAN STA TRK 1 354+00 TO STA TRK 1 364+00
123	DR-24	SWM & DRAINAGE PLAN STA TRK 1 364+00 TO STA TRK 1 372+00
124	DR-25	SWM & DRAINAGE PLAN STA TRK 1 372+00 TO STA TRK 1 383+00
125	DR-26	SWM & DRAINAGE PLAN STA TRK 1 383+00 TO STA TRK 1 392+00
126	DR-27	SWM & DRAINAGE PLAN STA TRK 1 392+00 TO STA TRK 1 402+00
127	DR-28	SWM & DRAINAGE PLAN STA TRK 1 402+00 TO STA TRK 1 408+50
128	DR-29	SWM & DRAINAGE PLAN STA TRK 1 408+50 TO STA TRK 1 417+00
129	DR-30	SWM & DRAINAGE PLAN STA TRK 1 417+00 TO STA TRK 1 428+00
130	DR-31	SWM & DRAINAGE PLAN STA TRK 1 428+00 TO STA TRK 1 436+00
131	DR-32	SWM & DRAINAGE PLAN STA TRK 1 436+00 TO STA TRK 1 444+00
132	DR-33	SWM & DRAINAGE PLAN STA TRK 1 444+00 TO STA TRK 1 449+00
133	DR-34	SWM & DRAINAGE PLAN - MD 193 (UNIVERSITY BLVD) STA 6111+70 to STA 6116+00
134	DR-35	SWM & DRAINAGE PLAN STA TRK 1 449+00 TO STA TRK 1 461+00
135	DR-36	SWM & DRAINAGE PLAN STA TRK 1 461+00 TO STA TRK 1 472+50
136	DR-37	SWM & DRAINAGE PLAN STA TRK 1 472+50 TO STA TRK 1 483+50
137	DR-38	SWM & DRAINAGE PLAN STA TRK 1 483+50 TO STA TRK 1 494+50
138	DR-39	SWM & DRAINAGE PLAN STA TRK 1 494+50 TO STA TRK 1 505+50
SWM & DRAINAGE (CONTINUED)		
139	DR-40	SWM & DRAINAGE PLAN STA TRK 1 505+50 TO STA TRK 1 516+50
140	DR-41	SWM & DRAINAGE PLAN STA TRK 1 516+50 TO STA TRK 1 528+00
141	DR-42	SWM & DRAINAGE PLAN STA TRK 1 528+00 TO STA TRK 1 539+50
142	DR-43	SWM & DRAINAGE PLAN STA TRK 1 539+50 TO STA TRK 1 551+50
143	DR-44	SWM & DRAINAGE PLAN STA TRK 1 551+50 TO STA TRK 1 563+50
144	DR-45	SWM & DRAINAGE PLAN STA TRK 1 563+50 TO STA TRK 1 575+00
145	DR-46	SWM & DRAINAGE PLAN STA TRK 1 575+00 TO STA TRK 1 586+50
146	DR-47	SWM & DRAINAGE PLAN STA TRK 1 586+50 TO STA TRK 1 598+00
147	DR-48	SWM & DRAINAGE PLAN STA TRK 1 598+00 TO STA TRK 1 604+00
148	DR-49	SWM & DRAINAGE PLAN STA TRK 1 604+00 TO STA TRK 1 611+50
149	DR-50	SWM & DRAINAGE PLAN STA TRK 1 611+50 TO STA TRK 1 622+50
150	DR-51	SWM & DRAINAGE PLAN STA TRK 1 622+50 TO STA TRK 1 634+00
151	DR-52	SWM & DRAINAGE PLAN STA TRK 1 634+00 TO STA TRK 1 643+00
152	DR-53	SWM & DRAINAGE PLAN STA TRK 1 643+00 TO STA TRK 1 653+50
153	DR-54	SWM & DRAINAGE PLAN CAMPUS DR - STA 7104+50 TO STA 7108+54
154	DR-55	SWM & DRAINAGE PLAN STA TRK 1 653+50 TO STA TRK 1 664+50
155	DR-56	SWM & DRAINAGE PLAN STA TRK 1 664+50 TO STA TRK 1 676+00
156	DR-57	SWM & DRAINAGE PLAN STA TRK 1 676+00 TO STA TRK 1 687+00
157	DR-58	SWM & DRAINAGE PLAN STA TRK 1 687+00 TO STA TRK 1 696+00
158	DR-59	SWM & DRAINAGE PLAN STA TRK 1 696+00 TO STA TRK 1 705+00
159	DR-60	SWM & DRAINAGE PLAN STA TRK 1 705+00 TO STA TRK 1 715+50
160	DR-61	SWM & DRAINAGE PLAN STA TRK 1 715+50 TO STA TRK 1 726+50
161	DR-62	SWM & DRAINAGE PLAN STA TRK 1 726+50 TO STA TRK 1 737+50
162	DR-63	SWM & DRAINAGE PLAN STA TRK 1 737+50 TO STA TRK 1 747+50
163	DR-64	SWM & DRAINAGE PLAN STA TRK 1 747+50 TO STA TRK 1 758+00
164	DR-65	SWM & DRAINAGE PLAN STA TRK 1 758+00 TO STA TRK 1 769+00
165	DR-66	SWM & DRAINAGE PLAN STA TRK 1 769+00 TO STA TRK 1 779+00
166	DR-67	SWM & DRAINAGE PLAN STA TRK 1 779+00 TO STA TRK 1 788+00
167	DR-68	SWM & DRAINAGE PLAN STA TRK 1 788+00 TO STA TRK 1 797+00
168	DR-69	SWM & DRAINAGE PLAN STA TRK 1 797+00 (PR. SD OUTFALL)
169	DR-70	SWM & DRAINAGE PLAN STA TRK 1 797+00 TO STA TRK 1 807+00
170	DR-71	SWM & DRAINAGE PLAN STA TRK 1 807+00 TO STA TRK 1 818+00
171	DR-72	SWM & DRAINAGE PLAN STA TRK 1 818+00 TO STA TRK 1 828+00
172	DR-73	SWM & DRAINAGE PLAN STA TRK 1 828+00 TO STA TRK 1 837+00
173	DR-74	SWM & DRAINAGE PLAN BALT-WASH PKWY STA 249+00 TO STA 258+40
174	DR-75	SWM & DRAINAGE PLAN BALT-WASH PKWY STA 262+30 TO STA 271+00
175	DR-76	SWM & DRAINAGE PLAN MD NATIONAL CAPITAL PARK POLICE BUILDING
176	DR-77	SWM & DRAINAGE PLAN QUESADA RD - STA 8503+00 TO STA 8510+75
177	DR-78	SWM & DRAINAGE PLAN STA TRK 1 837+00 TO STA TRK 1 846+50
178	DR-79	SWM & DRAINAGE PLAN STA TRK 1 847+00 TO STA TRK 1 857+00
179	DR-80	SWM & DRAINAGE PLAN STA TRK 1 857+00 TO STA TRK 1 867+00
180	DR-81	SWM & DRAINAGE PLAN STA TRK 1 867+00 TO STA TRK 1 877+00
181	DR-82	SWM & DRAINAGE PLAN STA TRK 1 877+00 TO STA TRK 1 888+00
182	DR-83	SWM & DRAINAGE PLAN STA TRK 1 888+00 TO STA TRK 1 898+00
183	DR-84	SWM & DRAINAGE PLAN STA TRK 1 898+00 TO STA TRK 1 909+00
184	DR-85	SWM & DRAINAGE PLAN STA TRK 1 909+00 TO STA TRK 1 919+00
185	DR-86	SWM & DRAINAGE PLAN STA TRK 1 919+00 TO STA TRK 1 930+00
186	DR-87	SWM & DRAINAGE PLAN STA TRK 1 930+00 TO STA TRK 1 939+50
187	DR-88	SWM & DRAINAGE PLAN STA TRK 1 939+50 TO STA TRK 1 949+50
188	DR-89	SWM & DRAINAGE PLAN STA TRK 1 949+50 TO STA TRK 1 957+50
189	DR-90	SWM & DRAINAGE PLAN STA TRK 1 957+50 TO STA TRK 1 963+14

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 4
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–1401

SHEET NO. 15 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0131989\1042pgi1101.dgn
12/11/2013

INDEX OF DRAWINGS - VOLUME 5

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-5001	TITLE SHEET - VOLUME 5
2	GN-5001	KEY MAP
3	GN-5002	GENERAL NOTES AND LEGEND
4	GN-5003	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-5004	UTIL ABBREVIATIONS AND SYMBOLS
6	GI-5101	INDEX OF SHEETS - VOLUME 5 SHEET 1
7	GI-5102	INDEX OF SHEETS - VOLUME 5 SHEET 2

UNDERGROUND UTILITY RELOCATION DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
8	UT-001	PROP UG UTIL RELOCATIONS STA TRK 1 100+00 TO STA TRK 1 111+00
9	UT-002	PROP UG UTIL RELOCATIONS STA TRK 1 111+00 TO STA TRK 1 123+00
10	UT-003	PROP UG UTIL RELOCATIONS STA TRK 1 123+00 TO STA TRK 1 135+00
11	UT-004	PROP UG UTIL RELOCATIONS STA TRK 1 135+00 TO STA TRK 1 147+00
12	UT-005	PROP UG UTIL RELOCATIONS STA TRK 1 147+00 TO STA TRK 1 159+00
13	UT-006	PROP UG UTIL RELOCATIONS STA TRK 1 159+00 TO STA TRK 1 171+00
14	UT-007	PROP UG UTIL RELOCATIONS STA TRK 1 171+00 TO STA TRK 1 183+00
15	UT-008	PROP UG UTIL RELOCATIONS STA TRK 1 183+00 TO STA TRK 1 195+00
16	UT-009	PROP UG UTIL RELOCATIONS STA TRK 1 195+00 TO STA TRK 1 207+00
17	UT-010	PROP UG UTIL RELOCATIONS STA TRK 1 207+00 TO STA TRK 1 219+00
18	UT-011	PROP UG UTIL RELOCATIONS STA TRK 1 219+00 TO STA TRK 1 231+00
19	UT-012	PROP UG UTIL RELOCATIONS STA TRK 1 231+00 TO STA TRK 1 243+00
20	UT-013	PROP UG UTIL RELOCATIONS STA TRK 1 243+00 TO STA TRK 1 255+00
21	UT-014	PROP UG UTIL RELOCATIONS STA TRK 1 255+00 TO STA TRK 1 267+00
22	UT-015	PROP UG UTIL RELOCATIONS STA TRK 1 267+00 TO STA TRK 1 279+00
23	UT-016	PROP UG UTIL RELOCATIONS STA TRK 1 279+00 TO STA TRK 1 291+00
24	UT-017	PROP UG UTIL RELOCATIONS STA TRK 1 291+00 TO STA TRK 1 303+00
25	UT-018	PROP UG UTIL RELOCATIONS STA TRK 1 303+00 TO STA TRK 1 315+00
26	UT-019	PROP UG UTIL RELOCATIONS STA TRK 1 315+00 TO STA TRK 1 327+00
27	UT-020	PROP UG UTIL RELOCATIONS STA TRK 1 327+00 TO STA TRK 1 336+00
28	UT-021	PROP UG UTIL RELOCATIONS STA TRK 1 336+00 TO STA TRK 1 345+00
29	UT-022	PROP UG UTIL RELOCATIONS STA TRK 1 345+00 TO STA TRK 1 354+00
30	UT-023	PROP UG UTIL RELOCATIONS STA TRK 1 354+00 TO STA TRK 1 364+00
31	UT-024	PROP UG UTIL RELOCATIONS STA TRK 1 364+00 TO STA TRK 1 372+00
32	UT-025	PROP UG UTIL RELOCATIONS STA TRK 1 372+00 TO STA TRK 1 383+00
33	UT-026	PROP UG UTIL RELOCATIONS STA TRK 1 383+00 TO STA TRK 1 392+00
34	UT-027	PROP UG UTIL RELOCATIONS STA TRK 1 392+00 TO STA TRK 1 402+00
35	UT-028	PROP UG UTIL RELOCATIONS STA TRK 1 402+00 TO STA TRK 1 408+50
36	UT-029	PROP UG UTIL RELOCATIONS STA TRK 1 408+50 TO STA TRK 1 417+00
37	UT-030	PROP UG UTIL RELOCATIONS STA TRK 1 417+00 TO STA TRK 1 428+00
38	UT-031	PROP UG UTIL RELOCATIONS STA TRK 1 428+00 TO STA TRK 1 436+00
39	UT-032	PROP UG UTIL RELOCATIONS STA TRK 1 436+00 TO STA TRK 1 444+00
40	UT-033	PROP UG UTIL RELOCATIONS STA TRK 1 444+00 TO STA TRK 1 449+00
41	UT-034	PROP UG UTIL RELOCATIONS STA TRK 1 449+00 TO STA TRK 1 461+00
42	UT-035	PROP UG UTIL RELOCATIONS STA TRK 1 461+00 TO STA TRK 1 472+50
43	UT-036	PROP UG UTIL RELOCATIONS STA TRK 1 472+50 TO STA TRK 1 483+50
44	UT-037	PROP UG UTIL RELOCATIONS STA TRK 1 483+50 TO STA TRK 1 494+50
45	UT-038	PROP UG UTIL RELOCATIONS STA TRK 1 494+50 TO STA TRK 1 505+50
46	UT-039	PROP UG UTIL RELOCATIONS STA TRK 1 505+50 TO STA TRK 1 516+50
47	UT-040	PROP UG UTIL RELOCATIONS STA TRK 1 516+50 TO STA TRK 1 528+00
48	UT-041	PROP UG UTIL RELOCATIONS STA TRK 1 528+00 TO STA TRK 1 539+50
49	UT-042	PROP UG UTIL RELOCATIONS STA TRK 1 539+50 TO STA TRK 1 551+50
50	UT-043	PROP UG UTIL RELOCATIONS STA TRK 1 551+50 TO STA TRK 1 563+50
51	UT-044	PROP UG UTIL RELOCATIONS STA TRK 1 563+50 TO STA TRK 1 575+00
52	UT-045	PROP UG UTIL RELOCATIONS STA TRK 1 575+00 TO STA TRK 1 586+50
53	UT-046	PROP UG UTIL RELOCATIONS STA TRK 1 586+50 TO STA TRK 1 598+00
54	UT-047	PROP UG UTIL RELOCATIONS STA TRK 1 598+00 TO STA TRK 1 604+00
55	UT-048	PROP UG UTIL RELOCATIONS STA TRK 1 604+00 TO STA TRK 1 611+50
56	UT-049	PROP UG UTIL RELOCATIONS STA TRK 1 611+50 TO STA TRK 1 622+50
57	UT-050	PROP UG UTIL RELOCATIONS STA TRK 1 622+50 TO STA TRK 1 634+00
58	UT-051	PROP UG UTIL RELOCATIONS STA TRK 1 634+00 TO STA TRK 1 643+00
59	UT-052	PROP UG UTIL RELOCATIONS STA TRK 1 643+00 TO STA TRK 1 653+50
60	UT-053	PROP UG UTIL RELOCATIONS STA TRK 1 653+50 TO STA TRK 1 664+50
61	UT-054	PROP UG UTIL RELOCATIONS STA TRK 1 664+50 TO STA TRK 1 676+00
62	UT-055	PROP UG UTIL RELOCATIONS STA TRK 1 676+00 TO STA TRK 1 687+00
63	UT-056	PROP UG UTIL RELOCATIONS STA TRK 1 687+00 TO STA TRK 1 696+00
64	UT-057	PROP UG UTIL RELOCATIONS STA TRK 1 696+00 TO STA TRK 1 705+50
65	UT-058	PROP UG UTIL RELOCATIONS STA TRK 1 705+50 TO STA TRK 1 715+50
66	UT-059	PROP UG UTIL RELOCATIONS STA TRK 1 715+50 TO STA TRK 1 726+50
67	UT-060	PROP UG UTIL RELOCATIONS STA TRK 1 726+50 TO STA TRK 1 737+50
68	UT-061	PROP UG UTIL RELOCATIONS STA TRK 1 737+50 TO STA TRK 1 747+50
69	UT-062	PROP UG UTIL RELOCATIONS STA TRK 1 747+50 TO STA TRK 1 758+00

UNDERGROUND UTILITY RELOCATION DRAWINGS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
70	UT-063	PROP UG UTIL RELOCATIONS STA TRK 1 758+00 TO STA TRK 1 769+00
71	UT-064	PROP UG UTIL RELOCATIONS STA TRK 1 769+00 TO STA TRK 1 779+00
72	UT-065	PROP UG UTIL RELOCATIONS QUESADA ROAD
73	UT-066	PROP UG UTIL RELOCATIONS STA TRK 1 779+00 TO STA TRK 1 788+00
74	UT-067	PROP UG UTIL RELOCATIONS STA TRK 1 788+00 TO STA TRK 1 797+00
75	UT-068	PROP UG UTIL RELOCATIONS STA TRK 1 797+00 TO STA TRK 1 807+00
76	UT-069	PROP UG UTIL RELOCATIONS STA TRK 1 807+00 TO STA TRK 1 818+00
77	UT-070	PROP UG UTIL RELOCATIONS STA TRK 1 818+00 TO STA TRK 1 828+00
78	UT-071	PROP UG UTIL RELOCATIONS STA TRK 1 828+00 TO STA TRK 1 837+00
79	UT-072	PROP UG UTIL RELOCATIONS STA TRK 1 837+00 TO STA TRK 1 846+50
80	UT-073	PROP UG UTIL RELOCATIONS STA TRK 1 846+50 TO STA TRK 1 857+00
81	UT-074	PROP UG UTIL RELOCATIONS STA TRK 1 857+00 TO STA TRK 1 867+00
82	UT-075	PROP UG UTIL RELOCATIONS STA TRK 1 867+00 TO STA TRK 1 877+00
83	UT-076	PROP UG UTIL RELOCATIONS STA TRK 1 877+00 TO STA TRK 1 888+00
84	UT-077	PROP UG UTIL RELOCATIONS STA TRK 1 888+00 TO STA TRK 1 898+00
85	UT-078	PROP UG UTIL RELOCATIONS STA TRK 1 898+00 TO STA TRK 1 909+00
86	UT-079	PROP UG UTIL RELOCATIONS STA TRK 1 909+00 TO STA TRK 1 919+00
87	UT-080	PROP UG UTIL RELOCATIONS STA TRK 1 919+00 TO STA TRK 1 930+00
88	UT-081	PROP UG UTIL RELOCATIONS STA TRK 1 930+00 TO STA TRK 1 939+50
89	UT-082	PROP UG UTIL RELOCATIONS STA TRK 1 939+50 TO STA TRK 1 949+50
90	UT-083	PROP UG UTIL RELOCATIONS STA TRK 1 949+50 TO STA TRK 1 957+50
91	UT-084	PROP UG UTIL RELOCATIONS STA TRK 1 957+50 TO STA TRK 1 963+14

OVERHEAD UTILITY RELOCATION DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
92	UT-085	PROP OH UTIL RELOCATIONS STA TRK 1 100+00 TO STA TRK 1 111+00
93	UT-086	PROP OH UTIL RELOCATIONS STA TRK 1 111+00 TO STA TRK 1 123+00
94	UT-087	PROP OH UTIL RELOCATIONS STA TRK 1 123+00 TO STA TRK 1 135+00
95	UT-088	PROP OH UTIL RELOCATIONS STA TRK 1 135+00 TO STA TRK 1 147+00
96	UT-089	PROP OH UTIL RELOCATIONS STA TRK 1 147+00 TO STA TRK 1 159+00
97	UT-090	PROP OH UTIL RELOCATIONS STA TRK 1 159+00 TO STA TRK 1 171+00
98	UT-091	PROP OH UTIL RELOCATIONS STA TRK 1 171+00 TO STA TRK 1 183+00
99	UT-092	PROP OH UTIL RELOCATIONS STA TRK 1 183+00 TO STA TRK 1 195+00
100	UT-093	PROP OH UTIL RELOCATIONS STA TRK 1 195+00 TO STA TRK 1 207+00
101	UT-094	PROP OH UTIL RELOCATIONS STA TRK 1 207+00 TO STA TRK 1 219+00
102	UT-095	PROP OH UTIL RELOCATIONS STA TRK 1 219+00 TO STA TRK 1 231+00
103	UT-096	PROP OH UTIL RELOCATIONS STA TRK 1 231+00 TO STA TRK 1 243+00
104	UT-097	PROP OH UTIL RELOCATIONS STA TRK 1 243+00 TO STA TRK 1 255+00
105	UT-098	PROP OH UTIL RELOCATIONS STA TRK 1 255+00 TO STA TRK 1 267+00
106	UT-099	PROP OH UTIL RELOCATIONS STA TRK 1 267+00 TO STA TRK 1 279+00
107	UT-100	PROP OH UTIL RELOCATIONS STA TRK 1 279+00 TO STA TRK 1 291+00
108	UT-101	PROP OH UTIL RELOCATIONS STA TRK 1 291+00 TO STA TRK 1 303+00
109	UT-102	PROP OH UTIL RELOCATIONS STA TRK 1 303+00 TO STA TRK 1 315+00
110	UT-103	PROP OH UTIL RELOCATIONS STA TRK 1 315+00 TO STA TRK 1 327+00
111	UT-104	PROP OH UTIL RELOCATIONS STA TRK 1 327+00 TO STA TRK 1 336+00
112	UT-105	PROP OH UTIL RELOCATIONS STA TRK 1 336+00 TO STA TRK 1 345+00
113	UT-106	PROP OH UTIL RELOCATIONS STA TRK 1 345+00 TO STA TRK 1 354+00
114	UT-107	PROP OH UTIL RELOCATIONS STA TRK 1 354+00 TO STA TRK 1 364+00
115	UT-108	PROP OH UTIL RELOCATIONS STA TRK 1 364+00 TO STA TRK 1 372+00
116	UT-109	PROP OH UTIL RELOCATIONS STA TRK 1 372+00 TO STA TRK 1 383+00
117	UT-110	PROP OH UTIL RELOCATIONS STA TRK 1 383+00 TO STA TRK 1 392+00
118	UT-111	PROP OH UTIL RELOCATIONS STA TRK 1 392+00 TO STA TRK 1 402+00
119	UT-112	PROP OH UTIL RELOCATIONS STA TRK 1 402+00 TO STA TRK 1 408+50
120	UT-113	PROP OH UTIL RELOCATIONS STA TRK 1 408+50 TO STA TRK 1 417+00
121	UT-114	PROP OH UTIL RELOCATIONS STA TRK 1 417+00 TO STA TRK 1 428+00
122	UT-115	PROP OH UTIL RELOCATIONS STA TRK 1 428+00 TO STA TRK 1 436+00
123	UT-116	PROP OH UTIL RELOCATIONS STA TRK 1 436+00 TO STA TRK 1 444+00
124	UT-117	PROP OH UTIL RELOCATIONS STA TRK 1 444+00 TO STA TRK 1 449+00
125	UT-118	PROP OH UTIL RELOCATIONS STA TRK 1 449+00 TO STA TRK 1 461+00
126	UT-119	PROP OH UTIL RELOCATIONS STA TRK 1 461+00 TO STA TRK 1 472+50
127	UT-120	PROP OH UTIL RELOCATIONS STA TRK 1 472+50 TO STA TRK 1 483+50
128	UT-121	PROP OH UTIL RELOCATIONS STA TRK 1 483+50 TO STA TRK 1 494+50
129	UT-122	PROP OH UTIL RELOCATIONS STA TRK 1 494+50 TO STA TRK 1 505+50
130	UT-123	PROP OH UTIL RELOCATIONS STA TRK 1 505+50 TO STA TRK 1 516+50
131	UT-124	PROP OH UTIL RELOCATIONS STA TRK 1 516+50 TO STA TRK 1 528+00
132	UT-125	PROP OH UTIL RELOCATIONS STA TRK 1 528+00 TO STA TRK 1 539+50
133	UT-126	PROP OH UTIL RELOCATIONS STA TRK 1 539+50 TO STA TRK 1 551+50
134	UT-127	PROP OH UTIL RELOCATIONS STA TRK 1 551+50 TO STA TRK 1 563+50
135	UT-128	PROP OH UTIL RELOCATIONS STA TRK 1 563+50 TO STA TRK 1 575+00
136	UT-129	PROP OH UTIL RELOCATIONS STA TRK 1 575+00 TO STA TRK 1 586+50
137	UT-130	PROP OH UTIL RELOCATIONS STA TRK 1 586+50 TO STA TRK 1 598+00
138	UT-131	PROP OH UTIL RELOCATIONS STA TRK 1 598+00 TO STA TRK 1 604+00

OVERHEAD UTILITY RELOCATION DRAWINGS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
139	UT-132	PROP OH UTIL RELOCATIONS STA TRK 1 604+00 TO STA TRK 1 611+50
140	UT-133	PROP OH UTIL RELOCATIONS STA TRK 1 611+50 TO STA TRK 1 622+50
141	UT-134	PROP OH UTIL RELOCATIONS STA TRK 1 622+50 TO STA TRK 1 634+00
142	UT-135	PROP OH UTIL RELOCATIONS STA TRK 1 634+00 TO STA TRK 1 643+00
143	UT-136	PROP OH UTIL RELOCATIONS STA TRK 1 643+00 TO STA TRK 1 653+50
144	UT-137	PROP OH UTIL RELOCATIONS STA TRK 1 653+50 TO STA TRK 1 664+50
145	UT-138	PROP OH UTIL RELOCATIONS STA TRK 1 664+50 TO STA TRK 1 676+00
146	UT-139	PROP OH UTIL RELOCATIONS STA TRK 1 676+00 TO STA TRK 1 687+00
147	UT-140	PROP OH UTIL RELOCATIONS STA TRK 1 687+00 TO STA TRK 1 696+00
148	UT-141	PROP OH UTIL RELOCATIONS STA TRK 1 696+00 TO STA TRK 1 705+50
149	UT-142	PROP OH UTIL RELOCATIONS STA TRK 1 705+50 TO STA TRK 1 715+50
150	UT-143	PROP OH UTIL RELOCATIONS STA TRK 1 715+50 TO STA TRK 1 726+50
151	UT-144	PROP OH UTIL RELOCATIONS STA TRK 1 726+50 TO STA TRK 1 737+50
152	UT-145	PROP OH UTIL RELOCATIONS STA TRK 1 737+50 TO STA TRK 1 747+50
153	UT-146	PROP OH UTIL RELOCATIONS STA TRK 1 747+50 TO STA TRK 1 758+00
154	UT-147	PROP OH UTIL RELOCATIONS STA TRK 1 758+00 TO STA TRK 1 769+00
155	UT-148	PROP OH UTIL RELOCATIONS STA TRK 1 769+00 TO STA TRK 1 779+00
156	UT-149	PROP OH UTIL RELOCATIONS QUESADA ROAD
157	UT-150	PROP OH UTIL RELOCATIONS STA TRK 1 779+00 TO STA TRK 1 788+00
158	UT-151	PROP OH UTIL RELOCATIONS STA TRK 1 788+00 TO STA TRK 1 797+00
159	UT-152	PROP OH UTIL RELOCATIONS STA TRK 1 797+00 TO STA TRK 1 807+00
160	UT-153	PROP OH UTIL RELOCATIONS STA TRK 1 807+00 TO STA TRK 1 818+00
161	UT-154	PROP OH UTIL RELOCATIONS STA TRK 1 818+00 TO STA TRK 1 828+00
162	UT-155	PROP OH UTIL RELOCATIONS STA TRK 1 828+00 TO STA TRK 1 837+00
163	UT-156	PROP OH UTIL RELOCATIONS STA TRK 1 837+00 TO STA TRK 1 846+50
164	UT-157	PROP OH UTIL RELOCATIONS STA TRK 1 846+50 TO STA TRK 1 857+00
165	UT-158	PROP OH UTIL RELOCATIONS STA TRK 1 857+00 TO STA TRK 1 867+00
166	UT-159	PROP OH UTIL RELOCATIONS STA TRK 1 867+00 TO STA TRK 1 877+00
167	UT-160	PROP OH UTIL RELOCATIONS STA TRK 1 877+00 TO STA TRK 1 888+00
168	UT-161	PROP OH UTIL RELOCATIONS STA TRK 1 888+00 TO STA TRK 1 898+00
169	UT-162	PROP OH UTIL RELOCATIONS STA TRK 1 898+00 TO STA TRK 1 909+00
170	UT-163	PROP OH UTIL RELOCATIONS STA TRK 1 909+00 TO STA TRK 1 919+00
171	UT-164	PROP OH UTIL RELOCATIONS STA TRK 1 919+00 TO STA TRK 1 930+00
172	UT-165	PROP OH UTIL RELOCATIONS STA TRK 1 930+00 TO STA TRK 1 939+50
173	UT-166	PROP OH UTIL RELOCATIONS STA TRK 1 939+50 TO STA TRK 1 949+50
174	UT-167	PROP OH UTIL RELOCATIONS STA TRK 1 949+50 TO STA TRK 1 957+50
175	UT-168	PROP OH UTIL RELOCATIONS STA TRK 1 957+50 TO STA TRK 1 963+14

SANITARY SEWER AND WATER PROFILES

SHEET NO.	DWG. NO.	DESCRIPTION
176	UT-169	SANITARY SEWER PROFILE STA TRK 1 111+00 TO STA TRK 1 117+00
177	UT-170	SANITARY SEWER PROFILE STA TRK 1 117+00 TO STA TRK 1 130+50
178	UT-171	SANITARY SEWER PROFILE STA TRK 1 138+50 TO STA TRK 1 187+00
179	UT-172	SANITARY SEWER PROFILE STA TRK 1 235+00 TO STA TRK 1 236+00
180	UT-173	SANITARY SEWER PROFILE STA TRK 1 244+00 TO STA TRK 1 247+00
181	UT-174	WATER LINE PROFILE STA TRK 1 206+00 TO STA TRK 1 235+00
182	UT-175	SANITARY SEWER PROFILE STA TRK 1 264+00 TO STA TRK 1 273+76
183	UT-176	SANITARY SEWER PROFILE STA TRK 1 301+40 TO STA TRK 1 310+08
184	UT-177	SANITARY SEWER PROFILE STA TRK 1 328+15 TO STA TRK 1 331+38
185	UT-178	SANITARY SEWER PROFILE STA TRK 1 301+93 TO STA TRK 1 339+75
186	UT-179	WATER LINE PROFILE STA TRK 1 267+30 TO STA TRK 1 296+90
187	UT-180	WATER LINE PROFILE STA TRK 1 292+77 TO STA TRK 1 296+96
188	UT-181	WATER LINE PROFILE STA TRK 1 301+76 TO STA TRK 1 312+40
189	UT-182	WATER LINE PROFILE STA TRK 1 312+47 TO STA TRK 1 335+00
190	UT-183	WATER LINE PROFILE STA TRK 1 327+28 TO STA TRK 1 342+69
191	UT-184	WATER LINE PROFILE STA TRK 1 335+41 TO STA TRK 1 345+10
192	UT-185	SANITARY SEWER PROFILE STA TRK 1 343+50 TO STA TRK 1 368+05
193	UT-186	SANITARY SEWER PROFILE STA TRK 1 362+85 TO STA TRK 1 371+55
194	UT-187	SANITARY SEWER PROFILE STA TRK 1 354+10 TO STA TRK 1 362+85
195	UT-188	SANITARY SEWER PROFILE STA TRK 1 367+00 TO STA TRK 1 378+30
196	UT-189	SANITARY SEWER PROFILE STA TRK 1 379+85 TO STA TRK 1 396+92
197	UT-190	SANITARY SEWER PROFILE STA TRK 1 398+90 TO STA TRK 1 445+65
198	UT-191	SANITARY SEWER PROFILE STA TRK 1 404+80 TO STA TRK 1 411+22
199	UT-192	SANITARY SEWER PROFILE STA TRK 1 396+19 TO STA TRK 1 442+95
200	UT-193	WATER LINE PROFILE STA TRK 1 352+38 TO STA TRK 1 361+00
201	UT-194	WATER LINE PROFILE STA TRK 1 361+00 TO STA TRK 1 370+68
202	UT-195	WATER LINE PROFILE STA TRK 1 347+71 TO STA TRK 1 369+99
203	UT-196	WATER LINE PROFILE STA TRK 1 369+97 TO STA TRK 1 377+88
204	UT-197	WATER LINE PROFILE STA TRK 1 378+35 TO STA TRK 1 395+06
205	UT-198	WATER LINE PROFILE STA TRK 1 381+41 TO STA TRK 1 390+15
206	UT-199	WATER LINE PROFILE STA TRK 1 396+35 TO STA TRK 1 402+00
207	UT-200	WATER LINE PROFILE STA TRK 1 397+88 TO STA TRK 1 407+81

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 5
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–1501
SHEET NO. 16 OF 691

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12/11/2013

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SHEET NO.	DWG. NO.	DESCRIPTION
SANITARY SEWER AND WATER PROFILES (CONTINUED)		
208	UT-201	WATER LINE PROFILE STA TRK 1 401+11 TO STA TRK 1 411+82
209	UT-202	WATER LINE PROFILE STA TRK 1 410+83 TO STA TRK 1 421+81
210	UT-203	SANITARY SEWER PROFILE STA TRK 1 442+95 TO STA TRK 1 450+95
211	UT-204	WATER LINE PROFILE STA TRK 1 433+96 TO STA TRK 1 445+67
212	UT-205	WATER LINE PROFILE STA TRK 1 430+50 TO STA TRK 1 450+50
213	UT-206	WATER LINE PROFILE STA TRK 1 451+25 TO STA TRK 1 472+50
214	UT-207	WATER LINE PROFILE STA TRK 1 451+25 TO STA TRK 1 472+50
215	UT-208	WATER LINE PROFILE STA TRK 1 472+85 TO STA TRK 1 495+00
216	UT-209	WATER LINE PROFILE STA TRK 1 472+85 TO STA TRK 1 495+00
217	UT-210	WATER LINE PROFILE STA TRK 1 455+84 TO STA TRK 1 470+50
218	UT-211	WATER LINE PROFILE STA TRK 1 486+00, 456+07 AND 406+12
219	UT-212	WATER LINE PROFILE STA TRK 1 499+46 TO STA TRK 1 509+40
220	UT-213	WATER LINE PROFILE STA TRK 1 517+19 TO 525+07 AND 509+06
221	UT-214	WATER LINE PROFILE STA TRK 1 517+53 TO STA TRK 1 535+77
222	UT-215	WATER LINE PROFILE STA TRK 1 538+85 TO STA TRK 1 563+82
223	UT-216	WATER LINE PROFILE STA TRK 1 568+50 TO STA TRK 1 592+00
224	UT-217	SANITARY SEWER PROFILE STA TRK 1 641+82 TO STA TRK 1 659+90
225	UT-218	SANITARY SEWER PROFILE STA TRK 1 651+00 TO STA TRK 1 665+57
226	UT-219	SANITARY SEWER PROFILE STA TRK 1 651+00 TO STA TRK 1 665+57
227	UT-220	SANITARY SEWER PROFILE STA TRK 1 666+68 TO STA TRK 1 676+82
228	UT-221	SANITARY SEWER PROFILE STA TRK 1 692+40 TO STA TRK 1 695+00
229	UT-222	SANITARY SEWER PROFILE STA TRK 1 700+18
230	UT-223	WATER LINE PROFILE STA TRK 1 625+15 TO STA TRK 1 627+91
231	UT-224	WATER LINE PROFILE STA TRK 1 629+87 TO STA TRK 1 639+00
232	UT-225	WATER LINE PROFILE STA TRK 1 635+18 TO STA TRK 1 639+60
233	UT-226	WATER LINE PROFILE STA TRK 1 641+70 TO STA TRK 1 651+00
234	UT-227	WATER LINE PROFILE STA TRK 1 654+00 TO STA TRK 1 659+70
235	UT-228	WATER LINE PROFILE STA TRK 1 665+30 TO STA TRK 1 668+35
236	UT-229	WATER LINE PROFILE STA TRK 1 673+95 TO STA TRK 1 674+50
237	UT-230	WATER LINE PROFILE STA TRK 1 675+50 TO STA TRK 1 693+23
238	UT-231	WATER LINE PROFILE STA TRK 1 695+00 TO STA TRK 1 700+53
239	UT-232	SANITARY SEWER PROFILE STA TRK 1 710+89
240	UT-233	SANITARY SEWER PROFILE STA TRK 1 771+50 TO STA TRK 1 779+45
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243	UT-236	SANITARY SEWER PROFILE STA TRK 1 831+50 TO STA TRK 1 840+90
244	UT-237	SANITARY SEWER PROFILE STA TRK 1 831+50 TO STA TRK 1 836+47
245	UT-238	WATER LINE PROFILE STA TRK 1 734+00 TO STA TRK 1 745+00
246	UT-239	WATER LINE PROFILE STA TRK 1 760+00 TO STA TRK 1 784+50
247	UT-240	WATER LINE PROFILE STA TRK 1 760+00 TO STA TRK 1 784+50
248	UT-241	WATER LINE PROFILE STA TRK 1 760+00 TO STA TRK 1 784+50
249	UT-242	WATER LINE PROFILE STA TRK 1 779+00 TO STA TRK 1 791+50
250	UT-243	WATER LINE PROFILE STA TRK 1 792+00 TO STA TRK 1 811+50
251	UT-244	WATER LINE PROFILE STA TRK 1 815+00 TO STA TRK 1 823+75
252	UT-245	WATER LINE PROFILE STA TRK 1 833+00 TO STA TRK 1 841+60
253	UT-246	WATER LINE PROFILE STA TRK 1 837+00 TO STA TRK 1 842+00
254	UT-247	SANITARY SEWER PROFILE STA TRK 1 921+70 TO STA TRK 1 932+88
255	UT-248	SANITARY SEWER PROFILE STA TRK 1 935+00 TO STA TRK 1 936+00
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258	UT-251	WATER LINE PROFILE STA TRK 1 935+00 TO STA TRK 1 936+00
259	UT-252	WATER LINE PROFILE STA TRK 1 947+50 TO STA TRK 1 950+00

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 5
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–1502
SHEET NO. 17 OF 691

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2	GN-6001	KEY MAP
3	GN-6002	GENERAL NOTES AND LEGEND
4	GN-6003	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-6101	INDEX OF SHEETS - VOLUME 6 SHEET 1
6	GI-6102	INDEX OF SHEETS - VOLUME 6 SHEET 2
7	GI-6103	INDEX OF SHEETS - VOLUME 6 SHEET 3
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9	GI-6105	INDEX OF SHEETS - VOLUME 6 SHEET 5
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13	ST1N13	BETHESDA STATION PLATFORM LEVEL FRAMING PLAN (3 OF 3)
14	ST1N14	BETHESDA STATION PLENUM LEVEL FRAMING PLAN (1 OF 3)
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17	ST1N31	BETHESDA STATION APEX SECTIONS
18	ST1N32	BETHESDA STATION AIR RIGHTS SECTION - 1
19	ST1N33	BETHESDA STATION AIR RIGHTS SECTION - 2
20	ST1N34	BETHESDA STATION EAST FAN HOUSE SECTION
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23	ST1N43	BETHESDA STATION WEST FAN HOUSE ENLARGED PLANS
24	ST1N21	RETAINING WALL - 1N1 GENERAL PLAN & ELEVATION
25	ST1N22	RETAINING WALL - 1N2 GENERAL PLAN & ELEVATION
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29	STTA002	CCT PEDESTRIAN BRIDGE AT BETHESDA STATION TYPICAL SECTION
30	STTA003	CCT PEDESTRIAN BRIDGE AT BETHESDA STATION ABUTMENTS PLAN & ELEVATION
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32	STTE101	RETAINING WALL TE1 GENERAL PLAN & ELEVATION
33	STTE201	RETAINING WALL TE2 GENERAL PLAN & ELEVATION - 1
34	STTE202	RETAINING WALL TE2 GENERAL PLAN & ELEVATION - 2
35	STTE203	RETAINING WALL TE2 GENERAL PLAN & ELEVATION - 3
36	STTE301	RETAINING WALL TE3 GENERAL PLAN & ELEVATION
37	STTE401	RETAINING WALL TE4 GENERAL PLAN & ELEVATION - 1
38	STTE402	RETAINING WALL TE4 GENERAL PLAN & ELEVATION - 2
39	STTE403	RETAINING WALL TE4 GENERAL PLAN & ELEVATION - 3
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44	STTE05	TYPICAL SECTION STA. CCT 16+00
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46	ST1A02	BETHESDA WALLS STRUCTURE LOCATION MAP - 2
47	ST1A03	BETHESDA WALLS STRUCTURE LOCATION MAP - 3
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50	ST1D001	SLEAFORD ROAD UNDERPASS GENERAL PLAN & PROFILE
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55	ST1Z101	RETAINING WALL - 1Z1 GENERAL PLAN & ELEVATION - 1
56	ST1Z104	RETAINING WALL - 1Z1 GENERAL PLAN & ELEVATION - 2
57	ST1Z102	RETAINING WALL - 1Z1 TYPICAL SECTION
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60	STTF002	RETAINING WALL - TFO GENERAL PLAN & ELEVATION - 2
61	STTF004	RETAINING WALL - TFO GENERAL PLAN & ELEVATION - 3
62	STTF005	RETAINING WALL - TFO GENERAL PLAN & ELEVATION - 4
63	STTF003	RETAINING WALL - TFO TYPICAL SECTION
64	STTF101	RETAINING WALL - TF1 GENERAL PLAN & ELEVATION - 1
65	STTF102	RETAINING WALL - TF1 GENERAL PLAN & ELEVATION - 2
66	STTF103	RETAINING WALL - TF1 TYPICAL SECTION
67	STTF301	RETAINING WALL - TF3 GENERAL PLAN & ELEVATION - 1
68	STTF303	RETAINING WALL - TF3 GENERAL PLAN & ELEVATION - 2
69	STTF302	RETAINING WALL - TF3 TYPICAL SECTION
70	STTF401	RETAINING WALLS TF4 GENERAL PLAN & ELEVATION
71	STTF501	RETAINING WALLS TF5 GENERAL PLAN & ELEVATION
72	STTF502	RETAINING WALLS TF4 & TF5 TYPICAL SECTION
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74	ST1C002	RETAINING WALL - 1CO GENERAL PLAN & ELEVATION - 2
75	ST1C003	RETAINING WALL - 1CO TYPICAL SECTION
76	ST1C101	RETAINING WALL - 1C1 GENERAL PLAN & ELEVATION - 1
77	ST1C102	RETAINING WALL - 1C1 GENERAL PLAN & ELEVATION - 2
78	ST1C103	RETAINING WALL - 1C1 TYPICAL SECTION
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80	ST1C202	RETAINING WALL - 1C2 TYPICAL SECTION
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82	STTG002	RETAINING WALL - TGO TYPICAL SECTION
83	STTG101	RETAINING WALL - TG1 GENERAL PLAN & ELEVATION
84	STTG102	RETAINING WALL - TG1 TYPICAL SECTION
85	STTG201	RETAINING WALL - TG2 GENERAL PLAN & ELEVATION
86	STTG202	RETAINING WALL - TG2 TYPICAL SECTION
87	STTG301	RETAINING WALL - TG3 GENERAL PLAN & ELEVATION
88	STTG302	RETAINING WALL - TG3 TYPICAL SECTION
89	STTG401	RETAINING WALL - TG4 GENERAL PLAN & ELEVATION - 1
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95	ST1J04	COLUMBIA COUNTRY CLUB STRUCTURE LOCATION MAP - 4
96	ST1J001	WEST GOLF CART UNDERPASS GENERAL PLAN & PROFILE
97	ST1J002	WEST GOLF CART UNDERPASS TYPICAL SECTION
98	ST1J101	EAST GOLF CART UNDERPASS GENERAL PLAN & PROFILE
99	ST1J102	EAST GOLF CART UNDERPASS TYPICAL SECTION
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103	ST1J401	RETAINING WALL 1J4 GENERAL PLAN & ELEVATION
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105	ST1J502	RETAINING WALL 1J5 GENERAL PLAN & ELEVATION - 2
106	ST1J601	RETAINING WALL 1J6 GENERAL PLAN & ELEVATION - 1
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108	ST1J701	RETAINING WALL 1J7 GENERAL PLAN & ELEVATION - 1
109	ST1J702	RETAINING WALL 1J7 GENERAL PLAN & ELEVATION - 2
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111	ST1H02	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 2
112	ST1H03	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 3
113	ST1H04	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 4
114	ST1H05	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 5
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118	STTJ002	RETAINING WALL - TJO GENERAL PLAN & ELEVATION - 2
119	STTJ003	RETAINING WALL - TJO TYPICAL SECTION
120	STTJ101	RETAINING WALL - TJ1 GENERAL PLAN & ELEVATION
121	STTJ102	RETAINING WALL - TJ1 TYPICAL SECTION
122	STTJ201	RETAINING WALL - TJ2 GENERAL PLAN & ELEVATION - 1
123	STTJ202	RETAINING WALL - TJ2 GENERAL PLAN & ELEVATION - 2
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127	ST1F03	RETAINING WALL 1FO GENERAL PLAN AND ELEVATION - 3
128	ST1F04	RETAINING WALL 1FO GENERAL PLAN AND ELEVATION - 4
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133	ST1E03	CONNECTICUT AVENUE LRT BRIDGE ABUTMENT B PLAN AND ELEVATION
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138	STTB02	CONNECTICUT AVENUE CCT BRIDGE ABUTMENT A PLAN AND ELEVATION
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144	ST1R01	CHEVY CHASE LAKE STATION SOUTH RET. WALL PLAN & ELEV. SHT. 1 OF 2
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149	STTH51	CHEVY CHASE LAKES CCT RETAINING WALL-TH1 GENERAL PLAN AND ELEVATION - 2
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154	ST12M02	CHEVY CHASE LAKE CCT BRIDGE - 12M PROPOSED TYPICAL SECTION

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 6
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1601

SHEET NO. 18 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 6

SHEET NO.	DWG. NO.	DESCRIPTION
ZONE 1 K - COQUELIN RUN CULVERT AND WALL LOCATION MAP		
155	ST1K01	CONNECTICUT AVE TO ROCK CREEK PARK STRUCTURE LOCATION MAP - 1
156	ST1K02	CONNECTICUT AVE TO ROCK CREEK PARK STRUCTURE LOCATION MAP - 2
157	ST1K03	CONNECTICUT AVE TO ROCK CREEK PARK STRUCTURE LOCATION MAP - 3
158	ST1K04	CONNECTICUT AVE TO ROCK CREEK PARK STRUCTURE LOCATION MAP - 4
159	ST1K05	CONNECTICUT AVE TO ROCK CREEK PARK STRUCTURE LOCATION MAP - 5
160	ST1K06	CONNECTICUT AVE TO ROCK CREEK PARK STRUCTURE LOCATION MAP - 6
161	ST1K101	COQUELIN RUN WATERWAY CULVERT GENERAL PLAN & PROFILE
162	ST1K102	COQUELIN RUN TRAIL UNDERPASS GENERAL PLAN & PROFILE
163	ST1K103	COQUELIN RUN CULVERT TYPICAL SECTION
ZONE 1 L - JONES MILL ROAD BRIDGE		
164	ST1L01	JONES MILL ROAD BRIDGE GENERAL PLAN & ELEVATION
165	ST1L02	JONES MILL ROAD BRIDGE TYPICAL SECTION
166	ST1L03	JONES MILL ROAD BRIDGE FRAMING PLAN
167	ST1L04	JONES MILL ROAD BRIDGE ABUTMENT A - PLAN & ELEVATION
168	ST1L05	JONES MILL ROAD BRIDGE ABUTMENT B - PLAN & ELEVATION
169	ST1L06	JONES MILL ROAD BRIDGE SEQUENCE OF CONSTRUCTION
ZONE 1 F - RETAINING WALLS CHEVY CHASE LAKE - COQUELIN RUN		
170	ST1F101	RETAINING WALL - 1F1 GENERAL PLAN & ELEVATION - 1
171	ST1F102	RETAINING WALL - 1F1 GENERAL PLAN & ELEVATION - 2
172	ST1F103	RETAINING WALL - 1F1 GENERAL PLAN & ELEVATION - 3
173	ST1F104	RETAINING WALL - 1F1 GENERAL PLAN & ELEVATION - 4
174	ST1F105	RETAINING WALL - 1F1 GENERAL PLAN & ELEVATION - 5
175	ST1F106	RETAINING WALL - 1F1 GENERAL PLAN & ELEVATION - 6
176	ST1F107	RETAINING WALL - 1F1 TYPICAL SECTION
177	ST1F201	RETAINING WALL - 1F2 GENERAL PLAN & ELEVATION - 1
178	ST1F202	RETAINING WALL - 1F2 GENERAL PLAN & ELEVATION - 2
179	ST1F203	RETAINING WALL - 1F2 TYPICAL SECTION
180	ST1F301	RETAINING WALL - 1F3 GENERAL PLAN & ELEVATION - 1
181	ST1F302	RETAINING WALL - 1F3 GENERAL PLAN & ELEVATION - 2
182	ST1F303	RETAINING WALL - 1F3 GENERAL PLAN & ELEVATION - 3
183	ST1F304	RETAINING WALL - 1F3 TYPICAL SECTION
ZONE 1 G - RETAINING WALLS COQUELIN RUN - JONES MILL ROAD		
184	ST1G001	RETAINING WALL - 1G0 GENERAL PLAN & ELEVATION - 1
185	ST1G002	RETAINING WALL - 1G0 GENERAL PLAN & ELEVATION - 2
186	ST1G003	RETAINING WALL - 1G0 TYPICAL SECTION
187	ST1G101	RETAINING WALL - 1G1 GENERAL PLAN & ELEVATION - 1
188	ST1G102	RETAINING WALL - 1G1 GENERAL PLAN & ELEVATION - 2
189	ST1G103	RETAINING WALL - 1G1 TYPICAL SECTION
190	ST1G201	RETAINING WALL - 1G2 GENERAL PLAN & ELEVATION
191	ST1G202	RETAINING WALL - 1G2 TYPICAL SECTION
ZONE 1 Q - RETAINING WALLS JOINES MILL ROAD - ROCK CREEK		
192	ST1Q001	RETAINING WALL - 1Q0 GENERAL PLAN & ELEVATION
193	ST1Q002	RETAINING WALL - 1Q0 TYPICAL SECTION
194	ST1Q101	RETAINING WALL - 1Q1 GENERAL PLAN & ELEVATION - 1
195	ST1Q102	RETAINING WALL - 1Q1 GENERAL PLAN & ELEVATION - 2
196	ST1Q103	RETAINING WALL - 1Q1 GENERAL PLAN & ELEVATION - 3
197	ST1Q104	RETAINING WALL - 1Q1 TYPICAL SECTION
ZONE T H - CCT RETAINING WALLS CHEVY CHASE LAKE - COQUELIN RUN		
198	STTH201	RETAINING WALL - TH2 GENERAL PLAN & ELEVATION - 1
199	STTH202	RETAINING WALL - TH2 GENERAL PLAN & ELEVATION - 2
200	STTH203	RETAINING WALL - TH2 GENERAL PLAN & ELEVATION - 3
201	STTH204	RETAINING WALL - TH2 GENERAL PLAN & ELEVATION - 4
202	STTH205	RETAINING WALL - TH2 TYPICAL SECTION
203	STTH301	RETAINING WALL - TH3 GENERAL PLAN & ELEVATION - 1
204	STTH302	RETAINING WALL - TH3 GENERAL PLAN & ELEVATION - 2
205	STTH303	RETAINING WALL - TH3 TYPICAL SECTION
206	STTH401	RETAINING WALL - TH4 GENERAL PLAN & ELEVATION - 1
207	STTH402	RETAINING WALL - TH4 GENERAL PLAN & ELEVATION - 2
208	STTH403	RETAINING WALL - TH4 GENERAL PLAN & ELEVATION - 3
209	STTH404	RETAINING WALL - TH4 TYPICAL SECTION
210	STTH501	RETAINING WALL - TH5 GENERAL PLAN & ELEVATION - 1
211	STTH502	RETAINING WALL - TH5 GENERAL PLAN & ELEVATION - 2
212	STTH503	RETAINING WALL - TH5 TYPICAL SECTION
ZONE T K - CCT RETAINING WALLS COQUELIN RUN - JONES MILL ROAD		
213	STTK001	RETAINING WALL - TK0 GENERAL PLAN & ELEVATION - 1
214	STTK002	RETAINING WALL - TK0 GENERAL PLAN & ELEVATION - 2
215	STTK003	RETAINING WALL - TK0 TYPICAL SECTION
216	STTK101	RETAINING WALL - TK1 GENERAL PLAN & ELEVATION - 1
217	STTK102	RETAINING WALL - TK1 GENERAL PLAN & ELEVATION - 2
218	STTK103	RETAINING WALL - TK1 TYPICAL SECTION
219	STTK201	RETAINING WALL - TK2 GENERAL PLAN & ELEVATION - 1
220	STTK202	RETAINING WALL - TK2 GENERAL PLAN & ELEVATION - 2
221	STTK203	RETAINING WALL - TK2 GENERAL PLAN & ELEVATION - 3
222	STTK204	RETAINING WALL - TK2 GENERAL PLAN & ELEVATION - 4
223	STTK205	RETAINING WALL - TK2 GENERAL PLAN & ELEVATION - 5
224	STTK206	RETAINING WALL - TK2 TYPICAL SECTION
ZONE T L - CCT RETAINING WALLS JONES MILL ROAD - ROCK CREEK		
225	STTL001	RETAINING WALL - TL0 GENERAL PLAN & ELEVATION - 1
226	STTL002	RETAINING WALL - TL0 GENERAL PLAN & ELEVATION - 2
227	STTL003	RETAINING WALL - TL0 TYPICAL SECTION
228	STTL101	RETAINING WALL - TL1 GENERAL PLAN & ELEVATION
229	STTL102	RETAINING WALL - TL1 TYPICAL SECTION
230	STTL201	RETAINING WALL - TL2 GENERAL PLAN & ELEVATION
231	STTL202	RETAINING WALL - TL2 TYPICAL SECTION
232	STTL301	RETAINING WALL - TL3 GENERAL PLAN & ELEVATION - 1
233	STTL302	RETAINING WALL - TL3 GENERAL PLAN & ELEVATION - 2
234	STTL303	RETAINING WALL - TL3 GENERAL PLAN & ELEVATION - 3
235	STTL304	RETAINING WALL - TL3 TYPICAL SECTION
236	STTL401	RETAINING WALL - TL4 GENERAL PLAN & ELEVATION - 1
237	STTL402	RETAINING WALL - TL4 GENERAL PLAN & ELEVATION - 2
238	STTL403	RETAINING WALL - TL4 TYPICAL SECTION
ZONE NW1 A - NOISE WALL ALONG LRT EAST OF BETHESDA		
239	NW1A01	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 1
240	NW1A02	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 2
241	NW1A03	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 3
242	NW1A04	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 4
243	NW1A05	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 5
244	NW1A06	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 6
245	NW1A07	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 7
246	NW1A08	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 8
247	NW1A09	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 9
248	NW1A10	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 10
249	NW1A11	NOISE WALL NW1A GENERAL PLAN & ELEVATION - 11
ZONE NW1 B - NOISE WALL ALONG LRT WEST OF CCC		
250	NW1B01	NOISE WALL NW1B GENERAL PLAN & ELEVATION - 1
251	NW1B02	NOISE WALL NW1B GENERAL PLAN & ELEVATION - 2
252	NW1B03	NOISE WALL NW1B GENERAL PLAN & ELEVATION - 3
253	NW1B04	NOISE WALL NW1B GENERAL PLAN & ELEVATION - 4
254	NW1B05	NOISE WALL NW1B GENERAL PLAN & ELEVATION - 5
255	NW1B06	NOISE WALL NW1B GENERAL PLAN & ELEVATION - 6
ZONE NW1 C - NOISE WALL ALONG LRT EAST OF CCC		
256	NW1C01	NOISE WALL NW1C GENERAL PLAN & ELEVATION - 1
257	NW1C02	NOISE WALL NW1C GENERAL PLAN & ELEVATION - 2
258	NW1C03	NOISE WALL NW1C GENERAL PLAN & ELEVATION - 3
259	NW1C04	NOISE WALL NW1C GENERAL PLAN & ELEVATION - 4
ZONE NW1 D - NOISE WALL ALONG LRT EAST OF CONNECTICUT AVENUE		
260	NW1D01	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 1
261	NW1D02	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 2
262	NW1D03	NOISE WALL NW1D GENERAL PLAN & ELEVATION - 3
263	NW1D04	NOISE WALL NW1D GENERAL PLAN & ELEVATION - 4
264	NW1D05	NOISE WALL NW1D GENERAL PLAN & ELEVATION - 5
265	NW1D06	NOISE WALL NW1D GENERAL PLAN & ELEVATION - 6
266	NW1D07	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 7
267	NW1D08	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 8
268	NW1D09	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 9
269	NW1D10	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 10
270	NW1D11	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 11
271	NW1D12	NOISE WALL NW1D GENERAL PLAN & EVEVATION - 12
ZONE NW1 E - NOISE WALL ALONG LRT WEST OF ROCK CREEK		
272	NW1E01	NOISE WALL NW1E GENERAL PLAN & ELEVATION - 1
273	NW1E02	NOISE WALL NW1E GENERAL PLAN & ELEVATION - 2
ZONE NWT A - NOISE WALL ALONG CCT EAST OF BETHESDA		
274	NWTA01	NOISE WALL NWTA GENERAL PLAN & ELEVATION
ZONE NWT B - NOISE WALL ALONG CCT BETHESDA - EAST WEST HIGHWAY		
275	NWTB01	NOISE WALL NWTB GENERAL PLAN & ELEVATION - 1
276	NWTB02	NOISE WALL NWTB GENERAL PLAN & ELEVATION - 2
ZONE NWT D - NOISE WALL ALONG CCT EAST OF EAST WEST HIGHWAY		
277	NWTD01	NOISE WALL NWTD GENERAL PLAN & ELEVATION - 1
278	NWTD02	NOISE WALL NWTD GENERAL PLAN & ELEVATION - 2
279	NWTD03	NOISE WALL NWTD GENERAL PLAN & ELEVATION - 3
ZONE NWT E - NOISE WALL ALONG CCT AT SLEAFORD ROAD		
280	NWTE01	NOISE WALL NWTE GENERAL PLAN & ELEVATION
ZONE NWT F- NOISE WALL ALONG CCT WEST OF CCC		
281	NWTF01	NOISE WALL NWTF GENERAL PLAN & ELEVATION
ZONE NWT G - NOISE WALL ALONG CCT WEST OF CCC		
282	NWTG01	NOISE WALL NWTG GENERAL PLAN & ELEVATION
ZONE NWT H - NOISE WALL ALONG CCT AT CCC		
283	NWTH01	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 1
284	NWTH02	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 2
285	NWTH03	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 3
286	NWTH04	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 4
287	NWTH05	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 5
288	NWTH06	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 6
289	NWTH07	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 7
290	NWTH08	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 8
291	NWTH09	NOISE WALL NWTH GENERAL PLAN & ELEVATION - 9
ZONE NWT J - NOISE WALL ALONG CCT EAST OF CHEVY CHASE LAKE		
292	NWTJ01	NOISE WALL NWTJ GENERAL PLAN & ELEVATION - 1
293	NWTJ02	NOISE WALL NWTJ GENERAL PLAN & ELEVATION - 2
294	NWTJ03	NOISE WALL NWTJ GENERAL PLAN & ELEVATION - 3
295	NWTJ04	NOISE WALL NWTJ GENERAL PLAN & ELEVATION - 4
296	NWTJ05	NOISE WALL NWTJ GENERAL PLAN & ELEVATION - 5
297	NWTJ06	NOISE WALL NWTJ GENERAL PLAN & ELEVATION - 6
ZONE NWT K - NOISE WALL ALONG CCT AT COQUELIN RUN		
298	NWTK01	NOISE WALL NWTK GENERAL PLAN & ELEVATION - 1
299	NWTK02	NOISE WALL NWTK GENERAL PLAN & ELEVATION - 2
ZONE NWT L - NOISE WALL ALONG CCT EAST OF COQUELIN RUN		
300	NWTL01	NOISE WALL NWTL GENERAL PLAN & ELEVATION
ZONE NWT N - NOISE WALL BETWEEN LRT AND CCT EAST OF JONES MILL ROAD		
301	NWTN01	NOISE WALL - NWTN GENERAL PLAN & ELEVATION - 1
302	NWTN02	NOISE WALL - NWTN GENERAL PLAN & ELEVATION - 2
303	NWTN03	NOISE WALL - NWTN GENERAL PLAN & ELEVATION - 3

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

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SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1602
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ZONE 1 P - ROCK CREEK LRT BRIDGE		
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305	ST1P04	ROCK CREEK LRT BRIDGE ABUTMENT A - PLAN & ELEVATION
306	ST1P05	ROCK CREEK LRT BRIDGE ABUTMENT A - WING PLAN
307	ST1P06	ROCK CREEK LRT BRIDGE ABUTMENT A - WING A ELEVATION
308	ST1P07	ROCK CREEK LRT BRIDGE ABUTMENT A - WING B ELEVATION
309	ST1P09	ROCK CREEK LRT BRIDGE ABUTMENT B - PLAN & ELEVATION
310	ST1P10	ROCK CREEK LRT BRIDGE ABUTMENT B - WING PLAN
311	ST1P11	ROCK CREEK LRT BRIDGE ABUTMENT B - WING C ELEVATION
312	ST1P12	ROCK CREEK LRT BRIDGE ABUTMENT B - WING D ELEVATION
313	ST1P13	ROCK CREEK LRT BRIDGE FRAMING PLAN
314	ST1P14	ROCK CREEK LRT BRIDGE ERECTION PLAN
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316	STTC02	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE CONSTRUCTION PLAN - 1
317	STTC03	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE CONSTRUCTION PLAN - 2
318	STTC04	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE ABUTMENT A - PLAN & ELEVATION
319	STTC05	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE ABUTMENT B - PLAN & ELEVATION
320	STTC06	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE FRAMING PLAN
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321	ST1U01	ROCK CREEK CONNECTION STRUCTURE LOCATION MAP
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323	ST1U002	RETAINING WALL - 1UO GENERAL PLAN & ELEVATION - 2
324	ST1U101	RETAINING WALL - 1UO TYPICAL SECTION
325	ST1U003	RETAINING WALL - 1U1 GENERAL PLAN & ELEVATION
326	ST1U102	RETAINING WALL - 1U1 TYPICAL SECTION
ZONE T N - CCT RETAINING WALLS ROCK CREEK TRAIL CONNECTION		
327	STTN001	RETAINING WALL - TNO GENERAL PLAN & ELEVATION - 1
328	STTN002	RETAINING WALL - TNO GENERAL PLAN & ELEVATION - 2
329	STTN003	RETAINING WALL - TNO TYPICAL SECTION
330	STTN101	RETAINING WALL - TN1 GENERAL PLAN & ELEVATION
331	STTN102	RETAINING WALL - TN1 TYPICAL SECTION
332	STTN201	RETAINING WALL - TN2 GENERAL PLAN & ELEVATION -1
333	STTN202	RETAINING WALL - TN2 GENERAL PLAN & ELEVATION -2
334	STTN203	RETAINING WALL - TN2 TYPICAL SECTION
ZONE 1 S - CCT UNDERPASS EAST OF ROCK CREEK		
335	ST1S01	CCT UNDERPASS WEST OF LYTONSVILLE PLAN AND LONGITUDINAL SECTION
336	ST1S02	CCT UNDERPASS WEST OF LYTONSVILLE SECTIONS
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337	ST1U21	RETAINING WALL - 1U2 GENERAL PLAN & ELEVATION - 1
338	ST1U22	RETAINING WALL - 1U2 GENERAL PLAN & ELEVATION - 2
339	ST1U23	RETAINING WALL - 1U2 GENERAL PLAN & ELEVATION - 3
340	ST1U24	RETAINING WALL - 1U2 GENERAL PLAN & ELEVATION - 4
341	ST1U25	RETAINING WALL - 1U2 TYPICAL SECTIONS
342	ST1U31	RETAINING WALL - 1U3 GENERAL PLAN & ELEVATION - 1
343	ST1U32	RETAINING WALL - 1U3 GENERAL PLAN & ELEVATION - 2
344	ST1U33	RETAINING WALL - 1U3 GENERAL PLAN & ELEVATION - 3
345	ST1U34	RETAINING WALL - 1U3 GENERAL PLAN & ELEVATION - 4
346	ST1U35	RETAINING WALL - 1U3 GENERAL PLAN & ELEVATION - 5
347	ST1U36	RETAINING WALL - 1U3 TYPICAL SECTIONS
ZONE T P - CCT RETAINING WALL CCT UNDERPASS - GRUBB ROAD		
348	STTP01	RETAINING WALL - TP GENERAL PLAN & ELEVATION - 1
349	STTP02	RETAINING WALL - TP GENERAL PLAN & ELEVATION - 2
350	STTP03	RETAINING WALL - TP GENERAL PLAN & ELEVATION - 3
ZONE T Q - CCT RETAINING WALLS GRUBB ROAD - LYTTONSVILLE YARD		
351	STTQ01	RETAINING WALL - TQO GENERAL PLAN & ELEVATION
352	STTQ11	RETAINING WALL - TQ1 GENERAL PLAN & ELEVATION - 1
353	STTQ12	RETAINING WALL - TQ1 GENERAL PLAN & ELEVATION - 2
354	STTQ13	RETAINING WALL - TQ1 GENERAL PLAN & ELEVATION - 3
355	STTQ14	CCT RETAINING WALLS NEAR LYTTONSVILLE TYPICAL SECTIONS - 1
356	STTQ15	CCT RETAINING WALLS NEAR LYTTONSVILLE TYPICAL SECTIONS - 2
ZONE 1 V - RETAINING WALL GRUBB ROAD - LYTTONSVILLE YARD		
357	ST1V01	RETAINING WALL - 1V GENERAL PLAN & ELEVATION - 1
358	ST1V02	RETAINING WALL - 1V GENERAL PLAN & ELEVATION - 2
359	ST1V03	RETAINING WALL - 1V GENERAL PLAN & ELEVATION - 3
360	ST1V04	RETAINING WALL - 1V GENERAL PLAN & ELEVATION - 4
361	ST1V05	RETAINING WALL - 1V TYPICAL SECTION
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362	ST1T01	LYTTONSVILLE PLACE BRIDGE GENERAL PLAN AND ELEVATION
363	ST1T02	LYTTONSVILLE PLACE BRIDGE ABUTMENT A - PLAN AND ELEVATION
364	ST1T05	LYTTONSVILLE PLACE BRIDGE PIER 1 - PLAN AND ELEVATION
365	ST1T07	LYTTONSVILLE PLACE BRIDGE PIER 2 - PLAN AND ELEVATION
366	ST1T09	LYTTONSVILLE PLACE BRIDGE ABUTMENT B - PLAN AND ELEVATION
367	ST1T10	LYTTONSVILLE PLACE BRIDGE TYPICAL SECTIONS
368	ST1T11	LYTTONSVILLE PLACE BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 1
369	ST1T12	LYTTONSVILLE PLACE BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 2
370	ST1T13	LYTTONSVILLE PLACE BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 3
371	ST1T14	LYTTONSVILLE PLACE BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 4
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373	STTR101	LYTTONSVILLE PLACE CONNECTION RAMP GENERAL PLAN SHEET 1 OF 2
374	STTR102	LYTTONSVILLE PLACE CONNECTION RAMP GENERAL PLAN SHEET 2 OF 2
375	STTR103	LYTTONSVILLE PLACE CONNECTION RAMP STAIRS AND CANOPY PLANS
376	STTR104	LYTTONSVILLE PLACE CONNECTION RAMP RET. WALL B ELEVATION SHEET 1 OF 3
377	STTR105	LYTTONSVILLE PLACE CONNECTION RAMP RET. WALL B ELEVATION SHEET 2 OF 3
378	STTR106	LYTTONSVILLE PLACE CONNECTION RAMP RET. WALL B ELEVATION SHEET 3 OF 3
379	STTR107	LYTTONSVILLE PLACE CONNECTION RAMP LONGITUDINAL SECTION SHEET 1 OF 3
380	STTR108	LYTTONSVILLE PLACE CONNECTION RAMP LONGITUDINAL SECTION SHEET 2 OF 3
381	STTR109	LYTTONSVILLE PLACE CONNECTION RAMP LONGITUDINAL SECTION SHEET 3 OF 3
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382	ST2H01	RETAINING WALL - 2HO GENERAL PLAN & ELEVATION
383	ST2H02	RETAINING WALL - 2HO TYPICAL SECTIONS - 1
384	ST2H03	RETAINING WALL - 2HO TYPICAL SECTIONS - 2
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385	ST2J01	RETAINING WALL - 2JO GENERAL PLAN & ELEVATION - 1
386	ST2J02	RETAINING WALL - 2JO GENERAL PLAN & ELEVATION - 2
387	ST2J03	RETAINING WALL - 2JO GENERAL PLAN & ELEVATION - 3
388	ST2J04	RETAINING WALL - 2JO GENERAL PLAN & ELEVATION - 4
389	ST2J05	RETAINING WALL - 2JO TYPICAL SECTION
390	ST2J11	RETAINING WALL - 2J1 GENERAL PLAN & ELEVATION
391	ST2J12	RETAINING WALL - 2J1 TYPICAL SECTION
ZONE 2 U - CSX CORRIDOR CRASH WALLS		
392	ST2U01	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 1
393	ST2U02	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 2
394	ST2U03	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 3
395	ST2U04	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 4
396	ST2U05	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 5
397	ST2U06	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 6
398	ST2U07	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 7
399	ST2U08	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 8
400	ST2U09	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 9
401	ST2U10	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 10
402	ST2U11	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 11
403	ST2U12	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 12
404	ST2U13	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 13
405	ST2U14	CSX CORRIDOR CRASH WALL - 2U GENERAL PLAN & ELEVATION - 14
406	ST2U15	CSX CORRIDOR CRASH WALL - 2U TYPICAL SECTION
ZONE 2 K - RETAINING WALL ON NORTH SIDE OF TALBOT AVENUE		
407	ST2K01	RETAINING WALL 2K GENERAL PLAN AND ELEVATION - 1
408	ST2K02	RETAINING WALL 2K GENERAL PLAN AND ELEVATION - 2
409	ST2K03	RETAINING WALL 2K GENERAL PLAN AND ELEVATION - 3
410	ST2K04	RETAINING WALL 2K TYPICAL SECTION - 1
411	ST2K05	RETAINING WALL 2K TYPICAL SECTION - 2
ZONE 2 R - RETAINING WALL ON SOUTH SIDE OF TALBOT AVENUE		
412	ST2R01	RETAINING WALL 2R GENERAL PLAN AND ELEVATION - I
413	ST2R02	RETAINING WALL 2R GENERAL PLAN AND ELEVATION - II
414	ST2R03	RETAINING WALL 2R TYPICAL SECTION
ZONE 2 G - TALBOT AVENUE BRIDGE		
415	ST2G01	TALBOT AVENUE BRIDGE GENERAL PLAN AND ELEVATION
416	ST2G02	TALBOT AVENUE BRIDGE ABUTMENT A - PLAN AND ELEVATION
417	ST2G03	TALBOT AVENUE BRIDGE PIER - PLAN AND ELEVATION
418	ST2G05	TALBOT AVENUE BRIDGE SUPERSTRUCTURE TYPICAL SECTION
419	ST2G04	TALBOT AVENUE BRIDGE ABUTMENT B - PLAN AND ELEVATION
ZONE 2 L - RETAINING WALL TALBOT AVENUE - 16TH STREET		
420	ST2L01	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 1
421	ST2L02	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 2
422	ST2L03	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 3
423	ST2L04	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 4
424	ST2L05	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 5
425	ST2L06	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 6
426	ST2L07	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 7
427	ST2L08	RETAINING WALL 2L GENERAL PLAN AND ELEVATION - 8
428	ST2L09	RETAINING WALL 2L TYPICAL SECTION - 1
429	ST2L10	RETAINING WALL 2L TYPICAL SECTION - 2
430	ST2L11	RETAINING WALL 2L TYPICAL SECTION - 3
431	ST2L12	RETAINING WALL 2L TYPICAL SECTION - 4
ZONE 2E - 16 TH BRIDGE		
432	ST2E01	BRIDGE NO. 15089 ON MD390 PROTECTIVE BARRIER
ZONE T T - CCT RETAINING WALL EAST OF TALBOT AVENUE		
433	STTT01	RETAINING WALL - TT GENERAL PLAN AND ELEVATION - I
434	STTT02	RETAINING WALL - TT GENERAL PLAN AND ELEVATION - II
435	STTT03	RETAINING WALL - TT TYPICAL SECTIONS
ZONE T U - CCT RETAINING WALLS TALBOT AVENUE - 16TH STREET		
436	STTU01	RETAINING WALL - TUO GENERAL PLAN AND ELEVATION
437	STTU02	RETAINING WALL - TUO TYPICAL SECTION
438	STTU11	RETAINING WALL - TU1 GENERAL PLAN AND ELEVATION
439	STTU12	RETAINING WALL - TU1 TYPICAL SECTION
440	STTU21	RETAINING WALL - TU2 GENERAL PLAN AND ELEVATION - 1
441	STTU22	RETAINING WALL - TU2 GENERAL PLAN AND ELEVATION - 2
442	STTU23	RETAINING WALL - TU2 TYPICAL SECTION
ZONE T V - CCT RETAINING WALL AT 16TH STREET		
443	STTV11	RETAINING WALL - TV GENERAL PLAN AND ELEVATION - 1
444	STTV12	RETAINING WALL - TV GENERAL PLAN AND ELEVATION - 2
445	STTV13	RETAINING WALL - TV GENERAL PLAN AND ELEVATION - 3
446	STTV14	RETAINING WALL - TV TYPICAL SECTIONS

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 6
SHEET 3

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1603
SHEET NO. 20 OF 691

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SHEET NO.	DWG. NO.	DESCRIPTION
ZONE T W - CCT RETAINING WALLS EAST OF 16TH STREET		
447	STTW01	RETAINING WALL - TW0 GENERAL PLAN AND ELEVATION
448	STTW02	RETAINING WALL - TW0 TYPICAL SECTION
449	STTW11	RETAINING WALL - TW1 GENERAL PLAN AND ELEVATION
450	STTW21	RETAINING WALL - TW2 GENERAL PLAN AND ELEVATION
451	STTW22	RETAINING WALL - TW2 TYPICAL SECTIONS
452	STTW301	RETAINING WALL TW3 GENERAL PLAN AND ELEVATION
453	STTW302	RETAINING WALL TW3 GENERAL PLAN. ELEVATION AND SECTION
454	STTW41	RETAINING WALL TW4 PLAN AND ELEVATION
455	STTW42	RETAINING WALL TW4 TYPICAL SECTION
ZONE 2 S - RETAINING WALLS ALONG 16TH STREET		
456	ST2S01	RETAINING WALL - 2S0 GENERAL PLAN & ELEVATION - 1
457	ST2S02	RETAINING WALL - 2S0 GENERAL PLAN & ELEVATION - 2
458	ST2S03	RETAINING WALL - 2S0 TYPICAL SECTION
459	ST2S11	RETAINING WALL - 2S1 GENERAL PLAN & ELEVATION - 1
460	ST2S12	RETAINING WALL - 2S1 GENERAL PLAN & ELEVATION - 2
461	ST2S13	RETAINING WALL - 2S1 TYPICAL SECTIONS
ZONE 2 F - WOODSIDE / 16TH STREET STATION		
462	ST2F03	WOODSIDE/16TH STREET STATION PLATFORM PLAN - 1
463	ST2F04	WOODSIDE/16TH STREET STATION PLATFORM PLAN - 2
464	ST2F05	WOODSIDE/16th ST STATION & CSX CRASH WALL SECTION AT STA. 302+00
465	ST2F06	WOODSIDE/16th ST STATION & CSX CRASH WALL SECTION AT STATION CANOPY
ZONE 2 M - RETAINING WALLS 16TH STREET - SPRING STREET		
466	ST2M01	STAIR PLAN - 2M0 GENERAL PLAN AND ELEVATION
467	ST2M11	RETAINING WALL - 2M1 GENERAL PLAN AND ELEVATION
468	ST2M12	RETAINING WALL - 2M1 TYPICAL SECTION
469	ST2M31	RETAINING WALL - 2M3 GENERAL PLAN AND ELEVATION - 1
470	ST2M32	RETAINING WALL - 2M3 GENERAL PLAN AND ELEVATION - 2
471	ST2M33	RETAINING WALL - 2M3 TYPICAL SECTION
ZONE 2 D - SPRING STREET BRIDGE		
472	ST2D01	SPRING STREET BRIDGE GENERAL PLAN AND ELEVATION
473	ST2D02	SPRING STREET BRIDGE ABUTMENT A - PLAN AND ELEVATION
474	ST2D05	SPRING STREET BRIDGE PIER - PLAN AND ELEVATION
475	ST2D12	SPRING STREET BRIDGE ABUTMENT B - PLAN AND ELEVATION
476	ST2D17	SPRING STREET BRIDGE SUPERSTRUCTURE TYPICAL SECTIONS
477	ST2D18	SPRING STREET BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 1
478	ST2D19	SPRING STREET BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 2
479	ST2D20	SPRING STREET BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 3
480	ST2D21	SPRING STREET BRIDGE SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 4
ZONE 2 N - RETAINING WALL EAST OF SPRING STREET		
481	ST2N01	RETAINING WALL - 2N GENERAL PLAN AND ELEVATION
482	ST2N02	RETAINING WALL - 2N TYPICAL SECTION
ZONE T Y - CCT RETAINING WALL SPRING STREET RAMP CONNECTION		
483	STTY01	RETAINING WALL TY1 PLAN & ELEVATION
484	STTY02	RETAINING WALL TY1 TYPICAL SECTION
ZONE T Z - CCT RETAINING WALLS SPRING STREET - SSTC CCT BRIDGE		
485	STTZ01	RETAINING WALL TZ1 PLAN AND ELEVATION - SHEET 1 OF 2
486	STTZ02	RETAINING WALL TZ1 PLAN AND ELEVATION - SHEET 2 OF 2
487	STTZ03	RETAINING WALL TZ1 TYPICAL SECTIONS
488	STTZ04	RETAINING WALL TZ2 PLAN & ELEVATION - SHEET 1 OF 3
489	STTZ05	RETAINING WALL TZ2 PLAN AND ELEVATION - SHEET 2 OF 3
490	STTZ06	RETAINING WALL TZ2 PLAN AND ELEVATION - SHEET 3 OF 3
491	STTZ07	RETAINING WALL TZ2 TYPICAL SECTIONS
492	STTZ08	RETAINING WALL TZ3 PLAN AND ELEVATION
493	STTZ09	RETAINING WALL TZ3 TYPICAL SECTION
494	STTZ10	RETAINING WALL TZ4 PLAN AND ELEVATION
495	STTZ11	RETAINING WALL TZ4 TYPICAL SECTION
ZONE 2 A - SILVER SPRING TRANSIT CENTER LRT BRIDGE		
496	ST2A01	SILVER SPRING TRANSIT CENTER AERIAL GENERAL PLAN & ELEVATION - 1
497	ST2A02	SILVER SPRING TRANSIT CENTER AERIAL GENERAL PLAN & ELEVATION - 2
498	ST2A03	SILVER SPRING TRANSIT CENTER AERIAL GENERAL PLAN & ELEVATION - 3
499	ST2A04	SILVER SPRING TRANSIT CENTER AERIAL GENERAL PLAN & ELEVATION - 4
500	ST2A05	SILVER SPRING TRANSIT CENTER AERIAL GENERAL PLAN & ELEVATION - 5
501	ST2A06	SILVER SPRING TRANSIT CENTER AERIAL GENERAL PLAN & ELEVATION - 6
502	ST2A07	SILVER SPRING TRANSIT CENTER AERIAL CURVE DATA
503	ST2A08	SILVER SPRING TRANSIT CENTER AERIAL GENERAL NOTES
504	ST2A09	SILVER SPRING TRANSIT CENTER AERIAL ABUTMENT A PLAN & ELEVATION
505	ST2A10	SILVER SPRING TRANSIT CENTER AERIAL ABUTMENT B PLAN & ELEVATION
506	ST2A11	SILVER SPRING TRANSIT CENTER AERIAL SOUTHWEST MSE WALL PLAN & ELEVATION - 1
507	ST2A12	SILVER SPRING TRANSIT CENTER AERIAL SOUTHWEST MSE WALL PLAN & ELEVATION - 2
508	ST2A13	SILVER SPRING TRANSIT CENTER AERIAL SOUTHWEST MSE WALL PLAN & ELEVATION - 3
509	ST2A14	SILVER SPRING TRANSIT CENTER AERIAL NORTHWEST MSE WALL PLAN & ELEVATION - 1
510	ST2A15	SILVER SPRING TRANSIT CENTER AERIAL NORTHWEST MSE WALL PLAN & ELEVATION - 2
511	ST2A16	SILVER SPRING TRANSIT CENTER AERIAL NORTHWEST MSE WALL PLAN & ELEVATION - 3
512	ST2A17	SILVER SPRING TRANSIT CENTER AERIAL SOUTHEAST MSE WALL PLAN & ELEVATION - 1
513	ST2A18	SILVER SPRING TRANSIT CENTER AERIAL SOUTHEAST MSE WALL PLAN & ELEVATION - 2
514	ST2A19	SILVER SPRING TRANSIT CENTER AERIAL NORTHEAST MSE WALL PLAN & ELEVATION - 1
515	ST2A20	SILVER SPRING TRANSIT CENTER AERIAL NORTHEAST MSE WALL PLAN & ELEVATION - 2
516	ST2A21	SILVER SPRING TRANSIT CENTER AERIAL MSE RETAINING WALL TYPICAL SECTION
517	ST2A22	SILVER SPRING TRANSIT CENTER AERIAL PIER 1 PLAN & ELEVATIONS
518	ST2A23	SILVER SPRING TRANSIT CENTER AERIAL PIER 2 PLAN & ELEVATIONS
519	ST2A24	SILVER SPRING TRANSIT CENTER AERIAL PIER 3 PLAN & ELEVATIONS
520	ST2A25	SILVER SPRING TRANSIT CENTER AERIAL PIER 4 PLAN & ELEVATIONS
521	ST2A26	SILVER SPRING TRANSIT CENTER AERIAL PIER 5 PLAN & ELEVATIONS
522	ST2A27	SILVER SPRING TRANSIT CENTER AERIAL PIER 6 PLAN & ELEVATIONS
523	ST2A28	SILVER SPRING TRANSIT CENTER AERIAL PIER 7 PLAN & ELEVATIONS
524	ST2A29	SILVER SPRING TRANSIT CENTER AERIAL TYPICAL SECTION - 1
525	ST2A30	SILVER SPRING TRANSIT CENTER AERIAL TYPICAL SECTION - 2
526	ST2A31	SILVER SPRING TRANSIT CENTER AERIAL TYPICAL SECTION - 3
527	ST2A36	SILVER SPRING TRANSIT CENTER AERIAL SEQUENCE OF CONSTRUCTION - 1
528	ST2A37	SILVER SPRING TRANSIT CENTER AERIAL SEQUENCE OF CONSTRUCTION - 2
ZONE 2 C - SILVER SPRING TRANSIT CENTER STATION		
529	ST2C01	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 PLAN (1 OF 2)
530	ST2C02	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 PLAN (2 OF 2)
531	ST2C03	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FRAMING PLAN (1 OF 2)
532	ST2C04	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FRAMING PLAN (2 OF 2)
533	ST2C05	SILVER SPRING TRANSIT CENTER STATION MEZZANINE LEVEL FRAMING PLAN (1 OF 2)
534	ST2C06	SILVER SPRING TRANSIT CENTER STATION MEZZANINE LEVEL FRAMING PLAN (2 OF 2)
535	ST2C07	SILVER SPRING TRANSIT CENTER STATION PLATFORM LEVEL FRAMING PLAN (1 OF 2)
536	ST2C08	SILVER SPRING TRANSIT CENTER STATION PLATFORM LEVEL FRAMING PLAN (2 OF 2)
537	ST2C09	SILVER SPRING TRANSIT CENTER STATION CANOPY LEVEL FRAMING PLAN
538	ST2C20	SILVER SPRING TRANSIT CENTER STATION FULL STATION SECTIONS - 1
539	ST2C21	SILVER SPRING TRANSIT CENTER STATION FULL STATION SECTIONS - 2
540	ST2C22	SILVER SPRING TRANSIT CENTER STATION FULL STATION SECTIONS - 3
541	ST2C23	SILVER SPRING TRANSIT CENTER STATION FULL STATION SECTIONS - 4
542	ST2C24	SILVER SPRING TRANSIT CENTER STATION FULL STATION SECTIONS - 5
543	ST2C30	SILVER SPRING TRANSIT CENTER STATION CCT TRUSS BRIDGE ELEVATION
ZONE 2 B - SILVER SPRING TRANSIT CENTER CCT BRIDGE		
544	ST2B01	CCT BRIDGE AT SSTC GENERAL PLAN AND ELEVATION - 1
545	ST2B02	CCT BRIDGE AT SSTC GENERAL PLAN AND ELEVATION - 2
546	ST2B03	CCT BRIDGE AT SSTC ABUTMENT A - PLAN & ELEVATION
547	ST2B04	CCT BRIDGE AT SSTC PIER 1 - PLAN & ELEVATION
548	ST2B05	CCT BRIDGE AT SSTC PIER 3 - PLAN & ELEVATION
549	ST2B06	CCT BRIDGE AT SSTC PIER 5 - PLAN & ELEVATION
550	ST2B07	CCT BRIDGE AT SSTC TYPICAL SECTION
551	ST2B08	CCT BRIDGE AT SSTC FRAMING PLAN - 1
552	ST2B09	CCT BRIDGE AT SSTC FRAMING PLAN - 2
ZONE 2 T - BONIFANT STREET PARKING GARAGE MODIFICATIONS		
553	ST-2T01	BONIFANT PARKING GARAGE GRADE LEVEL PLAN / SITE PLAN
554	ST-2T01	BONIFANT PARKING GARAGE EXISTING FDN PLAN & NEW BRIDGE SUPPORTS
555	ST2T01	BONIFANT PARKING GARAGE 2ND LEVEL EXIST. & NEW BRIDGE PLANS
556	ST2T02	BONIFANT PARKING GARAGE 3RD LEVEL EXISTING FRAMING PLAN
557	ST2T03	BONIFANT PARKING GARAGE 3RD LEVEL DEMOLITION AND NEW WORK PLANS
558	ST2T04	BONIFANT PARKING GARAGE SECTIONS
ZONE 3 B - SILVER SPRING LIBRARY STATION		
559	ST3B01	SILVER SPRING LIBRARY STATION STRUCTURAL PLATFORM PLAN - 1
560	ST3B02	SILVER SPRING LIBRARY STATION STRUCTURAL PLATFORM PLAN - 2
561	ST3B03	SILVER SPRING LIBRARY STATION THIRD FLOOR PLAN
562	ST3B31	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS - 1
563	ST3B32	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS - 2
564	ST3B33	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS - 3
565	ST3B34	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS - 4
566	ST3B36	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS - 5
ZONE 3 E - RETAINING WALL ALONG WAYNE AVE WEST OF CEDAR ST		
567	ST3E01	WAYNE AVENUE RETAINING WALL E STA TRK 1 361+31.75 TO 362+02.75
ZONE 3 D - DALE DRIVE STATION		
568	ST3D11	DALE DRIVE STATION PLATFORM PLAN
ZONE 3 F - RETAINING WALLS AT SILVER SPRING INTERNATIONAL MIDDLE SCHOOL		
569	ST3F01	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL F1
570	ST3F02	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL F2-1
571	ST3F03	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL F2-2
572	ST3F04	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL F3
ZONE 3 G - RETAINING WALL ALONG WAYNE AVE WEST OF DARTMOUTH AVE		
573	ST3G01	WAYNE AVENUE RETAINING WALL G STA TRK 1 371+92.22 TO 373+73.21
ZONE 3 H - RETAINING WALL ALONG WAYNE AVE WEST OF SLIGO CREEK		
574	ST3H01	WAYNE AVENUE RETAINING WALL H STA TRK 1 389+56.19 TO 391+63.01
ZONE 3 A - WAYNE AVENUE BRIDGE		
575	ST3A01	WAYNE AVENUE BRIDGE OVER SLIGO CREEK GENERAL PLAN AND ELEVATION
576	ST3A02	WAYNE AVENUE BRIDGE OVER SLIGO CREEK ABUTMENT A - PLAN AND ELEVATION
577	ST3A04	WAYNE AVENUE BRIDGE OVER SLIGO CREEK ABUTMENT B - PLAN AND ELEVATION
578	ST3A06	WAYNE AVENUE BRIDGE OVER SLIGO CREEK SUPERSTRUCTURE TYPICAL SECTION
579	ST3A07	WAYNE AVENUE BRIDGE OVER SLIGO CREEK SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 1
580	ST3A08	WAYNE AVENUE BRIDGE OVER SLIGO CREEK SUPERSTRUCTURE - SEQ. OF CONSTRUCTION - 2
ZONE 3 J - RETAINING WALL ALONG WAYNE AVE EAST OF SLIGO CREEK		
581	ST3J01	WAYNE AVENUE RETAINING WALL J STA TRK 1 398+93.94 TO 400+64.06
ZONE 4 E - RETAINING WALLS PLYMOUTH TUNNEL WEST PORTAL		
582	ST4E11	MANCHESTER PLACE STATION WEST PORTAL RETAINING WALLS - PLAN
583	ST4E21	MANCHESTER PLACE STATION WEST PORTAL WALLS - ELEVATIONS & SECTIONS
ZONE 4 K - RETAINING WALL MANCHESTER PLACE STATION PARKING LOT		
584	ST4K01	MANCHESTER PLACE STATION PARKING LOT RETAINING WALL 4K
ZONE 4 C - MANCHESTER PLACE STATION		
585	ST4C11	MANCHESTER PLACE STATION STRUCTURAL PLANS - SHEET 1 OF 2
586	ST4C12	MANCHESTER PLACE STATION STRUCTURAL PLANS - SHEET 2 OF 2
587	ST4C21	MANCHESTER PLACE STATION STRUCTURAL ELEVATIONS - SHEET 1 OF 2
588	ST4C22	MANCHESTER PLACE STATION STRUCTURAL ELEVATIONS - SHEET 2 OF 2
589	ST4C31	MANCHESTER PLACE STATION STRUCTURAL SECTIONS - SHEET 1 OF 3
590	ST4C32	MANCHESTER PLACE STATION STRUCTURAL SECTIONS - SHEET 2 OF 3
591	ST4C33	MANCHESTER PLACE STATION STRUCTURAL SECTIONS-SHEET 3 OF 3
592	ST4C41	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION PLAN
593	ST4C42	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION ELEVATION (NORTH)
594	ST4C43	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION ELEVATION (SOUTH)
595	ST4C44	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION ELEVATION (EAST)

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 6
SHEET 4

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1604

SHEET NO. 21 OF 691

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SHEET NO.	DWG. NO.	DESCRIPTION
ZONE 4 A - PLYMOUTH TUNNEL		
596	ST4A01	PLYMOUTH TUNNEL SEM TUNNEL PLAN
597	ST4A02	PLYMOUTH TUNNEL SEM TUNNEL PROFILE
598	ST4A03	PLYMOUTH TUNNEL SEM TUNNEL SPACE PROOFING
599	ST4A04	PLYMOUTH TUNNEL SEM TUNNEL CONCRETE LINING
600	ST4A06	PLYMOUTH TUNNEL SEM TUNNEL WATERPROOFING DETAILS
601	ST4A07	PLYMOUTH TUNNEL SEM TUNNEL GROUND SUPPORT GEOMETRY
602	ST4A08	PLYMOUTH TUNNEL SEM TUNNEL EXCAVATION SEQUENCE
603	ST4A09	PLYMOUTH TUNNEL SEM TUNNEL EAST PORTAL EXCAVATION
604	ST4A10	PLYMOUTH TUNNEL SEM TUNNEL WEST PORTAL EXCAVATION
ZONE 4 B - PLYMOUTH TUNNEL EAST CUT AND COVER		
605	ST4B01	PLYMOUTH TUNNEL EAST CUT & COVER TUNNEL PLAN
606	ST4B02	PLYMOUTH TUNNEL EAST CUT & COVER TUNNEL PROFILE
607	ST4B03	PLYMOUTH TUNNEL EAST CUT & COVER TUNNEL SPACE PROOFING
608	ST4B04	PLYMOUTH TUNNEL EAST C&C PERMANENT CONCRETE LINING
609	ST4B09	PLYMOUTH TUNNEL EAST C&C HEADWALL DETAILS
610	ST4B05	PLYMOUTH TUNNEL EAST C&C SUPPORT OF EXCAVATION PLAN
611	ST4B06	PLYMOUTH TUNNEL EAST C&C EXCAVATION ELEVATION (NORTH)
612	ST4B07	PLYMOUTH TUNNEL EAST C&C EXCAVATION ELEVATION (SOUTH)
ZONE 4 G - RETAINING WALLS PLYMOUTH TUNNEL EAST PORTAL		
613	ST4G01	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL PLAN
614	ST4G02	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL PROFILE (NORTH)
615	ST4G03	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL PROFILE (SOUTH)
616	ST4G04	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL SPACE PROOFING
617	ST4G07	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL SECTION
618	ST4G08	PLYMOUTH TUNNEL EAST PORTAL SUPPORT OF EXCAVATION PLAN
619	ST4G09	PLYMOUTH TUNNEL EAST PORTAL EXCAVATION ELEVATION (NORTH)
620	ST4G10	PLYMOUTH TUNNEL EAST PORTAL EXCAVATION ELEVATION (SOUTH)
621	ST4G11	PLYMOUTH TUNNEL EAST PORTAL EXCAVATION SECTIONS
ZONE 5 A - LONG BRANCH STATION		
622	ST5A11	LONG BRANCH STATION PLATFORM PLAN
ZONE 5 D - RETAINING WALLS ALONG ARLISS ST NORTH OF PINEY BRANCH RD		
623	ST5D01	ARLISS STREET RETAINING WALL D1 STA TRK 1 427+34.89 TO 427+89.75
624	ST5D02	ARLISS STREET RETAINING WALL D2 STA TRK 1 429+43.50 TO 430+48.50
ZONE 5 E - RETAINING WALLS ALONG ARLISS ST NORTH OF PINEY BRANCH RD		
625	ST5E01	ARLISS STREET RETAINING WALL E1 STA TRK 1 423+479.98 TO 427+00
626	ST5E02	ARLISS STREET RETAINING WALL E1 STA TRK 1 427+00 TO 429+81.92
627	ST5E03	ARLISS STREET RETAINING WALL E2 STA TRK 1 430+29.26 TO 432+89.26
ZONE 5 C - LONG BRANCH CULVERT		
628	ST5C01	PINEY BRANCH ROAD OVER LONG BRANCH CULVERT PLAN AND SECTIONS
629	ST5C02	PINEY BRANCH ROAD OVER LONG BRANCH CULVERT DETAILS
ZONE 5 F - RETAINING WALLS ALONG PINEY BRANCH RD WEST OF UNIVERSITY BLVD		
630	ST5F01	PINEY BRANCH ROAD RETAINING WALL F1 STA TRK 1 445+88.81 TO 447+65.27
631	ST5F02	PINEY BRANCH ROAD RETAINING WALL F2 STA TRK 1 448+74.58 TO 449+65.13
ZONE 5 B - PINEY BRANCH ROAD STATION		
632	ST5B11	PINEY BRANCH ROAD STATION PLATFORM PLAN
ZONE 6 A - TAKOMA / LANGLEY TRANSIT CENTER STATION		
633	ST6A11	TAKOMA / LANGLEY TRANSIT CENTER STATION PLATFORM PLAN
ZONE 6 D - RETAINING WALL ALONG UNIVERSITY BOULEVARD AT MD 650		
634	ST6D01	UNIVERSITY BLVD. RETAINING WALL - 6D GENERAL PLAN AND ELEVATION
635	ST6D02	UNIVERSITY BLVD. RETAINING WALL - 6D TYPICAL SECTION
ZONE 6 B - RIGGS ROAD STATION		
636	ST6B11	RIGGS ROAD STATION PLATFORM PLAN
ZONE 6 C - UNIVERSITY BOULEVARD BRIDGE		
637	ST6C01	UNIVERSITY BLVD. OVER NORTHWEST BRANCH GENERAL PLAN
638	ST6C02	UNIVERSITY BLVD. OVER NORTHWEST BRANCH ELEVATION AND GENERAL NOTES
639	ST6C03	UNIVERSITY BLVD. OVER NORTHWEST BRANCH EXISTING AND PROPOSED TYPICAL SECTIONS
640	ST6C04	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 1
641	ST6C05	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 2
642	ST6C06	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 3A
643	ST6C07	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 3B
644	ST6C08	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 4
645	ST6C09	UNIVERSITY BLVD. OVER NORTHWEST BRANCH ABUTMENT A - PLAN
646	ST6C10	UNIVERSITY BLVD. OVER NORTHWEST BRANCH ABUTMENT A - ELEVATION
647	ST6C11	UNIVERSITY BLVD. OVER NORTHWEST BRANCH ABUTMENT B - PLAN
648	ST6C12	UNIVERSITY BLVD. OVER NORTHWEST BRANCH ABUTMENT B - ELEVATION
649	ST6C13	UNIVERSITY BLVD. OVER NORTHWEST BRANCH PIER 1 - PLAN AND ELEVATION
650	ST6C14	UNIVERSITY BLVD. OVER NORTHWEST BRANCH PIER 2 - PLAN AND ELEVATION
651	ST6C15	UNIVERSITY BLVD. OVER NORTHWEST BRANCH NW APPROACH WALL - PLAN AND ELEVATION - 1
652	ST6C16	UNIVERSITY BLVD. OVER NORTHWEST BRANCH NW APPROACH WALL - PLAN AND ELEVATION - 2
653	ST6C17	UNIVERSITY BLVD. OVER NORTHWEST BRANCH NW RETAINING WALL - TYPICAL SECTION
ZONE 6 N - RETAINING WALL IN MEDIAN OF UNIVERSITY BOULEVARD		
654	ST6N01	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 1
655	ST6N02	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 2
656	ST6N03	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 3
657	ST6N04	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 4
658	ST6N05	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 5
659	ST6N06	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 6
660	ST6N07	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 7
661	ST6N08	UNIVERSITY BLVD RETAINING WALL - 6N GENERAL PLAN AND ELEVATION - 8
ZONE 6 P - RETAINING WALL IN MEDIAN OF UNIVERSITY BOULEVARD		
662	ST6P01	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 1
663	ST6P02	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 2
664	ST6P03	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 3
665	ST6P04	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 4
666	ST6P05	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 5
667	ST6P06	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 6
668	ST6P07	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 7
669	ST6P08	UNIVERSITY BLVD RETAINING WALL - 6P GENERAL PLAN AND ELEVATION - 8
670	ST6P09	UNIVERSITY BLVD RETAINING WALLS - 6P TYPICAL SECTION
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671	ST7A11	ADELPHI ROAD / WEST CAMPUS PLATFORM PLAN
ZONE 7 B - CAMPUS CENTER STATION		
672	ST7B11	CAMPUS CENTER STATION PLATFORM PLAN
673	ST7B12	CAMPUS CENTER STATION ROOF PLAN
674	ST7B41	CAMPUS CENTER STATION PLATFORM SECTION BEYOND CANOPY
ZONE 7 C - EAST CAMPUS STATION		
675	ST7C11	EAST CAMPUS STATION PLATFORM PLAN
676	ST7C12	UMD EAST CAMPUS STATION ROOF PLAN
677	ST7C41	EAST CAMPUS STATION CANOPY FRAMING SECTION
678	ST7C42	EAST CAMPUS STATION PLATFORM SECTION BEYOND CANOPY
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679	ST7D11	COLLEGE PARK METRO STATION PLATFORM PLAN
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680	ST8M01	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 1
681	ST8M02	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 2
682	ST8M03	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 3
683	ST8M04	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 4
684	ST8M05	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 5
685	ST8M06	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 6
686	ST8M07	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 7
687	ST8M08	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 8
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689	ST8U02	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 2
690	ST8U03	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 3
691	ST8U04	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 4
692	ST8U05	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 5
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695	ST8N01	RIVER ROAD RETAINING WALL - 8N GENERAL PLAN AND ELEVATION - 1
696	ST8N02	RIVER ROAD RETAINING WALL - 8N GENERAL PLAN AND ELEVATION - 2
ZONE 8 A - M SQUARE STATION		
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698	ST8A21	M SQUARE STATION RETAINING WALL GENERAL PLAN AND ELEVATION - 1
699	ST8A22	M SQUARE STATION RETAINING WALL GENERAL PLAN AND ELEVATION - 2
700	ST8A23	M SQUARE STATION RETAINING WALL TYPICAL SECTION
701	ST8A41	M SQUARE STATION PLATFORM SECTION BEYOND CANOPY
702	ST8A42	M SQUARE STATION SECTION THROUGH CANOPY
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704	ST8X02	RIVER ROAD RETAINING WALL - 8X GENERAL PLAN AND ELEVATION - 2
705	ST8X03	RIVER ROAD RETAINING WALL - 8N TYPICAL SECTION - 1
706	ST8X04	RIVER ROAD RETAINING WALL - 8X TYPICAL SECTION - 2
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708	ST8B02	ANACOSTIA LRT BRIDGE TYPICAL SECTION
709	ST8B03	ANACOSTIA LRT BRIDGE CONSTRUCTION PLAN
710	ST8B04	ANACOSTIA LRT BRIDGE ABUTMENT A - PLAN & ELEVATION
711	ST8B05	ANACOSTIA LRT BRIDGE ABUTMENT B - PLAN & ELEVATION
712	ST8B06	ANACOSTIA LRT BRIDGE PIER - ELEVATION
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713	ST8C01	KENILWORTH AVENUE AERIAL KEY PLAN
714	ST8C02	KENILWORTH AVENUE AERIAL GENERAL PLAN AND ELEVATION - 1
715	ST8C03	KENILWORTH AVENUE AERIAL GENERAL PLAN AND ELEVATION - 2
716	ST8C04	KENILWORTH AVENUE AERIAL ABUTMENT A PLAN AND ELEVATION
717	ST8C05	KENILWORTH AVENUE AERIAL RETAINING WALL SECTIONS AND DETAILS
718	ST8C06	KENILWORTH AVENUE AERIAL PIER 1 AND 2 PLAN AND ELEVATIONS
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725	ST8F03	RIVERDALE PARK STATION AERIAL PIER 6 PLAN AND ELEVATION
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727	ST8F05	RIVERDALE PARK STATION AERIAL FRAMING PLAN
728	ST8F06	RIVERDALE PARK STATION AERIAL VERTICAL CIRCULATION DETAILS
729	ST8F07	RIVERDALE PARK STATION AERIAL VERTICAL CIRCULATION PLATFORM DETAILS

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 6
SHEET 5

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1605
SHEET NO. 22 OF 691

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12/11/2013

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SHEET NO.	DWG. NO.	DESCRIPTION
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731	ST8D02	RIVERDALE ROAD AERIAL GENERAL PLAN AND ELEVATION - 2
732	ST8D03	RIVERDALE ROAD AERIAL ABUTMENT B PLAN AND ELEVATION
733	ST8D04	RIVERDALE ROAD AERIAL RETAINING WALL SECTIONS AND DETAILS
734	ST8D05	RIVERDALE ROAD AERIAL TYPICAL SECTION
735	ST8D06	RIVERDALE ROAD AERIAL FRAMING PLAN
ZONE 8 V - RETAINING WALL ALONG RIVERDALE RD WEST OF MUSTANG DRIVE		
736	ST8V11	RETAINING WALL 8V GENERAL PLAN AND ELEVATION - 1
737	ST8V12	RETAINING WALL 8V GENERAL PLAN AND ELEVATION - 2
738	ST8V13	RETAINING WALL 8V GENERAL PLAN AND ELEVATION - 3
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741	ST8J02	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL PLAN - SBR
742	ST8J03	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL ELEVATION - SBR
743	ST8J04	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT A PLAN AND ELEVATION - SBR
744	ST8J05	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT B PLAN AND ELEVATION - SBR
745	ST8J08	BW PARKWAY OVER MD 410 AND LIGHT RAIL PIER PLAN, ELEVATION & VIEW - SBR
746	ST8J09	BW PARKWAY OVER MD 410 AND LIGHT RAIL EXISTING TYPICAL SECTION - SBR
747	ST8J10	BW PARKWAY OVER MD 410 AND LIGHT RAIL PROPOSED TYPICAL SECTION - SBR
748	ST8J11	BW PARKWAY OVER MD 410 AND LIGHT RAIL PLAN & ELEV. TEMPORARY BRIDGE - SBR
749	ST8J12	BW PARKWAY OVER MD 410 AND LIGHT RAIL TYPICAL SECTION TEMPORARY BRIDGE - SBR
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750	ST8K01	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL NOTES & ABBREVIATIONS - NBR
751	ST8K02	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL PLAN - NBR
752	ST8K03	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL ELEVATION - NBR
753	ST8K04	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT A PLAN AND ELEVATION - NBR
754	ST8K05	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT B PLAN AND ELEVATION - NBR
755	ST8K08	BW PARKWAY OVER MD 410 AND LIGHT RAIL PIER PLAN, ELEVATION & VIEW - NBR
756	ST8K09	BW PARKWAY OVER MD 410 AND LIGHT RAIL EXISTING TYPICAL SECTION - NBR
757	ST8K10	BW PARKWAY OVER MD 410 AND LIGHT RAIL PROPOSED TYPICAL SECTION - NBR
758	ST8K11	BW PARKWAY OVER MD 410 AND LIGHT RAIL PLAN & ELEV. - TEMPORARY BRIDGE NBR
759	ST8K12	BW PARKWAY OVER MD 410 AND LIGHT RAIL TYPICAL SECTION - TEMPORARY BRIDGE NBR
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761	ST8H02	BEACON HEIGHTS STATION PLATFORM PLAN - 2
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763	ST8W02	BEACON HEIGHTS STATION SOUTH WALL - 8W PLAN AND ELEVATION - SHEET 2 OF 2
764	ST8W03	BEACON HEIGHTS STATION SOUTH WALL - 8W TYPICAL SECTIONS
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766	ST9D02	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 2
767	ST9D03	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 3
768	ST9D04	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 4
769	ST9D05	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 5
770	ST9D06	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 6
ZONE 9 E - RETAINING WALL ALONG VETERANS PKWY EAST OF RIVERDALE RD		
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772	ST9E02	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 2
773	ST9E03	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 3
774	ST9E04	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 4
775	ST9E05	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 5
776	ST9E06	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 6
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778	ST9F02	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 2
779	ST9F03	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 3
780	ST9F04	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 4
781	ST9F05	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 5
782	ST9F06	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 6
783	ST9F07	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 7
784	ST9F08	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 8
785	ST9F09	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 9
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788	ST9W02	VETERANS AT GLENRIDGE RETAINING WALL - 9W GENERAL PLAN AND ELEVATION - 2
789	ST9W03	VETERANS AT GLENRIDGE RETAINING WALL - 9W GENERAL PLAN AND ELEVATION - 3
790	ST9W04	VETERANS AT GLENRIDGE RETAINING WALL - 9W GENERAL PLAN AND ELEVATION - 4
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791	ST9G01	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 1
792	ST9G02	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 2
793	ST9G03	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 3
794	ST9G04	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 4
795	ST9G05	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 5
796	ST9G06	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 6
797	ST9G07	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 7
798	ST9G08	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 8
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799	ST9X01	VETERANS AT GLENRIDGE RETAINING WALL - 9X GENERAL PLAN AND ELEVATION - 1
800	ST9X02	VETERANS AT GLENRIDGE RETAINING WALL - 9X GENERAL PLAN AND ELEVATION - 2
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802	ST9H02	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 2
803	ST9H03	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 3
804	ST9H04	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 4
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806	ST9K01	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 1
807	ST9K02	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 2
808	ST9K03	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 3
809	ST9K04	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 4
810	ST9K05	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 5
811	ST9K06	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 6
ZONE 9 L - RETAINING WALL ALONG VETERANS PKWY EAST OF ANNAPOLIS RD		
812	ST9L01	VETERANS PKWY RETAINING WALL - 9L GENERAL PLAN AND ELEVATION - 1
813	ST9L02	VETERANS PKWY RETAINING WALL - 9L GENERAL PLAN AND ELEVATION - 2
814	ST9L03	VETERANS PKWY RETAINING WALL - 9L GENERAL PLAN AND ELEVATION - 3
815	ST9L04	VETERANS PKWY RETAINING WALLS TYPICAL SECTIONS - 1
816	ST9L05	VETERANS PKWY RETAINING WALLS TYPICAL SECTIONS - 2
817	ST9L06	VETERANS PKWY RETAINING WALLS TYPICAL SECTIONS - 3
ZONE 9 P - RETAINING WALL ALONG ELLIN ROAD AT EMERSON PLACE		
818	ST9P01	ELLIN ROAD RETAINING WALL 9P GENERAL PLAN AND ELEVATION - 1
819	ST9P02	ELLIN ROAD RETAINING WALL - 9P GENERAL PLAN AND ELEVATION - 2
820	ST9P03	ELLIN ROAD RETAINING WALL - 9P GENERAL PLAN AND ELEVATION - 3
821	ST9P04	ELLIN ROAD RETAINING WALL - 9P TYPICAL SECTION
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823	ST9C02	NEW CARROLLTON STATION RETAINING WALL WALL 9C1 PLAN AND ELEVATION
824	ST9C03	NEW CARROLLTON STATION RETAINING WALL WALL 9C2 PLAN AND ELEV. - SHEET 1 OF 2
825	ST9C04	NEW CARROLLTON STATION RETAINING WALL WALL 9C2 PLAN AND ELEV. - SHEET 2 OF 2
826	ST9C05	NEW CARROLLTON STATION RETAINING WALL WALL 9C3 PLAN AND ELEV. - SHEET 1 OF 2
827	ST9C06	NEW CARROLLTON STATION RETAINING WALL WALL 9C3 PLAN AND ELEV. - SHEET 2 OF 2
828	ST9C07	NEW CARROLLTON STATION RETAINING WALL WALL 9C TYPICAL SECTION

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 6
SHEET 6

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1606
SHEET NO. 23 OF 691

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12/11/2013

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2	GN-7001	KEY MAP
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4	GI-7102	INDEX OF SHEETS - VOLUME 7 SHEET 2
5	GI-7103	INDEX OF SHEETS - VOLUME 7 SHEET 3
6	GN-7002	CIVIL LEGEND AND ABBREVIATIONS
7	GN-7003	ARCHITECTURAL LEGEND AND ABBREVIATIONS
8	GN-7004	STRUCTURAL LEGEND AND ABBREVIATIONS
9	GN-7005	GENERAL STRUCTURAL NOTES SHEET 1 OF 2
10	GN-7006	GENERAL STRUCTURAL NOTES SHEET 2 OF 2
11	GN-7007	MECHANICAL/PLUMBING ABBREVIATIONS AND DETAILS
12	GN-7008	FIRE PROTECTION NOTES
13	GN-7009	FIRE PROTECTION LEGEND AND SYMBOLS
14	GN-7010	ELECTRICAL GENERAL NOTES AND ABBREVIATIONS
15	GN-7011	ELECTRICAL TYPICAL SYMBOLS LIST
TYPICAL CENTER PLATFORM		
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17	AROA02	TYPICAL CENTER PLATFORM SINGLE CANOPY SECTIONS
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19	STOA01	TYPICAL CENTER PLATFORM STRUCTURAL SINGLE CANOPY PLATFORM
20	STOA03	TYPICAL CENTER PLATFORM FOUNDATION PLAN
21	STOC02	TYPICAL CENTER PLATFORM STRUCTURAL SECTION
22	STOA12	TYPICAL CENTER PLATFORM STRUCTURAL DETAILS SHEET 1 OF 2
23	STOA13	TYPICAL CENTER PLATFORM STRUCTURAL DETAILS SHEET 2 OF 2
24	ELOA11	TYPICAL CENTER PLATFORM SINGLE CANOPY PLAN - LIGHTING
25	ELOA12	TYPICAL CENTER PLATFORM SINGLE CANOPY PLAN - POWER
26	ELOA61	TYPICAL CENTER PLATFORM TYPICAL ONE LINE DIAGRAM
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28	AROA22	TYPICAL CENTER PLATFORM DOUBLE CANOPY SECTIONS
29	STOA02	TYPICAL CENTER PLATFORM DOUBLE CANOPY PLATFORM
30	ELOA21	TYPICAL CENTER PLATFORM DOUBLE CANOPY PLAN - LIGHTING
31	ELOA22	TYPICAL CENTER PLATFORM DOUBLE CANOPY PLAN - POWER
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33	AROB02	TYPICAL SIDE PLATFORM SINGLE CANOPY SECTIONS
34	AROB03	TYPICAL SIDE PLATFORM SINGLE/DOUBLE CANOPY SECTIONS
35	STOB01	TYPICAL SIDE PLATFORM STRUCTURAL SINGLE CANOPY PLATFORM
36	STOB03	TYPICAL SIDE PLATFORM FOUNDATION PLAN
37	STOD01	TYPICAL SIDE PLATFORM FRAMING PLAN & SECTION
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40	STOB13	TYPICAL SIDE PLATFORM STRUCTURAL DETAILS SHEET 2 OF 2
41	ELOB11	TYPICAL SIDE PLATFORM SINGLE CANOPY PLAN - LIGHTING
42	ELOB12	TYPICAL SIDE PLATFORM SINGLE CANOPY PLAN - POWER
43	AROB21	TYPICAL SIDE PLATFORM DOUBLE CANOPY FLOOR & ROOF PLAN
44	AROB22	TYPICAL SIDE PLATFORM DOUBLE CANOPY SECTIONS
45	STOB02	TYPICAL SIDE PLATFORM DOUBLE CANOPY PLATFORM
46	ELOB21	TYPICAL SIDE PLATFORM DOUBLE CANOPY PLAN - LIGHTING
47	ELOB22	TYPICAL SIDE PLATFORM DOUBLE CANOPY PLAN - POWER
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49	AROC02	TYPICAL CENTER CANOPY ENLARGED ROOF PLAN
50	AROC03	TYPICAL CENTER CANOPY ENLARGED REFLECTED CEILING PLAN
51	AROC04	TYPICAL CENTER CANOPY CANOPY ELEVATION
52	AROC05	TYPICAL CENTER CANOPY CANOPY ELEVATION
53	AROC61	TYPICAL CENTER CANOPY CANOPY DETAILS
54	STOC01	TYPICAL CENTER CANOPY FRAMING PLAN & SECTION
55	AROD01	TYPICAL SIDE CANOPY ENLARGED FLOOR & ROOF PLAN
56	AROD02	TYPICAL SIDE CANOPY ENLARGED REFLECTED CEILING PLAN
57	AROD03	TYPICAL SIDE CANOPY CANOPY ELEVATION
58	AROD04	TYPICAL SIDE CANOPY CANOPY ELEVATION
59	AROD61	TYPICAL SIDE CANOPY CANOPY DETAILS
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76	AROG08	TYPICAL ESCALATOR ELEVATIONS
77	AROG09	PLATFORM RAILING DETAILS TYPE GR1A AND GR2
78	AROG10	PLATFORM RAILING DETAILS TYPE GR1B AND GR1C
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80	AROG12	PLATFORM RAILING DETAILS TYPE GR3C
81	AROG13	PLATFORM RAILING DETAILS TYPE GR4A,GR4B AND GR4C
82	AROG14	PLATFORM RAILING DETAILS TYPE GR5 AND GR6
83	AROG15	PLATFORM RAILING DETAILS TYPE WS1A, WS1B AND WS1C
84	AROG16	PLATFORM RAILING DETAILS TYPE WS2A, WS2B AND WS2C
85	AROG17	PLATFORM RAILING DETAILS TYPE WS3A, WS3B AND WS3C
86	AROG18	PLATFORM RAILING DETAILS TYPE WS4A, WS4B, WS4C AND WS4D
87	AROG19	PLATFORM RAILING DETAILS STATION SIGNAGE DETAILS
88	AROG20	PLATFORM RAILING DETAILS RAILING CONNECTIONS DETAILS
89	AROG21	PLATFORM RAILING DETAILS AERIAL WINDSCREEN DETAILS
90	AROG24	TYPICAL RAILING & WINDSCREEN PLAN PROTOTYPICAL CENTER PLATFORM
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93	AROI02	PROTOTYPICAL CENTER PLATFORM UTILITY MODULE TYPES
94	AROI03	NON-PROTOTYPICAL CENTER PLATFORM UTILITY MODULE TYPES
95	AROI04	PROTOTYPICAL SIDE PLATFORM UTILITY MODULE TYPES
96	AROI05	NON-PROTOTYPICAL SIDE PLATFORM UTILITY MODULE TYPES
97	AROI06	NON-PROTOTYPICAL SIDE PLATFORM UTILITY MODULE TYPES
98	AROI61	PROTOTYPICAL CENTER PLATFORM UTILITY MODULE DETAILS
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103	LSOH03	HARDSCAPE & LANDSCAPE DETAILS
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105	MEOH02	MECHANICAL SCHEDULES
106	PLOH01	PLUMBING SCHEDULES
107	ELOH01	TYPICAL ELECTRICAL DETAILS
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110	AR1N01	BETHESDA STATION STATION PLAN
111	AR1N11	BETHESDA STATION PLATFORM PLAN
112	AR1N12	BETHESDA STATION PLAN AT ELM STREET
113	AR1N13	BETHESDA STATION CENTRAL CORE FLOOR PLAN
114	AR1N14	BETHESDA STATION ROOF PLAN AT ELM STREET
115	AR1N21	BETHESDA STATION PLATFORM RCP
116	AR1N31	BETHESDA STATION PLATFORM & INTERIOR ELEVATIONS
117	AR1N32	BETHESDA STATION PLATFORM & INTERIOR ELEVATIONS
118	AR1N33	BETHESDA STATION VENT SHAFT ELEVATION
119	AR1N34	BETHESDA STATION VENT SHAFT ELEVATION
120	AR1N41	BETHESDA STATION PLATFORM SECTIONS
121	AR1N61	BETHESDA STATION DETAILS
122	AR1N62	BETHESDA STATION DETAILS
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124	PL1N13	BETHESDA STATION CENTRAL CORE FLOOR PLAN - PLUMBING
125	FP1N10	BETHESDA STATION FIRE PROTECTION PLAN
126	FP1N11	BETHESDA STATION FIRE PROTECTION PLATFORM FLOOR PLAN 1
127	FP1N12	BETHESDA STATION FIRE PROTECTION PLATFORM FLOOR PLAN 2
128	FP1N13	BETHESDA STATION FIRE PROTECTION PLATFORM FLOOR PLAN 3
129	ME1N20	BETHESDA STATION SMOKE EVACUATION PLAN
130	ME1N21	BETHESDA STATION WEST FAN PLANT AND DUCTWORK PLANS
131	ME1N22	BETHESDA STATION WEST FAN PLANT SECTION
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134	ME1N25	BETHESDA STATION EAST FAN PLANT SECTIONS
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138	CV1R01	CHEVY CHASE LAKE STATION SITE DEMOLITION PLAN
139	CV1R02	CHEVY CHASE LAKE STATION CIVIL PLAN
140	CV1R03	CHEVY CHASE LAKE STATION GRADING PLAN
141	LS1R01	CHEVY CHASE LAKE STATION LANDSCAPE PLAN - PLAZA LEVEL
142	LS1R02	CHEVY CHASE LAKE STATION LANDSCAPE PLAN - PLATFORM LEVEL
143	AR1R01	CHEVY CHASE LAKE STATION STATION PLAN
144	AR1R11	CHEVY CHASE LAKE STATION PLAZA FLOOR PLAN
145	AR1R12	CHEVY CHASE LAKE STATION PLATFORM FLOOR PLAN
146	AR1R41	CHEVY CHASE LAKE STATION STATION SECTIONS
147	AR1R42	CHEVY CHASE LAKE STATION LONGITUDINAL SECTIONS
148	AR1R51	CHEVY CHASE LAKE STATION ENLARGED WEST PLAZA PLAN
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150	AR1R53	CHEVY CHASE LAKE STATION ENLARGED PLATFORM PLAN
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152	AR1R72	CHEVY CHASE LAKE STATION ENLARGED STAIR SECTION
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155	FP1R12	CHEVY CHASE LAKE STATION FIRE PROTECTION PLATFORM FLOOR PLAN
156	EL1R03	CHEVY CHASE LAKE STATION PLATFORM PLAN - LIGHTING
157	EL1R04	CHEVY CHASE LAKE STATION PLAZA FLOOR PLAN - LIGHTING
158	EL1R05	CHEVY CHASE LAKE STATION PLATFORM FLOOR PLAN - POWER
159	EL1R06	CHEVY CHASE LAKE STATION PLAZA FLOOR PLAN - POWER
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161	CV1Y02	LYTTONSVILLE STATION CIVIL PLAN
162	CV1Y03	LYTTONSVILLE STATION GRADING PLAN
163	LS1Y01	LYTTONSVILLE STATION LANDSCAPE PLAN
164	AR1Y01	LYTTONSVILLE STATION STATION PLAN
165	AR1Y11	LYTTONSVILLE STATION ENTRY & CANOPY PLAN
166	AR1Y12	LYTTONSVILLE STATION CANOPY ROOF PLAN
167	AR1Y31	LYTTONSVILLE STATION NORTH WALL ELEVATION
168	AR1Y41	LYTTONSVILLE STATION RAMP & STAIRS SECTION
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175	CV2F05	WOODSIDE/16TH STREET STATION CIVIL SITE PLAN - SHEET 2 of 3
176	CV2F06	WOODSIDE/16TH STREET STATION CIVIL SITE PLAN - SHEET 3 of 3
177	LS2F01	WOODSIDE/16TH STREET STATION LANDSCAPE PLAN
178	AR2F01	WOODSIDE/16TH STREET STATION STATION PLAN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 7
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1701

SHEET NO. 24 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 7

SHEET NO.	DWG. NO.	DESCRIPTION
SILVER SPRING TRANSIT CENTER STATION		
179	LS2C01	SILVER SPRING TRANSIT CENTER STATION LANDSCAPE PLAN
180	AR2C01	SILVER SPRING TRANSIT CENTER STATION STATION PLAN
181	AR2C11	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 FLOOR PLAN
182	AR2C12	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FLOOR PLAN
183	AR2C13	SILVER SPRING TRANSIT CENTER STATION MEZZANINE LEVEL FLOOR PLAN
184	AR2C14	SILVER SPRING TRANSIT CENTER STATION PLATFORM FLOOR PLAN
185	AR2C21	SILVER SPRING TRANSIT CENTER STATION TRANSIT CENTER LEVEL 01 RCP
186	AR2C22	SILVER SPRING TRANSIT CENTER STATION TRANSIT CENTER LEVEL 02 RCP
187	AR2C23	SILVER SPRING TRANSIT CENTER STATION MEZZANINE RCP
188	AR2C24	SILVER SPRING TRANSIT CENTER STATION PLATFORM RCP
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193	AR2C46	SILVER SPRING TRANSIT CENTER STATION LONGITUDINAL SECTION
194	AR2C47	SILVER SPRING TRANSIT CENTER STATION LONGITUDINAL SECTION
195	AR2C51	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLAN AT PLAZA SERVICE RMS
196	AR2C52	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLAN AT TRANSIT LEVEL 02
197	AR2C53	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLAN AT MEZZANINE
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200	AR2C60	SILVER SPRING TRANSIT CENTER STATION CANOPY ROOF AND LOUVER DETAILS
201	AR2C61	SILVER SPRING TRANSIT CENTER STATION CANOPY SIDEWALL DETAILS
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204	AR2C72	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLANS AT STAIR TOWER
205	AR2C73	SILVER SPRING TRANSIT CENTER STATION ELEVATIONS AT STAIR TOWER
206	AR2C74	SILVER SPRING TRANSIT CENTER STATION ELEVATIONS AT STAIR TOWER
207	AR2C75	SILVER SPRING TRANSIT CENTER STATION SECTIONS THRU STAIR TOWER
208	AR2C76	SILVER SPRING TRANSIT CENTER STATION EGRESS STAIR 1
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210	AR2C78	SILVER SPRING TRANSIT CENTER STATION VERTICAL CIRCULATION DETAILS
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212	ME2C54	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLANS AT WEST SERVICE RMS-HVAC
213	ME2C55	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLANS AT WEST MEZZ/PLAZA HVAC
214	PL2C11	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 FLOOR PLAN - PLUMBING
215	PL2C51	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLAN AT PLAZA SERVICE RMS - PLUMBING
216	PL2C54	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLANS AT WEST SERVICE RMS - PLUMBING
217	PL2C72	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLANS AT STAIR TOWER - PLUMBING
218	FP2C10	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 FLOOR PLAN- FIRE PROTECTION
219	FP2C11	SILVER SPRING TRANSIT CENTER STATION PLATFORM PLAN - FIRE PROTECTION
220	FP2C12	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FLOOR PLAN - FIRE PROTECTION
221	FP2C13	SILVER SPRING TRANSIT CENTER STATION MEZZANINE PLAN - FIRE PROTECTION
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223	EL2C04	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 PLAN - LIGHTING
224	EL2C05	SILVER SPRING TRANSIT CENTER STATION MEZZANINE PLAN - LIGHTING
225	EL2C06	SILVER SPRING TRANSIT CENTER STATION PLATFORM PLAN - LIGHTING
226	EL2C07	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 FLOOR PLAN - POWER
227	EL2C08	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FLOOR PLAN - POWER
228	EL2C09	SILVER SPRING TRANSIT CENTER STATION MEZZANINE PLAN - POWER
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230	EL2C11	SILVER SPRING TRANSIT CENTER STATION ENLARGED PLAN TRANSIT LEVEL 01 - POWER
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234	AR3B11	SILVER SPRING LIBRARY STATION PLATFORM PLAN
235	AR3B41	SILVER SPRING LIBRARY STATION BUILDING SECTION
236	EL3B11	SILVER SPRING LIBRARY STATION FLOOR PLAN - LIGHTING
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239	AR3D01	DALE DRIVE STATION STATION PLAN
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241	CV4C03	MANCHESTER PLACE STATION CIVIL SITE PLAN
242	CV4C04	MANCHESTER PLACE STATION SITE GRADING PLAN
243	LS4C01	MANCHESTER PLACE STATION LANDSCAPE PLAN
244	AR4C01	MANCHESTER PLACE STATION STATION PLAN
245	AR4C11	MANCHESTER PLACE STATION PLATFORM PLAN
246	AR4C12	MANCHESTER PLACE STATION CANOPY ROOF PLAN
247	AR4C21	MANCHESTER PLACE STATION RCP AT PLATFORM LEVEL
248	AR4C31	MANCHESTER PLACE STATION SMOKE SCREEN ELEVATION AT PLATFORM
249	AR4C32	MANCHESTER PLACE STATION SMOKE SCREEN ELEVATION AT STAIRS
250	AR4C33	MANCHESTER PLACE STATION PLAZA ELEVATIONS
251	AR4C34	MANCHESTER PLACE STATION EXTERIOR ELEVATIONS
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257	AR4C52	MANCHESTER PLACE STATION ENLARGED FLOOR PLAN
258	AR4C61	MANCHESTER PLACE STATION DETAILS
259	AR4C62	MANCHESTER PLACE STATION DETAILS
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262	FP4C11	MANCHESTER PLACE STATION BELOW GROUND - FIRE PROTECTION
263	FP4C13	MANCHESTER PLACE STATION STATION PLAN - FIRE PROTECTION
264	FP4C14	MANCHESTER PLACE STATION PLATFORM PLAN - FIRE PROTECTION
265	FP4C15	MANCHESTER PLACE STATION ENLARGED FLOOR PLANS - FIRE PROTECTION
266	FP4C32	MANCHESTER PLACE STATION FIRE PROTECTION SECTIONS
267	ME4C21	MANCHESTER PLACE STATION FAN ROOM PLANS
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269	ME4C23	MANCHESTER PLACE STATION FAN ROOM SECTIONS
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272	ME4A12	PLYMOUTH TUNNEL JET FAN SECTIONS
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274	EL4C04	MANCHESTER PLACE STATION PLATFORM PLAN - LIGHTING
275	EL4C05	MANCHESTER PLACE STATION STATION PLAN - POWER
276	EL4C06	MANCHESTER PLACE STATION PLATFORM PLAN - POWER
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278	AR5A01	LONG BRANCH STATION STATION PLAN
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279	LS5B01	PINEY BRANCH ROAD STATION LANDSCAPE PLAN
280	AR5B01	PINEY BRANCH ROAD STATION STATION PLAN
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281	LS6A01	TAKOMA / LANGLEY TRANSIT CENTER STATION LANDSCAPE PLAN
282	AR6A01	TAKOMA / LANGLEY TRANSIT CENTER STATION STATION PLAN
283	AR6A41	TAKOMA / LANGLEY TRANSIT CENTER STATION SECTIONS
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284	LS6B01	RIGGS ROAD STATION LANDSCAPE PLAN
285	AR6B01	RIGGS ROAD STATION STATION PLAN
286	AR6B02	RIGGS ROAD STATION STATION PLAN
ADELPHI ROAD/WEST CAMPUS STATION		
287	LS7A01	ADELPHI ROAD/ WEST CAMPUS STATION LANDSCAPE PLAN
288	AR7A01	ADELPHI ROAD/ WEST CAMPUS STATION STATION PLAN
289	AR7A41	ADELPHI ROAD/ WEST CAMPUS STATION SECTIONS
CAMPUS CENTER STATION		
290	LS7B01	CAMPUS CENTER STATION LANDSCAPE PLAN
291	AR7B01	CAMPUS CENTER STATION STATION PLAN
292	AR7B11	CAMPUS CENTER STATION PLATFORM FLOOR PLAN
293	AR7B31	CAMPUS CENTER STATION ELEVATION
294	AR7B41	CAMPUS CENTER STATION SECTIONS
EAST CAMPUS STATION		
295	LS7C01	EAST CAMPUS STATION LANDSCAPE PLAN
296	AR7C01	EAST CAMPUS STATION STATION PLAN
297	AR7C11	EAST CAMPUS STATION PLATFORM FLOOR PLAN
298	AR7C41	EAST CAMPUS STATION SECTION
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299	CV7D02	COLLEGE PARK METRO STATION CIVIL SITE PLAN
300	LS7D01	COLLEGE PARK METRO STATION LANDSCAPE PLAN
301	AR7D01	COLLEGE PARK METRO STATION STATION PLAN
302	AR7D41	COLLEGE PARK METRO STATION SECTION
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303	LS8A01	M SQUARE STATION LANDSCAPE PLAN
304	AR8A01	M SQUARE STATION STATION PLAN
305	AR8A41	M SQUARE STATION SECTIONS

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 7
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1702
SHEET NO. 25 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 7

SHEET NO.	DWG. NO.	DESCRIPTION
RIVERDALE PARK STATION		
306	CV8F02	RIVERDALE PARK STATION CIVIL SITE PLAN
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308	AR8F01	RIVERDALE PARK STATION STATION PLAN
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317	AR8F51	RIVERDALE PARK STATION ENLARGED PLAZA FLOOR PLANS
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335	CV9C08	NEW CARROLLTON STATION CIVIL SITE PLAN - SHEET 2 OF 3
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358	CV1X12	TPSS 003 CIVIL PLAN
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MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 7
SHEET 3

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–1703
SHEET NO. 26 OF 691

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12/11/2013

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MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN
DRAWN
CHECK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 8
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–1801
SHEET NO. 27 OF 691

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12/11/2013

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399	EL-G126	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT C - POWER
400	EL-G127	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT D - POWER
401	EL-G128	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT A - POWER
402	EL-G129	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT B - POWER
403	EL-G130	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT C - POWER
404	EL-G131	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT D - POWER
405	EL-G132	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT E - POWER
406	EL-G133	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT F - POWER
407	EL-G134	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT A - FIRE ALARM
408	EL-G135	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT B - FIRE ALARM
409	EL-G136	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT C - FIRE ALARM
410	EL-G137	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT D - FIRE ALARM
411	EL-G138	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT E - FIRE ALARM
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413	EL-G140	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT A-FIRE ALARM
414	EL-G141	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT B-FIRE ALARM
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416	EL-G143	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT D-FIRE ALARM
417	EL-G144	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN SEGMENT A - FIRE ALARM
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423	EL-G401	GLENRIDGE YARD & SHOP FACILITY ELECTRICAL AND EMERGENCY PLANS - POWER
424	EL-G501	GLENRIDGE YARD & SHOP FACILITY ELECTRICAL DETAILS - 1
425	EL-G502	GLENRIDGE YARD & SHOP FACILITY ELECTRICAL DETAILS - 2
426	EL-G601	GLENRIDGE YARD & SHOP FACILITY LIGHTING FIXTURE SCHEDULE

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 8
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1802

SHEET NO. 28 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 8

SHEET NO.	DWG. NO.	DESCRIPTION

GLENRIDGE YARD & SHOP FACILITY (CONTINUED)

427	EL-G602	GLENRIDGE YARD & SHOP FACILITY POWER SINGLE LINE DIAGRAM
428	FP-G001	GLENRIDGE YARD & SHOP FACILITY GENERAL NOTES, SYMBOLS AND ABBREVIATIONS
429	FP-G101	GLENRIDGE YARD & SHOP FACILITY - FIRST FLOOR PLAN SEGMENT A - FIRE PROTECTION
430	FP-G102	GLENRIDGE YARD & SHOP FACILITY - FIRST FLOOR PLAN SEGMENT B - FIRE PROTECTION
431	FP-G103	GLENRIDGE YARD & SHOP FACILITY - FIRST FLOOR PLAN SEGMENT C - FIRE PROTECTION
432	FP-G104	GLENRIDGE YARD & SHOP FACILITY - FIRST FLOOR PLAN SEGMENT D - FIRE PROTECTION
433	FP-G105	GLENRIDGE YARD & SHOP FACILITY - FIRST FLOOR PLAN SEGMENT E - FIRE PROTECTION
434	FP-G106	GLENRIDGE YARD & SHOP FACILITY - FIRST FLOOR PLAN SEGMENT F - FIRE PROTECTION
435	FP-G107	GLENRIDGE YARD & SHOP FACILITY - SECOND FLOOR PLAN SEGMENT A - FIRE PROTECTION
436	FP-G108	GLENRIDGE YARD & SHOP FACILITY - SECOND FLOOR PLAN SEGMENT B - FIRE PROTECTION
437	FP-G109	GLENRIDGE YARD & SHOP FACILITY - SECOND FLOOR PLAN SEGMENT C - FIRE PROTECTION
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439	FP-G111	GLENRIDGE YARD & SHOP FACILITY - THIRD FLOOR PLAN SEGMENT A - FIRE PROTECTION
440	FP-G112	GLENRIDGE YARD & SHOP FACILITY - THIRD FLOOR PLAN SEGMENT B - FIRE PROTECTION
441	FP-G113	GLENRIDGE YARD & SHOP FACILITY - THIRD FLOOR PLAN SEGMENT C - FIRE PROTECTION
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443	FP-G115	GLENRIDGE YARD & SHOP FACILITY - THIRD FLOOR PLAN SEGMENT E - FIRE PROTECTION

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 8
SHEET 3

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1803
SHEET NO. 29 OF 691

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12/11/2013

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SHEET NO.	DWG. NO.	DESCRIPTION
GENERAL		
1	TI-9001	TITLE SHEET
2	GN-9001	KEY MAP
3	GN-9002	GENERAL NOTES AND LEGEND
4	GN-9003	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-9004	KEY MAP SYSTEMS
6	GN-9005	GENERAL NOTES OVERHEAD CONTACT SYSTEM
7	GN-9006	GENERAL NOTES COMMUNICATIONS - SHEET 1 OF 2
8	GN-9007	GENERAL NOTES COMMUNICATIONS - SHEET 2 OF 2
9	GN-9008	SYMBOLS AND ABBREVIATIONS TRACTION POWER
10	GN-9009	SYMBOLS AND ABBREVIATIONS OVERHEAD CONTACT SYSTEM
11	GN-9010	ABBREVIATIONS TRAIN CONTROL / SIGNALING
12	GN-9011	SYMBOLS TRAIN CONTROL / SIGNALING
13	GN-9012	SYMBOLS AND ABBREVIATIONS COMMUNICATIONS / DUCT BANK
14	GI-9101	INDEX OF SHEETS - VOLUME 9 SHEET 1 OF 3
15	GI-9102	INDEX OF SHEETS - VOLUME 9 SHEET 2 OF 3
16	GI-9103	INDEX OF SHEETS - VOLUME 9 SHEET 3 OF 3
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19	TP-0003	SINGLE LINE DIAGRAM - MAIN LINE DOUBLE-ENDED TPSS, SHEET 2 OF 2
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21	TP-0005	SINGLE LINE DIAGRAM - TYPICAL SHOP 750 VDC TPSS
22	TP-0006	EQUIPMENT LAYOUT - TYPICAL MAIN LINE 750 VDC TPSS
23	TP-0007	EQUIPMENT LAYOUT - TYPICAL MAIN LINE 750 VDC DOUBLE-ENDED TPSS
24	TP-0008	EQUIPMENT LAYOUT - TYPICAL YARD 750 VDC TPSS
25	TP-0009	EQUIPMENT LAYOUT - TYPICAL SHOP 750 VDC TPSS
26	TP-0010	GROUND GRID DESIGN TYPE 1 - TYPICAL MAIN LINE & YARD TPSS
27	TP-0011	GROUND GRID DESIGN TYPE 2 - TYPICAL MAIN LINE & YARD TPSS
28	TP-0012	GROUNDING DESIGN - SHOP TPSS
29	TP-0013	GROUNDING DETAILS
30	TP-0020	DUCT BANK SECTIONS AND DETAILS - TYPICAL
31	TP-0021	750 VDC DUCT BANK SECTIONS - TYPICAL DETAILS
32	TP-0022	13.2 KV DISTRIBUTION MANHOLES - TYPICAL DETAILS
33	TP-0024	750 VDC DISTRIBUTION MANHOLES - TYPICAL DETAILS
34	TP-0025	FOUNDATION PLAN TYPICAL MAIN LINE & YARD TPSS
35	TP-0026	FOUNDATION PLAN TYPICAL DOUBLE-ENDED TPSS
36	TP-0027	FOUNDATION DETAILS
37	TP-0028	SCADA SYSTEM BLOCK DIAGRAM - TYPICAL TPSS
38	TP-0029	SCADA SYSTEM POINTS LIST - TYPICAL TPSS
39	TP-0030	TRACTION POWER NEGATIVE RETURN FOR BALLASTED TRACK - TYPICAL
40	TP-0031	TRACTION POWER NEGATIVE RETURN FOR EMBEDDED TRACK - TYPICAL
41	TP-0040	SHOP 750 VDC POWER - TYPICAL CABLE REEL CONTROL CIRCUIT
42	TP-0041	SHOP 750 VDC POWER - TYPICAL SHOP ETS CONTROL CIRCUIT
43	TP-0042	SHOP 750 VDC POWER - CONTROL CIRCUIT FOR TRACK 3W & 3E
44	TP-0043	SHOP 750 VDC POWER - CONTROL CIRCUIT FOR TRACK 4W & 4E
45	TP-0044	SHOP 750 VDC POWER - CONTROL CIRCUIT FOR TRACK 5W & 5E
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49	TP-0048	SHOP 750 VDC POWER - CONTROL CIRCUIT FOR TEST PANEL IN PANTO SHOP
50	TP-0049	GLENRIDGE SHOP 750 VDC DISTRIBUTION SECTIONALIZING PLAN
51	TP-0050	CABLE SCHEDULE - MAIN LINE TPSS, SHEET 1 OF 2
52	TP-0051	CABLE SCHEDULE - MAIN LINE TPSS, SHEET 2 OF 2
53	TP-0052	CABLE SCHEDULE - YARD & SHOP TPSS
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55	OC-0002	MASTER OVERLAP PLAN SHEET 2 OF 6
56	OC-0003	MASTER OVERLAP PLAN SHEET 3 OF 6
57	OC-0004	MASTER OVERLAP PLAN SHEET 4 OF 6
58	OC-0005	MASTER OVERLAP PLAN SHEET 5 OF 6
59	OC-0006	MASTER OVERLAP PLAN SHEET 6 OF 6
60	OC-0007	SECTIONALIZING PLAN SHEET 1 OF 3
61	OC-0008	SECTIONALIZING PLAN SHEET 2 OF 3
62	OC-0009	SECTIONALIZING PLAN SHEET 3 OF 3
63	OC-0010	SECTIONALIZING PLAN LYTTONSVILLE YARD
64	OC-0011	SECTIONALIZING PLAN GLENRIDGE YARD
65	OC-0012	CATENARY LAYOUT PLAN 1 STA. EB 100+00 TO STA. EB 111+00
66	OC-0013	CATENARY LAYOUT PLAN 2 STA. EB 111+00 TO STA. EB 123+00
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67	OC-0014	CATENARY LAYOUT PLAN 3 STA. EB 123+00 TO STA. EB 135+00
68	OC-0015	CATENARY LAYOUT PLAN 4 STA. EB 135+00 TO STA. EB 147+00
69	OC-0016	CATENARY LAYOUT PLAN 5 STA. EB 147+00 TO STA. EB 159+00
70	OC-0017	CATENARY LAYOUT PLAN 6 STA. EB 159+00 TO STA. EB 171+00
71	OC-0018	CATENARY LAYOUT PLAN 7 STA. EB 171+00 TO STA. EB 183+00
72	OC-0019	CATENARY LAYOUT PLAN 8 STA. EB 183+00 TO STA. EB 195+00
73	OC-0020	CATENARY LAYOUT PLAN 9 STA. EB 195+00 TO STA. EB 207+00
74	OC-0021	CATENARY LAYOUT PLAN 10 STA. EB 207+00 TO STA. EB 219+00
75	OC-0022	CATENARY LAYOUT PLAN 11 STA. EB 219+00 TO STA. EB 231+00
76	OC-0023	CATENARY LAYOUT PLAN 12 STA. EB 231+00 TO STA. EB 243+00
77	OC-0024	CATENARY LAYOUT PLAN 13 STA. EB 243+00 TO STA. EB 255+00
78	OC-0025	CATENARY LAYOUT PLAN 14 STA. EB 255+00 TO STA. EB 267+00
79	OC-0026	CATENARY LAYOUT PLAN 15 STA. EB 267+00 TO STA. EB 279+00
80	OC-0027	CATENARY LAYOUT PLAN 16 STA. EB 279+00 TO STA. EB 291+00
81	OC-0028	CATENARY LAYOUT PLAN 17 STA. EB 291+00 TO STA. EB 303+00
82	OC-0029	CATENARY LAYOUT PLAN 18 STA. EB 303+00 TO STA. EB 315+00
83	OC-0030	CATENARY LAYOUT PLAN 19 STA. EB 315+00 TO STA. EB 327+00
84	OC-0031	CATENARY LAYOUT PLAN 20 STA. EB 327+00 TO STA. EB 336+00
85	OC-0032	CATENARY LAYOUT PLAN 21 STA. EB 336+00 TO STA. EB 344+43
86	OC-0033	CATENARY LAYOUT PLAN 22 STA. EB 344+43 TO STA. EB 354+00
87	OC-0034	CATENARY LAYOUT PLAN 23 STA. EB 354+00 TO STA. EB 364+00
88	OC-0035	CATENARY LAYOUT PLAN 24 STA. EB 364+00 TO STA. EB 372+00
89	OC-0036	CATENARY LAYOUT PLAN 25 STA. EB 372+00 TO STA. EB 383+00
90	OC-0037	CATENARY LAYOUT PLAN 26 STA. EB 383+00 TO STA. EB 392+00
91	OC-0038	CATENARY LAYOUT PLAN 27 STA. EB 392+00 TO STA. EB 402+00
92	OC-0039	CATENARY LAYOUT PLAN 28 STA. EB 402+00 TO STA. EB 408+50
93	OC-0040	CATENARY LAYOUT PLAN 29 STA. EB 408+50 TO STA. EB 417+00
94	OC-0041	CATENARY LAYOUT PLAN 30 STA. EB 417+00 TO STA. EB 428+00
95	OC-0042	CATENARY LAYOUT PLAN 31 STA. EB 428+00 TO STA. EB 436+00
96	OC-0043	CATENARY LAYOUT PLAN 32 STA. EB 436+00 TO STA. EB 444+00
97	OC-0044	CATENARY LAYOUT PLAN 33 STA. EB 444+00 TO STA. EB 449+00
98	OC-0045	CATENARY LAYOUT PLAN 34 STA. EB 449+00 TO STA. EB 461+50
99	OC-0046	CATENARY LAYOUT PLAN 35 STA. EB 461+50 TO STA. EB 472+50
100	OC-0047	CATENARY LAYOUT PLAN 36 STA. EB 472+50 TO STA. EB 483+50
101	OC-0048	CATENARY LAYOUT PLAN 37 STA. EB 483+50 TO STA. EB 494+50
102	OC-0049	CATENARY LAYOUT PLAN 38 STA. EB 494+50 TO STA. EB 505+50
103	OC-0050	CATENARY LAYOUT PLAN 39 STA. EB 505+50 TO STA. EB 516+50
104	OC-0051	CATENARY LAYOUT PLAN 40 STA. EB 516+50 TO STA. EB 528+00
105	OC-0052	CATENARY LAYOUT PLAN 41 STA. EB 528+00 TO STA. EB 539+50
106	OC-0053	CATENARY LAYOUT PLAN 42 STA. EB 539+50 TO STA. EB 551+50
107	OC-0054	CATENARY LAYOUT PLAN 43 STA. EB 551+50 TO STA. EB 563+50
108	OC-0055	CATENARY LAYOUT PLAN 44 STA. EB 563+50 TO STA. EB 575+00
109	OC-0056	CATENARY LAYOUT PLAN 45 STA. EB 575+00 TO STA. EB 586+50
110	OC-0057	CATENARY LAYOUT PLAN 46 STA. EB 586+50 TO STA. EB 598+00
111	OC-0058	CATENARY LAYOUT PLAN 47 STA. EB 598+00 TO STA. EB 604+00
112	OC-0059	CATENARY LAYOUT PLAN 48 STA. EB 604+00 TO STA. EB 611+50
113	OC-0060	CATENARY LAYOUT PLAN 49 STA. EB 611+50 TO STA. EB 622+50
114	OC-0061	CATENARY LAYOUT PLAN 50 STA. EB 622+50 TO STA. EB 634+00
115	OC-0062	CATENARY LAYOUT PLAN 51 STA. EB 634+00 TO STA. EB 643+00
116	OC-0063	CATENARY LAYOUT PLAN 52 STA. EB 643+00 TO STA. EB 653+50
117	OC-0064	CATENARY LAYOUT PLAN 53 STA. EB 653+50 TO STA. EB 664+50
118	OC-0065	CATENARY LAYOUT PLAN 54 STA. EB 664+50 TO STA. EB 676+00
119	OC-0066	CATENARY LAYOUT PLAN 55 STA. EB 676+00 TO STA. EB 687+00
120	OC-0067	CATENARY LAYOUT PLAN 56 STA. EB 687+00 TO STA. EB 696+00
121	OC-0068	CATENARY LAYOUT PLAN 57 STA. EB 696+00 TO STA. EB 705+50
122	OC-0069	CATENARY LAYOUT PLAN 58 STA. EB 705+50 TO STA. EB 715+50
123	OC-0070	CATENARY LAYOUT PLAN 59 STA. EB 715+50 TO STA. EB 726+50
124	OC-0071	CATENARY LAYOUT PLAN 60 STA. EB 726+50 TO STA. EB 737+50
125	OC-0072	CATENARY LAYOUT PLAN 61 STA. EB 737+50 TO STA. EB 747+50
126	OC-0073	CATENARY LAYOUT PLAN 62 STA. EB 747+50 TO STA. EB 758+00
127	OC-0074	CATENARY LAYOUT PLAN 63 STA. EB 758+00 TO STA. EB 769+00
128	OC-0075	CATENARY LAYOUT PLAN 64 STA. EB 769+00 TO STA. EB 779+00
129	OC-0076	CATENARY LAYOUT PLAN 65 STA. EB 779+00 TO STA. EB 788+00
130	OC-0077	CATENARY LAYOUT PLAN 66 STA. EB 788+00 TO STA. EB 797+00
131	OC-0078	CATENARY LAYOUT PLAN 67 STA. EB 797+00 TO STA. EB 807+00
132	OC-0079	CATENARY LAYOUT PLAN 68 STA. EB 807+00 TO STA. EB 818+00
133	OC-0080	CATENARY LAYOUT PLAN 69 STA. EB 818+00 TO STA. EB 828+00
134	OC-0081	CATENARY LAYOUT PLAN 70 STA. EB 828+00 TO STA. EB 837+00
135	OC-0082	CATENARY LAYOUT PLAN 71 STA. EB 837+00 TO STA. EB 846+50
136	OC-0083	CATENARY LAYOUT PLAN 72 STA. EB 846+50 TO STA. EB 857+00
137	OC-0084	CATENARY LAYOUT PLAN 73 STA. EB 857+00 TO STA. EB 867+00
138	OC-0085	CATENARY LAYOUT PLAN 74 STA. EB 867+00 TO STA. EB 877+00
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139	OC-0086	CATENARY LAYOUT PLAN 75 STA. EB 877+00 TO STA. EB 888+00
140	OC-0087	CATENARY LAYOUT PLAN 76 STA. EB 888+00 TO STA. EB 898+00
141	OC-0088	CATENARY LAYOUT PLAN 77 STA. EB 898+00 TO STA. EB 909+00
142	OC-0089	CATENARY LAYOUT PLAN 78 STA. EB 909+00 TO STA. EB 919+00
143	OC-0090	CATENARY LAYOUT PLAN 79 STA. EB 919+00 TO STA. EB 930+00
144	OC-0091	CATENARY LAYOUT PLAN 80 STA. EB 930+00 TO STA. EB 939+50
145	OC-0092	CATENARY LAYOUT PLAN 81 STA. EB 939+50 TO STA. EB 949+50
146	OC-0093	CATENARY LAYOUT PLAN 82 STA. EB 949+50 TO STA. EB 957+50
147	OC-0094	CATENARY LAYOUT PLAN 83 STA. EB 957+50 TO STA. EB 963+35
148	OC-0095	CATENARY LAYOUT PLAN - LYTTONSVILLE YARD SHEET 1 OF 3
149	OC-0096	CATENARY LAYOUT PLAN - LYTTONSVILLE YARD SHEET 2 OF 3
150	OC-0097	CATENARY LAYOUT PLAN - LYTTONSVILLE YARD SHEET 3 OF 3
151	OC-0098	CATENARY LAYOUT PLAN - GLENRIDGE SHOP SHEET 1 OF 3
152	OC-0099	CATENARY LAYOUT PLAN - GLENRIDGE SHOP SHEET 2 OF 3
153	OC-0100	CATENARY LAYOUT PLAN - GLENRIDGE SHOP SHEET 3 OF 3
154	OC-0101	CONDUCTOR PARTICULARS AUTO-TENSIONED SIMPLE CATENARY
155	OC-0102	CONDUCTOR PARTICULARS FIXED TERMINATION CATENARY
156	OC-0103	STRUCTURE SPACING CHART AUTO-TENSIONED CATENARY
157	OC-0104	STRUCTURE SPACING CHART FIXED TENSION SINGLE CONTACT
158	OC-0105	WIND, ICE AND RADIAL LOADS AUTO-TENSIONED CATENARY
159	OC-0106	WIND, ICE AND RADIAL LOADS SINGLE CONTACT WIRE
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161	OC-0108	ERECTION TENSIONS AUTO-TENSIONED CATENARY
162	OC-0109	SAG AND ERECTION TENSIONS SINGLE CONTACT WIRE
163	OC-0110	HANGER LENGTHS AND ADJUSTMENTS AUTO-TENSIONED CATENARY
164	OC-0111	HANGER LENGTHS AND ADJUSTMENTS LOW PROFILE CATENARY
165	OC-0112	PANTOGRAPH SECURITY AND MAXIMUM WIRE DISPLACEMENT
166	OC-0113	NESC CLEARANCE CHART
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168	OC-0115	TYPICAL ARRANGEMENT INSULATED OVERLAP WITH SIDE POLES
169	OC-0116	TYPICAL ARRANGEMENT INSULATED OVERLAP WITH HEADSPANS
170	OC-0117	TYPICAL ARRANGEMENT UN-INSULATED OVERLAP WITH CENTER POLES
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172	OC-0119	TYPICAL ARRANGEMENT UN-INSULATED OVERLAP WITH HEADSPANS
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174	OC-0121	TYPICAL ARRANGEMENT (ATSC) SINGLE CROSSOVER WITH SIDE POLES
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176	OC-0123	TYPICAL CANTILEVER ARRANGEMENT W/CENTER OR SIDE POLES
177	OC-0124	TYPICAL CANTILEVER OVERLAP ARRANGEMENT W/CENTER OR SIDE POLES
178	OC-0125	TYPICAL CANTILEVER ARRANGEMENTS SHEET 1 OF 3
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183	OC-0130	TYPICAL HEADSPAN ARRANGEMENTS SHEET 1 OF 2
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185	OC-0132	DISCONNECT SWITCH
186	OC-0133	TYPICAL FEEDER / DISCONNECT SWITCH DETAILS
187	OC-0134	SINGLE FEEDING ARRANGEMENT DETAILS
188	OC-0135	OCS SUPPORT ASSEMBLIES TUNNEL
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199	OC-0201	TUBULAR FEEDER POLE ASSEMBLY
200	OC-0202	TYPICAL WIDE FLANGE POLE ASSEMBLY
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205	OC-0207	STRUCTURAL ANCHORAGE ON BRIDGE DECK
206	OC-0208	GF-1 GUY FOUNDATION (TYPICAL)
207	OC-0209	TYPICAL ARRANGEMENT DROP TUBE SUPPORT

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 9
SHEET 1

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1901

SHEET NO. 30 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0131989\1042pli1101.dgn
12/11/2013

INDEX OF DRAWINGS - VOLUME 9

SHEET NO.	DWG. NO.	DESCRIPTION
TRAIN CONTROL / SIGNALING		
208	SG-0004	DOUBLE LINE TRACK PLAN STA. 100+00 TO STA. 113+70.44
209	SG-0005	DOUBLE LINE TRACK PLAN STA. 113+70.44 TO STA. 127+00
210	SG-0006	DOUBLE LINE TRACK PLAN STA. 127+00 TO STA. 147+00
211	SG-0007	DOUBLE LINE TRACK PLAN STA. 147+00 TO STA. 159+00
212	SG-0008	DOUBLE LINE TRACK PLAN STA. 159+00 TO STA. 172+50
213	SG-0009	DOUBLE LINE TRACK PLAN STA. 172+50 TO STA. 187+00
214	SG-0010	DOUBLE LINE TRACK PLAN STA. 187+00 TO STA. 202+00
215	SG-0011	DOUBLE LINE TRACK PLAN STA. 202+00 TO STA. 219+00
216	SG-0012	DOUBLE LINE TRACK PLAN STA. 219+00 TO STA. 231+00
217	SG-0013	DOUBLE LINE TRACK PLAN STA. 231+00 TO STA. 247+50
218	SG-0014	DOUBLE LINE TRACK PLAN STA. 247+78 TO STA. 267+00
219	SG-0015	DOUBLE LINE TRACK PLAN STA. 267+00 TO STA. 279+00
220	SG-0016	DOUBLE LINE TRACK PLAN STA. 279+00 TO STA. 291+00
221	SG-0017	DOUBLE LINE TRACK PLAN STA. 291+00 TO STA. 307+00
222	SG-0018	DOUBLE LINE TRACK PLAN STA. 307+00 TO STA. 322+00
223	SG-0019	DOUBLE LINE TRACK PLAN STA. 322+00 TO STA. 337+00
224	SG-0020	DOUBLE LINE TRACK PLAN STA. 337+00 TO STA. 344+43
225	SG-0021	DOUBLE LINE TRACK PLAN STA. 344+43 TO STA. 354+00
226	SG-0022	DOUBLE LINE TRACK PLAN STA. 354+00 TO STA. 364+00
227	SG-0023	DOUBLE LINE TRACK PLAN STA. 364+00 TO STA. 383+00
228	SG-0024	DOUBLE LINE TRACK PLAN STA. 383+00 TO STA. 398+50
229	SG-0025	DOUBLE LINE TRACK PLAN STA. 398+50 TO STA. 410+00
230	SG-0026	DOUBLE LINE TRACK PLAN STA. 410+00 TO STA. 426+00
231	SG-0027	DOUBLE LINE TRACK PLAN STA. 426+00 TO STA. 442+00
232	SG-0028	DOUBLE LINE TRACK PLAN STA. 442+00 TO STA. 456+00
233	SG-0029	DOUBLE LINE TRACK PLAN STA. 456+00 TO STA. 470+00
234	SG-0030	DOUBLE LINE TRACK PLAN STA. 470+00 TO STA. 487+00
235	SG-0031	DOUBLE LINE TRACK PLAN STA. 487+00 TO STA. 502+00
236	SG-0032	DOUBLE LINE TRACK PLAN STA. 502+00 TO STA. 517+00
237	SG-0033	DOUBLE LINE TRACK PLAN STA. 517+00 TO STA. 532+00
238	SG-0034	DOUBLE LINE TRACK PLAN STA. 517+00 TO STA. 547+00
239	SG-0035	DOUBLE LINE TRACK PLAN STA. 547+00 TO STA. 563+00
240	SG-0036	DOUBLE LINE TRACK PLAN STA. 563+00 TO STA. 576+00
241	SG-0037	DOUBLE LINE TRACK PLAN STA. 576+00 TO STA. 590+00
242	SG-0038	DOUBLE LINE TRACK PLAN STA. 590+00 TO STA. 606+00
243	SG-0039	DOUBLE LINE TRACK PLAN STA. 606+00 TO STA. 621+00
244	SG-0040	DOUBLE LINE TRACK PLAN STA. 621+00 TO STA. 638+00
245	SG-0041	DOUBLE LINE TRACK PLAN STA. 638+00 TO STA. 651+00
246	SG-0042	DOUBLE LINE TRACK PLAN STA. 651+00 TO STA. 666+00
247	SG-0043	DOUBLE LINE TRACK PLAN STA. 666+00 TO STA. 682+00
248	SG-0044	DOUBLE LINE TRACK PLAN STA. 682+00 TO STA. 696+00
249	SG-0045	DOUBLE LINE TRACK PLAN STA. 696+00 TO STA. 714+00
250	SG-0046	DOUBLE LINE TRACK PLAN STA. 714+00 TO STA. 730+00
251	SG-0047	DOUBLE LINE TRACK PLAN STA. 730+00 TO STA. 744+00
252	SG-0048	DOUBLE LINE TRACK PLAN STA. 744+00 TO STA. 759+00
253	SG-0049	DOUBLE LINE TRACK PLAN STA. 759+00 TO STA. 774+00
254	SG-0050	DOUBLE LINE TRACK PLAN STA. 774+00 TO STA. 791+00
255	SG-0051	DOUBLE LINE TRACK PLAN STA. 791+00 TO STA. 804+00
256	SG-0052	DOUBLE LINE TRACK PLAN STA. 804+00 TO STA. 821+00
257	SG-0053	DOUBLE LINE TRACK PLAN STA. 821+00 TO STA. 834+00
258	SG-0054	DOUBLE LINE TRACK PLAN STA. 834+00 TO STA. 849+00
259	SG-0055	DOUBLE LINE TRACK PLAN STA. 849+00 TO STA. 864+00
260	SG-0056	DOUBLE LINE TRACK PLAN STA. 864+00 TO STA. 879+00
261	SG-0057	DOUBLE LINE TRACK PLAN STA. 879+00 TO STA. 894+00
262	SG-0058	DOUBLE LINE TRACK PLAN STA. 894+00 TO STA. 909+00
263	SG-0059	DOUBLE LINE TRACK PLAN STA. 909+00 TO STA. 926+00
264	SG-0060	DOUBLE LINE TRACK PLAN STA. 926+00 TO STA. 940+00
265	SG-0061	DOUBLE LINE TRACK PLAN STA. 940+00 TO STA. 954+00
266	SG-0062	DOUBLE LINE TRACK PLAN STA. 954+00 TO STA. 963+14
267	SG-0063	LYTTONSVILLE YARD TRACK PLAN SHEET-1 OF 2
268	SG-0064	LYTTONSVILLE YARD TRACK PLAN SHEET-2 OF 2
269	SG-0065	WEST GLENRIDGE YARD TRACK PLAN SHEET-1 OF 2
270	SG-0066	EAST GLENRIDGE YARD TRACK PLAN SHEET-2 OF 2
271	SG-0067	TYPICAL CABLE PLAN FOR SINGLE CROSSOVER INTERLOCKING
272	SG-0068	TYPICAL CABLE PLAN FOR TAIL TRACK INTERLOCKING
273	SG-0069	TYPICAL CABLE PLAN FOR SCISSORS CROSSOVER INTERLOCKING
274	SG-0070	TYPICAL ROUTE & ASPECT CHART FOR SINGLE CROSSOVER INTERLOCKING
275	SG-0071	TYPICAL ROUTE & ASPECT CHART FOR POCKET TRACK INTERLOCKING
276	SG-0072	TYPICAL ROUTE & ASPECT CHART FOR SCISSORS CROSSOVER INTERLOCKING
277	SG-0073	DEDICATED RIGHT OF WAY GATE WARNING CROSSING
278	SG-0074	DEDICATED RIGHT OF WAY NON-GATE SIGNAL CROSSING WARNING
279	SG-0075	DEDICATED RIGHT OF WAY GATE WARNING CROSSING
TRAIN CONTROL / SIGNALING (CONTINUED)		
280	SG-0076	BAR SIGNAL CROSSING WARNING TYPICAL TRAFFIC ROW
281	SG-0077	VITAL PROCESSOR BLOCK DIAGRAM
282	SG-0079	TYPICAL TRAIN CONTROL ROOM LAYOUT
283	SG-0080	TYPICAL BUNGALOW LAYOUT
284	SG-0081	TYPICAL CASE LAYOUT
285	SG-0082	TYPICAL SWITCH LAYOUT BALLAST AND DF
286	SG-0083	TYPICAL SWITCH LAYOUT EMBEDDED
287	SG-0084	TYPICAL SIGNAL LYOUT POLE MOUNTED
288	SG-0085	TYPICAL SIGNAL LAYOUT TUNNEL MOUNTED
289	SG-0086	TYPICAL CROSSING GATE LAYOUT
290	SG-0087	TYPICAL PEDESTRIAN FLASHER LAYOUT
291	SG-0088	TYPICAL BAR SIGNAL LAYOUT
COMMUNICATIONS		
292	CM-0105	PURPLE LINE MDOT NETWORK BLOCK DIAGRAM
293	CM-0106	PURPLE LINE SIGNAL NETWORK BLOCK DIAGRAM
294	CM-0107	PURPLE LINE COMMUNICATIONS NETWORK BLOCK DIAGRAM
295	CM-0120	SCADA BLOCK DIAGRAM
296	CM-0130	TELEPHONE SYSTEM BLOCK DIAGRAM
297	CM-0140	PA/ VMS BLOCK DIAGRAM
298	CM-0150	CCTV SYSTEM BLOCK DIAGRAM
299	CM-0160	INTRUSION ACCESS CONTROL BLOCK DIAGRAM
300	CM-0170	FIRE ALARM BLOCK DIAGRAM
301	CM-0200	RADIO SYSTEM BLOCK DIAGRAM
302	CM-0201	RADIO SYSTEM ARCHITECTURE
303	CM-0202	COMMUNICATIONS WIRELESS LAN ACCESS POINT DIAGRAMS
304	CM-0211	STATION SIDE PLATFORM RISER DIAGRAM
305	CM-0212	STATION - TYPICAL EQUIPMENT CONDUIT/ WIRE RISER DIAGRAM
306	CM-0231	OCC DISPATCH ROOM DETAILS AND TYPICAL DRAWING
307	CM-0250	TYPICAL STATION SIDE PLATFORM SINGLE CANOPY LOCAL CONDUIT
308	CM-0251	TYPICAL STATION SIDE PLATFORM DOUBLE CANOPY LOCAL CONDUIT
309	CM-0252	TYPICAL STATION CENTER PLATFORM SINGLE CANOPY LOCAL CONDUIT
310	CM-0253	TYPICAL STATION CENTER PLATFORM DOUBLE CANOPY LOCAL CONDUIT
311	CM-0300	BETHESDA STATION OVERALL PLAN
312	CM-0301	BETHESDA STATION COMMUNICATION CENTER PLATFORM PLAN
313	CM-0302	BETHESDA STATION CENTRAL CORE FLOOR PLAN
314	CM-0306	CHEVY CHASE LAKE STATION COMMUNICATION SIDE PLATFORM PLAN
315	CM-0307	CHEVY CHASE LAKE STATION COMMUNICATION SIDE PLAZA PLAN
316	CM-0308	CHEVY CHASE LAKE STATION ENLARGED PLATFORM PLAN
317	CM-0310	LYTTONSVILLE STATION COMMUNICATION CENTER PLATFORM PLAN
318	CM-0315	LYTTONSVILLE YARD LEVEL PLAN
319	CM-0316	LYTTONSVILLE DECK LEVEL PLAN
320	CM-0317	LYTTONSVILLE YARD LEVEL FLOOR PLAN
321	CM-0318	LYTTONSVILLE OFFICE FIRST FLOOR
322	CM-0320	LYTTONSVILLE WASH BUILDING FLOOR PLAN
323	CM-0331	WOODSIDE STATION COMMUNICATION SIDE PLATFORM PLAN
324	CM-0341	SILVER SPRING TRANSIT CENTER COMMUNICATION CENTER PLATFORM LEVEL
325	CM-0342	SILVER SPRING TRANSIT CENTER COMMUNICATION MEZZANINE LEVEL
326	CM-0343	SILVER SPRING TRANSIT CENTER COMMUNICATION TRANSIT LEVEL 02 PLAN
327	CM-0344	SILVER SPRING TRANSIT CENTER COMMUNICATION TRANSIT LEVEL 01 PLAN
328	CM-0351	SILVER SPRING LIBRARY STATION COMMUNICATION SIDE PLATFORM PLAN
329	CM-0360	DALE DRIVE STATION COMMUNICATION STATION SITE PLAN
330	CM-0370	MANCHESTER PLACE STATION COMMUNICATION STATION SITE PLAN
331	CM-0371	MANCHESTER PLACE STATION COMMUNIACTION SIDE PLATFORM PLAN
332	CM-0372	MANCHESTER PLACE STATION COMMUNICATION ENLARGED PLANS
333	CM-0373	MANCHESTER PLACE STATION MEZZANINE LEVEL
334	CM-0376	PLYMOUTH TUNNEL COMMUNICATION SITE PLAN SHEET 1 OF 2
335	CM-0377	PLYMOUTH TUNNEL CUMMUNICATION SITE PLAN SHEET 2 OF 2
336	CM-0380	LONG BRANCH STATION COMMUNICATION CENTER PLATFORM PLAN
337	CM-0390	PINEY BRANCH ROAD STATION COMMUNICATION CENTER PLATFORM PLAN
338	CM-0400	TAKOMA/LANGLEY TRANSIT CENTER STATION COMM CENTER PLATFORM PLAN
339	CM-0410	RIGGS ROAD STATION COMMUNICATION CENTER PLATFORM PLAN
340	CM-0420	WEST CAMPUS STATION COMMUNICATION CENTER PLATFORM PLAN
341	CM-0431	CAMPUS CENTER STATION COMMUNICATION SIDE PLATFORM PLAN
342	CM-0441	EAST CAMPUS STATION COMMUNICATION SIDE PLATFORM PLAN
343	CM-0450	COLLEGE PARK METRO STATION COMMUNICATION STATION SITE PLAN
344	CM-0460	M SQUARE STATION COMMUNICATION STATION SITE PLAN
345	CM-0471	RIVERDALE PARK STATION COMMUNICATION SIDE PLAZA PLAN
346	CM-0472	RIVERDALE PARK STATION COMMUNICATION SIDE PLATFORM PLAN
347	CM-0480	BEACON HEIGHTS STATION COMMUNICATION SIDE PLATFORM PLAN
348	CM-0490	GLENRIDGE YARD & SHOP FACILITY COMMUNICATIONS SITE PLAN
COMMUNICATIONS (CONTINUED)		
349	CM-0491	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN
350	CM-0492	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN
351	CM-0493	GLENRIDGE YARD & SHOP FACILITY THIRD FLOOR PLAN
352	CM-0500	ANNAPOLIS ROAD COMMUNICATION SIDE PLATFORM PLAN
353	CM-0510	NEW CARROLLTON STATION COMMUNICATION CENTER PLATFORM PLAN
354	CM-0600	TYPICAL CIH LAYOUT
355	CM-0601	TYPICAL TRAIN CONTROL ROOM LAYOUT
356	CM-0602	EQUIPMENT LAYOUT TYPICAL MAIN LINE 750 VDC TPSS
357	CM-0603	EQUIPMENT LAYOUT TYPICAL MAIN LINE 750 VDC DOUBLE-ENDED TPSS
DUCT BANK		
358	CM-1005	SYSTEM DUCT BANK DIAGRAM
359	CM-1010	TYPICAL SECTION DUCT BANK - SHEET 1 OF 2
360	CM-1011	TYPICAL SECTION DUCT BANK - SHEET 2 OF 2
361	CM-1020	MANHOLE AND HANDHOLE DETAILS
362	CM-1101	DUCTBANK LAYOUT PLAN STA. EB 100+00 TO STA. EB 111+00
363	CM-1102	DUCTBANK LAYOUT PLAN STA. EB 111+00 TO STA. EB 123+00
364	CM-1103	DUCTBANK LAYOUT PLAN STA. EB 123+00 TO STA. EB 135+00
365	CM-1104	DUCTBANK LAYOUT PLAN STA. EB 135+00 TO STA. EB 147+00
366	CM-1105	DUCTBANK LAYOUT PLAN STA. EB 147+00 TO STA. EB 159+00
367	CM-1106	DUCTBANK LAYOUT PLAN STA. EB 159+00 TO STA. EB 171+00
368	CM-1107	DUCTBANK LAYOUT PLAN STA. EB 171+00 TO STA. EB 183+00
369	CM-1108	DUCTBANK LAYOUT PLAN STA. EB 183+00 TO STA. EB 195+00
370	CM-1109	DUCTBANK LAYOUT PLAN STA. EB 195+00 TO STA. EB 207+00
371	CM-1110	DUCTBANK LAYOUT PLAN STA. EB 207+00 TO STA. EB 219+00
372	CM-1111	DUCTBANK LAYOUT PLAN STA. EB 219+00 TO STA. EB 231+00
373	CM-1112	DUCTBANK LAYOUT PLAN STA. EB 231+00 TO STA. EB 243+00
374	CM-1113	DUCTBANK LAYOUT PLAN STA. EB 243+00 TO STA. EB 255+00
375	CM-1114	DUCTBANK LAYOUT PLAN STA. EB 255+00 TO STA. EB 267+00
376	CM-1115	DUCTBANK LAYOUT PLAN STA. EB 267+00 TO STA. EB 279+00
377	CM-1116	DUCTBANK LAYOUT PLAN STA. EB 279+00 TO STA. EB 291+00
378	CM-1117	DUCTBANK LAYOUT PLAN STA. EB 291+00 TO STA. EB 303+00
379	CM-1118	DUCTBANK LAYOUT PLAN STA. EB 303+00 TO STA. EB 315+00
380	CM-1119	DUCTBANK LAYOUT PLAN STA. EB 315+00 TO STA. EB 327+00
381	CM-1120	DUCTBANK LAYOUT PLAN STA. EB 327+00 TO STA. EB 336+00
382	CM-1121	DUCTBANK LAYOUT PLAN STA. EB 336+00 TO STA. EB 344+43
383	CM-1122	DUCTBANK LAYOUT PLAN STA. EB 344+43 TO STA. EB 354+00
384	CM-1123	DUCTBANK LAYOUT PLAN STA. EB 354+00 TO STA. EB 364+00
385	CM-1124	DUCTBANK LAYOUT PLAN STA. EB 364+00 TO STA. EB 372+00
386	CM-1125	DUCTBANK LAYOUT PLAN STA. EB 372+00 TO STA. EB 383+00
387	CM-1126	DUCTBANK LAYOUT PLAN STA. EB 383+00 TO STA. EB 392+00
388	CM-1127	DUCTBANK LAYOUT PLAN STA. EB 392+00 TO STA. EB 402+00
389	CM-1128	DUCTBANK LAYOUT PLAN STA. EB 402+00 TO STA. EB 408+00
390	CM-1129	DUCTBANK LAYOUT PLAN STA. EB 408+00 TO STA. EB 417+00
391	CM-1130	DUCTBANK LAYOUT PLAN STA. EB 417+00 TO STA. EB 428+00
392	CM-1131	DUCTBANK LAYOUT PLAN STA. EB 428+00 TO STA. EB 436+00
393	CM-1132	DUCTBANK LAYOUT PLAN STA. EB 436+00 TO STA. EB 444+00
394	CM-1133	DUCTBANK LAYOUT PLAN STA. EB 444+00 TO STA. EB 449+00
395	CM-1134	DUCTBANK LAYOUT PLAN STA. EB 449+00 TO STA. EB 461+50
396	CM-1135	DUCTBANK LAYOUT PLAN STA. EB 461+50 TO STA. EB 472+50
397	CM-1136	DUCTBANK LAYOUT PLAN STA. EB 472+50 TO STA. EB 483+50
398	CM-1137	DUCTBANK LAYOUT PLAN STA. EB 483+50 TO STA. EB 494+50
399	CM-1138	DUCTBANK LAYOUT PLAN STA. EB 494+50 TO STA. EB 505+50
400	CM-1139	DUCTBANK LAYOUT PLAN STA. EB 505+50 TO STA. EB 516+50
401	CM-1140	DUCTBANK LAYOUT PLAN STA. EB 516+50 TO STA. EB 528+00
402	CM-1141	DUCTBANK LAYOUT PLAN STA. EB 528+00 TO STA. EB 539+50
403	CM-1142	DUCTBANK LAYOUT PLAN STA. EB 539+50 TO STA. EB 551+50
404	CM-1143	DUCTBANK LAYOUT PLAN STA. EB 551+50 TO STA. EB 563+50
405	CM-1144	DUCTBANK LAYOUT PLAN STA. EB 563+50 TO STA. EB 575+00
406	CM-1145	DUCTBANK LAYOUT PLAN STA. EB 575+50 TO STA. EB 586+50
407	CM-1146	DUCTBANK LAYOUT PLAN STA. EB 575+00 TO STA. EB 586+50
408	CM-1147	DUCTBANK LAYOUT PLAN STA. EB 598+00 TO STA. EB 604+00
409	CM-1148	DUCTBANK LAYOUT PLAN STA. EB 604+00 TO STA. EB 611+50
410	CM-1149	DUCTBANK LAYOUT PLAN STA. EB 611+50 TO STA. EB 622+50
411	CM-1150	DUCTBANK LAYOUT PLAN STA. EB 622+50 TO STA. EB 634+00
412	CM-1151	DUCTBANK LAYOUT PLAN STA. EB 634+00 TO STA. EB 643+50
413	CM-1152	DUCTBANK LAYOUT PLAN STA. EB 643+00 TO STA. EB 653+50
414	CM-1153	DUCTBANK LAYOUT PLAN STA. EB 653+50 TO STA. EB 664+50
415	CM-1154	DUCTBANK LAYOUT PLAN STA. EB 664+50 TO STA. EB 676+00
416	CM-1155	DUCTBANK LAYOUT PLAN STA. EB 676+00 TO STA. EB 687+00
417	CM-1156	DUCTBANK LAYOUT PLAN STA. EB 687+50 TO STA. EB 696+00

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 9
SHEET 2

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-1902

SHEET NO. 31 OF 691

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12/11/2013

INDEX OF DRAWINGS - VOLUME 9

SHEET NO.	DWG. NO.	DESCRIPTION

DUCT BANK (CONTINUED)

418	CM-1157	DUCTBANK LAYOUT PLAN STA. EB 696+00 TO STA. EB 705+00
419	CM-1158	DUCTBANK LAYOUT PLAN STA. EB 705+00 TO STA. EB 715+50
420	CM-1159	DUCTBANK LAYOUT PLAN STA. EB 715+50 TO STA. EB 726+50
421	CM-1160	DUCTBANK LAYOUT PLAN STA. EB 726+50 TO STA. EB 737+50
422	CM-1161	DUCTBANK LAYOUT PLAN STA. EB 737+50 TO STA. EB 747+50
423	CM-1162	DUCTBANK LAYOUT PLAN STA. EB 747+50 TO STA. EB 758+00
424	CM-1163	DUCTBANK LAYOUT PLAN STA. EB 758+00 TO STA. EB 769+00
425	CM-1164	DUCTBANK LAYOUT PLAN STA. EB 769+00 TO STA. EB 779+00
426	CM-1165	DUCTBANK LAYOUT PLAN STA. EB 779+00 TO STA. EB 788+00
427	CM-1166	DUCTBANK LAYOUT PLAN STA. EB 788+00 TO STA. EB 797+00
428	CM-1167	DUCTBANK LAYOUT PLAN STA. EB 797+00 TO STA. EB 807+00
429	CM-1168	DUCTBANK LAYOUT PLAN STA. EB 807+00 TO STA. EB 818+00
430	CM-1169	DUCTBANK LAYOUT PLAN STA. EB 818+00 TO STA. EB 828+00
431	CM-1170	DUCTBANK LAYOUT PLAN STA. EB 828+00 TO STA. EB 837+00
432	CM-1171	DUCTBANK LAYOUT PLAN STA. EB 837+00 TO STA. EB 846+50
433	CM-1172	DUCTBANK LAYOUT PLAN STA. EB 846+50 TO STA. EB 857+00
434	CM-1173	DUCTBANK LAYOUT PLAN STA. EB 857+00 TO STA. EB 867+00
435	CM-1174	DUCTBANK LAYOUT PLAN STA. EB 867+00 TO STA. EB 877+00
436	CM-1175	DUCTBANK LAYOUT PLAN STA. EB 877+00 TO STA. EB 888+00
437	CM-1176	DUCTBANK LAYOUT PLAN STA. EB 888+00 TO STA. EB 898+00
438	CM-1177	DUCTBANK LAYOUT PLAN STA. EB 898+00 TO STA. EB 909+00
439	CM-1178	DUCTBANK LAYOUT PLAN STA. EB 909+00 TO STA. EB 919+00
440	CM-1179	DUCTBANK LAYOUT PLAN STA. EB 919+00 TO STA. EB 930+00
441	CM-1180	DUCTBANK LAYOUT PLAN STA. EB 930+00 TO STA. EB 939+50
442	CM-1181	DUCTBANK LAYOUT PLAN STA. EB 939+50 TO STA. EB 949+50
443	CM-1182	DUCTBANK LAYOUT PLAN STA. EB 949+50 TO STA. EB 957+50
444	CM-1183	DUCTBANK LAYOUT PLAN STA. EB 957+50 TO STA. EB 964+14

FARE COLLECTION

445	FC-0100	FARE COLLECTION - TVM LOCATIONS ON SIDE AND CENTER PLATFORMS
446	FC-0106	FARE COLLECTION - TYPICAL EQUIPMENT INSTALLATION/MOUNTING REQUIRMENTS
447	FC-0107	FARE COLLECTION COMMUNICATION & POWER

CORROSION CONTROL

448	SC-0001	REINFORCEMENT BONDING FOR TRACK INVERTS 1
449	SC-0002	REINFORCEMENT BONDING FOR TRACK INVERTS 2
450	SC-0003	REINFORCEMENT BONDING FOR TRACK INVERTS 3
451	SC-0004	REINFORCEMENT BONDING FOR TRACK INVERTS 4
452	SC-0005	REINFORCEMENT BONDING FOR TRACK INVERTS 5
453	SC-0006	REINFORCEMENT BONDING FOR TRACK INVERTS 6
454	SC-0007	REINFORCEMENT BONDING FOR CAST-IN-PLACE RETAINING WALLS
455	SC-0008	STRAY CURRENT CONTROL MSE WALL
456	SC-0009	STRAY CURRENT CONTROL FOR MSE WINGWALL AND TRACK SLAB WITH RETAINING WALL
457	SC-0010	STRAY CURRENT CONTROL FOR SHEET PILE WALLS
458	SC-0011	REINFORCEMENT BONDING FOR SEGMENTAL BOX GIRDER
459	SC-0012	REINFORCEMENT BONDING FOR H-PILES
460	SC-0013	REINFORCEMENT BONDING FOR BRIDGES
461	SC-0014	STRAY CURRENT CONTROL FOR GREEN TRACK
462	SC-0015	STRAY CURRENT DETAILS 1
463	SC-0016	STRAY CURRENT DETAILS 2
464	SC-0017	STRAY CURRENT DETAILS 3
465	SC-0018	STRAY CURRENT DETAILS 4
466	SC-0019	STRAY CURRENT DETAILS 5
467	SC-0020	STRAY CURRENT DETAILS 6
468	SC-0021	STRAY CURRENT DETAILS 7
469	SC-0022	CATHODIC PROTECTION DETAILS 1
470	SC-0023	CATHODIC PROTECTION DETAILS 2
471	SC-0024	CATHODIC PROTECTION DETAILS 3
472	SC-0025	CATHODIC PROTECTION DETAILS 4
473	SC-0026	STRAY CURRENT CONTROL TESTING 1
474	SC-0027	STRAY CURRENT CONTROL TESTING 2

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN | DRAWN | CHECK | APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF SHEETS – VOLUME 9
SHEET 3

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-1903
SHEET NO. 32 OF 691

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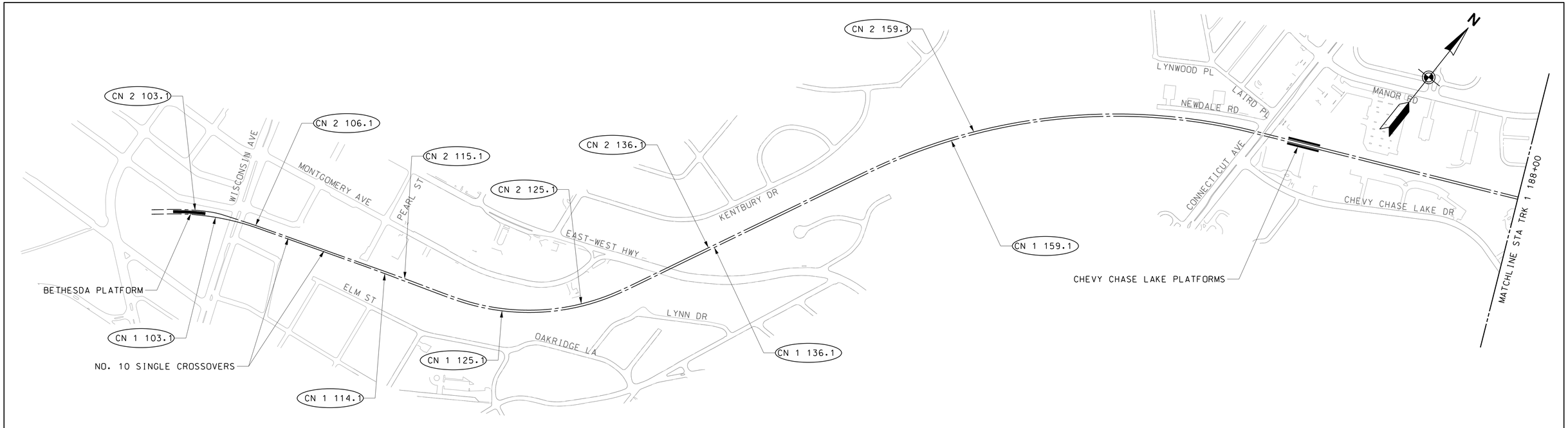
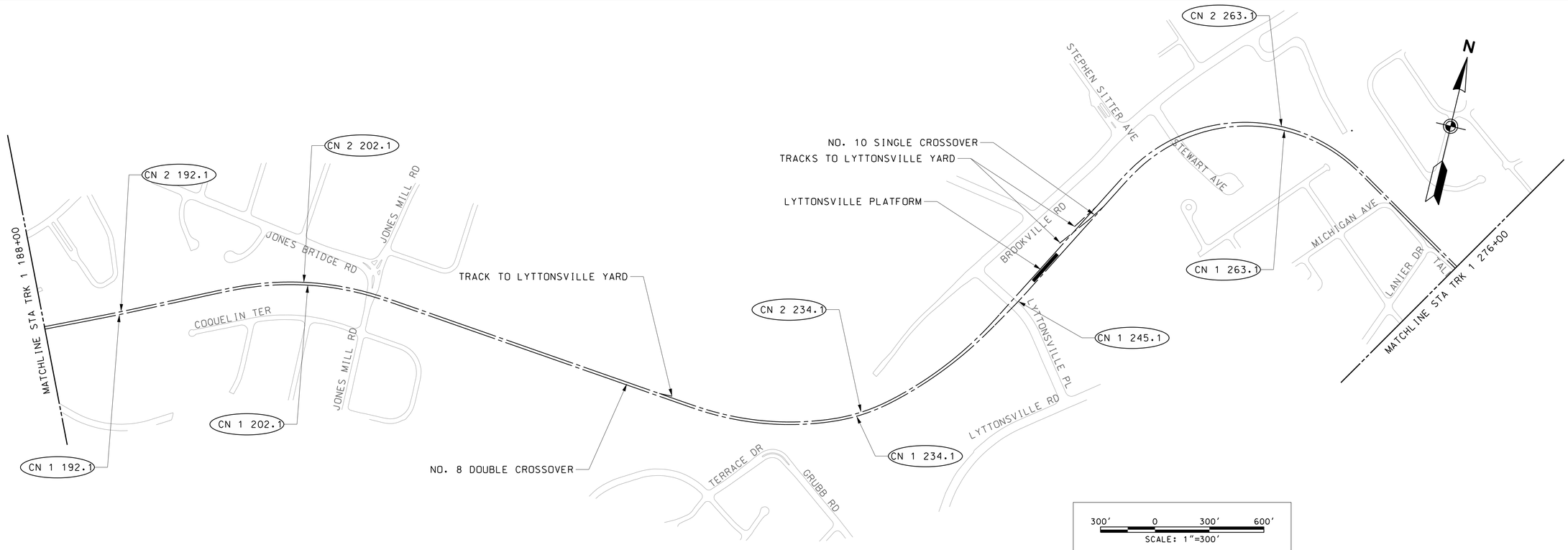
12/11/2013





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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC
STA TRK 1 100+00 TO STA TRK 1 276+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-01
SHEET NO. 33 OF 691

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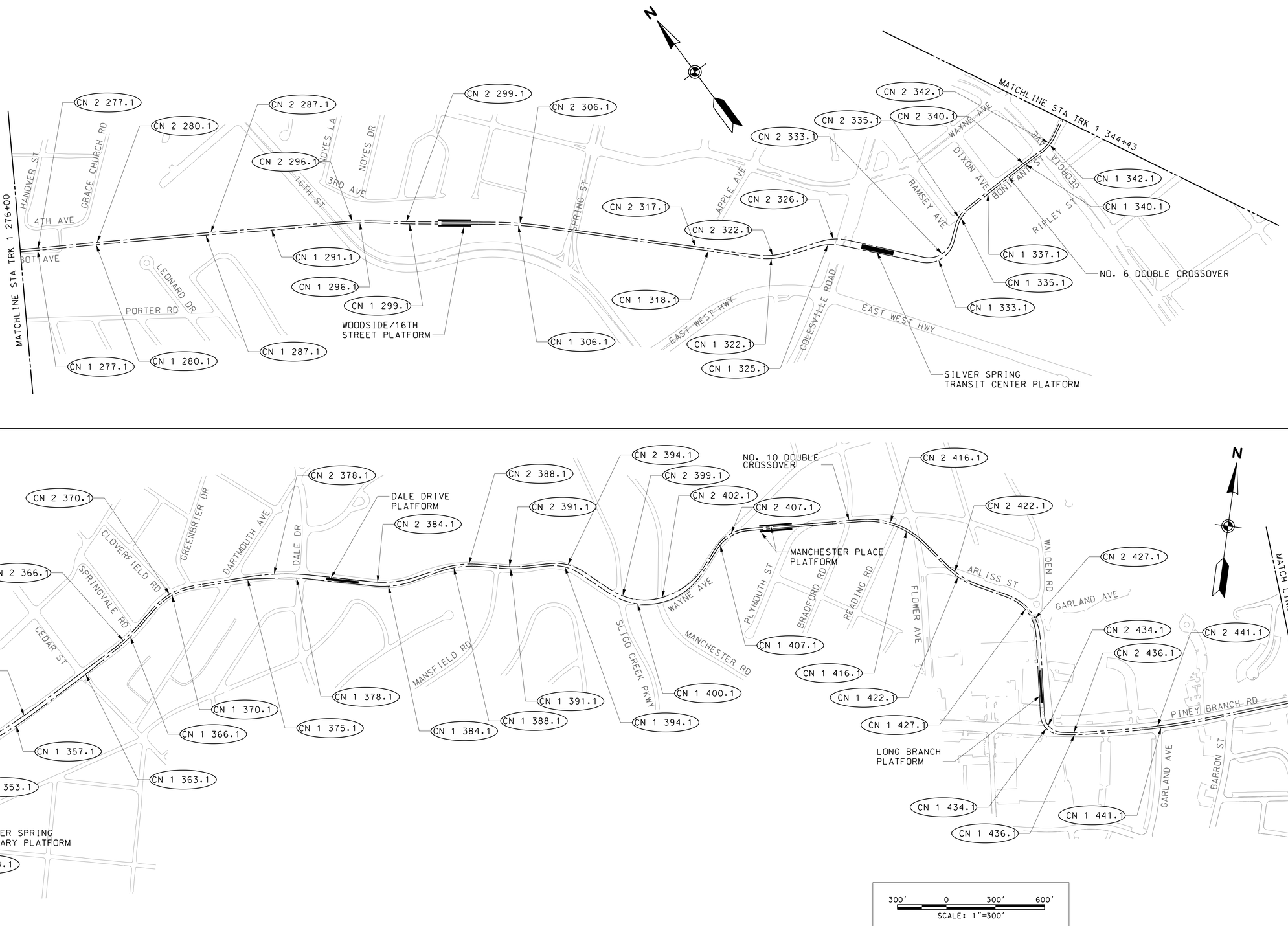

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DESGN	DTB/BAF
DRAWN	DTB/BAF
CHECK	REJ/FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 276+00 TO STA TRK 1 449+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220

DRAWING NO. TW-02

SHEET NO. 34 OF 691

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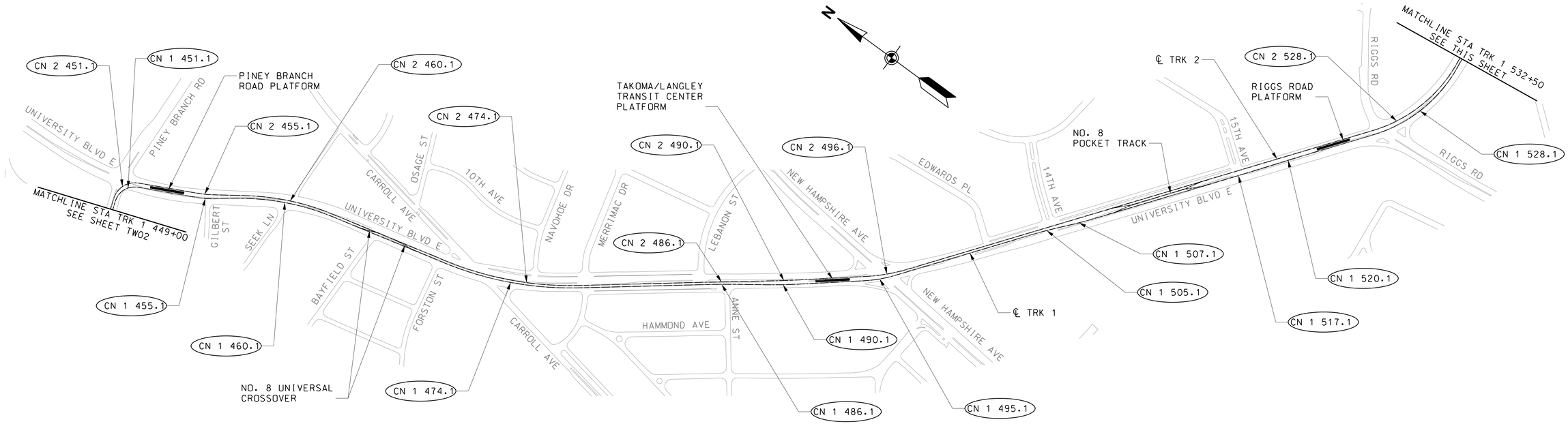
12/10/2013



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MTA Maryland

Gannett Fleming

WR&A

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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 449+00 TO STA TRK 1 621+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220

DRAWING NO. TW-03

SHEET NO. 35 OF 691

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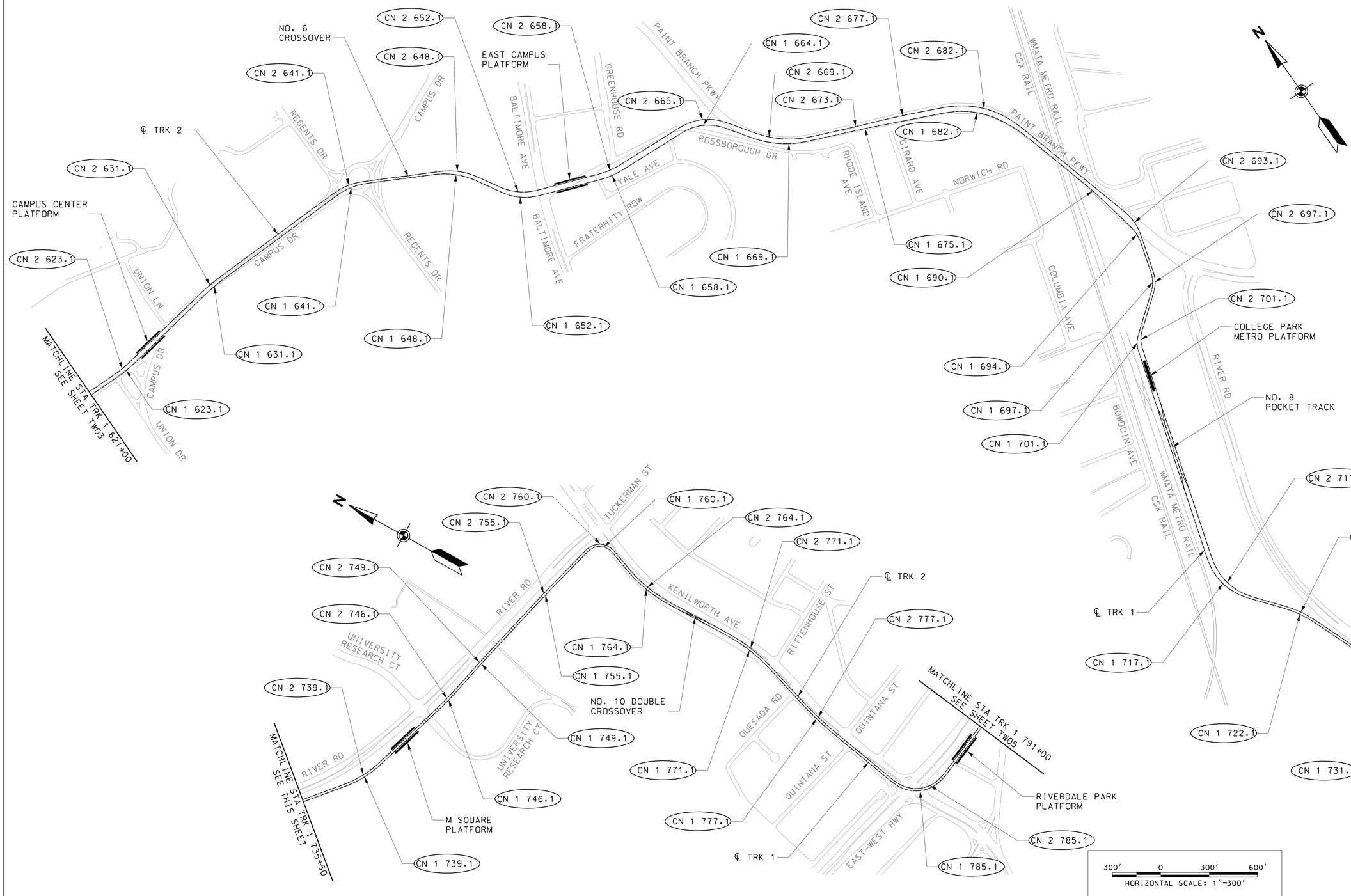
12/13/2013



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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC
STA TRK 1 621+00 TO STA TRK 1 791+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T–1042–0220
DRAWING NO. TW–04
SHEET NO. 36 OF 691

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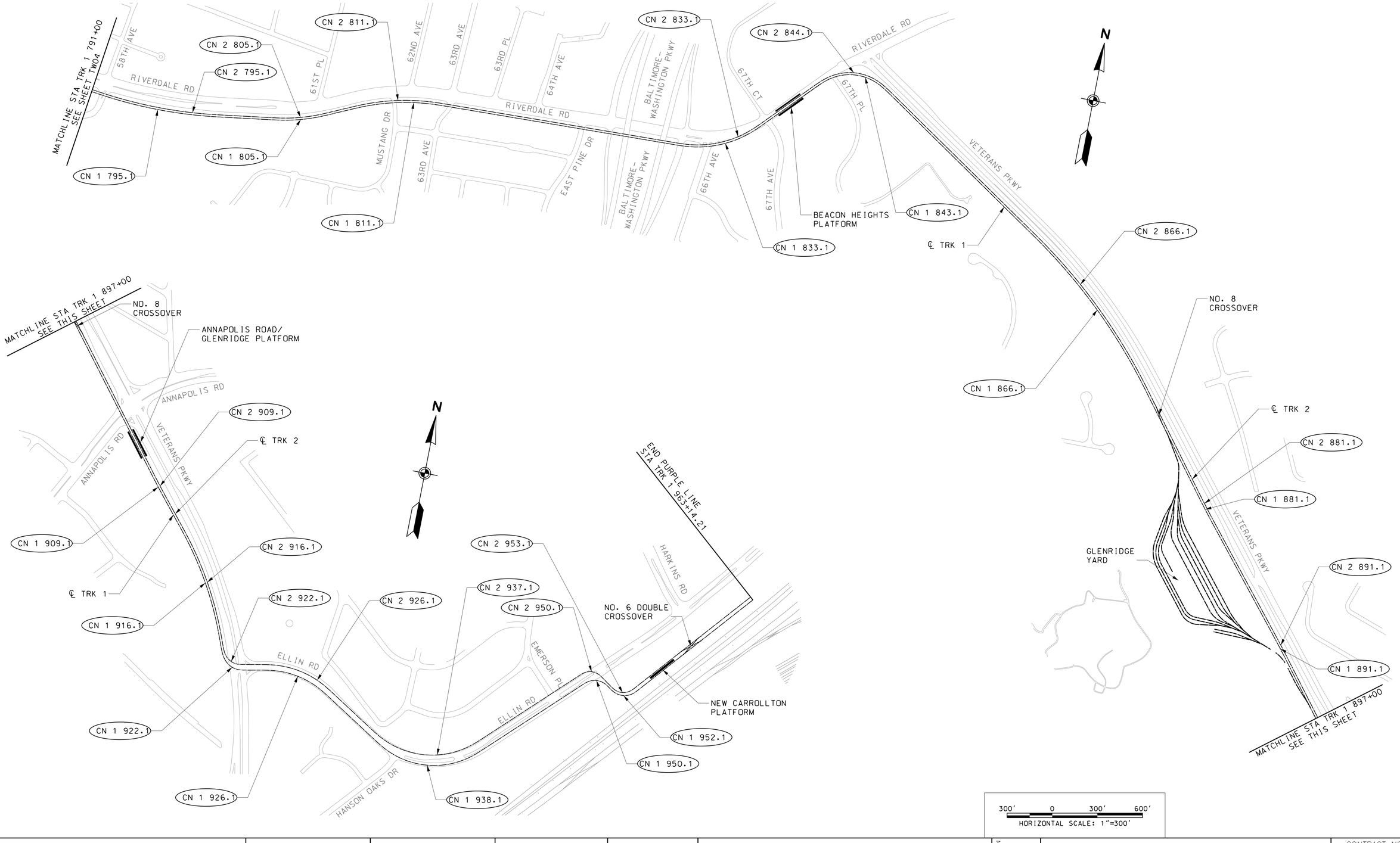

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DESGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC
STA TRK 1 791+00 TO STA TRK 1 963+14.21

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-05
SHEET NO. 37 OF 691

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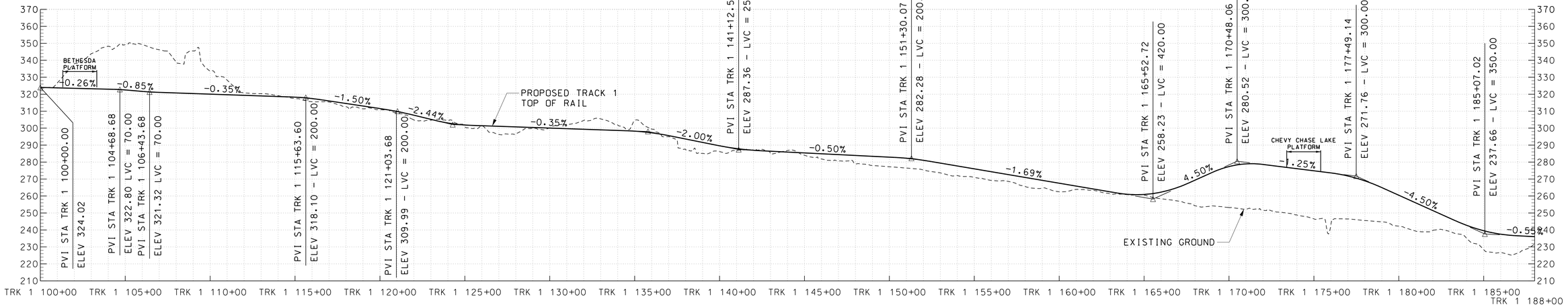

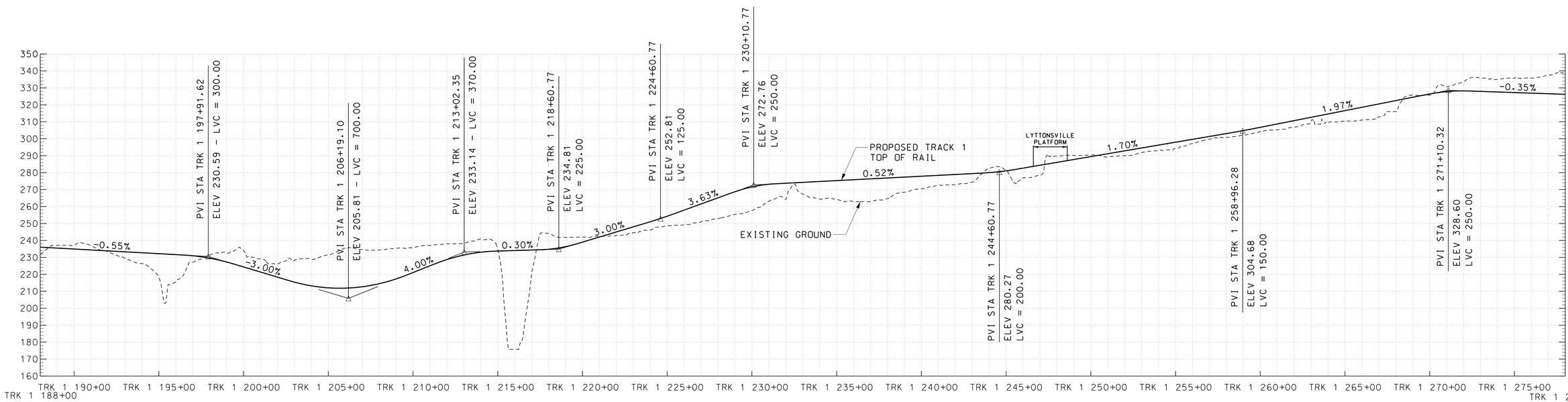

HORIZONTAL SCALE	VERTICAL SCALE
300′ 0 300′ 600′	30′ 0 30′ 60′
SCALE: 1″=300′	SCALE: 1″=30′

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC

STA TRK 1 100+00 TO STA TRK 1 278+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220

DRAWING NO. TW-06

SHEET NO. 38 OF 691

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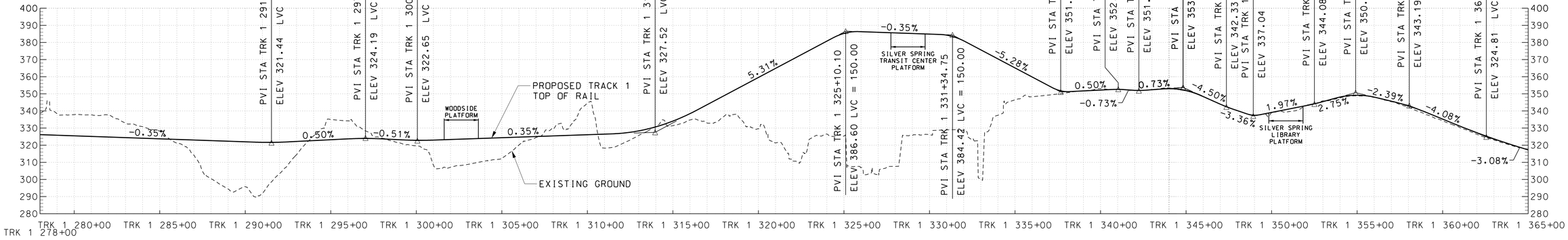

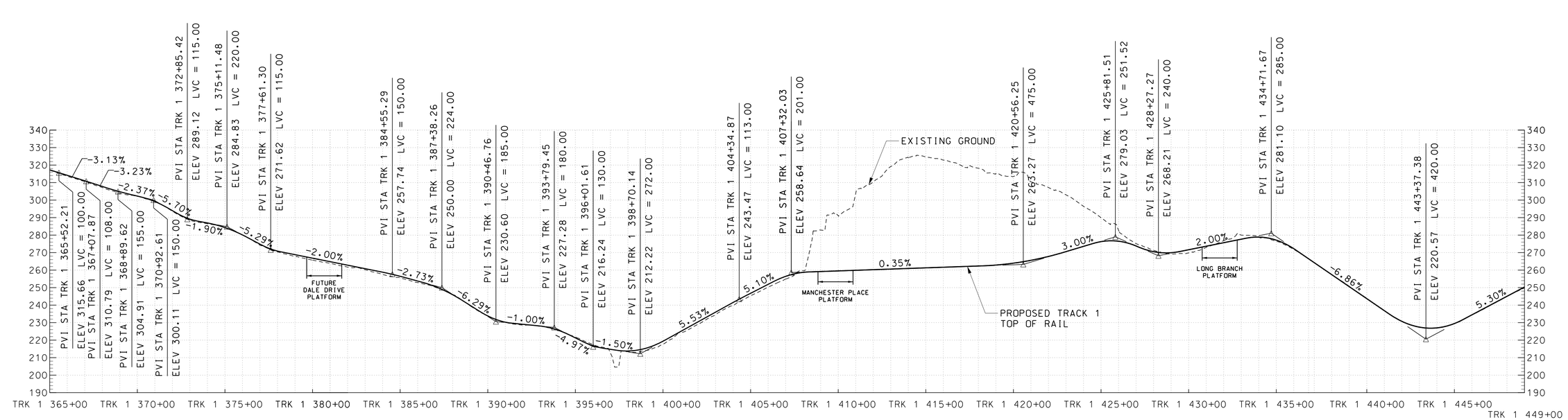

HORIZONTAL SCALE
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SCALE: 1″=300′

VERTICAL SCALE
30′ 0 30′ 60′
SCALE: 1″=30′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
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Gannett Fleming
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DESIGN	DTB/BAF
DRAWN	DTB/BAF
CHECK	REJ/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 1 278+00 TO STA TRK 1 449+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T–1042–0220
DRAWING NO. TW–07
SHEET NO. 39 OF 691

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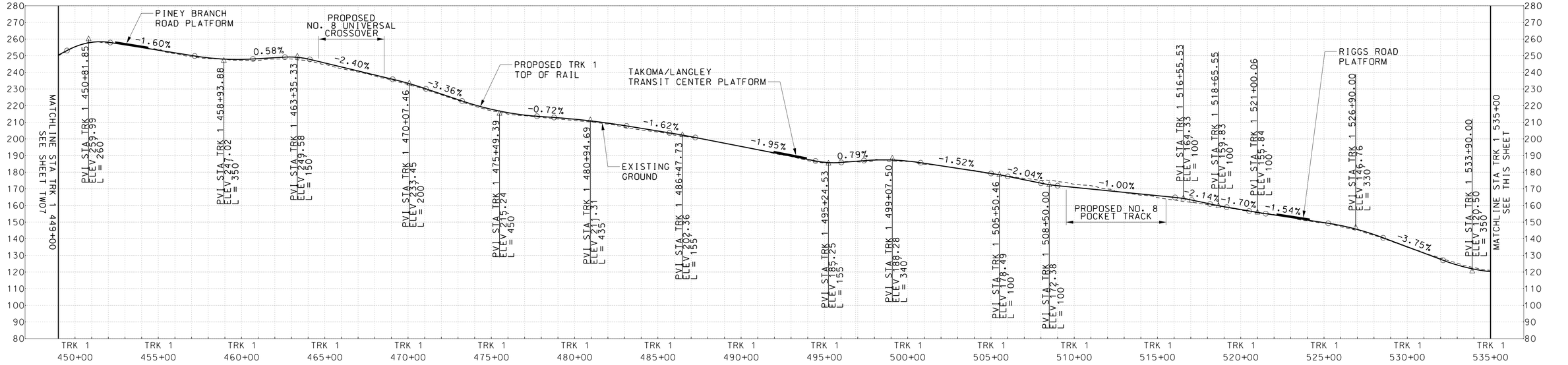

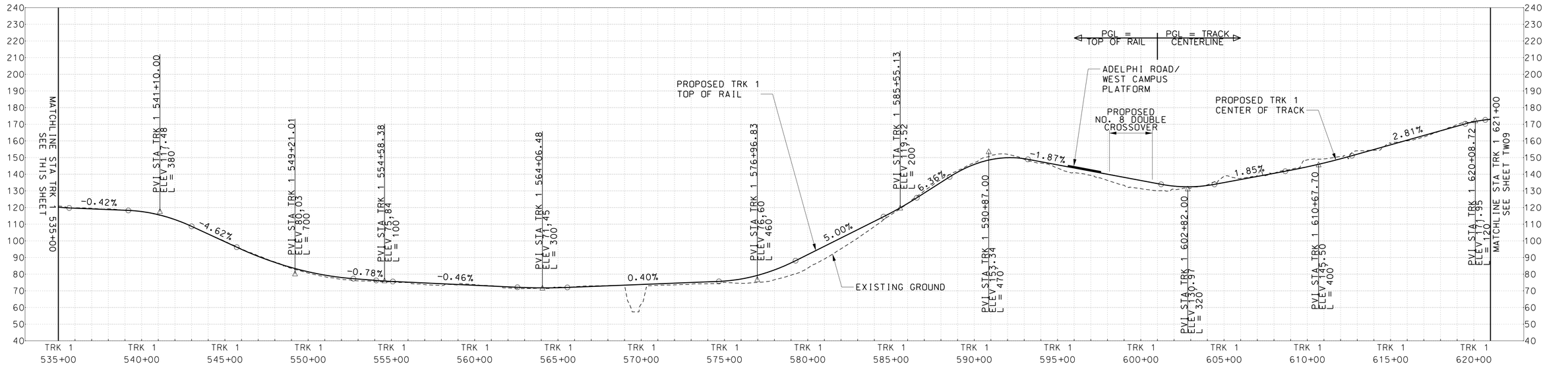

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HORIZONTAL SCALE: 1"=300′

30′ 0 30′ 60′
VERTICAL SCALE: 1"=30′

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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 1 449+00 TO STA TRK 1 621+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-08
SHEET NO. 40 OF 691

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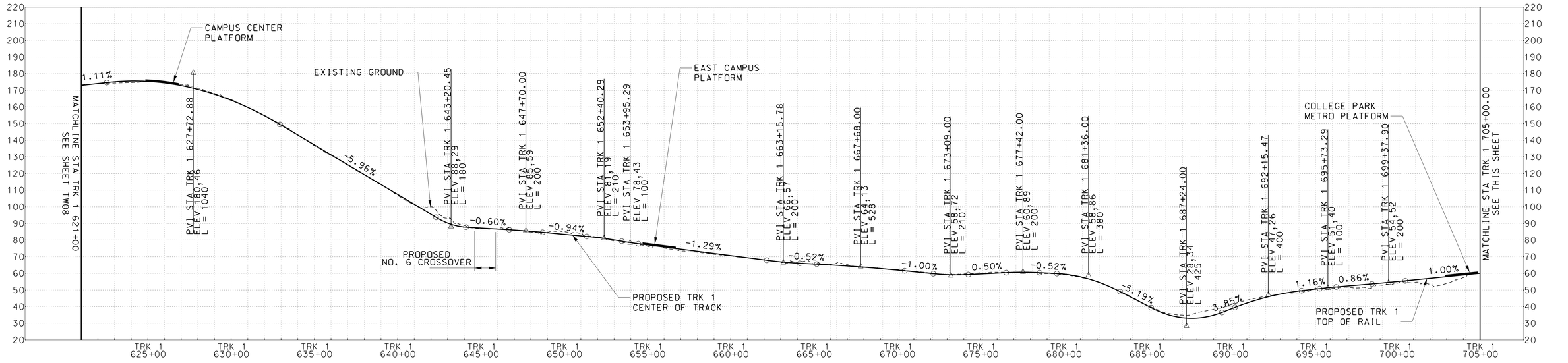

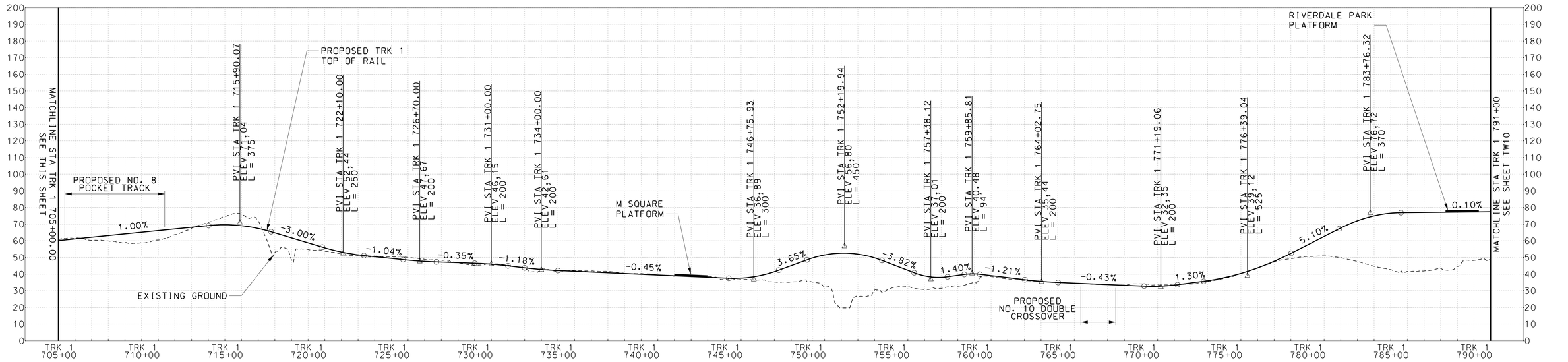

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30′ 0 30′ 60′
VERTICAL SCALE: 1"=30′

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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 1 621+00 TO STA TRK 1 791+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-09
SHEET NO. 41 OF 691

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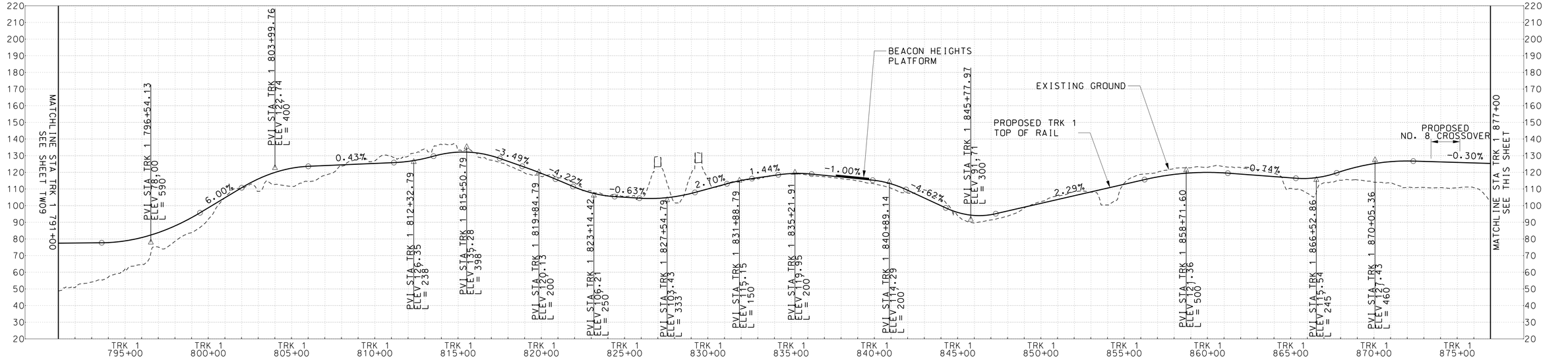

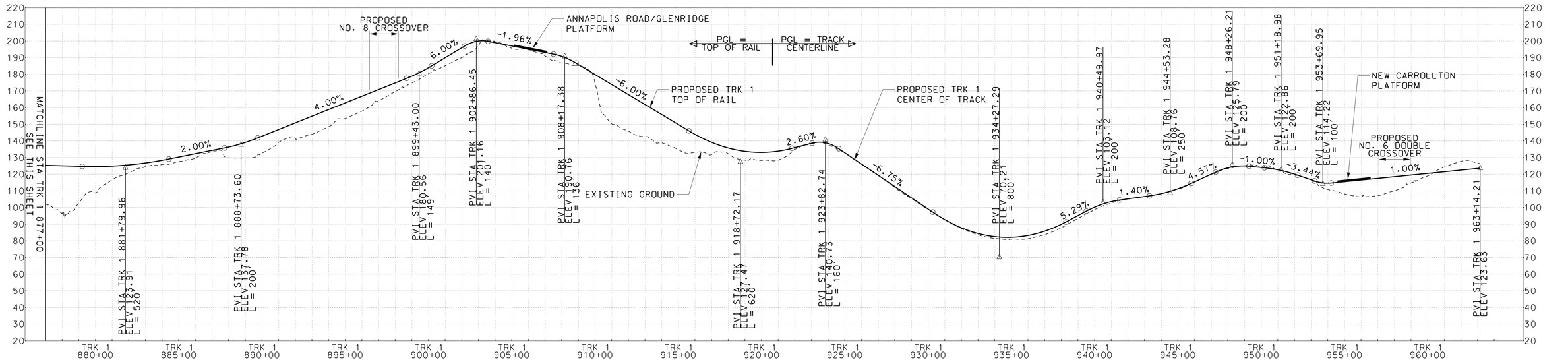

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30′ 0 30′ 60′
VERTICAL SCALE: 1"=30′

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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 1 791+00 TO STA TRK 1 963+14.21

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-10
SHEET NO. 42 OF 691

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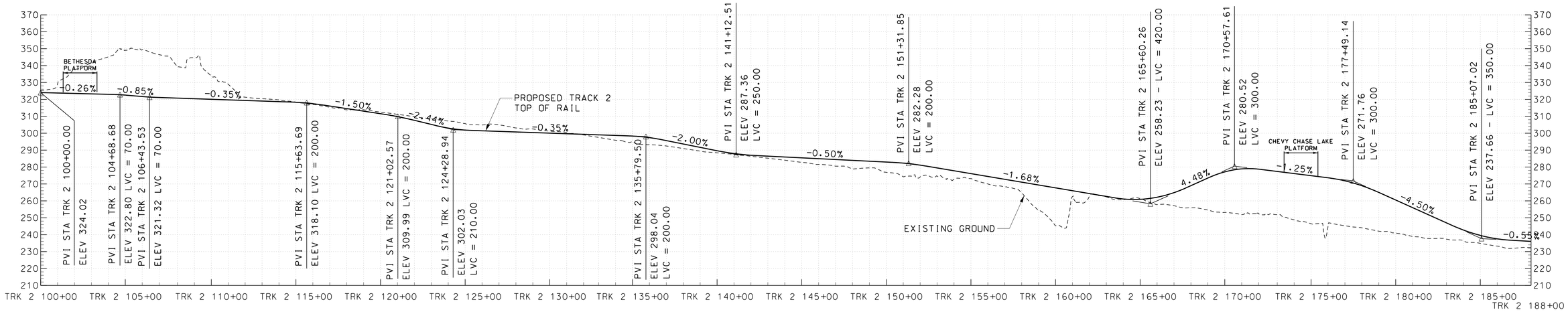

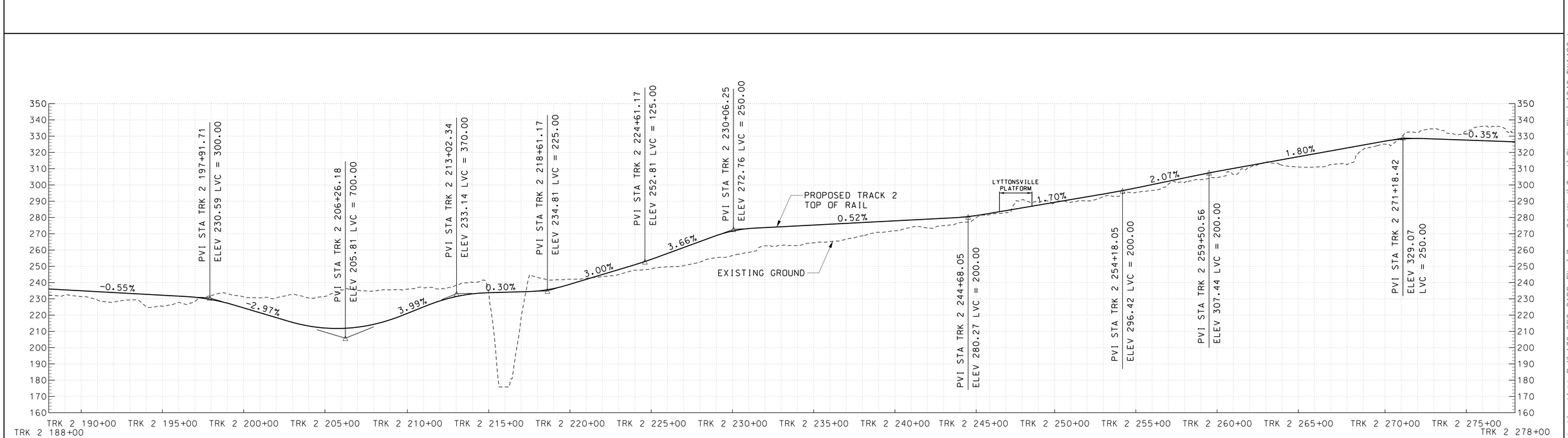

HORIZONTAL SCALE
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SCALE: 1"=300′

VERTICAL SCALE
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SCALE: 1"=30′

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DESGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 2 100+00 TO STA TRK 2 278+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-11
SHEET NO. 43 OF 691

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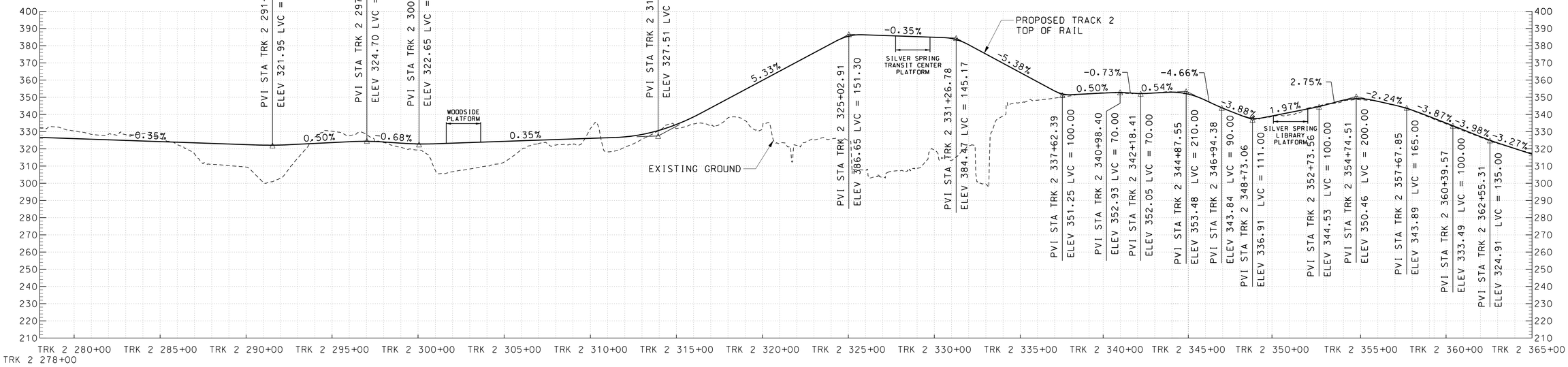

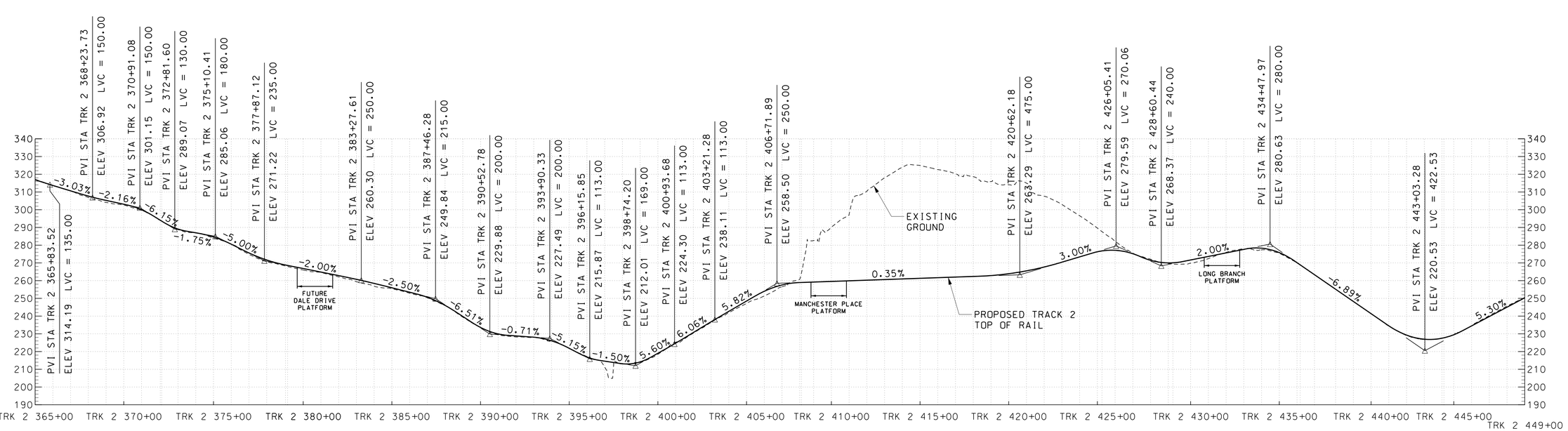

HORIZONTAL SCALE
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SCALE: 1″=300′

VERTICAL SCALE
30′ 0 30′ 60′
SCALE: 1″=30′

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DESIGN	DTB/BAF
DRAWN	DTB/BAF
CHECK	REJ/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 2 278+00 TO STA TRK 2 449+00

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T–1042–0220
DRAWING NO. TW–12
SHEET NO. 44 OF 691

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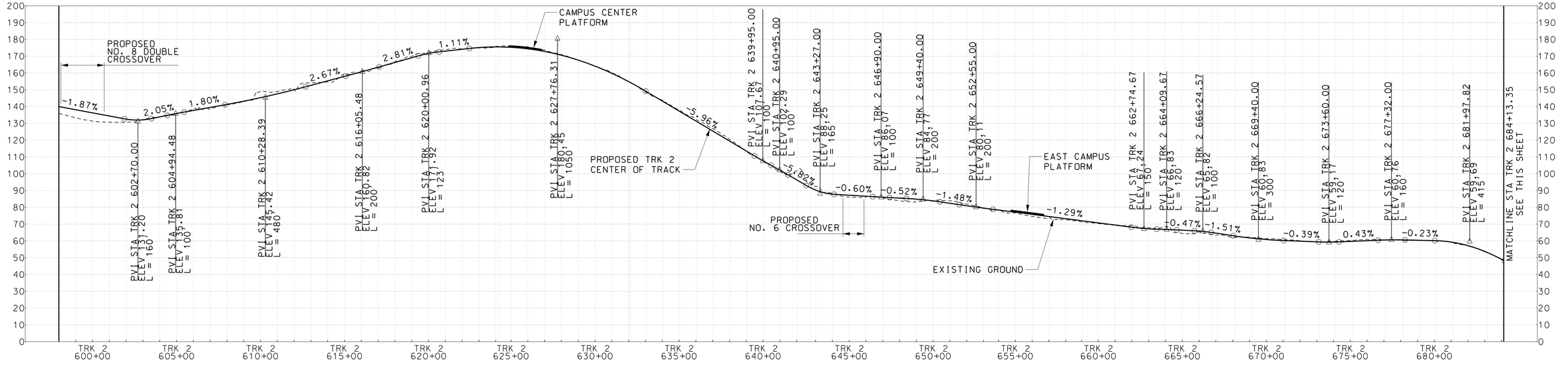

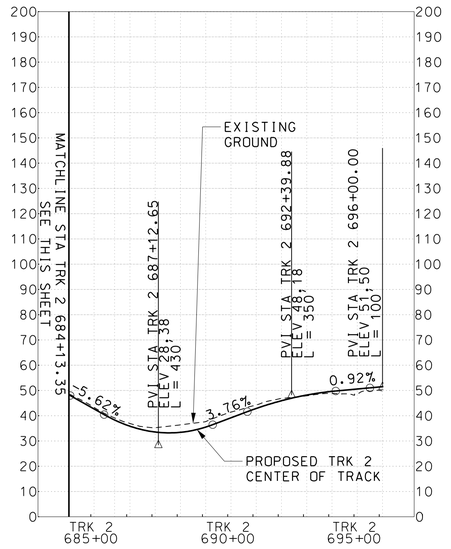

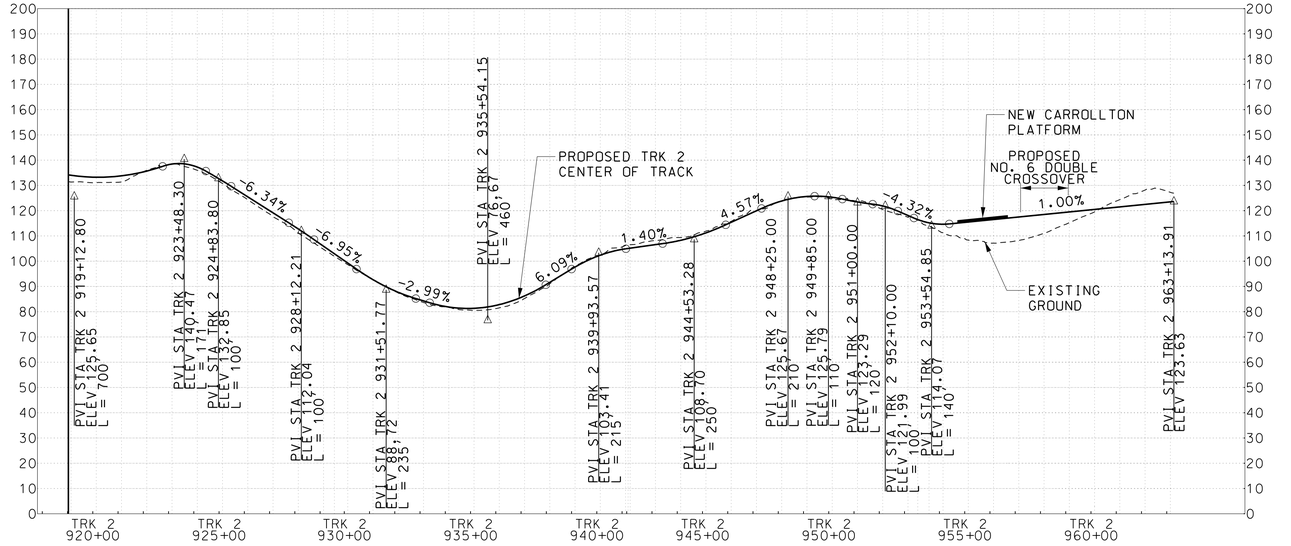

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HORIZONTAL SCALE: 1"=300′

30′ 0 30′ 60′
VERTICAL SCALE: 1"=30′

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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 2 598+00 TO STA TRK 2 963+14

DATE: DECEMBER 2013 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-13
SHEET NO. 45 OF 691

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12/13/2013

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
TANGENT BETWEEN CURVES					Bearing and Distance:	N 50°23'29" E / 109.38'
	CURVE WITH ONE SPIRAL					
					Total Central Angle:	20°37'53.36"
					Ls (1) / (2):	0.00' / 75.00'
					THETA (2):	N/A / 1°23'14"
					Rc:	1548.78'
	PI	TRK 1 103+71.95	479184.0025	12858666.4989	DELTA (c):	19°14'39"
CN 1 103.1	PC	TRK 1 101+09.38	479004.0051	1285448.9862	Lc:	520.20'
	CS	TRK 1 106+29.58	479262.7778	1285897.4371	Degree of Curvature:	3°41'58"
	ST	TRK 1 107+04.58	479287.7380	1285968.1597	Tc:	262.57'
					Ea	0.00"
					Eu	1.023"
					Design Speed	20 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 71°01'22" E / 623.89'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°59'04"
					Rc:	10520.00'
					Delta (c):	0°59'04.45"
	PI	STA TRK 1 114+18.86	479520.0149	1286643.6160	Lc:	180.77'
CN 1 114.1	PC	STA TRK 1 113+28.47	479490.6209	1286558.1389	Degree of Curvature:	0°32'41"
	PT	STA TRK 1 115+09.24	479547.9358	1286729.5855	Tc:	90.39'
					Ea:	0.25"
					Eu:	0.512"
					Design Speed:	45 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 72°00'27" E / 319.90'
	CURVE WITH SPIRALS					
					Total Central Angle:	46°27'57"
					Ls (1) / Ls (2):	200.00' / 200.00'
					Theta (s) (1) / (2):	4°12'00" / 4°12'00"
	PI	STA TRK 1 125+15.26	479858.6898	1287686.4100	Rc:	1364.17'
	TS	STA TRK 1 118+29.14	479646.7519	1287033.8442	Delta (c):	38°03'57"
CN 1 125.1	SC	STA TRK 1 120+29.14	479713.1436	1287222.4524	Lc:	906.32'
	CS	STA TRK 1 129+35.46	480299.5055	1287891.6464	Degree of Curvature:	4°12'00"
	ST	STA TRK 1 131+35.46	480477.7569	1287982.2407	Tc:	470.60'
					Ea:	3.25"
					Eu:	2.628"
					Design Speed:	45 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 25°32'29" E / 406.63'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°04'27.84"
					Rc:	130000.00'
					Delta (c):	0°04'28"
	PI	STA TRK 1 136+26.55	480920.8521	1288193.9806	Lc:	168.91'
CN 1 136.1	PC	STA TRK 1 135+42.09	480844.6488	1288157.5657	Degree of Curvature:	0°02'39"
	PT	STA TRK 1 137+11.01	480997.0079	1288230.4945	Tc:	84.46'
					Ea:	0.00"
					Eu:	0.092"
					Design Speed:	55 MPH

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DESGN SRT
DRAWN NRK
CHECK REJ
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 100+00 TO STA TRK 1 137+11

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–14
SHEET NO. 46 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
TANGENT BETWEEN CURVES					Bearing and Distance:	N 25°36'57" E / 906.15'
	CURVE WITH SPIRALS					
					Total Central Angle:	39°52'44"
					Ls (1) / Ls (2):	150.00' / 150.00'
					Theta (s) (1) / (2):	1°13'40" / 1°13'40"
	PI	STA TRK 1 159+61.96	483026.7170	1289203.6637	Rc:	3500.00'
	TS	STA TRK 1 146+17.16	481814.0950	1288622.2570	Delta (c):	37°25'24"
CN 1 159.1	SC	STA TRK 1 147+67.16	481948.8824	1288688.0707	Lc:	2286.05'
	CS	STA TRK 1 170+53.21	483521.3205	1290291.2900	Degree of Curvature:	1°38'13"
	ST	STA TRK 1 172+03.21	483584.5090	1290427.3278	Tc:	1185.48'
					Ea:	2.00"
					Eu:	1.423"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 65°29'41" E / 1859.15'
	CURVE WITH SPIRALS					
					Total Central Angle:	1°19'39"
					Ls (1) / Ls (2):	60.00' / 60.00'
					Theta (s) (1) / (2):	0°10'18" / 0°10'18"
	PI	STA TRK 1 192+08.38	484416.2071	1292251.8770	Rc:	10014.17'
	TS	STA TRK 1 190+62.37	484355.6433	1292119.0143	Delta (c):	0°59'03"
CN 1 192.1	SC	STA TRK 1 191+22.37	484380.5844	1292173.5848	Lc:	172.02'
	CS	STA TRK 1 192+94.39	484453.7419	1292329.2708	Degree of Curvature:	0°34'20"
	ST	STA TRK 1 193+54.39	484479.8327	1292383.3010	Tc:	86.01'
					Ea:	0.50"
					Eu:	0.696"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 64°10'02" E / 366.66'
	CURVE WITH SPIRALS					
					Total Central Angle:	31°33'19"
					Ls (1) / Ls (2):	220.00' / 220.00'
					Theta (s) (1) / (2):	3°56'21" / 3°56'21"
	PI	STA TRK 1 202+83.46	484884.6724	1293219.5310	Rc:	1600.00'
	TS	STA TRK 1 197+21.04	484639.6016	1292713.3169	Delta (c):	23°40'38"
CN 1 202.1	SC	STA TRK 1 199+41.04	484730.8841	1292913.4348	Lc:	661.19'
	CS	STA TRK 1 206+02.23	484845.5055	1293559.8421	Degree of Curvature:	3°34'52"
	ST	STA TRK 1 208+22.23	484828.5949	1293779.1449	Tc:	335.38'
					Ea:	3.25"
					Eu:	2.938"
					Design Speed:	50 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 84°16'40" E / 1617.07'

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DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 146+17 TO STA TRK 1 208+22

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–15

SHEET NO. 47 OF 691

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LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	COMPOUND CURVES WITH SPIRALS					
	PI	TRK 1 234+53.93	484566.1929	1296397.7339	Total Central Angle:	64°28'40"
	TS	TRK 1 224+39.3	484667.3597	1295388.1600	Ls (1) / Ls (2) / Ls (3) / Ls (4):	135.00' / 70.00' / 70.00' / 80.00'
	SC	TRK 1 225+74.3	484655.7843	1295522.6522	Theta (s) (1) / (2) / (3) / (4):	2°24'35" / 3°12'27" / 2°53'11" / 1°03'40"
	PI (1)	TRK 1 229+18.72	484635.8819	1295866.4950	Rc (1) / Rc (2) / Rc (3):	1605.00' / 1024.17' / 2160.00'
	CS	TRK 1 232+52.85	484758.8064	1296188.2302	Delta c (1) / (2) / (3):	24°13'23" / 14°38'53" / 16°02'32"
CN 1 234.1	SC	TRK 1 233+22.85	484785.4731	1296252.9419	Lc (1) / (2) / (3):	678.55' / 261.84' / 604.78'
	PI (2)	TRK 1 234+54.49	484839.2615	1296373.0876	Degree of Curvature:	3°34'11" / 5°35'40" / 2°39'09"
	CS	TRK 1 235+84.68	484921.6843	1296475.7261	Tc (1) / (2) / (3):	344.42' / 131.64' / 304.38'
	SC	TRK 1 236+54.68	484967.0299	1296529.0433	Ea (1) / (2) / (3):	2.50" / 3.00" / 1.625"
	PI (3)	TRK 1 239+59.06	485169.3226	1296756.4726	Eu (1) / (2) / (3):	1.448" / 1.737" / 0.621"
	CS	TRK 1 242+59.46	485426.5867	1296919.1428	Design Speed (1) / (2) / (3):	40 MPH / 35 MPH / 35 MPH
	ST	TRK 1 243+39.46	485494.7251	1296961.0589		
TANGENT BETWEEN CURVES					Bearing and Distance:	N 31°14'40" E / 98.73'
	CURVE WITH SPIRALS					
					Total Central Angle:	2°52'32"
					Ls (1) / Ls (2):	40.00' / 40.00'
					Theta (s) (1) / (2):	0°26'27" / 0°26'27"
	PI	STA TRK 1 245+23.44	485652.0246	1297056.4899	Rc:	2600.00'
	TS	STA TRK 1 244+38.19	485579.1337	1297012.2681	Delta (c):	1°59'38"
CN 1 245.1	SC	STA TRK 1 244+78.19	485613.3851	1297032.9280	Lc:	90.48'
	CS	STA TRK 1 245+68.67	485691.8950	1297077.9033	Degree of Curvature:	2°12'13"
	ST	STA TRK 1 246+08.67	485727.0422	1297096.9994	Tc:	45.25'
					Ea:	0.50"
					Eu:	0.871"
					Design Speed:	30 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 28°22'09" E / 736.50'
	CURVE WITH SPIRALS					
					Total Central Angle:	93°03'55"
					Ls (1) / Ls (2):	180.00' / 180.00'
					Theta (s) (1) / (2):	5°55'13" / 5°55'13"
	PI	STA TRK 1 263+55.67	487264.2346	1297927.0827	Rc:	871.00'
	TS	STA TRK 1 253+45.18	486375.0961	1297446.9482	Delta (c):	81°13'29"
CN 1 263.1	SC	STA TRK 1 255+25.18	486530.3666	1297537.8348	Lc:	1234.76'
	CS	STA TRK 1 267+59.94	486825.7291	1298632.6244	Degree of Curvature:	6°34'41"
	ST	STA TRK 1 269+39.94	486737.2413	1298789.2743	Tc:	746.86'
					Ea:	3.25"
					Eu:	2.319"
					Design Speed:	35 MPH

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DESGN SRT
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CHECK REJ
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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 224+39 TO STA TRK 1 269+40

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-16
SHEET NO. 48 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
TANGENT BETWEEN CURVES					Bearing and Distance:	S 58°33'56" E / 702.43'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°37'34"
					Rc:	15114.00'
					Delta (c):	0°37'34"
	PI	STA TRK 1 277+24.96	486327.8354	1299459.0862	Lc:	165.17'
CN 1 277.1	PC	STA TRK 1 276+42.37	486370.9069	1299388.6187	Degree of Curvature:	0°22'45"
	PT	STA TRK 1 278+07.55	486285.5365	1299530.0202	Tc:	82.59'
					Ea:	0.25"
					Eu:	0.543"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 59°11'31" E / 166.12'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°38'38"
					Rc:	14700.00'
					Delta (c):	0°38'38"
	PI	STA TRK 1 280+56.25	486158.1579	1299743.6307	Lc:	165.17'
CN 1 280.1	PC	STA TRK 1 279+73.67	486200.4567	1299672.6967	Degree of Curvature:	0°23'23"
	PT	STA TRK 1 281+38.84	486115.0647	1299814.0848	Tc:	82.59'
					Ea:	0.25"
					Eu:	0.565"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 58°32'53" E / 545.48'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°39'18"
					Rc:	15000.00'
					Delta (c):	0°39'18"
	PI	STA TRK 1 287+70.08	485785.6932	1300352.5832	Lc:	171.51'
CN 1 287.1	PC	STA TRK 1 286+84.32	485830.4404	1300279.4249	Degree of Curvature:	0°22'55"
	PT	STA TRK 1 288+55.84	485740.1124	1300425.2252	Tc:	85.76'
					Ea:	0.25"
					Eu:	0.549"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 57°53'34" E / 185.42'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°45'41"
					Rc:	12750.00'
					Delta (c):	0°45'41"
	PI	STA TRK 1 291+25.99	485596.5278	1300654.0557	Lc:	169.46'
CN 1 291.1	PC	STA TRK 1 290+41.26	485641.5620	1300582.2848	Degree of Curvature:	0°26'58"
	PT	STA TRK 1 292+10.71	485552.4514	1300726.4188	Tc:	84.73'
					Ea:	0.5"
					Eu:	0.44"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 58°39'16" E / 333.85'

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DESIGN SRT
DRAWN NRK
CHECK REJ
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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 276+42 TO STA TRK 1 292+11

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-17
SHEET NO. 49 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH SPIRALS					
					Total Central Angle:	6°48'31"
					Ls (1) / Ls (2):	73.00' / 73.00'
					Theta (s) (1) / (2):	1°23'39" / 1°23'39"
	PI	STA TRK 1 296+70.31	485313.3719	1301118.9316	Rc:	1500.00'
	TS	STA TRK 1 295+44.57	485378.7808	1301011.5454	Delta (c):	04°01'13"
CN 1 296.1	SC	STA TRK 1 296+17.57	485340.3029	1301073.5790	Lc:	105.25'
	CS	STA TRK 1 297+22.82	485280.323	1301160.0399	Degree of Curvature:	3°49'11"
	ST	STA TRK 1 297+95.82	485235.6933	1301217.8059	Tc:	52.65'
					Ea:	1.5"
					Eu:	1.734"
					Design Speed:	35 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 51°50'45" E / 152.14'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	1°28'10"
					Rc:	3800.00'
					Delta (c):	1°28'10"
	PI	STA TRK 1 299+96.69	485111.6006	1301375.7589	Lc:	97.45'
CN 1 299.1	PC	STA TRK 1 299+47.96	485141.7044	1301337.4409	Degree of Curvature:	1°30'28"
	PT	STA TRK 1 300+45.41	485082.4893	1301414.8363	Tc:	48.73'
					Ea:	0.5"
					Eu:	0.438"
					Design Speed:	30 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 53°18'54" E / 393.16'
	CURVE WITH SPIRALS					
					Total Central Angle:	07°37'43"
					Ls (1) / Ls (2):	93.00' / 93.00'
					Theta (s) (1) / (2):	1°04'18" / 1°04'18"
	PI	STA TRK 1 306+50.82	484720.804	1301900.3416	Rc:	2486.00'
	TS	STA TRK 1 304+38.57	484847.6074	1301730.1280	Delta (c):	05°29'07"
CN 1 306.1	SC	STA TRK 1 305+31.57	484791.5849	1301804.3588	Lc:	238.00'
	CS	STA TRK 1 307+69.57	484637.0778	1301985.2684	Degree of Curvature:	2°18'17"
	ST	STA TRK 1 308+62.57	484572.5265	1302052.2152	Tc:	119.09'
					Ea:	1.5"
					Eu:	1.726"
					Design Speed:	45 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 45°41'11" E / 920.89'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°50'34"
					Rc:	10520.00'
					Delta (c):	0°50'34"
	PI	STA TRK 1 318+60.83	483875.1598	1302766.4951	Lc:	154.73'
CN 1 318.1	PC	STA TRK 1 317+83.47	483929.2063	1302711.1379	Degree of Curvature:	0°32'41"
	PT	STA TRK 1 319+38.19	483820.3051	1302821.0514	Tc:	77.37'
					Ea:	0.25"
					Eu:	0.512"
					Design Speed:	45 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 44°50'37" E / 133.44'

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DESIGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 295+44 TO STA TRK 1 319+39

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–18
SHEET NO. 50 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH SPIRALS					
					Total Central Angle:	25°59'60"
					Ls (1) / Ls (2):	108.00' / 108.00'
					Theta (s) (1) / (2):	7°38'22" / 7°38'22"
	PI	STA TRK 1 322+19.39	483620.9328	1303019.3391	Rc:	405.00'
	TS	STA TRK 1 320+71.64	483725.6897	1302915.1522	Delta (c):	10°43'16"
CN 1 322.1	SC	STA TRK 1 321+79.64	483652.6307	1302994.5749	Lc:	75.78'
	CS	STA TRK 1 322+55.42	483612.3558	1303058.6387	Degree of Curvature:	14°08'50"
	ST	STA TRK 1 323+63.42	483572.4503	1303158.9040	Tc:	38.00'
					Ea:	2.25"
					Eu:	1.661"
					Design Speed:	20 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 70°50'37" E / 100.14'
	CURVE WITH SPIRALS					
					Total Central Angle:	29°09'24"
					Ls (1) / Ls (2):	70.00' / 70.00'
					Theta (s) (1) / (2):	6°28'08" / 6°28'08"
	PI	STA TRK 1 325+79.33	483501.5983	1303362.8633	Rc:	310.00'
	TS	STA TRK 1 324+63.55	483539.5912	1303253.4943	Delta (c):	16°13'08"
CN 1 325.1	SC	STA TRK 1 325+33.55	483514.1639	1303318.6703	Lc:	87.75'
	CS	STA TRK 1 326+21.31	482465.5932	1303391.4036	Degree of Curvature:	18°28'57"
	ST	STA TRK 1 326+91.31	483415.1349	1303439.8641	Tc:	44.17'
					Ea:	1.5"
					Eu:	1.374"
					Design Speed:	15 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 41°41'13" E / 438.34'
	CURVE WITH SPIRALS					
					Total Central Angle:	87°53'45"
					Ls (1) / Ls (2):	45.00' / 45.00'
					Theta (s) (1) / (2):	7°35'00" / 7°35'00"
	PI	STA TRK 1 333+16.48	482948.2616	1303855.6426	Rc:	170.00'
	TS	STA TRK 1 331+29.65	483087.7873	1303731.3867	Delta (c):	72°43'46"
CN 1 333.1	SC	STA TRK 1 331+74.65	483055.5593	1303762.7428	Lc:	215.79'
	CS	STA TRK 1 333+90.44	483040.2158	1303963.7518	Degree of Curvature:	33°42'12"
	ST	STA TRK 1 334+35.44	483067.3111	1303999.6362	Tc:	125.17'
					Ea:	1.00"
					Eu:	1.329"
					Design Speed:	10 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 50°25'02" E / 50.87'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 320+71 TO STA TRK 1 334+36

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–19
SHEET NO. 51 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH SPIRALS					
					Total Central Angle:	37°24'40"
					Ls (1) / Ls (2):	42.00' / 42.00'
					Theta (s) (1) / (2):	6°00'58" / 6°00'58"
	PI	STA TRK 1 335+75.15	483156.3274	1304107.3037	Rc:	200.00'
	TS	STA TRK 1 334+86.31	483099.7225	1304038.8386	Delta (c):	25°22'45"
CN 1 335.1	SC	STA TRK 1 335+28.31	483125.3231	1304072.1084	Lc:	88.59'
	CS	STA TRK 1 336+16.89	483156.6361	1304154.2067	Degree of Curvature:	28°38'52"
	ST	STA TRK 1 336+58.89	483159.6938	1304196.0746	Tc:	45.03'
					Ea:	1"
					Eu:	0.98"
					Design Speed:	10 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 87°49'42" E / 100.05'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°21'25"
					Rc:	8500.00'
					Delta (c):	0°21'25"
	PI	STA TRK 1 337+85.42	483164.4885	1304322.5120	Lc:	52.96'
CN 1 337.1	PC	STA TRK 1 337+58.94	483163.4851	1304296.0507	Degree of Curvature:	0°40'27"
	PT	STA TRK 1 338+11.90	483165.3271	1304348.9790	Tc:	26.48'
					Ea:	1.00"
					Eu:	-0.953"
					Design Speed:	10 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 88°11'07" E / 239.01'
	CURVE WITH NO SPIRALS					
					Total Central Angle:	2°05'30"
					Rc:	1500.00'
					Delta (c):	2°05'30"
	PI	STA TRK 1 340+78.29	483173.7631	1304615.2343	Lc:	54.76'
CN 1 340.1	PC	STA TRK 1 340+50.91	483172.8959	1304587.8649	Degree of Curvature:	3°49'11"
	PT	STA TRK 1 341+05.67	483173.6307	1304642.6172	Tc:	27.38'
					Ea:	1.00"
					Eu:	-0.736"
					Design Speed:	10 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	S 89°43'23" E / 82.04'
	CURVE WITH SPIRALS					
					Total Central Angle:	27°41'12"
					Ls (1) / Ls (2):	42.00' / 42.00'
					Theta (s) (1) / (2):	5°25'12" / 5°25'12"
	PI	STA TRK 1 342+63.49	483172.8679	1304800.4357	Rc:	222.00'
	TS	STA TRK 1 341+87.71	483173.2342	1304724.6545	Delta (c):	16°50'49"
CN 1 342.1	SC	STA TRK 1 342+29.71	483174.3548	1304766.6228	Lc:	62.28'
	CS	STA TRK 1 342+94.98	483189.6117	1304829.8493	Degree of Curvature:	25°48'32"
	ST	STA TRK 1 343+36.98	483207.7544	1304867.7102	Tc:	32.88'
					Ea:	-1.00"
	STA. EQ.	TRK 1 343+36.98 BK=			Eu:	2.784"
		TRK 1 343+36.20 AHD			Design Speed:	10 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 62°35'25" E / 106.80'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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DESIGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 334+86 TO STA TRK 1 343+37

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–20

SHEET NO. 52 OF 691

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12/11/2013

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 62°35'25" E / 304.86'
		COMPOUND CURVES WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	57°06'23"
					LS (2) / (3):	40.00' / 40.00'
					THETA (s) (2) / (3):	7°38'13" / 7°09'43"
	PI	STA TRK 1 348+66.84	483452.0337	1305338.775	RC (1) / (2):	2412.50' / 160.00'
	PC	STA TRK 1 346+41.06	483348.0974	1305138.3454	DELTA (c) (1) / (2):	3°07'24" / 39°11'02"
CN 1 348.1	CS	STA TRK 1 347+72.57	483411.7907	1305253.3858	LC (1) / (2):	131.51' / 109.42'
	SC	STA TRK 1 348+12.57	483433.6977	1305286.8163	DEGREE OF CURVATURE (1) /	2°22'30" / 35°48'36"
	CS	STA TRK 1 349+22.00	483524.4585	1305344.0551	TC (1) / (2):	131.51' / 109.42'
	ST	STA TRK 1 349+62.00	483564.0541	1305349.5289	EA (1) / (2):	0.283" / 0.000"
					EU (1) / (2):	-0.119" / 0.619"
					DESIGN SPEED (1) / (2):	10 MPH / 5 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 5°29'02" E / 249.42'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	47°12'26"
					LS (1) / LS (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	9°32'57" / 9°32'57"
	PI	STA TRK 1 352+84.07	483884.6549	1305380.3081	RC:	120.00'
	TS	STA TRK 1 352+11.41	483812.3277	1305373.3643	Delta (c):	28°06'31"
CN 1 353.1	SC	STA TRK 1 352+51.41	483851.8223	1305379.3840	LC:	58.87'
	CS	STA TRK 1 353+10.28	483902.7536	1305407.7174	DEGREE OF CURVATURE:	47°44'47"
	ST	STA TRK 1 353+50.28	483928.6948	1305438.1000	TC:	30.04'
					EA:	0.500"
					EU:	2.800"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 52°41'28" E / 216.52'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	7°18'21"
					LS (1) / LS (2):	45.00' / 45.00'
					THETA (s) (1) / (2):	0°30'56" / 0°30'56"
	PI	STA TRK 1 357+48.90	484170.3052	1305755.1559	RC:	2500.00'
	TS	STA TRK 1 355+66.80	484059.9278	1305610.3120	Delta (c):	6°16'28"
CN 1 357.1	SC	STA TRK 1 356+11.80	484087.3101	1305646.0219	LC:	273.78'
	CS	STA TRK 1 358+85.57	484266.6967	1305852.6601	DEGREE OF CURVATURE:	2°17'31"
	ST	STA TRK 1 359+30.57	484298.2055	1305884.7877	TC:	137.03'
					EA:	0.750"
					EU:	0.676"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 45°23'07" E / 294.09'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	2°16'30"
					LS (1) / LS (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°27'30" / 0°27'30"
	PI	STA TRK 1 362+94.31	484553.6673	1306143.7077	RC:	2500.00'
	TS	STA TRK 1 362+24.67	484504.7578	1306094.1361	Delta (c):	1°21'30"
CN 1 363.1	SC	STA TRK 1 362+64.67	484532.9270	1306122.5348	LC:	59.26'
	CS	STA TRK 1 363+23.93	484575.3775	1306163.8850	DEGREE OF CURVATURE:	2°17'31"
	ST	STA TRK 1 363+63.93	484604.5060	1306191.2989	TC:	29.63'
					EA:	0.625"
					EU:	0.801"
					DESIGN SPEED:	30 MPH

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 43°06'37" E / 143.28'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	10°11'03"
					LS (1) / LS (2):	80.00' / 80.00'
					THETA (s) (1) / (2):	2°19'36" / 2°19'36"
	PI	STA TRK 1 366+35.00	484802.3967	1306376.5482	RC:	985.00'
	TS	STA TRK 1 365+07.21	484709.1031	1306289.2142	Delta (c):	5°31'50"
CN 1 366.1	SC	STA TRK 1 365+87.21	484768.2366	1306343.0871	LC:	95.08'
	CS	STA TRK 1 366+82.28	484843.1119	1306401.6245	DEGREE OF CURVATURE:	5°49'01"
	ST	STA TRK 1 367+62.28	484909.6619	1306446.0109	TC:	47.58'
					EA:	1.625"
					EU:	1.993"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 32°55'34" E / 54.33'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	40°04'36"
					LS (1) / LS (2):	125.00' / 125.00'
					THETA (s) (1) / (2):	9°25'25" / 9°25'25"
	PI	STA TRK 1 370+18.28	485124.5332	1306585.1570	RC:	380.00'
	TS	STA TRK 1 368+16.61	484955.2622	1306475.5407	Delta (c):	21°13'45"
CN 1 370.1	SC	STA TRK 1 369+41.61	485056.1822	1306549.0432	LC:	140.80'
	CS	STA TRK 1 370+82.41	485140.5017	1306660.7948	DEGREE OF CURVATURE:	15°04'40"
	ST	STA TRK 1 372+07.41	485183.4848	1306778.0123	TC:	71.22'
					EA:	3.375"
					EU:	3.138"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 73°00'10" E / 186.52'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	7°28'52"
					LS (1) / LS (2):	55.00' / 55.00'
					THETA (s) (1) / (2):	1°34'32" / 1°34'32"
	PI	STA TRK 1 374+86.81	485265.1615	1307045.2112	RC:	1000.00'
	TS	STA TRK 1 373+93.93	485238.0088	1306956.3834	Delta (c):	4°19'47"
CN 1 375.1	SC	STA TRK 1 374+48.93	485253.6034	1307009.1243	LC:	75.57'
	CS	STA TRK 1 375+24.50	485270.9284	1307082.6626	DEGREE OF CURVATURE:	5°43'46"
	ST	STA TRK 1 375+79.50	485280.5178	1307136.8183	TC:	37.80'
					EA:	1.500"
					EU:	0.987"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 80°29'02" E / 109.94'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	7°57'54"
					LS (1) / LS (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	1°02'30" / 1°02'30"
	PI	STA TRK 1 377+86.02	485314.6615	1307340.5002	RC:	1100.00'
	TS	STA TRK 1 376+89.44	485298.6934	1307245.2437	Delta (c):	5°52'53"
CN 1 378.1	SC	STA TRK 1 377+29.44	485305.0671	1307284.7320	LC:	112.92'
	CS	STA TRK 1 378+42.35	485315.9509	1307397.0730	DEGREE OF CURVATURE:	5°12'31"
	ST	STA TRK 1 378+82.35	485317.2760	1307437.0504	TC:	56.51'
					EA:	1.250"
					EU:	1.000"
					DESIGN SPEED:	25 MPH

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

JACOBS

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DESIGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 344+43 TO STA TRK 1 378+83

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–21

SHEET NO. 53 OF 691

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12/10/2013

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 88°26'56" E / 343.22
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	25°54'46"
					LS (1) / LS (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	3°09'14" / 3°09'14"
	PI	STA TRK 1 383+81.02	485330.7748	1307935.5372	RC:	545.00'
	TS	STA TRK 1 382+25.57	485326.5669	1307780.1470	Delta (c):	19°36'18"
CN 1 384.1	SC	STA TRK 1 382+85.57	485329.2909	1307840.0771	LC:	186.48'
	CS	STA TRK 1 384+72.06	485375.7793	1308019.7360	DEGREE OF CURVATURE:	10°30'47"
	ST	STA TRK 1 385+32.06	485402.4658	1308073.4656	TC:	94.16'
					EA:	1.500"
					EU:	1.406"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 62°32'09" E / 110.53'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	24°31'45"
					LS (1) / LS (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	2°51'53" / 2°51'53"
	PI	STA TRK 1 388+03.07	485527.4545	1308313.9346	RC:	600.00'
	TS	STA TRK 1 386+42.59	485453.4401	1308171.5364	Delta (c):	18°47'59"
CN 1 388.1	SC	STA TRK 1 387+02.59	485480.2176	1308225.2222	LC:	196.87'
	CS	STA TRK 1 388+99.46	485531.6016	1308414.3539	DEGREE OF CURVATURE:	9°32'57"
	ST	STA TRK 1 389+59.46	485535.6713	1308474.2090	TC:	99.33'
					EA:	2.000"
					EU:	2.125"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 87°03'55" E / 83.38'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	10°59'35"
					LS (1) / LS (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	2°23'14" / 2°23'14"
	PI	STA TRK 1 391+42.13	485545.0245	1308656.6483	RC:	720.00'
	TS	STA TRK 1 390+42.83	485539.9402	1308557.4766	Delta (c):	6°13'06"
CN 1 391.1	SC	STA TRK 1 391+02.83	485543.8438	1308617.3449	LC:	78.14'
	CS	STA TRK 1 391+80.97	485555.2956	1308694.6042	DEGREE OF CURVATURE:	7°57'28"
	ST	STA TRK 1 392+40.97	485568.9263	1308753.0306	TC:	39.11'
					EA:	1.500"
					EU:	1.938"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 76°04'20" E / 65.94'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	40°06'34"
					LS (1) / LS (2):	95.00' / 95.00'
					THETA (s) (1) / (2):	10°04'47" / 10°04'47"
	PI	STA TRK 1 394+53.44	485620.0669	1308959.2507	RC:	270.00'
	TS	STA TRK 1 393+06.92	485584.7989	1308817.0353	Delta (c):	19°57'00"
CN 1 394.1	SC	STA TRK 1 394+01.92	485602.1994	1308910.2953	LC:	94.01'
	CS	STA TRK 1 394+95.93	485592.2160	1309003.2984	DEGREE OF CURVATURE:	21°13'14"
	ST	STA TRK 1 395+90.93	485555.4181	1309090.7405	TC:	47.49'
					EA:	2.500"
					EU:	3.367"
					DESIGN SPEED:	20 MPH

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 63°49'06" E / 107.35'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	92°20'36"
					LS (1) / LS (2):	135.00' / 160.00'
					THETA (s) (1) / (2):	9°37'14" / 11°24'08"
	PI	STA TRK 1 401+87.23	485292.3197	1309625.8584	RC:	402.00'
	TS	STA TRK 1 396+98.27	485508.0553	1309187.0720	Delta (c):	71°19'15"
CN 1 400.1	SC	STA TRK 1 398+33.27	485455.4255	1309311.2069	LC:	500.40'
	CS	STA TRK 1 403+33.68	485608.7916	1309754.1210	DEGREE OF CURVATURE:	14°15'10"
	ST	STA TRK 1 404+93.68	485750.2860	1309828.2111	TC:	288.44'
					EA:	3.250"
					EU:	2.907"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 23°50'18" E / 70.96'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	53°45'54"
					LS (1) / LS (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	4°42'57" / 4°42'57"
	PI	STA TRK 1 407+07.96	485946.2885	1309914.8149	RC:	243.00'
	TS	STA TRK 1 405+64.64	485815.1934	1309856.8905	Delta (c):	44°20'01"
CN 1 407.1	SC	STA TRK 1 406+04.64	485851.3129	1309874.0491	LC:	188.02'
	CS	STA TRK 1 407+92.66	485967.4043	1310015.9897	DEGREE OF CURVATURE:	23°34'43"
	ST	STA TRK 1 408+32.66	485977.0570	1310054.7951	TC:	99.00'
					EA:	1.125"
					EU:	0.505"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 77°36'11" E / 643.84'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	49°45'13"
					LS (1) / LS (2):	70.00' / 70.00'
					THETA (s) (1) / (2):	4°10'40" / 4°10'40"
	PI	STA TRK 1 417+34.26	486170.6140	1310935.3737	RC:	480.00'
	TS	STA TRK 1 414+76.50	486115.2770	1310683.6203	Delta (c):	41°23'53"
CN 1 417.1	SC	STA TRK 1 415+46.50	486128.6356	1310752.3170	LC:	346.81'
	CS	STA TRK 1 418+93.31	486055.3093	1311083.6193	DEGREE OF CURVATURE:	11°56'12"
	ST	STA TRK 1 419+63.31	486014.2094	1311140.2628	TC:	181.37'
					EA:	2.000"
					EU:	1.300"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 52°38'36" W / 131.80'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	25°43'20"
					LS (1) / LS (2):	70.00' / 70.00'
					THETA (s) (1) / (2):	4°13'18" / 4°13'18"
	PI	STA TRK 1 422+38.66	485847.1378	1311359.126	RC:	475.00'
	TS	STA TRK 1 420+95.12	485934.2354	1311245.028	Delta (c):	17°16'43"
CN 1 422.1	SC	STA TRK 1 421+65.12	485893.1503	1311301.682	LC:	143.24'
	CS	STA TRK 1 423+08.36	485833.9823	1311431.54	DEGREE OF CURVATURE:	12°03'44"
	ST	STA TRK 1 423+78.36	485818.1898	1311499.718	TC:	72.17'
					EA:	2.000"
					EU:	1.335"
					DESIGN SPEED:	20 MPH

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

JACOBS

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 383+81 TO STA TRK 1 423+78

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–22

SHEET NO. 54 OF 691

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12/10/2013

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 78°21'55" W / 117.87'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	67°31'37"
					LS (1) / LS (2):	115.00' / 115.00'
					THETA (s) (1) / (2):	13°10'41" / 13°10'41"
	PI	STA TRK 1 427+22.23	485748.8414	1311836.525	RC:	250.00'
	TS	STA TRK 1 424+96.23	485794.4185	1311615.169	Delta (c):	41°10'15"
CN 1 427.1	SC	STA TRK 1 426+11.23	485762.746	1311725.44	LC:	179.64'
	CS	STA TRK 1 427+90.88	485637.5745	1311848.884	DEGREE OF CURVATURE:	22°55'06"
	ST	STA TRK 1 429+05.88	485526.8736	1311879.022	TC:	93.90'
					EA:	3.375"
					EU:	2.961"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 10°50'18" W / 415.05'
		COMPOUND CURVES WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	90°32'57"
					LS (1) / (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	11°56'12" / 12°57'35"
	PI	STA TRK 1 434+76.50	484966.4267	1311986.3223	RC (1) / (2):	120.00' / 1400.00'
	TS	STA TRK 1 433+20.93	485119.2232	1311957.0686	DELTA (c) (1) / (2):	60°00'26" / 5°38'44"
CN 1 434.1	SC	STA TRK 1 433+70.93	485070.9787	1311969.8296	LC (1) / (2):	125.68' / 137.94'
	CS	STA TRK 1 434+96.61	484998.3833	1312065.3966	DEGREE OF CURVATURE (1) /	47°44'47" / 4°05'33"
	SC	STA TRK 1 435+46.61	484999.3260	1312115.2762	TC (1) / (2):	69.29' / 69.03'
	PT	STA BK TRK 1 436+84.55	485019.8614	1312251.6271	EA (1) / (2):	1.125" / 0.000"
		= STA AHD TRK 1 436+67.83			EU (1) / (2):	2.646" / 0.636"
					DESIGN SPEED (1) / (2):	10 MPH / 15 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 78°36'44" E / 149.30'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	8°03'04"
					LS (1) / LS (2):	0.00' / 0.00'
					THETA (s) (1) / (2):	0.00' / 0.00'
					RC:	4463.25'
	PI	STA TRK 1 441+31.23	485111.357	1312705.906	Delta (c):	8°03'04"
CN 1 441.1	PC	STA TRK 1 438+17.13	485049.3405	1312397.992	LC:	627.16'
	PT	STA TRK 1 444+44.29	485215.887	1313002.099	DEGREE OF CURVATURE:	1°17'01"
					TC:	314.10'
					EA:	0.250"
					EU:	0.549"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 70°33'41" E / 563.21'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

JACOBS

PROFESSIONAL CERTIFICATION

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DESGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 427+22 TO STA TRK 1 444+44

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-23

SHEET NO. 55 OF 691

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12/10/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	82°55'56"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	10°08'27" / 10°08'27"
	PI	STA TRK 1 451+05.43	485,435.9116	1,313,625.5548	Rc:	113.00'
	TS	STA TRK 1 449+85.08	485,395.8581	1,313,512.0603	DELTA (c):	62°39'02"
CN 1 451.1	SC	STA TRK 1 450+25.08	485,406.9078	1,313,550.4459	Lc:	123.56'
	CS	STA TRK 1 451+48.64	485,362.8403	1,313,659.3655	DEGREE OF CURVATURE:	50°42'15"
	ST	STA TRK 1 451+88.64	485,328.2077	1,313,679.2686	Tc:	68.77'
					Ea:	1.125"
					Eu:	2.379"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 26°30'22" E / 308.92'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	10°54'35"
					Ls (1) / Ls (2):	42.00' / 42.00'
					THETA (s) (1) / (2):	2°21'33" / 2°21'33"
	PI	STA TRK 1 455+67.27	484,989.3764	1,313,848.2497	Rc:	510.00'
	TS	STA TRK 1 454+97.56	485,051.7628	1,313,817.1365	DELTA (c):	6°11'28"
CN 1 455.1	SC	STA TRK 1 455+39.56	485,014.4412	1,313,836.3935	Lc:	55.11'
	CS	STA TRK 1 455+94.67	484,967.7089	1,313,865.5510	DEGREE OF CURVATURE:	11°14'04"
	ST	STA TRK 1 456+36.67	484,934.0060	1,313,890.6079	Tc:	27.58'
					Ea:	1.000"
					Eu:	0.747"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°24'57" E / 59.07'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	23°34'25"
					Ls (1) / Ls (2):	88.00' / 88.00'
					THETA (s) (1) / (2):	1°47'00" / 1°47'00"
	PI	STA TRK 1 460+34.79	484,617.7946	1,314,132.5090	Rc:	1413.75'
	TS	STA TRK 1 456+95.74	484,887.0879	1,313,926.5002	DELTA (c):	20°00'26"
CN 1 460.1	SC	STA TRK 1 457+83.74	484,816.6464	1,313,979.2385	Lc:	493.67'
	CS	STA TRK 1 462+77.41	484,373.8037	1,314,191.6895	DEGREE OF CURVATURE:	4°03'10"
	ST	STA TRK 1 463+65.41	484,288.5861	1,314,213.6277	Tc:	249.37'
					Ea:	1.125"
					Eu:	2.306"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 13°50'32" E / 607.34'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	23°58'14"
					Ls (1) / Ls (2):	100.00' / 100.00'
					THETA (s) (1) / (2):	1°29'49" / 1°29'49"
	PI	STA TRK 1 474+29.05	483,255.8318	1,314,468.1037	Rc:	1913.75'
	TS	STA TRK 1 469+72.75	483,698.8889	1,314,358.9321	DELTA (c):	20°58'36"
CN 1 474.1	SC	STA TRK 1 470+72.75	483,602.0080	1,314,383.7010	Lc:	700.64'
	CS	STA TRK 1 477+73.39	482,974.8690	1,314,687.2425	DEGREE OF CURVATURE:	2°59'38"
	ST	STA TRK 1 478+73.39	482,895.3386	1,314,747.8584	Tc:	354.29'
					Ea:	1.125"
					Eu:	2.186"
					DESIGN SPEED:	40 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°48'46" E / 663.26'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	2°14'29"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°14'19" / 0°14'19"
	PI	STA TRK 1 486+50.55	482,281.3657	1,315,224.3219	Rc:	4800.00'
	TS	STA TRK 1 485+36.65	482,371.3507	1,315,154.4906	DELTA (c):	1°45'50"
CN 1 486.1	SC	STA TRK 1 485+76.65	482,339.7159	1,315,178.9699	Lc:	147.78'
	CS	STA TRK 1 487+24.43	482,221.2218	1,315,267.2667	DEGREE OF CURVATURE:	1°11'37"
	ST	STA TRK 1 487+64.43	482,188.7185	1,315,290.5805	Tc:	73.90'
					Ea:	0.750"
					Eu:	0.261"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 35°34'16" E / 105.42'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	3°42'51"
					Ls (1) / Ls (2):	76.00' / 76.00'
					THETA (s) (1) / (2):	0°42'56" / 0°42'56"
	PI	STA TRK 1 490+06.49	481,991.8280	1,315,431.3906	Rc:	3042.25'
	TS	STA TRK 1 488+69.85	482,102.9710	1,315,351.9045	DELTA (c):	2°16'58"
CN 1 490.1	SC	STA TRK 1 489+45.85	482,041.3381	1,315,396.3714	Lc:	121.21'
	CS	STA TRK 1 490+67.06	481,945.0910	1,315,470.0332	DEGREE OF CURVATURE:	1°53'00"
	ST	STA TRK 1 491+43.06	481,886.0673	1,315,517.9094	Tc:	60.61'
					Ea:	-1.125"
					Eu:	2.297"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 39°17'07" E / 307.01'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	13°38'54"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	1°40'59" / 1°40'59"
	PI	STA TRK 1 495+69.32	481,556.1403	1,315,787.8102	Rc:	800.00'
	TS	STA TRK 1 494+50.07	481,648.4404	1,315,712.3029	DELTA (c):	10°16'56"
CN 1 495.1	SC	STA TRK 1 494+97.07	481,612.3568	1,315,742.4161	Lc:	143.57'
	CS	STA TRK 1 496+40.63	481,512.9570	1,315,845.7422	DEGREE OF CURVATURE:	7°09'43"
	ST	STA BK TRK 1 496+87.63	481,484.2636	1,315,882.9647	Tc:	71.98'
		= STA AHD TRK 1 496+86.99			Ea:	1.125"
					Eu:	0.855"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 52°56'02" E / 764.83'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	3°37'41"
					Ls (1) / Ls (2):	61.88' / 61.88'
					THETA (s) (1) / (2):	0°40'08" / 0°40'08"
	PI	STA TRK 1 505+66.70	480,954.0308	1,316,584.9172	Rc:	2650.30'
	TS	STA TRK 1 504+51.82	481,023.2711	1,316,493.2529	DELTA (c):	2°17'25"
CN 1 505.1	SC	STA TRK 1 505+13.69	480,985.7851	1,316,542.4796	Lc:	105.94'
	CS	STA TRK 1 506+19.64	480,919.2898	1,316,624.9464	DEGREE OF CURVATURE:	2°09'43"
	SS	STA TRK 1 506+81.51	480,879.1290	1,316,672.0163	Tc:	52.98'
					Ea:	1.125"
					Eu:	0.705"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 451+05 TO STA TRK 1 506+81

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-24
SHEET NO. 56 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	3°37'41"
					Ls (1) / Ls (2):	55.00' / 55.00'
					THETA (s) (1) / (2):	0°36'09" / 0°36'09"
	PI	STA TRK 1 507+91.83	480,807.1976	1,316,755.6613	Rc:	2615.00'
	SS	STA TRK 1 506+81.51	480,879.1290	1,316,672.0164	DELTA (c):	2°25'22"
CN 1 507.1	SC	STA TRK 1 507+36.51	480,843.4143	1,316,713.8426	Lc:	110.58'
	CS	STA TRK 1 508+47.09	480,774.0074	1,316,799.9203	DEGREE OF CURVATURE:	2°11'28"
	ST	STA TRK 1 509+02.09	480,740.7033	1,316,843.6903	Tc:	55.30'
					Ea:	1.000"
					Eu:	0.855"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 52°56'02" E / 707.38'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°35'50"
					Ls (1) / Ls (2):	55.00' / 55.00'
					THETA (s) (1) / (2):	0°05'15" / 0°05'15"
	PI	STA TRK 1 517+30.79	480,241.2180	1,317,504.9375	Rc:	18000.00'
	TS	STA TRK 1 516+09.47	480,314.3407	1,317,408.1335	DELTA (c):	0°25'20"
CN 1 517.1	SC	STA TRK 1 516+64.47	480,281.2124	1,317,452.0371	Lc:	132.63'
	CS	STA TRK 1 517+97.10	480,201.8222	1,317,558.2853	DEGREE OF CURVATURE:	0°19'06"
	ST	STA TRK 1 518+52.10	480,169.1083	1,317,602.4985	Tc:	66.32'
					Ea:	-1.125"
					Eu:	1.395"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 53°31'52" E / 119.48'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°35'50"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°04'55" / 0°04'55"
	PI	STA TRK 1 520+64.56	480,042.8293	1,317,773.3481	Rc:	14000.00'
	TS	STA TRK 1 519+71.59	480,098.0890	1,317,698.5843	DELTA (c):	0°26'01"
CN 1 520.1	SC	STA TRK 1 520+11.59	480,074.2982	1,317,730.7401	Lc:	105.94'
	CS	STA TRK 1 521+17.52	480,010.8876	1,317,815.6028	DEGREE OF CURVATURE:	0°24'33"
	ST	STA TRK 1 521+57.52	479,986.7933	1,317,847.5318	Tc:	52.97'
					Ea:	0.000"
					Eu:	0.347"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 52°56'02" E / 369.24'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	44°09'46"
					Ls (1) / Ls (2):	55.00' / 55.00'
					THETA (s) (1) / (2):	1°54'11" / 1°54'11"
	PI	STA TRK 1 528+90.23	479,545.1664	1,318,432.1827	Rc:	828.00'
	TS	STA TRK 1 525+26.76	479,764.2402	1,318,142.1603	DELTA (c):	40°21'25"
CN 1 528.1	SC	STA TRK 1 525+81.76	479,731.5791	1,318,186.4091	Lc:	583.21'
	CS	STA TRK 1 531+64.97	479,583.8800	1,318,738.2147	DEGREE OF CURVATURE:	6°55'11"
	ST	STA TRK 1 532+19.97	479,590.0700	1,318,792.8626	Tc:	304.29'
					Ea:	1.125"
					Eu:	1.864"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 1338.93'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°46'26"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'17" / 0°05'17"
	PI	STA TRK 1 546+66.80	479,768.8151	1,320,228.6015	Rc:	13013.75'
	TS	STA TRK 1 545+58.90	479,755.4854	1,320,121.5326	DELTA (c):	0°35'52"
CN 1 546.1	SC	STA TRK 1 545+98.90	479,760.4475	1,320,161.2236	Lc:	135.79'
	CS	STA TRK 1 547+34.69	479,778.1328	1,320,295.8545	DEGREE OF CURVATURE:	0°26'25"
	ST	STA TRK 1 547+74.69	479,783.5899	1,320,335.4805	Tc:	67.89'
					Ea:	0.000"
					Eu:	0.616"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°07'46" E / 250.71'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°46'26"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'17" / 0°05'17"
	PI	STA TRK 1 551+33.20	479,832.6833	1,320,690.6166	Rc:	13000.00'
	TS	STA TRK 1 550+25.40	479,817.9212	1,320,583.8296	DELTA (c):	0°35'52"
CN 1 551.1	SC	STA TRK 1 550+65.40	479,823.3783	1,320,623.4556	Lc:	135.60'
	CS	STA TRK 1 552+01.00	479,841.0395	1,320,757.9023	DEGREE OF CURVATURE:	0°26'27"
	ST	STA TRK 1 552+41.00	479,846.0015	1,320,797.5933	Tc:	67.80'
					Ea:	0.000"
					Eu:	0.617"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 815.69'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°44'28"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'03" / 0°05'03"
	PI	STA TRK 1 561+64.66	479,960.1127	1,321,714.1712	Rc:	13600.00'
	TS	STA TRK 1 560+56.69	479,946.7747	1,321,607.0355	DELTA (c):	0°34'21"
CN 1 561.1	SC	STA TRK 1 560+96.69	479,951.6969	1,321,646.7315	Lc:	135.92'
	CS	STA TRK 1 562+32.62	479,967.6165	1,321,781.7185	DEGREE OF CURVATURE:	0°25'17"
	ST	STA TRK 1 562+72.62	479,972.0639	1,321,821.4705	Tc:	67.96'
					Ea:	0.000"
					Eu:	0.590"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 83°38'40" E / 271.03'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°44'28"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'03" / 0°05'03"
	PI	STA TRK 1 566+51.70	480,014.0270	1,322,198.2225	Rc:	13613.75'
	TS	STA TRK 1 565+43.65	480,002.0660	1,322,090.8348	DELTA (c):	0°34'22"
CN 1 566.1	SC	STA TRK 1 565+83.65	480,006.5134	1,322,130.5868	Lc:	136.10'
	CS	STA TRK 1 567+19.75	480,022.4538	1,322,265.7505	DEGREE OF CURVATURE:	0°25'15"
	ST	STA TRK 1 567+59.75	480,027.3761	1,322,305.4465	Tc:	68.05'
					Ea:	0.000"
					Eu:	0.589"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 1138.41'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 506+81 TO STA TRK 1 578+98

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–25
SHEET NO. 57 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
CN 1 580.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°21'31"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°09'33" / 0°09'33"
	PI	STA TRK 1 580+03.52	480,181.0356	1,323,539.6896	Rc:	7200.00'
	TS	STA TRK 1 578+98.15	480,168.0186	1,323,435.1327	DELTA (c):	1°02'25"
	SC	STA TRK 1 579+38.15	480,172.9236	1,323,474.8308	Lc:	130.72'
	CS	STA TRK 1 580+68.87	480,187.5340	1,323,604.7300	DEGREE OF CURVATURE:	0°47'45"
	SS	STA TRK 1 581+08.87	480,191.5701	1,323,644.5258	Tc:	65.36'
					Ea:	0.000"
					Eu:	0.674"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
CN 1 582.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°21'31"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°09'32" / 0°09'32"
	PI	STA TRK 1 582+14.40	480,202.1208	1,323,749.5242	Rc:	7213.75'
	SS	STA TRK 1 581+08.87	480,191.5701	1,323,644.5258	DELTA (c):	1°02'27"
	SC	STA TRK 1 581+48.87	480,195.6061	1,323,684.3217	Lc:	131.05'
	CS	STA TRK 1 582+79.92	480,210.2529	1,323,814.5448	DEGREE OF CURVATURE:	0°47'39"
	ST	STA TRK 1 583+19.92	480,215.1580	1,323,854.2429	Tc:	65.52'
					Ea:	0.000"
					Eu:	0.672"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 130.15'
CN 1 586.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	8°59'12"
					Ls (1) / Ls (2):	115.00' / 115.00'
					THETA (s) (1) / (2):	2°10'35" / 2°10'35"
	PI	STA TRK 1 586+26.55	480,253.0401	1,324,158.5240	Rc:	1513.75'
	TS	STA TRK 1 584+50.07	480,231.2369	1,323,983.3942	DELTA (c):	4°38'02"
	SC	STA TRK 1 585+65.07	480,246.8871	1,324,097.3169	Lc:	122.42'
	CS	STA TRK 1 586+87.49	480,271.4761	1,324,217.2120	DEGREE OF CURVATURE:	3°47'06"
	SS	STA TRK 1 588+02.49	480,301.9313	1,324,328.0983	Tc:	61.25'
					Ea:	1.125"
					Eu:	2.080"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
CN 1 591.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	31°20'02"
					Ls (1) / Ls (2):	115.00' / 115.00'
					THETA (s) (1) / (2):	3°33'42" / 3°33'42"
	PI	STA TRK 1 591+19.58	480,389.7753	1,324,632.7768	Rc:	925.00'
	SS	STA TRK 1 588+02.49	480,301.9312	1,324,328.0983	DELTA (c):	24°12'38"
	SC	STA TRK 1 589+17.49	480,331.4887	1,324,439.2145	Lc:	390.86'
	CS	STA TRK 1 593+08.36	480,334.3073	1,324,827.1655	DEGREE OF CURVATURE:	6°11'39"
	ST	STA TRK 1 594+23.36	480,306.3675	1,324,938.6995	Tc:	198.39'
					Ea:	1.125"
					Eu:	2.728"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 74°44'58" E / 722.68'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
CN 1 602.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	81°11'51"
					Ls (1) / Ls (2):	47.00' / 95.00'
					THETA (s) (1) / (2):	9°24'57" / 19°01'55"
	PI	STA TRK 1 602+94.63	480,077.1860	1,325,779.2898	Rc:	143.00'
	TS	STA TRK 1 601+46.04	480,116.2715	1,325,635.9321	DELTA (c):	52°45'00"
	SC	STA TRK 1 601+93.04	480,106.4210	1,325,681.8306	Lc:	131.65'
	CS	STA TRK 1 603+24.69	480,150.9995	1,325,800.8073	DEGREE OF CURVATURE:	40°04'01"
	ST	STA TRK 1 604+19.69	480,232.5446	1,325,848.6325	Tc:	70.91'
					Ea:	1.125"
					Eu:	1.644"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 24°03'11" E / 107.49'
CN 1 611.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	64°11'32"
					Ls (1) / Ls (2):	60.00' / 120.00'
					THETA (s) (1) / (2):	1°49'08" / 3°38'16"
	PI	STA TRK 1 611+50.52	480,899.9125	1,326,146.5049	Rc:	945.00'
	TS	STA TRK 1 605+27.18	480,330.7009	1,325,892.4435	DELTA (c):	58°44'08"
	SC	STA TRK 1 605+87.18	480,385.2267	1,325,917.4757	Lc:	968.75'
	CS	STA TRK 1 615+55.93	480,913.6825	1,326,678.9521	DEGREE OF CURVATURE:	6°03'47"
	ST	STA TRK 1 616+75.93	480,919.8929	1,326,798.7698	Tc:	531.78'
					Ea:	1.125"
					Eu:	1.494"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 88°14'44" E / 230.03'
CN 1 619.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	2°24'36"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°19'39" / 0°19'39"
	PI	STA TRK 1 619+99.58	480,929.8026	1,327,122.2700	Rc:	3500.00'
	TS	STA TRK 1 619+05.96	480,926.9360	1,327,028.6907	DELTA (c):	1°45'19"
	SC	STA TRK 1 619+45.96	480,928.0846	1,327,068.6741	Lc:	107.22'
	CS	STA TRK 1 620+53.18	480,929.1129	1,327,175.8890	DEGREE OF CURVATURE:	1°38'13"
	ST	STA TRK 1 620+93.18	480,928.7314	1,327,215.8871	Tc:	53.62'
					Ea:	1.125"
					Eu:	-0.870"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 89°20'40" E / 200.87'
CN 1 623.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	9°33'35"
					Ls (1) / Ls (2):	44.00' / 44.00'
					THETA (s) (1) / (2):	2°12'41" / 2°12'41"
	PI	STA TRK 1 623+63.72	480,925.6362	1,327,486.4093	Rc:	570.00'
	TS	STA TRK 1 622+94.05	480,926.4333	1,327,416.7413	DELTA (c):	5°08'12"
	SC	STA TRK 1 623+38.05	480,926.4960	1,327,460.7383	Lc:	51.10'
	CS	STA TRK 1 623+89.15	480,930.1700	1,327,511.6913	DEGREE OF CURVATURE:	10°03'07"
	ST	STA TRK 1 624+33.15	480,936.4202	1,327,555.2422	Tc:	25.57'
					Ea:	-1.125"
					Eu:	2.688"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 81°05'45" E / 580.16'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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License No. _____ Expiration Date _____

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 578+98 TO STA TRK 1 630+13

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–26

SHEET NO. 58 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	7°38'28"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	1°11'37" / 1°11'37"
	PI	STA TRK 1 631+18.46	481,042.4924	1,328,232.2906	Rc:	1200.00'
	TS	STA TRK 1 630+13.32	481,026.2183	1,328,128.4151	DELTA (c):	5°15'14"
CN 1 631.1	SC	STA TRK 1 630+63.32	481,033.6140	1,328,177.8641	Lc:	110.04'
	CS	STA TRK 1 631+73.35	481,043.3606	1,328,287.4296	DEGREE OF CURVATURE:	4°46'29"
	ST	STA TRK 1 632+23.35	481,044.8097	1,328,337.4076	Tc:	55.06'
					Ea:	1.125"
					Eu:	0.938"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 88°44'14" E / 815.33'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	28°53'43"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	3°34'52" / 3°34'52"
	PI	STA TRK 1 641+66.81	481,065.6030	1,329,280.6299	Rc:	400.00'
	TS	STA TRK 1 640+38.68	481,062.7792	1,329,152.5405	DELTA (c):	21°43'59"
CN 1 641.1	SC	STA TRK 1 640+88.68	481,062.8397	1,329,202.5318	Lc:	151.73'
	CS	STA TRK 1 642+40.41	481,028.4395	1,329,349.3744	DEGREE OF CURVATURE:	14°19'26"
	ST	STA TRK 1 642+90.41	481,006.1814	1,329,394.1372	Tc:	76.79'
					Ea:	1.125"
					Eu:	1.103"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 62°22'04" E / 370.77'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	32°15'09"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	2°59'03" / 2°59'03"
	PI	STA TRK 1 648+25.03	480,758.2291	1,329,867.7765	Rc:	480.00'
	TS	STA TRK 1 646+61.18	480,834.2192	1,329,722.6200	DELTA (c):	26°17'03"
CN 1 648.1	SC	STA TRK 1 647+11.18	480,810.2668	1,329,766.5026	Lc:	220.20'
	CS	STA TRK 1 649+31.38	480,659.3046	1,329,924.1526	DEGREE OF CURVATURE:	11°56'12"
	ST	STA TRK 1 649+81.38	480,616.5008	1,329,949.9835	Tc:	112.07'
					Ea:	1.125"
					Eu:	0.731"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 30°06'54" E / 111.24'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	39°27'35"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	4°54'40" / 4°54'40"
	PI	STA TRK 1 652+48.29	480,385.6203	1,330,083.9017	Rc:	350.00'
	TS	STA TRK 1 650+92.62	480,520.2782	1,330,005.7957	DELTA (c):	29°38'16"
CN 1 652.1	SC	STA TRK 1 651+52.62	480,469.2749	1,330,037.3600	Lc:	181.05'
	CS	STA TRK 1 653+33.67	480,353.8232	1,330,174.1966	DEGREE OF CURVATURE:	16°22'13"
	ST	STA TRK 1 653+93.67	480,331.2940	1,330,229.7851	Tc:	92.60'
					Ea:	1.125"
					Eu:	1.421"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 69°34'30" E / 334.07'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	17°22'05"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	2°46'53" / 2°46'53"
	PI	STA TRK 1 658+31.42	480,178.5257	1,330,640.0169	Rc:	515.00'
	TS	STA TRK 1 657+27.73	480,214.7109	1,330,542.8483	DELTA (c):	11°48'19"
CN 1 658.1	SC	STA TRK 1 657+77.73	480,198.0239	1,330,589.9760	Lc:	106.11'
	CS	STA TRK 1 658+83.84	480,176.4696	1,330,693.6830	DEGREE OF CURVATURE:	11°07'31"
	ST	STA TRK 1 659+33.84	480,172.9959	1,330,743.5569	Tc:	53.24'
					Ea:	-1.125"
					Eu:	2.855"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 86°56'34" E / 386.92'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	52°07'47"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	3°47'40" / 3°47'40"
	PI	STA TRK 1 664+88.59	480,143.4104	1,331,297.5118	Rc:	302.00'
	TS	STA TRK 1 663+20.76	480,152.3607	1,331,129.9265	DELTA (c):	44°32'28"
CN 1 664.1	SC	STA TRK 1 663+60.76	480,149.3469	1,331,169.8050	Lc:	234.77'
	CS	STA TRK 1 665+95.53	480,037.9460	1,331,369.7719	DEGREE OF CURVATURE:	18°58'20"
	ST	STA BK TRK 1 666+35.53	480,005.6235	1,331,393.3226	Tc:	123.68'
		= STA AHD TRK 1 666+22.82			Ea:	1.125"
					Eu:	1.825"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 34°48'47" E / 100.46'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	32°33'48"
					Ls (1) / Ls (2):	114.00' / 114.00'
					THETA (s) (1) / (2):	5°23'53" / 5°23'53"
	PI	STA TRK 1 669+57.23	479,731.0681	1,331,584.2362	Rc:	605.00'
	TS	STA TRK 1 667+23.28	479,923.1449	1,331,450.6745	DELTA (c):	21°46'02"
CN 1 669.1	SC	STA TRK 1 668+37.28	479,831.6744	1,331,518.6369	Lc:	229.84'
	CS	STA TRK 1 670+67.12	479,688.1904	1,331,696.4252	DEGREE OF CURVATURE:	9°28'13"
	ST	STA TRK 1 671+81.12	479,641.0737	1,331,800.1834	Tc:	116.32'
					Ea:	2.250"
					Eu:	1.841"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 67°22'35" E / 260.14'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	1°25'46"
					Rc:	5400.00'
					DELTA (c):	1°25'46"
	PI	STA TRK 1 675+08.63	479,515.0892	1,332,102.4914	Lc:	134.73'
CN 1 675.1	PC	STA TRK 1 674+41.26	479,541.0045	1,332,040.3058	DEGREE OF CURVATURE:	1°03'40"
	PT	STA TRK 1 675+76.00	479,487.6305	1,332,164.0111	Tc:	67.37'
					Ea:	1.125"
					Eu:	0.048"
					DESIGN SPEED:	40 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 65°56'49" E / 351.52'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 630+13 TO STA TRK 1 679+27

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–27

SHEET NO. 59 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	COMPOUND CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	50°19'02"
	PI	STA TRK 1 682+65.16	479,206.7377	1,332,793.3357	Ls (1) / (2) / (3):	147.00' / 147.00' / 62.00'
	TS	STA TRK 1 679+27.51	479,344.3576	1,332,485.0059	THETA (s) (1) / (2) / (3):	7°55'51" / 12°21'49" / 1°52'11"
	SC	STA TRK 1 680+74.51	479,278.3725	1,332,616.2240	Rc (1) / (2):	531.00' / 950.00'
	CS	STA TRK 1 682+68.74	479,147.9781	1,332,758.7112	DELTA (c) (1) / (2):	20°57'27" / 7°11'45"
CN 1 682.1	SC	STA TRK 1 684+15.74	479,021.2979	1,332,832.7177	Lc (1) / (2):	194.23' / 119.31'
	CS	STA TRK 1 685+35.05	478,910.0578	1,332,875.6354	DEGREE OF CURVATURE (1) / (2):	10°47'25" / 6°01'52"
	ST	STA TRK 1 685+97.05	478,850.5384	1,332,892.9870	Tc (1) / Tc (2):	98.21' / 59.73'
					Ea (1) / Ea (2):	2.250" / 1.125"
					Eu (1) / Eu (2):	4.462" / 1.480"
					DESIGN SPEED (1) / (2):	30 MPH / 25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 15°37'47" E / 389.36'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	4°26'53"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	0°51'18" / 0°51'18"
	PI	STA TRK 1 690+71.08	478,394.0399	1,333,020.6982	Rc:	1575.00'
	TS	STA TRK 1 689+86.41	478,475.5789	1,332,997.8867	DELTA (c):	2°44'18"
CN 1 690.1	SC	STA TRK 1 690+33.41	478,430.2548	1,333,010.3239	Lc:	75.27'
	CS	STA TRK 1 691+08.68	478,357.0388	1,333,027.7740	DEGREE OF CURVATURE:	3°38'16"
	ST	STA TRK 1 691+55.68	478,310.9774	1,333,037.1172	Tc:	37.64'
					Ea:	1.125"
					Eu:	0.446"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 11°10'53" E / 210.21'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	27°38'53"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	5°30'33" / 5°30'33"
	PI	STA TRK 1 694+54.96	478,017.3759	1,333,095.1535	Rc:	260.00'
	TS	STA TRK 1 693+65.90	478,104.7540	1,333,077.8815	DELTA (c):	16°37'47"
CN 1 694.1	SC	STA TRK 1 694+15.90	478,055.4378	1,333,085.9973	Lc:	75.46'
	CS	STA TRK 1 694+91.36	477,980.3191	1,333,082.5303	DEGREE OF CURVATURE:	22°02'13"
	ST	STA TRK 1 695+41.36	477,931.9602	1,333,069.9063	Tc:	38.00'
					Ea:	0.563"
					Eu:	2.864"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 16°28'00" W / 146.07'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	35°23'45"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	7°19'04" / 7°19'04"
	PI	STA TRK 1 697+69.79	477,712.8939	1,333,005.1547	Rc:	184.00'
	TS	STA TRK 1 696+87.43	477,791.8771	1,333,028.5006	DELTA (c):	20°45'38"
CN 1 697.1	SC	STA TRK 1 697+34.43	477,747.4448	1,333,013.2832	Lc:	66.67'
	CS	STA TRK 1 698+01.10	477,692.5811	1,332,976.0476	DEGREE OF CURVATURE:	31°08'20"
	ST	STA TRK 1 698+48.10	477,662.0316	1,332,940.3751	Tc:	33.70'
					Ea:	0.000"
					Eu:	2.152"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 51°51'45" W / 244.42'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	35°03'05"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	7°38'22" / 7°38'22"
	PI	STA TRK 1 701+60.02	477,469.4095	1,332,695.0464	Rc:	150.00'
	TS	STA TRK 1 700+92.52	477,511.0924	1,332,748.1349	DELTA (c):	19°46'21"
CN 1 701.1	SC	STA TRK 1 701+32.52	477,485.0377	1,332,717.8260	Lc:	51.76'
	CS	STA TRK 1 701+84.28	477,442.5060	1,332,688.7728	DEGREE OF CURVATURE:	38°11'50"
	ST	STA TRK 1 702+24.28	477,404.7970	1,332,675.5250	Tc:	26.14'
					Ea:	0.000"
					Eu:	2.640"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 16°48'40" W / 1282.43'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	55°48'24"
					Ls (1) / Ls (2):	134.00' / 134.00'
					THETA (s) (1) / (2):	10°50'39" / 10°50'39"
	PI	STA TRK 1 717+62.21	475,932.5921	1,332,230.7277	Rc:	354.00'
	TS	STA TRK 1 715+06.72	476,177.1703	1,332,304.6221	DELTA (c):	34°07'06"
CN 1 717.1	SC	STA TRK 1 716+40.72	476,046.9170	1,332,274.0774	Lc:	210.80'
	CS	STA TRK 1 718+51.52	475,843.0985	1,332,314.0360	DEGREE OF CURVATURE:	16°11'07"
	ST	STA TRK 1 719+85.52	475,734.0207	1,332,391.5016	Tc:	108.63'
					Ea:	4.000"
					Eu:	2.992"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 38°59'44" E / 113.61'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°12'56"
					Ls (1) / Ls (2):	115.00' / 115.00'
					THETA (s) (1) / (2):	4°53'17" / 4°53'17"
	PI	STA TRK 1 722+64.80	475,516.9642	1,332,567.2420	Rc:	674.00'
	TS	STA TRK 1 720+99.13	475,645.7209	1,332,462.9937	DELTA (c):	8°26'22"
CN 1 722.1	SC	STA TRK 1 722+14.13	475,554.3517	1,332,532.7655	Lc:	99.28'
	CS	STA TRK 1 723+13.41	475,468.3541	1,332,582.1917	DEGREE OF CURVATURE:	8°30'03"
	ST	STA TRK 1 724+28.41	475,362.0726	1,332,626.0176	Tc:	49.73'
					Ea:	2.750"
					Eu:	2.538"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 20°46'48" E / 277.95'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	28°45'56"
					Ls (1) / Ls (2):	105.00' / 105.00'
					THETA (s) (1) / (2):	2°06'18" / 2°06'18"
	PI	STA TRK 1 731+25.38	474,710.4378	1,332,873.2889	Rc:	1429.00'
	TS	STA TRK 1 727+06.36	475,102.2061	1,332,724.6273	DELTA (c):	24°33'20"
CN 1 731.1	SC	STA TRK 1 728+11.36	475,004.5057	1,332,763.0762	Lc:	612.43'
	CS	STA TRK 1 734+23.79	474,507.6525	1,333,113.0825	DEGREE OF CURVATURE:	4°00'34"
	ST	STA TRK 1 735+28.79	474,438.5546	1,333,192.1340	Tc:	310.99'
					Ea:	2.000"
					Eu:	1.395"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 49°32'43" E / 271.30'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 679+27 TO STA TRK 1 738+00

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–28

SHEET NO. 60 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	23°01'25"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	2°40'09" / 2°40'09"
	PI	STA TRK 1 739+61.29	474,157.9266	1,333,521.2344	Rc:	644.00'
	TS	STA TRK 1 738+00.08	474,262.5251	1,333,398.5688	DELTA (c):	17°41'08"
CN 1 739.1	SC	STA TRK 1 738+60.08	474,224.3116	1,333,444.8185	Lc:	198.78'
	CS	STA TRK 1 740+58.87	474,128.4942	1,333,618.0853	DEGREE OF CURVATURE:	8°53'49"
	ST	STA TRK 1 741+18.87	474,109.6360	1,333,675.0386	Tc:	100.19'
					Ea:	1.750"
					Eu:	2.093"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 72°34'08" E / 419.03'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	5°03'51"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	0°46'35" / 0°46'35"
	PI	STA TRK 1 746+65.80	473,945.7983	1,334,196.8565	Rc:	2214.00'
	TS	STA TRK 1 745+37.89	473,984.1139	1,334,074.8223	DELTA (c):	3°30'41"
CN 1 746.1	SC	STA TRK 1 745+97.89	473,966.3994	1,334,132.1471	Lc:	135.68'
	CS	STA TRK 1 747+33.58	473,931.5188	1,334,263.2478	DEGREE OF CURVATURE:	2°35'16"
	ST	STA TRK 1 747+93.58	473,918.4040	1,334,321.7964	Tc:	67.86'
					Ea:	1.250"
					Eu:	0.941"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 77°37'59" E / 108.69'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	1°25'23"
					Rc:	5150.00'
					DELTA (c):	1°25'23"
	PI	STA TRK 1 749+66.22	473,881.4279	1,334,490.4372	Lc:	127.92'
CN 1 749.1	PC	STA TRK 1 749+02.26	473,895.1266	1,334,427.9604	DEGREE OF CURVATURE:	1°06'45"
	PT	STA BK TRK 1 750+30.18	473,866.1819	1,334,552.5546	Tc:	63.96'
		= STA AHD TRK 1 750+29.13			Ea:	0.000"
					Eu:	0.942"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 76°12'36" E / 371.53'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°17'19"
					Ls (1) / Ls (2):	70.00' / 70.00'
					THETA (s) (1) / (2):	0°12'02" / 0°12'02"
	PI	STA TRK 1 755+48.11	473,742.4756	1,335,056.5744	Rc:	10000.00'
	TS	STA TRK 1 754+00.67	473,777.6222	1,334,913.3758	DELTA (c):	0°53'15"
CN 1 755.1	SC	STA TRK 1 754+70.67	473,760.8574	1,334,981.3386	Lc:	154.89'
	CS	STA TRK 1 756+25.55	473,722.2490	1,335,131.3353	DEGREE OF CURVATURE:	0°34'23"
	ST	STA TRK 1 756+95.55	473,704.1179	1,335,198.9464	Tc:	77.45'
					Ea:	0.000"
					Eu:	0.485"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 74°55'17" E / 210.19'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	96°17'45"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	11°20'45" / 11°20'45"
	PI	STA TRK 1 760+39.21	473,614.7178	1,335,530.7718	Rc:	101.00'
	TS	STA TRK 1 759+05.74	473,649.4380	1,335,401.9012	DELTA (c):	73°36'16"
CN 1 760.1	SC	STA TRK 1 759+45.74	473,636.5307	1,335,439.6879	Lc:	129.75'
	CS	STA TRK 1 760+75.49	473,528.4945	1,335,494.1982	DEGREE OF CURVATURE:	56°43'43"
	ST	STA TRK 1 761+15.49	473,490.4320	1,335,482.1286	Tc:	75.56'
					Ea:	0.500"
					Eu:	0.480"
					DESIGN SPEED:	5 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 21°22'28" W / 81.77'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	22°28'02"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	1°53'22" / 1°53'22"
	PI	STA TRK 1 764+07.98	473,218.0598	1,335,375.5271	Rc:	909.75'
	TS	STA TRK 1 761+97.26	473,414.2868	1,335,452.3268	DELTA (c):	18°41'18"
CN 1 764.1	SC	STA TRK 1 762+57.26	473,358.1795	1,335,431.0756	Lc:	296.74'
	CS	STA TRK 1 765+54.00	473,067.3725	1,335,379.0607	DEGREE OF CURVATURE:	6°17'53"
	ST	STA TRK 1 766+14.00	473,007.3773	1,335,379.5454	Tc:	149.70'
					Ea:	1.750"
					Eu:	0.971"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 1°05'34" E / 291.53'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	19°22'04"
					Ls (1) / Ls (2):	150.00' / 150.00'
					THETA (s) (1) / (2):	4°18'01" / 4°18'01"
	PI	STA TRK 1 771+51.19	472,470.2805	1,335,389.7892	Rc:	999.25'
	TS	STA TRK 1 769+05.53	472,715.8986	1,335,385.1046	DELTA (c):	10°46'01"
CN 1 771.1	SC	STA TRK 1 770+55.53	472,565.9388	1,335,384.2128	Lc:	187.78'
	CS	STA TRK 1 772+43.31	472,380.5389	1,335,356.2024	DEGREE OF CURVATURE:	5°44'02"
	ST	STA TRK 1 773+93.31	472,237.0087	1,335,312.7537	Tc:	94.17'
					Ea:	3.000"
					Eu:	1.855"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 18°16'31" W / 170.02'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	7°56'51"
					Ls (1) / Ls (2):	80.00' / 80.00'
					THETA (s) (1) / (2):	1°07'46" / 1°07'46"
	PI	STA TRK 1 777+44.28	471,903.7374	1,335,202.6944	Rc:	2029.00'
	TS	STA TRK 1 775+63.33	472,075.5659	1,335,259.4390	DELTA (c):	5°41'18"
CN 1 777.1	SC	STA TRK 1 776+43.33	471,999.4392	1,335,234.8525	Lc:	201.44'
	CS	STA TRK 1 778+44.77	471,804.3200	1,335,185.1118	DEGREE OF CURVATURE:	2°49'26"
	ST	STA TRK 1 779+24.77	471,725.7135	1,335,170.2529	Tc:	100.80'
					Ea:	1.500"
					Eu:	0.891"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 10°19'40" W / 383.16'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 738+00 TO STA TRK 1 783+07

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–29

SHEET NO. 61 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	92°43'32"
					Ls (1) / Ls (2):	110.00' / 110.00'
					THETA (s) (1) / (2):	14°25'08" / 14°25'08"
	PI	STA TRK 1 785+94.43	471,066.9054	1,335,050.1973	Rc:	218.55'
	TS	STA TRK 1 783+07.93	471,348.7632	1,335,101.5607	DELTA (c):	63°53'15"
CN 1 785.1	SC	STA TRK 1 784+17.93	471,239.5819	1,335,091.0015	Lc:	243.69'
	CS	STA TRK 1 786+61.62	471,052.5686	1,335,227.0493	DEGREE OF CURVATURE:	26°12'59"
	ST	STA TRK 1 787+71.62	471,029.0029	1,335,334.1787	Tc:	136.27'
					Ea:	2.500"
					Eu:	1.577"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 82°23'52" E / 353.93'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	15°34'59"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	0°28'50" / 0°28'50"
	PI	STA TRK 1 795+58.32	470,924.9265	1,336,113.9644	Rc:	2980.00'
	TS	STA TRK 1 791+25.56	470,982.1794	1,335,685.0009	DELTA (c):	14°37'18"
CN 1 795.1	SC	STA TRK 1 791+75.56	470,975.7033	1,335,734.5796	Lc:	760.49'
	CS	STA TRK 1 799+36.05	470,978.2096	1,336,493.0052	DEGREE OF CURVATURE:	1°55'22"
	ST	STA TRK 1 799+86.05	470,985.0132	1,336,542.5400	Tc:	382.32'
					Ea:	1.000"
					Eu:	0.628"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°01'09" E / 313.43'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	16°28'13"
					Ls (1) / Ls (2):	94.00' / 94.00'
					THETA (s) (1) / (2):	2°22'59" / 2°22'59"
	PI	STA TRK 1 805+10.06	471,057.7695	1,337,061.4820	Rc:	1130.00'
	TS	STA TRK 1 802+99.48	471,028.5310	1,336,852.9351	DELTA (c):	11°42'14"
CN 1 805.1	SC	STA TRK 1 803+93.48	471,042.8705	1,336,945.8276	Lc:	230.83'
	CS	STA TRK 1 806+24.31	471,107.2195	1,337,167.0878	DEGREE OF CURVATURE:	5°04'14"
	ST	STA TRK 1 807+18.31	471,144.9347	1,337,253.1820	Tc:	115.82'
					Ea:	2.000"
					Eu:	2.293"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 65°32'56" E / 105.75'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	22°57'58"
					Ls (1) / Ls (2):	118.00' / 118.00'
					THETA (s) (1) / (2):	2°23'08" / 2°23'08"
	PI	STA TRK 1 811+70.99	471,332.3095	1,337,665.2700	Rc:	1417.00'
	TS	STA TRK 1 808+24.06	471,188.7076	1,337,349.4504	DELTA (c):	18°11'41"
CN 1 811.1	SC	STA TRK 1 809+42.06	471,236.0506	1,337,457.5267	Lc:	449.98'
	CS	STA TRK 1 813+92.04	471,336.6061	1,337,894.1904	DEGREE OF CURVATURE:	4°02'36"
	ST	STA TRK 1 815+10.04	471,341.3007	1,338,012.0879	Tc:	226.90'
					Ea:	1.125"
					Eu:	2.298"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 88°30'54" E / 1506.60'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	44°51'19"
					Ls (1) / Ls (2):	97.00' / 97.00'
					THETA (s) (1) / (2):	3°58'32" / 3°58'32"
	PI	STA TRK 1 833+53.87	471,389.0857	1,339,855.2978	Rc:	699.00'
	TS	STA TRK 1 830+16.64	471,380.3461	1,339,518.1855	DELTA (c):	36°54'16"
CN 1 833.1	SC	STA TRK 1 831+13.64	471,385.1007	1,339,615.0481	Lc:	450.23'
	CS	STA TRK 1 835+63.87	471,564.4599	1,340,019.5528	DEGREE OF CURVATURE:	8°11'49"
	ST	STA TRK 1 836+60.87	471,633.0529	1,340,088.1092	Tc:	233.23'
					Ea:	2.250"
					Eu:	2.849"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 43°39'35" E / 394.00'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	79°54'07"
					Ls (1) / Ls (2):	136.00' / 136.00'
					THETA (s) (1) / (2):	12°03'44" / 12°03'44"
	PI	STA TRK 1 843+95.33	472,164.3995	1,340,595.1590	Rc:	323.00'
	TS	STA TRK 1 840+54.88	471,918.0967	1,340,360.1189	DELTA (c):	55°46'39"
CN 1 843.1	SC	STA TRK 1 841+90.88	472,009.4833	1,340,460.4770	Lc:	314.44'
	CS	STA TRK 1 845+05.32	472,043.1102	1,340,760.7705	DEGREE OF CURVATURE:	17°44'19"
	ST	STA TRK 1 846+41.32	471,976.1850	1,340,878.8564	Tc:	170.94'
					Ea:	4.000"
					Eu:	3.663"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 56°26'18" E / 1282.40'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°54'33"
					Ls (1) / Ls (2):	112.00' / 112.00'
					THETA (s) (1) / (2):	0°50'48" / 0°50'48"
	PI	STA TRK 1 866+10.89	470,887.3398	1,342,520.0832	Rc:	3790.00'
	TS	STA TRK 1 859+23.72	471,267.2292	1,341,947.4724	DELTA (c):	17°12'58"
CN 1 866.1	SC	STA TRK 1 860+35.72	471,204.8535	1,342,040.4940	Lc:	1138.81'
	CS	STA TRK 1 871+74.53	470,430.8685	1,342,870.0185	DEGREE OF CURVATURE:	1°30'42"
	ST	STA TRK 1 872+86.53	470,342.3855	1,342,938.6808	Tc:	573.73'
					Ea:	1.500"
					Eu:	1.112"
					DESIGN SPEED:	50 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°31'45" E / 698.00'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°55'43"
					Ls (1) / Ls (2):	75.00' / 75.00'
					THETA (s) (1) / (2):	0°20'28" / 0°20'28"
	PI	STA TRK 1 881+28.07	469,675.0080	1,343,451.3157	Rc:	6300.00'
	TS	STA TRK 1 879+84.53	469,788.8401	1,343,363.8775	DELTA (c):	1°14'47"
CN 1 881.1	SC	STA TRK 1 880+59.53	469,729.4526	1,343,409.6826	Lc:	137.05'
	CS	STA TRK 1 881+96.59	469,622.1846	1,343,494.9872	DEGREE OF CURVATURE:	0°54'34"
	ST	STA TRK 1 882+71.59	469,564.1831	1,343,542.5351	Tc:	68.53'
					Ea:	1.000"
					Eu:	0.273"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 39°27'27" E / 765.88'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA
STA TRK 1 783+07 TO STA TRK 1 890+37

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–30
SHEET NO. 62 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°29'25"
					Ls (1) / Ls (2):	75.00' / 75.00'
					THETA (s) (1) / (2):	0°15'57" / 0°15'57"
	PI	STA TRK 1 891+80.06	468,862.7585	1,344,119.8740	Rc:	8080.00'
	TS	STA TRK 1 890+37.47	468,972.8476	1,344,029.2602	DELTA (c):	0°57'30"
CN 1 891.1	SC	STA TRK 1 891+12.47	468,914.8669	1,344,076.8336	Lc:	135.16'
	CS	STA TRK 1 892+47.63	468,809.4057	1,344,161.3617	DEGREE OF CURVATURE:	0°42'33"
	ST	STA TRK 1 893+22.63	468,750.3501	1,344,207.5940	Tc:	67.58'
					Ea:	0.500"
					Eu:	0.492"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°58'03" E / 1473.27'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°47'23"
					Ls (1) / Ls (2):	51.00' / 51.00'
					THETA (s) (1) / (2):	0°12'31" / 0°12'31"
	PI	STA TRK 1 909+30.74	467,482.5796	1,345,196.9230	Rc:	7000.00'
	TS	STA TRK 1 907+95.90	467,588.8794	1,345,113.9699	DELTA (c):	1°22'20"
CN 1 909.1	SC	STA TRK 1 908+46.90	467,548.7111	1,345,145.3946	Lc:	167.65'
	CS	STA TRK 1 910+14.56	467,418.1689	1,345,250.5868	DEGREE OF CURVATURE:	0°49'07"
	ST	STA TRK 1 910+65.56	467,378.9225	1,345,283.1554	Tc:	83.83'
					Ea:	0.000"
					Eu:	0.354"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 39°45'26" E / 152.48'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°59'27"
					Ls (1) / Ls (2):	102.00' / 102.00'
					THETA (s) (1) / (2):	1°17'55" / 1°17'55"
	PI	STA TRK 1 916+45.40	466,933.1624	1,345,653.9834	Rc:	2250.00'
	TS	STA TRK 1 912+18.03	467,261.7049	1,345,380.6688	DELTA (c):	16°23'36"
CN 1 916.1	SC	STA TRK 1 913+20.03	467,182.8023	1,345,445.3055	Lc:	643.76'
	CS	STA TRK 1 919+63.80	466,628.6567	1,345,768.6255	DEGREE OF CURVATURE:	2°32'47"
	SS	STA TRK 1 920+65.80	466,533.5614	1,345,805.5091	Tc:	324.10'
					Ea:	1.500"
					Eu:	2.064"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	80°02'44"
					Ls (1) / Ls (2):	125.55' / 40.00'
					THETA (s) (1) / (2):	27°52'54" / 8°52'59"
	PI	STA TRK 1 922+36.05	466,374.3701	1,345,865.8733	Rc:	129.00'
	SS	STA TRK 1 920+65.80	466,533.5614	1,345,805.5091	DELTA (c):	43°16'50"
CN 1 922.1	SC	STA TRK 1 921+91.35	466,426.0170	1,345,867.7039	Lc:	97.45'
	CS	STA TRK 1 922+88.79	466,393.9260	1,345,957.2735	DEGREE OF CURVATURE:	44°24'55"
	ST	STA TRK 1 923+28.79	466,399.3843	1,345,996.8562	Tc:	51.18'
					Ea:	1.125"
					Eu:	1.945"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 79°11'18" E / 92.58'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	42°49'54"
					Ls (1) / Ls (2):	100.00' / 100.00'
					THETA (s) (1) / (2):	5°01'49" / 5°01'49"
	PI	STA TRK 1 926+95.01	466,468.0811	1,346,356.5754	Rc:	569.50'
	TS	STA TRK 1 924+21.37	466,416.7507	1,346,087.7925	DELTA (c):	32°46'16"
CN 1 926.1	SC	STA TRK 1 925+21.37	466,432.6216	1,346,186.4903	Lc:	325.73'
	CS	STA TRK 1 928+47.10	466,373.4937	1,346,502.3133	DEGREE OF CURVATURE:	10°03'39"
	ST	STA TRK 1 929+47.10	466,322.9931	1,346,588.5852	Tc:	167.46'
					Ea:	1.375"
					Eu:	1.406"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 57°58'48" E / 387.17'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	76°05'55"
					Ls (1) / Ls (2):	110.00' / 110.00'
					THETA (s) (1) / (2):	5°52'06" / 5°52'06"
	PI	STA TRK 1 938+10.29	465,865.3218	1,347,320.4463	Rc:	537.00'
	TS	STA TRK 1 933+34.28	466,117.7089	1,346,916.8547	DELTA (c):	64°21'43"
CN 1 938.1	SC	STA TRK 1 934+44.28	466,062.6282	1,347,012.0116	Lc:	603.23'
	CS	STA TRK 1 940+47.50	466,122.7109	1,347,580.8550	DEGREE OF CURVATURE:	10°40'11"
	ST	STA TRK 1 941+57.50	466,196.4558	1,347,662.4050	Tc:	337.92'
					Ea:	1.625"
					Eu:	2.984"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 45°55'17" E / 769.42'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	78°36'29"
					Ls (1) / Ls (2):	43.42' / 43.42'
					THETA (s) (1) / (2):	10°48'57" / 10°48'57"
	PI	STA TRK 1 950+43.31	466,812.6612	1,348,298.7542	Rc:	115.00'
	TS	STA TRK 1 949+26.93	466,731.7009	1,348,215.1472	DELTA (c):	56°58'35"
CN 1 950.1	SC	STA TRK 1 949+70.34	466,759.8391	1,348,248.1227	Lc:	114.36'
	CS	STA TRK 1 950+84.70	466,768.9705	1,348,357.4469	DEGREE OF CURVATURE:	49°49'21"
	SS	STA TRK 1 951+28.12	466,746.6925	1,348,394.6333	Tc:	62.41'
					Ea:	1.125"
					Eu:	2.318"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	83°42'10"
					Ls (1) / Ls (2):	45.00' / 45.00'
					THETA (s) (1) / (2):	10°44'35" / 10°44'35"
	PI	STA TRK 1 952+58.71	466,672.6706	1,348,502.2170	Rc:	120.00'
	SS	STA TRK 1 951+28.12	466,746.6924	1,348,394.6334	DELTA (c):	62°13'01"
CN 1 952.1	SC	STA TRK 1 951+73.12	466,723.5858	1,348,433.1660	Lc:	130.31'
	CS	STA TRK 1 953+03.43	466,739.3885	1,348,556.1532	DEGREE OF CURVATURE:	47°44'47"
	ST	STA TRK 1 953+48.43	466,771.4859	1,348,587.5926	Tc:	72.41'
					Ea:	1.000"
					Eu:	2.300"
					DESIGN SPEED:	10 MPH
TANGENT					BEARING / DISTANCE:	N 40°49'36" E / 965.78'
POE		STA TRK 1 963+14.21	467,502.2816	1,349,218.9942		

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 890+37 TO STA TRK 1 963+14

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–31

SHEET NO. 63 OF 691

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12/13/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 50°23'29" E / 109.31'
	COMPOUND CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°54'16"
					Ls (1) / (2) / Ls (3):	0.00' /40.00' / 40.00'
	PI	TRK 2 103+23.09	479161.6166	1285596.3127	THETA (s) (2) / (3):	N/A /3°01'06" / 2°17'31"
	PC	TRK 2 101+09.31	479025.3241	1285431.6140	Rc (1) / Rc (2) :	1577.50' /500.00'
	PI (1)	TRK 2 102+24.21	479098.5783	1285520.1360	DELTA c (1) / (2):	8°19'55" / 5°15'45"
CN 2 103.1	CS	TRK 2 103+38.71	479158.2320	1285618.3387	Lc (1) / (2) :	229.40' / 45.92'
	SC	TRK 2 103+78.71	479178.2469	1285652.9656	DEGREE OF CURVATURE:	3°37'55" / 11°27'33"
	PI (2)	TRK 2 104+01.69	479189.1258	1285673.2051	Tc (1) / (2):	114.90' / 22.98'
	CS	TRK 2 104+24.63	479198.1026	1285694.3571	Ea (1) / (2):	0.00" / 0.00"
	ST	TRK 2 104+64.63	479212.7409	1285731.5793	Eu (1) / (2):	0.565" / 1.782"
					DESIGN SPEED (1) / (2):	15 MPH / 15 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 69°17'45" E / 116.84'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°43'37"
					Ls (1) / Ls (2):	40' / 40'
					THETA (s) (1) / (2):	0°22'55" / 0°22'55"
	PI	TRK 2 106+46.7	479277.1077	1285901.8832	Rc:	3000.00'
	TS	TRK 2 105+81.48	479254.0501	1285840.8766	DELTA (c):	0°57'47"
CN 2 106.1	SC	TRK 2 106+21.48	479268.1087	1285878.3246	Lc:	50.43'
	CS	TRK 2 106+71.91	479285.2246	1285925.7601	DEGREE OF CURVATURE:	1°54'35"
	ST	TRK 2 107+11.91	479298.3162	1285963.5570	Tc:	25.22'
					Ea:	0.00"
	STA. EQ.	TRK 2 107+11.91 BK=			Eu:	0.528"
		TRK 2 107+03.67 AHD			DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 71°01'22" E / 780.09'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	0°59'04"
					Rc:	10520.00'
					DELTA (c):	0°59'04"
	PI	TRK 2 115+74.15	479581.3893	1286786.7276	Lc:	180.78'
CN 2 115.1	PC	TRK 2 114+83.76	479551.9953	1286701.2505	DEGREE OF CURVATURE:	0°32'41"
	PT	TRK 2 116+64.54	479609.3102	1286872.6972	Tc:	90.39'
					Ea:	0.25"
					Eu:	0.512"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 72°00'27" E / 164.83'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	46°27'57"
					Ls (1) / Ls (2):	200.00' / 200.00'
					THETA (s) (1) / (2):	4°14'39" / 4°14'39"
	PI	TRK 2 125+09.41	479870.2852	1287676.2499	Rc:	1350.00'
	TS	TRK 2 118+29.37	479660.2460	1287029.4647	DELTA (c):	37°58'40"
CN 2 125.1	SC	TRK 2 120+29.37	479726.6644	1287218.0549	Lc:	894.83'
	CS	TRK 2 129+24.19	480305.6412	1287878.8205	DEGREE OF CURVATURE:	4°14'39"
	ST	TRK 2 131+24.19	480483.8684	1287969.4601	Tc:	464.55'
					Ea:	3.25"
	STA. EQ.	TRK 2 131+24.19 BK=			Eu:	2.69"
		TRK 2 131+35.46 AHD			DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 25°32'29" E / 406.64'

MARYLAND DEPARTMENT OF TRANSPORTATION

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DESGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 101+09 TO STA TRK 2 131+25

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–32
SHEET NO. 64 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH NO SPIRALS					
					Total Central Angle:	0°04'28"
					Rc:	130000.00'
					Delta (c):	0°04'28"
	PI	TRK 2 136+26.56	480926.9686	1288181.2023	Lc:	168.91'
CN 2 136.1	PC	TRK 2 135+42.1	480850.7654	1288144.7875	Degree of Curvature:	0°02'39"
	PT	TRK 2 137+11.01	481003.1244	1288217.7162	Tc:	84.46'
					Ea:	0.00"
					Eu:	0.092"
					Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 25°36'57" E / 906.16'
	CURVE WITH SPIRALS					
					Total Central Angle:	39°52'44"
					Ls (1) / Ls (2):	150.00' / 150.00'
					Theta (s) (1) / (2):	1°13'22" / 1°13'22"
	PI	TRK 2 159+67.11	483037.4759	1289193.1113	Rc:	3514.17'
	TS	TRK 2 146+17.17	481820.2190	1288609.4824	Delta (c):	37°25'59"
CN 2 159.1	SC	TRK 2 147+67.17	481955.0084	1288675.2922	Lc:	2295.92'
	CS	TRK 2 170+63.09	483534.2153	1290285.4129	Degree of Curvature:	1°37'50"
	ST	TRK 2 172+13.09	483597.4000	1290421.4525	Tc:	1190.61'
					Ea:	2.00"
	STA. EQ.	TRK 2 172+13.09 BK=			Eu:	1.409"
		TRK 2 172+03.22 AHD			Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 65°29'41" E / 1859.15'
	CURVE WITH SPIRALS					
					Total Central Angle:	1°19'39"
					Ls (1) / Ls (2):	60.00' / 60.00'
					Theta (s) (1) / (2):	0°10'19" / 0°10'19"
	PI	TRK 2 192+08.22	484429.0296	1292245.8517	Rc:	10000.00'
	TS	TRK 2 190+62.37	484368.5339	1292113.1383	Delta (c):	0°59'01"
CN 2 192.1	SC	TRK 2 191+22.37	484393.4751	1292167.7088	Lc:	171.69'
	CS	TRK 2 192+94.06	484466.4930	1292323.0976	Degree of Curvature:	0°34'23"
	ST	TRK 2 193+54.06	484492.5837	1292377.1279	Tc:	85.85'
					Ea:	0.50"
	STA. EQ.	TRK 2 193+54.06 BK=			Eu:	0.698"
		TRK 2 193+54.38 AHD			Design Speed:	55 MPH
TANGENT BETWEEN CURVES					Bearing and Distance:	N 64°10'02" E / 367.52'

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DESIGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 135+42 TO STA TRK 2 193+55

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-33
SHEET NO. 65 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	31°33'19"
					Ls (1) / Ls (2):	220.00' / 220.00'
					THETA (s) (1) / (2):	3°54'13" / 3°54'13"
	PI	TRK 2 202+88.41	484899.5839	1293217.8206	Rc:	1614.50'
	TS	TRK 2 197+21.9	484652.7291	1292707.9215	DELTA (c):	23°44'52"
CN 2 202.1	SC	TRK 2 199+41.9	484744.0532	1292908.0214	Lc:	669.17'
	CS	TRK 2 206+11.07	484860.0540	1293562.2081	DEGREE OF CURVATURE:	3°32'58"
	ST	TRK 2 208+31.07	484843.0982	1293781.5083	Tc:	339.46'
					Ea:	3.25"
	STA. EQ.	TRK 2 208+31.07 BK=			Eu:	2.882"
		TRK 2 208+23.13 AHD			DESIGN SPEED:	50 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 84°16'40" E / 1617.36'
	COMPOUND CURVES WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	67°21'12"
	PI	TRK 2 234+97.12	484576.4802	1296442.1700	Ls (1) / Ls (2) / Ls (3) / Ls (4):	135.00' / 70.00' / 70.00' / 80.00'
	TS	TRK 2 224+40.49	484681.8343	1295390.8091	THETA (s) (1) / (2) / (3) / (4):	2°25'52" / 3°13'50" / 2°58'21" / 1°08'45"
	SC	TRK 2 225+75.49	484670.2758	1295525.3025	Rc (1) / Rc (2) / Rc (3):	1590.83' / 1018.00' / 2000.00'
	PI (1)	TRK 2 229+12.97	484650.9005	1295862.2256	DELTA c (1) / (2) / (3):	23°57'16" / 14°31'22" / 19°05'46"
	CS	TRK 2 232+40.59	484769.9880	1296177.9957	Lc (1) / (2) / (3):	665.10' / 258.03' / 666.58'
	SC	TRK 2 233+10.59	484796.3883	1296242.8165	DEGREE OF CURVATURE:	3°36'08" / 5°37'50" / 2°51'54"
CN 2 234.1	PI (2)	TRK 2 234+40.3	484848.9264	1296361.4112	Tc (1) / (2) / (3):	337.48' / 129.70' / 336.41'
	CS	TRK 2 235+68.62	484929.5251	1296463.0419	Ea (1) / (2) / (3):	2.50" / 3.00" / 1.625"
	SC	TRK 2 236+38.62	484974.5748	1296516.6088	Eu (1) / (2) / (3):	1.483" / 1.765" / 0.801"
	PI (3)	TRK 2 239+75.03	485196.9983	1296768.9974	DESIGN SPEED (1) / (2) / (3):	40 MPH / 35 MPH / 35 MPH
	CS	TRK 2 243+05.2	485489.7521	1296934.7304		
	ST	TRK 2 243+85.2	485559.8884	1296973.2100		
	STA. EQ.	TRK 2 243+85.20 BK=				
		TRK 2 244+02.77 AHD				
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 28°22'09" E / 931.67'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	93°03'55"
					Ls (1) / Ls (2):	180.00' / 180.00'
					THETA (s) (1) / (2):	5°45'19" / 5°45'19"
	PI	TRK 2 263+71.26	487291.9779	1297908.5377	Rc:	896.00'
	TS	TRK 2 253+34.44	486379.6708	1297415.8922	DELTA (c):	81°33'18"
CN 2 263.1	SC	TRK 2 255+14.44	486535.0325	1297506.6319	Lc:	1275.37'
	CS	TRK 2 267+89.81	486839.8930	1298636.6268	DEGREE OF CURVATURE:	6°23'41"
	ST	TRK 2 269+69.81	486751.2525	1298793.1957	Tc:	772.79'
					Ea:	3.25"
	STA. EQ.	TRK 2 269+69.81 BK=			Eu:	2.164"
		TRK 2 269+35.98 AHD			DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 58°33'56" E / 706.39'

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Gannett Fleming — WR&A

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DESGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 197+21 TO STA TRK 2 269+70

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-34
SHEET NO. 66 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
CN 2 277.1	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	0°37'34"
					Rc:	15100.00'
					DELTA (c):	0°37'34"
	PI	STA TRK 2 277+24.88	486339.8206	1299466.3222	Lc:	165.02'
	PC	STA TRK 2 276+42.37	486382.8522	1299395.9200	DEGREE OF CURVATURE:	0°22'46"
	PT	STA TRK 2 278+07.39	486297.5609	1299537.1905	Tc:	82.51'
					Ea:	0.25"
					Eu:	0.543"
					DESIGN SPEED:	55 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 59°11'31" E / 166.12'
CN 2 280.1	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	0°38'38"
					Rc:	14714.00'
					DELTA (c):	0°38'38"
	PI	STA TRK 2 280+56.18	486170.1420	1299750.8685	Lc:	165.33'
	PC	STA TRK 2 279+73.51	486212.4811	1299679.8671	DEGREE OF CURVATURE:	0°23'22"
	PT	STA TRK 2 281+38.84	486127.0078	1299821.3898	Tc:	82.67'
					Ea:	0.25"
					Eu:	0.564"
					DESIGN SPEED:	55 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 58°32'53" E / 546.05'
CN 2 287.1	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	0°22'33"
					Rc:	26000.00'
					DELTA (c):	0°22'33"
	PI	STA TRK 2 287+70.17	485797.5921	1300359.9604	Lc:	170.55'
	PC	STA TRK 2 286+84.89	485842.0882	1300287.2126	DEGREE OF CURVATURE:	0°13'13"
	PT	STA TRK 2 288+55.45	485752.6198	1300432.4147	Tc:	85.28'
					Ea:	0.25"
					Eu:	0.211"
					DESIGN SPEED:	55 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 58°10'20" E / 689.56'
CN 2 296.1	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	5°53'54"
					Ls (1) / Ls (2):	73.00' / 73.00'
					THETA (s) (1) / (2):	1°11'42" / 1°11'42"
	PI	STA TRK 2 296+71.66	485322.1718	1301125.9047	Rc:	1750.00'
	TS	STA TRK 2 295+45.00	485388.9690	1301018.2885	DELTA (c):	03°30'29"
	SC	STA TRK 2 296+18.00	485350.0416	1301080.0416	Lc:	107.15'
	CS	STA TRK 2 297+25.16	485288.9337	1301168.0399	DEGREE OF CURVATURE:	3°16'27"
	ST	STA TRK 2 297+98.16	485244.6693	1301226.0870	Tc:	53.59'
					Ea:	1.50"
					Eu:	1.272"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 52°16'26" E / 150.68'

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DESIGN SRT
DRAWN NRK
CHECK REJ
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 276+42 TO STA TRK 2 297+99

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-35
SHEET NO. 67 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	1°02'28"
					Rc:	5400.00'
					DELTA (c):	1°02'28"
	PI	STA TRK 2 299+97.90	485122.4480	1301384.0744	Lc:	98.13'
CN 2 299.1	PC	STA TRK 2 299+48.84	485152.4704	1301345.2664	DEGREE OF CURVATURE:	1°03'40"
	PT	STA TRK 2 300+46.96	485093.1356	1301423.4216	Tc:	49.07'
					Ea:	0.25"
	STA. EQ.	TRK 2 300+46.96 BK=			Eu:	0.41"
		TRK 2 300+45.93 AHD			DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 53°18'54" E / 392.62'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	07°37'43"
					Ls (1) / Ls (2):	93.00' / 93.00'
					THETA (s) (1) / (2):	1°03'573" / 1°03'573"
	PI	STA TRK 2 306+51.74	484731.2192	1301909.2372	Rc:	2500.00'
	TS	STA TRK 2 304+38.55	484858.5803	1301738.2751	DELTA (c):	05°29'50"
CN 2 306.1	SC	STA TRK 2 305+31.55	484802.5604	1301812.5078	Lc:	239.86'
	CS	STA TRK 2 307+71.41	484646.8433	1301994.8341	DEGREE OF CURVATURE:	2°17'31"
	ST	STA TRK 2 308+64.41	484582.2898	1302061.7786	Tc:	120.02'
					Ea:	1.50"
	STA. EQ.	TRK 2 308+64.41 BK=			Eu:	1.708"
		TRK 2 308+62.60 AHD			DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 45°41'11" E / 859.29'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	0°03'59"
					Rc:	130000.00'
					DELTA (c):	0°03'59"
	PI	STA TRK 2 317+97.07	483929.4795	1302730.4215	Lc:	150.36'
CN 2 317.1	PC	STA TRK 2 317+21.89	483981.9998	1302676.6273	DEGREE OF CURVATURE:	0°02'39"
	PT	STA TRK 2 318+72.26	483876.8969	1302784.1548	Tc:	75.18'
					Ea:	0.00"
					Eu:	0.062"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 45°37'13" E / 196.16'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	26°15'41"
					Ls (1) / Ls (2):	108.00' / 108.00'
					THETA (s) (1) / (2):	7°44'06" / 7°44'06"
	PI	STA TRK 2 322+15.97	483636.4985	1303029.8145	Rc:	400.00'
	TS	STA TRK 2 320+68.41	483739.7035	1302924.3508	DELTA (c):	10°47'30"
CN 2 322.1	SC	STA TRK 2 321+76.41	483667.7736	1303004.7946	Lc:	75.34'
	CS	STA TRK 2 322+51.75	483628.7481	1303069.1089	DEGREE OF CURVATURE:	14°19'26"
	ST	STA TRK 2 323+59.75	483590.6103	1303170.0576	Tc:	37.78'
					Ea:	2.25"
					Eu:	1.71"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 71°52'54" E / 127.32'

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DESIGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 299+48 TO STA TRK 2 323+60

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-36
SHEET NO. 68 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	31°09'34"
					Ls (1) / Ls (2):	70.00' / 70.00'
					THETA (s) (1) / (2):	6°16'00" / 6°16'00"
	PI	STA TRK 2 326+11.46	483512.3349	1303409.2820	Rc:	320.00'
	TS	STA TRK 2 324+87.07	483551.0170	1303291.0623	DELTA (c):	18°37'34"
CN 2 326.1	SC	STA TRK 2 325+57.07	483526.8509	1303356.7189	Lc:	104.03'
	CS	STA TRK 2 326+61.10	482469.3888	1303442.8860	DEGREE OF CURVATURE:	17°54'18"
	ST	STA TRK 2 327+31.10	483418.0640	1303490.4314	Tc:	52.48'
					Ea:	1.50"
					Eu:	1.284"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 40°43'20" E / 417.40'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	88°09'12"
					Ls (1) / Ls (2):	42.00' / 42.00'
					THETA (s) (1) / (2):	8°28'24" / 8°28'24"
	PI	STA TRK 2 333+07.48	482981.2318	1303866.4613	Rc:	142.00'
	TS	STA TRK 2 331+48.50	483101.7207	1303762.7432	DELTA (c):	71°12'24"
CN 2 333.1	SC	STA TRK 2 331+90.50	483071.3078	1303791.6505	Lc:	176.48'
	CS	STA TRK 2 333+66.98	483056.3198	1303956.3063	DEGREE OF CURVATURE:	40°20'57"
	ST	STA TRK 2 334+08.98	483081.0134	1303990.2297	Tc:	101.67'
					Ea:	1.00"
					Eu:	1.789"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 51°07'28" E / 50.64'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	37°03'39"
					Ls (1) / Ls (2):	42.00' / 42.00'
					THETA (s) (1) / (2):	5°43'46" / 5°43'46"
	PI	STA TRK 2 335+51.11	483170.2229	1304100.8846	Rc:	210.00'
	TS	STA TRK 2 334+59.61	483112.7950	1304029.6514	DELTA (c):	25°36'06"
CN 2 335.1	SC	STA TRK 2 335+01.61	483138.0401	1304063.1942	Lc:	93.84'
	CS	STA TRK 2 335+95.45	483170.3935	1304150.4454	DEGREE OF CURVATURE:	27°17'01"
	ST	STA TRK 2 336+37.45	483173.1205	1304192.3380	Tc:	47.71'
					Ea:	1.00"
	STA. EQ.	TRK 2 336+37.45 BK=			Eu:	0.886"
		TRK 2 336+55.59 AHD			DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 88°11'07" E / 388.70'

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DESGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 324+87 TO STA TRK 2 336+38

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–37
SHEET NO. 69 OF 691

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12/11/2013

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	NORTHING	EASTING	DATA	
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	2°05'30"
					Rc:	1500.00'
					DELTA (c):	2°05'30"
	PI	STA TRK 2 340+71.68	483186.2971	1304608.2171	Lc:	54.76'
CN 2 340.1	PC	STA TRK 2 340+44.29	483185.4300	1304580.8477	DEGREE OF CURVATURE:	3°49'11"
	PT	STA TRK 2 340+99.05	483186.1648	1304635.5999	Tc:	27.38'
					Ea:	1.00"
					Eu:	-0.736"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	S 89°43'23" E / 88.99'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	27°41'12"
					Ls (1) / Ls (2):	42.00' / 42.00'
					THETA (s) (1) / (2):	5°43'46" / 5°43'46"
	PI	STA TRK 2 342+60.87	483185.3826	1304797.4158	Rc:	210.00'
	TS	STA TRK 2 341+88.04	483185.7347	1304724.5878	DELTA (c):	16°13'40"
CN 2 342.1	SC	STA TRK 2 342+30.04	483186.9308	1304766.5521	Lc:	59.48'
	CS	STA TRK 2 342+89.52	483200.836	1304824.1770	DEGREE OF CURVATURE:	27°17'01"
	ST	STA TRK 2 343+31.52	483218.9096	1304862.0686	Tc:	29.94'
					Ea:	-1.00"
	STA. EQ.	TRK 2 343+31.52 BK=			Eu:	2.886"
		TRK 2 343+36.33 AHD			DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 62°35'25" E / 106.67'

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DESIGN	SRT
DRAWN	NRK
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 340+44 TO STA TRK 2 343+32

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–38

SHEET NO. 70 OF 691

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12/11/2013

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 62°35'25" E / 304.73'
		COMPOUND CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	57°06'23"
					LS (2) / (3):	60.00' / 50.00'
	PI	STA TRK 2 348+60.93	483460.4103	1305327.7746	Theta (s) (2) / (3):	11°27'33" / 8°57'09"
	PC	STA TRK 2 346+41.06	483359.1941	1305132.5910	RC (1) / (2):	2400.00' / 160.00'
	CS	STA TRK 2 347+56.14	483414.5966	1305233.4368	DELTA (c) (1) / (2):	2°44'50" / 33°56'51"
CN 2 347.1	SC	STA TRK 2 348+16.14	483448.275	1305282.9663	LC (1) / (2):	115.07' / 94.80'
	CS	STA TRK 2 349+10.93	483528.0041	1305331.6524	DEGREE OF CURVATURE (1) /	2°23'14" / 35°48'36"
	ST	STA BK TRK 2 349+60.93	483577.4054	1305339.007	TC (1) / (2):	57.55' / 48.84'
		= STA AHD TRK 2 349+74.28			EA (1) / (2):	0.283" / 0.000"
					EU (1) / (2):	-0.119" / 0.619"
					DESIGN SPEED (1) / (2):	10 MPH / 5 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 5°29'02" E / 257.60'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	47°12'26"
					LS (1) / LS (2):	40.00' / 40.00'
					Theta (s) (1) / (2):	9°32'57" / 9°32'57"
	PI	STA TRK 2 353+04.54	483906.1493	1305370.568	RC:	120.00'
	TS	STA TRK 2 352+31.88	483833.8221	1305363.624	Delta (c):	28°06'31"
CN 2 353.1	SC	STA TRK 2 352+71.88	483873.3167	1305369.644	LC:	58.87'
	CS	STA TRK 2 353+30.75	483924.248	1305397.977	DEGREE OF CURVATURE:	47°44'47"
	ST	STA TRK 2 353+70.75	483950.1892	1305428.36	TC:	30.04'
		= STA AHD TRK 2 353+55.56			EA:	0.500"
					EU:	2.800"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 52°41'28" E / 211.24'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	7°18'21"
					LS (1) / LS (2):	45.00' / 45.00'
					Theta (s) (1) / (2):	0°31'14" / 0°31'14"
	PI	STA TRK 2 357+47.44	484187.7089	1305740.0474	RC:	2477.00'
	TS	STA TRK 2 355+66.80	484078.2215	1305596.3714	Delta (c):	6°15'54"
CN 2 357.1	SC	STA TRK 2 356+11.80	484105.6048	1305632.0806	LC:	270.84'
	CS	STA TRK 2 358+82.64	484283.0701	1305836.5055	DEGREE OF CURVATURE:	2°18'47"
	ST	STA TRK 2 359+27.64	484314.578	1305868.6340	TC:	135.56'
		= STA AHD TRK 2 359+30.57			EA:	0.750"
					EU:	0.689"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 45°23'07" E / 544.03'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	12°27'32"
					LS (1) / LS (2):	65.00' / 65.00'
					Theta (s) (1) / (2):	1°50'37" / 1°50'37"
	PI	STA TRK 2 366+17.37	484796.9425	1306357.5284	RC:	1010.00'
	TS	STA TRK 2 364+74.61	484696.6735	1306255.9020	Delta (c):	8°46'18"
CN 2 366.1	SC	STA TRK 2 365+39.61	484742.8169	1306301.6775	LC:	154.62'
	CS	STA TRK 2 366+94.23	484862.6007	1306399.2167	DEGREE OF CURVATURE:	5°40'22"
	ST	STA TRK 2 367+59.23	484916.7752	1306435.1295	TC:	77.46'
					EA:	1.750"
					EU:	1.779"
					DESIGN SPEED:	30 MPH

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 32°55'34" E / 54.29'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	40°04'36"
					LS (1) / LS (2):	125.00' / 125.00'
					Theta (s) (1) / (2):	9°06'43" / 9°06'43"
	PI	STA TRK 2 370+19.91	485135.5793	1306576.8225	RC:	393.00'
	TS	STA TRK 2 368+13.52	484962.3427	1306464.6381	Delta (c):	21°51'10"
CN 2 370.1	SC	STA TRK 2 369+38.52	485063.4037	1306537.9633	LC:	149.89'
	CS	STA TRK 2 370+88.41	485153.1381	1306656.8915	DEGREE OF CURVATURE:	14°34'45"
	ST	STA TRK 2 372+13.41	485195.9119	1306774.1958	TC:	75.87'
		= STA AHD TRK 2 372+07.39			EA:	3.375"
					EU:	2.923"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 73°00'10" E / 247.51'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	15°26'46"
					LS (1) / LS (2):	45.00' / 45.00'
					Theta (s) (1) / (2):	0°49'54" / 0°49'54"
	PI	STA TRK 2 376+87.61	485336.2921	1307233.4381	RC:	1550.00'
	TS	STA TRK 2 374+54.90	485268.2651	1307010.8932	Delta (c):	13°46'57"
CN 2 378.1	SC	STA TRK 2 374+99.90	485281.2112	1307053.9903	LC:	372.86'
	CS	STA TRK 2 378+72.76	485341.1557	1307421.0860	DEGREE OF CURVATURE:	3°41'47"
	ST	STA TRK 2 379+17.76	485342.5914	1307466.0626	TC:	187.33'
		= STA AHD TRK 2 379+12.04			EA:	0.750"
					EU:	0.847"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 88°26'56" E / 308.81'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	24°44'13"
					LS (1) / LS (2):	40.00' / 40.00'
					Theta (s) (1) / (2):	1°44'58" / 1°44'58"
	PI	STA TRK 2 383+84.50	485355.3809	1307938.3531	RC:	655.00'
	TS	STA TRK 2 382+20.85	485350.9508	1307774.7587	Delta (c):	21°14'16"
CN 2 384.1	SC	STA TRK 2 382+60.85	485352.4404	1307814.7293	LC:	242.79'
	CS	STA TRK 2 385+03.64	485410.5119	1308049.0420	DEGREE OF CURVATURE:	8°44'51"
	ST	STA TRK 2 385+43.64	485427.8606	1308085.0821	TC:	122.8'
					EA:	1.250"
					EU:	1.168"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 63°42'43" E / 95.09'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	23°21'11"
					LS (1) / LS (2):	70.00' / 70.00'
					Theta (s) (1) / (2):	3°20'32" / 3°20'32"
	PI	STA TRK 2 387+97.79	485540.4211	1308312.9511	RC:	600.00'
	TS	STA TRK 2 386+38.73	485469.974	1308170.3371	Delta (c):	16°40'07"
CN 2 388.1	SC	STA TRK 2 387+08.73	485499.7453	1308233.6790	LC:	174.55'
	CS	STA TRK 2 388+83.28	485543.6235	1308401.9924	DEGREE OF CURVATURE:	9°32'57"
	ST	STA TRK 2 389+53.28	485548.5652	1308471.8072	TC:	87.90'
					EA:	1.750"
					EU:	2.375"
					DESIGN SPEED:	25 MPH

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

JACOBS

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 348+61 TO STA TRK 2 389+53

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–39

SHEET NO. 71 OF 691

c:\pwworking\mtapw\jbenjamin foltz\dms96322\1042pTW1412.dgn
12/10/2013

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 87°03'55" E / 85.21'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	10°59'35"
					LS (1) / LS (2):	55.00' / 55.00'
					Theta (s) (1) / (2):	2°09'09" / 2°09'09"
	PI	STA TRK 2 391+36.45	485557.9434	1308654.7333	RC:	732.00'
	TS	STA TRK 2 390+38.49	485552.9281	1308556.9082	Delta (c):	6°41'17"
CN 2 391.1	SC	STA TRK 2 390+93.49	485556.4315	1308611.7931	LC:	85.44'
	CS	STA TRK 2 391+78.94	485568.9526	1308696.2658	DEGREE OF CURVATURE:	7°49'38"
	ST	STA TRK 2 392+33.94	485581.5207	1308749.8071	TC:	42.77'
					EA:	1.500"
					EU:	1.881"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 76°04'20" E / 75.40'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	40°06'34"
					LS (1) / LS (2):	95.00' / 95.00'
					Theta (s) (1) / (2):	9°04'19" / 9°04'19"
	PI	STA TRK 2 394+66.77	485637.5631	1308975.7933	RC:	300.00'
	TS	STA TRK 2 393+09.34	485599.6690	1308822.9885	Delta (c):	21°57'57"
CN 2 394.1	SC	STA TRK 2 394+04.34	485617.6204	1308916.1693	LC:	115.01'
	CS	STA TRK 2 395+19.35	485605.4199	1309029.8262	DEGREE OF CURVATURE:	19°05'55"
	ST	STA TRK 2 396+14.35	485568.1005	1309117.0739	TC:	58.22'
					EA:	2.500"
					EU:	2.780"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 63°49'06" E / 91.14'
		COMPOUND CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	92°20'36"
					LS (1) / LS (2):	133.00' / 40.00' / 100.00'
	PI	STA TRK 2 401+79.66	485318.6742	1309624.3840	Theta (s) (1) / (2):	10°35'02" / 5°43'46" / 6°21'58"
	TS	STA TRK 2 397+05.49	485527.8864	1309198.8656	RC:	360.00' / 450.00'
	SC	STA TRK 2 398+38.49	485476.7354	1309321.4176	Delta (c):	28°59'34" / 40°40'16"
CN 2 401.1	CS	STA TRK 2 400+20.66	485473.2706	1309501.6135	LC:	182.17' / 319.43'
	SC	STA TRK 2 400+60.66	485484.5366	1309539.9768	DEGREE OF CURVATURE:	15°54'56" / 12°43'57"
	CS	STA TRK 2 403+80.09	485683.3116	1309781.4537	TC:	93.08' / 166.78'
	ST	STA TRK 2 404+80.09	485773.1722	1309825.2042	EA:	3.250" / 3.250"
					EU:	3.625" / 2.250"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 23°50'18" E / 54.40'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	53°45'54"
					LS (1) / LS (2):	40.00' / 40.00'
					Theta (s) (1) / (2):	4°35'01" / 4°35'01"
	PI	STA TRK 2 406+81.36	485957.2697	1309906.5478	RC:	250.00'
	TS	STA TRK 2 405+34.49	485822.9321	1309847.1907	Delta (c):	44°35'51"
CN 2 407.1	SC	STA TRK 2 405+74.49	485859.0654	1309864.3218	LC:	194.59'
	CS	STA TRK 2 407+69.08	485979.1762	1310011.1768	DEGREE OF CURVATURE:	22°55'06"
	ST	STA BK TRK 2 408+09.08	485988.7993	1310049.9903	TC:	102.53'
		= STA AHD TRK 2 408+30.49			EA:	1.125"
					EU:	0.459"
					DESIGN SPEED:	10 MPH

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 77°36'11" E / 646.01'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	49°45'13"
					LS (1) / LS (2):	70.00' / 70.00'
					Theta (s) (1) / (2):	4°04'18" / 4°04'18"
	PI	STA TRK 2 417+40.06	486184.0669	1310938.3512	RC:	492.50'
	TS	STA TRK 2 414+76.50	486127.4865	1310680.9414	Delta (c):	41°36'36"
CN 2 417.1	SC	STA TRK 2 415+46.50	486140.8877	1310749.6306	LC:	357.67'
	CS	STA TRK 2 419+04.17	486065.2835	1311091.2250	DEGREE OF CURVATURE:	11°38'01"
	ST	STA TRK 2 419+74.17	486024.1482	1311147.8438	TC:	187.13'
					EA:	2.000"
					EU:	1.216"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 52°38'36" W / 113.40'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	25°43'20"
					LS (1) / LS (2):	60.00' / 60.00'
					Theta (s) (1) / (2):	3°07'31" / 3°07'31"
	PI	STA TRK 2 422+43.21	485860.9025	1311361.6946	RC:	550.00'
	TS	STA TRK 2 420+87.58	485955.3368	1311237.9862	Delta (c):	19°28'18"
CN 2 422.1	SC	STA TRK 2 421+47.58	485919.8080	1311286.3262	LC:	186.91'
	CS	STA TRK 2 423+34.49	485842.6810	1311455.6000	DEGREE OF CURVATURE:	10°25'03"
	ST	STA TRK 2 423+94.49	485829.5161	1311514.1298	TC:	94.37'
					EA:	1.750"
					EU:	1.130"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 78°21'55" W / 106.87'
		CURVE WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	67°31'37"
					LS (1) / LS (2):	115.00' / 115.00'
					Theta (s) (1) / (2):	11°45'58" / 11°45'58"
	PI	STA TRK 2 427+47.28	485758.3701	1311859.6666	RC:	280.00'
	TS	STA TRK 2 425+01.36	485807.9643	1311618.8010	Delta (c):	43°59'41"
CN 2 427.1	SC	STA TRK 2 426+16.36	485777.1829	1311729.3813	LC:	215.00'
	CS	STA TRK 2 428+31.36	485627.8361	1311876.6671	DEGREE OF CURVATURE:	20°27'46"
	ST	STA BK TRK 2 429+46.36	485516.8387	1311905.9091	TC:	113.11'
		= STA AHD TRK 2 429+20.79			EA:	3.375"
					EU:	2.282"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 10°50'18" W / 402.83'
		COMPOUND CURVES WITH SPIRALS				
					TOTAL CENTRAL ANGLE:	90°32'57"
					LS (1) / (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	13°38'31" / 14°44'37"
	PI	STA TRK 1 434+63.02	484984.2826	1312007.8699	RC (1) / (2):	105.00' / 1300.00'
	TS	STA TRK 1 433+23.61	485121.1983	1311981.6566	DELTA C (1) / (2):	56°49'50" / 5°19'59"
CN 2 434.1	SC	STA TRK 1 433+73.61	485073.1111	1311994.8872	LC (1) / (2):	104.15' / 121.00'
	CS	STA TRK 1 434+77.76	485012.8262	1312074.5852	DEGREE OF CURVATURE (1) /	54°34'03" / 4°24'27"
	SC	STA TRK 1 435+27.76	485013.5005	1312124.4362	TC (1) / (2):	56.81' / 60.55'
	PT	STA TRK 1 436+48.76	485031.8407	1312243.9971	EA (1) / (2):	1.125" / 0.000"
		STA BK TRK 2 436+98.39	485041.6387	1312292.6442	EU (1) / (2):	2.646" / 0.685"
		= STA AHD TRK 2 436+80.90			DESIGN SPEED (1) / (2):	10 MPH / 15 MPH

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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PROFESSIONAL CERTIFICATION

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License No. Expiration Date

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DESGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 391+36 TO STA TRK 2 436+80

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–40

SHEET NO. 72 OF 691

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12/10/2013

CURVE NO.	POINT	STATION	PROJECT COORDINATES		DATA	
			NORTHING	EASTING		
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 78°36'45" E / 154.42'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	8°03'04"
					LS (1) / LS (2):	0.00' / 0.00'
					Theta (s) (1) / (2):	0.00' / 0.00'
					RC:	4450.00'
	PI	STA TRK 2 440+98.86	485124.1620	1312702.3755	Delta (c):	8°03'04"
CN 2 441.1	PC	STA TRK 2 437+85.70	485062.3297	1312395.3758	LC:	625.30'
	PT	STA BK TRK 2 444+11.00	485228.3817	1312997.6895	DEGREE OF CURVATURE:	1°17'15"
		= STA AHD TRK 2 444+44.29			TC:	313.16'
					EA:	0.250"
					EU:	0.551"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING AND DISTANCE:	N 70°33'41" E / 572.80'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 440+99 TO STA TRK 2 444+44

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–41

SHEET NO. 73 OF 691

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12/10/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	82°55'56"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	9°10'02" / 9°10'02"
	PI	STA TRK 2 451+28.50	485,456.0825	1,313,642.8963	Rc:	125.00'
	TS	STA TRK 2 449+97.59	485,412.5153	1,313,519.4456	DELTA (c):	64°35'51"
CN 2 451.1	SC	STA TRK 2 450+37.59	485,423.7851	1,313,557.7778	Lc:	140.93'
	CS	STA TRK 2 451+78.52	485,373.6840	1,313,681.6103	DEGREE OF CURVATURE:	45°50'12"
	ST	STA BK TRK 2 452+18.52	485,338.9304	1,313,701.3221	Tc:	79.02'
		= STA AHD TRK 2 451+88.89			Ea:	1.125"
					Eu:	2.043"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 26°30'22" E / 304.15'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	8°13'45"
					Ls (1) / Ls (2):	42.00' / 42.00'
					THETA (s) (1) / (2):	1°51'56" / 1°51'56"
	PI	STA TRK 2 455+60.44	485,006.4290	1,313,867.1463	Rc:	645.00'
	TS	STA TRK 2 454+93.04	485,066.7502	1,313,837.0631	DELTA (c):	4°29'54"
CN 2 455.1	SC	STA TRK 2 455+35.04	485,029.3724	1,313,856.2134	Lc:	50.64'
	CS	STA TRK 2 455+85.68	484,985.8060	1,313,881.9998	DEGREE OF CURVATURE:	8°52'59"
	ST	STA TRK 2 456+27.68	484,951.0347	1,313,905.5538	Tc:	25.33'
					Ea:	1.000"
					Eu:	0.381"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 34°44'07" E / 128.21'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	20°53'35"
					Ls (1) / Ls (2):	88.00' / 88.00'
					THETA (s) (1) / (2):	1°47'00" / 1°47'00"
	PI	STA TRK 2 460+60.59	484,595.2739	1,314,152.2195	Rc:	1413.75'
	TS	STA TRK 2 457+55.88	484,845.6746	1,313,978.6049	DELTA (c):	17°19'36"
CN 2 460.1	SC	STA TRK 2 458+43.88	484,772.8437	1,314,027.9912	Lc:	427.53'
	CS	STA TRK 2 462+71.42	484,384.6399	1,314,203.1806	DEGREE OF CURVATURE:	4°03'10"
	ST	STA BK TRK 2 463+59.42	484,299.4223	1,314,225.1189	Tc:	215.41'
		= STA AHD TRK 2 463+57.64			Ea:	1.125"
					Eu:	2.306"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 13°50'32" E / 615.11'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	23°58'14"
					Ls (1) / Ls (2):	100.00' / 100.00'
					THETA (s) (1) / (2):	1°30'28" / 1°30'28"
	PI	STA TRK 2 474+26.14	483,261.9556	1,314,480.7560	Rc:	1900.00'
	TS	STA TRK 2 469+72.75	483,702.1789	1,314,372.2827	DELTA (c):	20°57'18"
CN 2 474.1	SC	STA TRK 2 470+72.75	483,605.2996	1,314,397.0576	Lc:	694.89'
	CS	STA TRK 2 477+67.63	482,983.3025	1,314,698.1105	DEGREE OF CURVATURE:	3°00'56"
	ST	STA BK TRK 2 478+67.63	482,903.7682	1,314,758.7214	Tc:	351.37'
		= STA AHD TRK 2 478+73.39			Ea:	1.125"
					Eu:	2.210"
					DESIGN SPEED:	40 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°48'46" E / 685.69'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°28'25"
					Ls (1) / Ls (2):	56.00' / 56.00'
					THETA (s) (1) / (2):	0°06'25" / 0°06'25"
	PI	STA TRK 2 486+49.08	482,290.9561	1,315,234.2841	Rc:	15000.00'
	TS	STA TRK 2 485+59.08	482,362.0598	1,315,179.1053	DELTA (c):	0°15'35"
CN 2 486.1	SC	STA TRK 2 486+15.08	482,317.7973	1,315,213.4103	Lc:	68.00'
	CS	STA TRK 2 486+83.08	482,263.9010	1,315,254.8799	DEGREE OF CURVATURE:	0°22'55"
	ST	STA TRK 2 487+39.08	482,219.3987	1,315,288.8732	Tc:	34.00'
					Ea:	1.125"
					Eu:	-0.802"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°20'20" E / 147.84'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°56'47"
					Ls (1) / Ls (2):	80.00' / 80.00'
					THETA (s) (1) / (2):	0°27'30" / 0°27'30"
	PI	STA TRK 2 490+11.86	482,002.5274	1,315,454.3183	Rc:	5000.00'
	TS	STA TRK 2 488+86.92	482,101.8563	1,315,378.5431	DELTA (c):	1°01'46"
CN 2 490.1	SC	STA TRK 2 489+66.92	482,038.3812	1,315,427.2348	Lc:	89.85'
	CS	STA TRK 2 490+56.77	481,967.8843	1,315,482.9342	DEGREE OF CURVATURE:	1°08'45"
	ST	STA BK TRK 2 491+36.77	481,905.8294	1,315,533.4233	Tc:	44.92'
		= STA AHD TRK 2 491+37.58			Ea:	1.125"
					Eu:	0.479"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 39°17'07" E / 314.74'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	13°38'54"
					Ls (1) / Ls (2):	80.00' / 80.00'
					THETA (s) (1) / (2):	2°17'31" / 2°17'31"
	PI	STA TRK 2 496+12.03	481,538.6075	1,315,833.8336	Rc:	1000.00'
	TS	STA TRK 2 494+52.33	481,662.2169	1,315,732.7135	DELTA (c):	9°03'53"
CN 2 496.1	SC	STA TRK 2 495+32.33	481,600.9819	1,315,784.1855	Lc:	158.21'
	CS	STA TRK 2 496+90.54	481,491.4118	1,315,898.0835	DEGREE OF CURVATURE:	5°43'46"
	ST	STA BK TRK 2 497+70.54	481,442.3494	1,315,961.2656	Tc:	79.27'
		= STA AHD TRK 2 497+74.73			Ea:	1.125"
					Eu:	2.439"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES		STA BK TRK 2 509+51.76	480,732.9082	1,316,900.4645	BEARING / DISTANCE:	S 52°56'02" E / 2755.17'
		= STA AHD TRK 2 509+52.10	480,732.9082	1,316,900.4645		
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	44°09'46"
					Ls (1) / Ls (2):	55.00' / 55.00'
					THETA (s) (1) / (2):	1°53'29" / 1°53'29"
	PI	STA TRK 2 528+95.72	479,561.4102	1,318,451.3607	Rc:	833.00'
	TS	STA TRK 2 525+30.23	479,781.7063	1,318,159.7200	DELTA (c):	40°22'47"
CN 2 528.1	SC	STA TRK 2 525+85.23	479,749.0423	1,318,203.9667	Lc:	587.07'
	CS	STA TRK 2 531+72.30	479,600.3707	1,318,759.4056	DEGREE OF CURVATURE:	6°52'42"
	ST	STA BK TRK 2 532+27.30	479,606.5643	1,318,814.0531	Tc:	306.32'
		= STA AHD TRK 2 532+43.04			Ea:	1.125"
					Eu:	1.846"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 1315.86'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 451+28 TO STA TRK 2 545+58

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–42

SHEET NO. 74 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°46'26"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'17" / 0°05'17"
	PI	STA TRK 2 546+66.70	479,782.4483	1,320,226.8105	Rc:	13000.00'
	TS	STA TRK 2 545+58.90	479,769.1300	1,320,119.8338	DELTA (c):	0°35'52"
CN 2 546.1	SC	STA TRK 2 545+98.90	479,774.0921	1,320,159.5249	Lc:	135.60'
	CS	STA TRK 2 547+34.50	479,791.7533	1,320,293.9716	DEGREE OF CURVATURE:	0°26'27"
	ST	STA BK TRK 2 547+74.50	479,797.2104	1,320,333.5976	Tc:	67.80'
		= STA AHD TRK 2 547+74.69			Ea:	0.000"
					Eu:	0.617"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°07'46" E / 250.71'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°46'26"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'17" / 0°05'17"
	PI	STA TRK 2 551+33.30	479,846.3165	1,320,688.8258	Rc:	13013.75'
	TS	STA TRK 2 550+25.40	479,831.5417	1,320,581.9467	DELTA (c):	0°35'52"
CN 2 551.1	SC	STA TRK 2 550+65.40	479,836.9988	1,320,621.5727	Lc:	135.79'
	CS	STA TRK 2 552+01.19	479,854.6841	1,320,756.2036	DEGREE OF CURVATURE:	0°26'25"
	ST	STA BK TRK 2 552+41.19	479,859.6462	1,320,795.8946	Tc:	67.89'
		= STA AHD TRK 2 552+41.00			Ea:	0.000"
					Eu:	0.616"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 815.69'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°44'28"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'03" / 0°05'03"
	PI	STA TRK 2 561+64.74	479,973.7684	1,321,712.5607	Rc:	13613.75'
	TS	STA TRK 2 560+56.69	479,960.4193	1,321,605.3368	DELTA (c):	0°34'22"
CN 2 561.1	SC	STA TRK 2 560+96.69	479,965.3416	1,321,645.0327	Lc:	136.10'
	CS	STA TRK 2 562+32.79	479,981.2820	1,321,780.1964	DEGREE OF CURVATURE:	0°25'15"
	ST	STA BK TRK 2 562+72.79	479,985.7294	1,321,819.9484	Tc:	68.05'
		= STA AHD TRK 2 562+72.62			Ea:	0.000"
					Eu:	0.589"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 83°38'40" E / 271.03'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	0°44'28"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°05'03" / 0°05'03"
	PI	STA TRK 2 566+51.61	480,027.6827	1,322,196.6121	Rc:	13600.00'
	TS	STA TRK 2 565+43.65	480,015.7315	1,322,089.3128	DELTA (c):	0°34'21"
CN 2 566.1	SC	STA TRK 2 565+83.65	480,020.1789	1,322,129.0648	Lc:	135.92'
	CS	STA TRK 2 567+19.57	480,036.0985	1,322,264.0518	DEGREE OF CURVATURE:	0°25'17"
	ST	STA BK TRK 2 567+59.57	480,041.0208	1,322,303.7478	Tc:	67.96'
		= STA AHD TRK 2 567+59.75			Ea:	0.000"
					Eu:	0.590"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 1138.41'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°21'31"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°09'32" / 0°09'32"
	PI	STA TRK 2 580+03.68	480,194.7006	1,323,538.1538	Rc:	7213.75'
	TS	STA TRK 2 578+98.16	480,181.6634	1,323,433.4350	DELTA (c):	1°02'27"
CN 2 580.1	SC	STA TRK 2 579+38.16	480,186.5685	1,323,473.1331	Lc:	131.05'
	CS	STA TRK 2 580+69.20	480,201.2153	1,323,603.3563	DEGREE OF CURVATURE:	0°47'39"
	SS	STA TRK 2 581+09.20	480,205.2513	1,323,643.1522	Tc:	65.52'
					Ea:	0.000"
					Eu:	0.672"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°21'31"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	0°09'33" / 0°09'33"
	PI	STA TRK 2 582+14.57	480,215.7858	1,323,747.9884	Rc:	7200.00'
	SS	STA TRK 2 581+09.20	480,205.2513	1,323,643.1522	DELTA (c):	1°02'25"
CN 2 582.1	SC	STA TRK 2 581+49.20	480,209.2874	1,323,682.9480	Lc:	130.72'
	CS	STA TRK 2 582+79.92	480,223.8978	1,323,812.8472	DEGREE OF CURVATURE:	0°47'45"
	ST	STA TRK 2 583+19.92	480,228.8028	1,323,852.5453	Tc:	65.36'
					Ea:	0.000"
					Eu:	0.674"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°54'12" E / 121.15'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	9°39'47"
					Ls (1) / Ls (2):	115.00' / 115.00'
					THETA (s) (1) / (2):	2°11'47" / 2°11'47"
	PI	STA TRK 2 586+25.39	480,266.5411	1,324,155.6719	Rc:	1500.00'
	TS	STA TRK 2 584+41.07	480,243.7697	1,323,972.7644	DELTA (c):	5°16'14"
CN 2 586.1	SC	STA TRK 2 585+56.07	480,259.4331	1,324,086.6852	Lc:	137.98'
	CS	STA TRK 2 586+94.05	480,287.9419	1,324,221.6394	DEGREE OF CURVATURE:	3°49'11"
	SS	STA TRK 2 588+09.05	480,319.6915	1,324,332.1619	Tc:	69.04'
					Ea:	1.125"
					Eu:	2.109"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	32°00'38"
					Ls (1) / Ls (2):	115.00' / 115.00'
					THETA (s) (1) / (2):	3°33'42" / 3°33'42"
	PI	STA TRK 2 591+32.04	480,412.8302	1,324,641.4361	Rc:	925.00'
	SS	STA TRK 2 588+09.05	480,319.6915	1,324,332.1620	DELTA (c):	24°53'14"
CN 2 591.1	SC	STA TRK 2 589+24.05	480,350.5591	1,324,442.9214	Lc:	401.79'
	CS	STA TRK 2 593+25.84	480,355.8089	1,324,841.5220	DEGREE OF CURVATURE:	6°11'39"
	ST	STA BK TRK 2 594+40.84	480,327.8691	1,324,953.0560	Tc:	204.11'
		= STA AHD TRK 2 594+31.55			Ea:	1.125"
					Eu:	2.728"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 74°44'58" E / 712.36'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 545+58 TO STA TRK 2 601+43

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–43

SHEET NO. 75 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	81°11'51"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	10°46'18" / 10°46'18"
	PI	STA TRK 2 602+75.15	480,105.9665	1,325,766.9487	Rc:	125.00'
	TS	STA TRK 2 601+43.92	480,140.4871	1,325,640.3342	DELTA (c):	59°39'16"
CN 2 602.1	SC	STA TRK 2 601+90.92	480,131.0022	1,325,686.2919	Lc:	130.15'
	CS	STA TRK 2 603+21.06	480,184.2371	1,325,798.6666	DEGREE OF CURVATURE:	45°50'12"
	ST	STA TRK 2 603+68.06	480,225.8071	1,325,820.4382	Tc:	71.67'
					Ea:	1.125"
					Eu:	2.043"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 24°03'11" E / 125.13'
	COMPOUND CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	66°36'09"
	PI	STA TRK 2 611+76.37	480,963.9296	1,326,149.8912	Ls (1) / (2) / (3):	60.00' / 60.00' / 60.00'
	TS	STA TRK 2 604+93.19	480,340.0686	1,325,871.4376	THETA (s) (1) / (2) / (3):	1°46'33" / 3°21'02" / 1°34'29"
	SC	STA TRK 2 605+53.19	480,394.6008	1,325,896.4562	Rc (1) / (2):	968.00' / 1091.50'
	CS	STA TRK 2 611+23.66	480,807.7274	1,326,277.8353	DELTA (c) (1) / (2):	33°45'57" / 26°08'08"
CN 2 611.1	SC	STA TRK 2 611+83.66	480,836.5336	1,326,330.4583	Lc (1) / (2):	570.47' / 497.89'
	CS	STA TRK 2 616+81.54	480,955.8340	1,326,809.4078	DEGREE OF CURVATURE (1) / (2):	5°55'08" / 5°14'57"
	ST	STA TRK 2 617+41.54	480,955.6972	1,326,869.4056	Tc (1) / Tc (2):	293.79' / 253.35'
					Ea (1) / Ea (2):	-1.125" / -1.125"
					Eu (1) / Eu (2):	2.045" / 1.941"
					DESIGN SPEED (1) / (2):	15 MPH / 15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 89°20'40" E / 527.15'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	9°33'35"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	2°08'14" / 2°08'14"
	PI	STA TRK 2 623+44.89	480,948.7945	1,327,472.7073	Rc:	630.00'
	TS	STA TRK 2 622+68.70	480,949.6662	1,327,396.5223	DELTA (c):	5°17'07"
CN 2 623.1	SC	STA TRK 2 623+15.70	480,949.7128	1,327,443.5193	Lc:	58.11'
	CS	STA TRK 2 623+73.81	480,953.8908	1,327,501.4615	DEGREE OF CURVATURE:	9°05'40"
	ST	STA BK TRK 2 624+20.81	480,960.5872	1,327,547.9791	Tc:	29.08'
		= STA AHD TRK 2 624+29.72			Ea:	0.750"
					Eu:	0.664"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 81°05'45" E / 568.56'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	7°38'28"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	1°10'09" / 1°10'09"
	PI	STA TRK 2 631+05.09	481,065.1214	1,328,215.2106	Rc:	1225.00'
	TS	STA TRK 2 629+98.28	481,048.5890	1,328,109.6858	DELTA (c):	5°18'09"
CN 2 631.1	SC	STA TRK 2 630+48.28	481,055.9917	1,328,159.1339	Lc:	113.37'
	CS	STA TRK 2 631+61.65	481,066.0335	1,328,272.0184	DEGREE OF CURVATURE:	4°40'38"
	ST	STA BK TRK 2 632+11.65	481,067.4755	1,328,321.9967	Tc:	56.73'
		= STA AHD TRK 2 632+08.45			Ea:	-1.125"
					Eu:	1.852"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 88°44'14" E / 796.29'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	28°53'43"
					Ls (1) / Ls (2):	95.00' / 50.00'
					THETA (s) (1) / (2):	6°48'14" / 3°34'52"
	PI	STA TRK 2 641+54.11	481,088.3175	1,329,267.4263	Rc:	400.00'
	TS	STA TRK 2 640+04.73	481,085.0254	1,329,118.0919	DELTA (c):	18°30'37"
CN 2 641.1	SC	STA TRK 2 640+99.73	481,083.3605	1,329,213.0177	Lc:	129.23'
	CS	STA TRK 2 642+28.96	481,050.5020	1,329,337.4162	DEGREE OF CURVATURE:	14°19'26"
	ST	STA BK TRK 2 642+78.96	481,028.2439	1,329,382.1790	Tc:	65.18'
		= STA AHD TRK 2 642+69.58			Ea:	1.125"
					Eu:	1.103"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 62°22'04" E / 426.55'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	32°15'09"
					Ls (1) / Ls (2):	55.00' / 110.00'
					THETA (s) (1) / (2):	3°39'51" / 7°19'43"
	PI	STA TRK 2 648+49.69	480,759.1949	1,329,896.1174	Rc:	430.00'
	TS	STA TRK 2 646+96.13	480,830.4127	1,329,760.0768	DELTA (c):	21°15'35"
CN 2 648.1	SC	STA TRK 2 647+51.13	480,803.8760	1,329,808.2401	Lc:	159.55'
	CS	STA TRK 2 649+10.69	480,697.8770	1,329,926.2683	DEGREE OF CURVATURE:	13°19'29"
	ST	STA TRK 2 650+20.69	480,605.2308	1,329,985.4215	Tc:	80.70'
					Ea:	1.125"
					Eu:	0.947"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 30°06'54" E / 69.09'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	39°27'35"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	3°16'27" / 3°16'27"
	PI	STA TRK 2 652+35.36	480,419.5304	1,330,093.1338	Rc:	350.00'
	TS	STA TRK 2 650+89.77	480,545.4688	1,330,020.0855	DELTA (c):	32°54'42"
CN 2 652.1	SC	STA TRK 2 651+29.77	480,511.2615	1,330,040.8074	Lc:	201.05'
	CS	STA TRK 2 653+30.82	480,383.3905	1,330,192.3637	DEGREE OF CURVATURE:	16°22'13"
	ST	STA BK TRK 2 653+70.82	480,368.7219	1,330,229.5708	Tc:	103.38'
		= STA AHD TRK 2 653+80.40			Ea:	1.125"
					Eu:	1.421"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 69°34'30" E / 347.33'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	17°22'05"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	2°59'03" / 2°59'03"
	PI	STA TRK 2 658+26.07	480,213.1908	1,330,647.2217	Rc:	480.00'
	TS	STA TRK 2 657+27.73	480,247.5111	1,330,555.0608	DELTA (c):	11°23'59"
CN 2 658.1	SC	STA TRK 2 657+77.73	480,230.8800	1,330,602.2075	Lc:	95.50'
	CS	STA TRK 2 658+73.23	480,211.4785	1,330,695.5565	DEGREE OF CURVATURE:	11°56'12"
	ST	STA BK TRK 2 659+23.23	480,207.9460	1,330,745.4255	Tc:	47.91'
		= STA AHD TRK 2 659+33.84			Ea:	1.125"
					Eu:	0.731"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 86°56'34" E / 376.11'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 601+43 TO STA TRK 2 663+20

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–44

SHEET NO. 76 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	52°07'47"
					Ls (1) / Ls (2):	71.00' / 71.00'
					THETA (s) (1) / (2):	6°13'13" / 6°13'13"
	PI	STA TRK 2 665+05.71	480,177.4475	1,331,316.4738	Rc:	327.00'
	TS	STA TRK 2 663+09.96	480,187.8871	1,331,121.0048	DELTA (c):	39°41'22"
CN 2 665.1	SC	STA TRK 2 663+80.96	480,181.5415	1,331,191.6833	Lc:	226.52'
	CS	STA TRK 2 666+07.48	480,073.4931	1,331,385.6323	DEGREE OF CURVATURE:	17°31'18"
	ST	STA BK TRK 2 666+78.48	480,016.7350	1,331,428.2261	Tc:	118.02'
		= STA AHD TRK 2 666+62.85			Ea:	1.125"
					Eu:	1.600"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 34°48'47" E / 109.84'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	32°33'48"
					Ls (1) / Ls (2):	95.00' / 95.00'
					THETA (s) (1) / (2):	4°27'42" / 4°27'42"
	PI	STA TRK 2 669+98.53	479,741.1378	1,331,619.8641	Rc:	610.00'
	TS	STA TRK 2 667+72.70	479,926.5531	1,331,490.9346	DELTA (c):	23°38'25"
CN 2 669.1	SC	STA TRK 2 668+67.70	479,850.0107	1,331,547.1608	Lc:	251.69'
	CS	STA TRK 2 671+19.38	479,693.0616	1,331,741.6333	DEGREE OF CURVATURE:	9°23'34"
	ST	STA TRK 2 672+14.38	479,654.2645	1,331,828.3220	Tc:	127.66'
					Ea:	2.250"
					Eu:	1.807"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 67°22'35" E / 122.35'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	1°10'29"
					Rc:	6000.00'
					DELTA (c):	1°10'29"
	PI	STA TRK 2 673+98.24	479,583.5407	1,331,998.0284	Lc:	123.01'
CN 2 673.1	PC	STA TRK 2 673+36.73	479,607.2012	1,331,941.2534	DEGREE OF CURVATURE:	0°57'18"
	PT	STA TRK 2 674+59.74	479,561.0490	1,332,055.2765	Tc:	61.51'
					Ea:	1.125"
					Eu:	-0.317"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 68°33'04" E / 131.09'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	2°36'15"
					Rc:	5150.00'
					DELTA (c):	2°36'15"
	PI	STA TRK 2 677+07.89	479,470.3090	1,332,286.2374	Lc:	234.08'
CN 2 677.1	PC	STA TRK 2 675+90.83	479,513.1144	1,332,177.2847	DEGREE OF CURVATURE:	1°06'45"
	PT	STA TRK 2 678+24.91	479,422.5973	1,332,393.1327	Tc:	117.06'
					Ea:	-1.125"
					Eu:	2.067"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 65°56'49" E / 118.08'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	50°19'02"
					Ls (1) / Ls (2):	142.00' / 142.00'
					THETA (s) (1) / (2):	7°12'00" / 7°12'00"
	PI	STA TRK 2 682+80.02	479,237.1024	1,332,808.7239	Rc:	565.00'
	TS	STA TRK 2 679+42.98	479,374.4707	1,332,500.9577	DELTA (c):	35°55'02"
CN 2 682.1	SC	STA TRK 2 680+84.98	479,311.2597	1,332,628.0014	Lc:	354.18'
	CS	STA TRK 2 684+39.17	479,047.4662	1,332,855.6075	DEGREE OF CURVATURE:	10°08'27"
	ST	STA BK TRK 2 685+81.17	478,912.5334	1,332,899.5262	Tc:	183.13'
		= STA AHD TRK 2 685+39.11			Ea:	2.250"
					Eu:	2.131"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 15°37'47" E / 738.88'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	32°05'47"
					Ls (1) / Ls (2):	67.00' / 67.00'
					THETA (s) (1) / (2):	6°23'53" / 6°23'53"
	PI	STA TRK 2 693+97.96	478,085.4446	1,333,130.9148	Rc:	300.00'
	TS	STA TRK 2 692+78.00	478,200.9706	1,333,098.5949	DELTA (c):	19°18'01"
CN 2 693.1	SC	STA TRK 2 693+45.00	478,135.8571	1,333,114.2239	Lc:	101.06'
	CS	STA TRK 2 694+46.05	478,035.2813	1,333,113.4893	DEGREE OF CURVATURE:	19°05'55"
	ST	STA TRK 2 695+13.05	477,970.4031	1,333,096.9108	Tc:	51.01'
					Ea:	0.563"
					Eu:	2.408"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 16°28'00" W / 190.61'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	35°23'45"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	6°45'58" / 6°45'58"
	PI	STA TRK 2 697+90.79	477,704.0519	1,333,018.1827	Rc:	199.00'
	TS	STA TRK 2 697+03.66	477,787.6155	1,333,042.8825	DELTA (c):	21°51'49"
CN 2 697.1	SC	STA TRK 2 697+50.66	477,743.1299	1,333,027.8062	Lc:	75.94'
	CS	STA TRK 2 698+26.59	477,680.6781	1,332,985.4204	DEGREE OF CURVATURE:	28°47'31"
	ST	STA BK TRK 2 698+73.59	477,650.2399	1,332,949.6464	Tc:	38.44'
		= STA AHD TRK 2 698+48.09			Ea:	0.000"
					Eu:	1.990"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 51°51'45" W / 210.36'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	35°03'05"
					Ls (1) / Ls (2):	47.00' / 47.00'
					THETA (s) (1) / (2):	8°24'55" / 8°24'55"
	PI	STA TRK 2 701+32.64	477,474.5156	1,332,725.8392	Rc:	160.00'
	TS	STA TRK 2 700+58.45	477,520.3325	1,332,784.1928	DELTA (c):	18°13'14"
CN 2 701.1	SC	STA TRK 2 701+05.45	477,489.5631	1,332,748.7243	Lc:	50.88'
	CS	STA TRK 2 701+56.33	477,447.7250	1,332,720.1450	DEGREE OF CURVATURE:	35°48'36"
	ST	STA BK TRK 2 702+03.33	477,403.4951	1,332,704.3817	Tc:	25.66'
		= STA AHD TRK 2 702+17.18			Ea:	0.000"
					Eu:	2.475"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 16°48'40" W / 1291.63'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. Expiration Date

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 663+20 TO STA TRK 2 715+08

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–45

SHEET NO. 77 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	55°48'24"
					Ls (1) / Ls (2):	134.00' / 134.00'
					THETA (s) (1) / (2):	10°50'39" / 10°50'39"
	PI	STA TRK 2 717+64.31	475,922.4853	1,332,256.9241	Rc:	354.00'
	TS	STA TRK 2 715+08.82	476,167.0635	1,332,330.8186	DELTA (c):	34°07'06"
CN 2 717.1	SC	STA TRK 2 716+42.82	476,036.8102	1,332,300.2738	Lc:	210.80'
	CS	STA TRK 2 718+53.61	475,832.9917	1,332,340.2325	DEGREE OF CURVATURE:	16°11'07"
	ST	STA TRK 2 719+87.61	475,723.9138	1,332,417.6981	Tc:	108.63'
					Ea:	4.000"
					Eu:	2.992"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 38°59'44" E / 100.09'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°12'56"
					Ls (1) / Ls (2):	111.00' / 111.00'
					THETA (s) (1) / (2):	5°01'25" / 5°01'25"
	PI	STA TRK 2 722+44.80	475,524.0295	1,332,579.5350	Rc:	633.00'
	TS	STA TRK 2 720+87.71	475,646.1224	1,332,480.6822	DELTA (c):	8°10'06"
CN 2 722.1	SC	STA TRK 2 721+98.71	475,557.8797	1,332,547.9563	Lc:	90.24'
	CS	STA TRK 2 722+88.95	475,479.7038	1,332,592.8871	DEGREE OF CURVATURE:	9°03'05"
	ST	STA BK TRK 2 723+99.95	475,377.1544	1,332,635.2687	Tc:	45.20'
		= STA AHD TRK 2 724+17.59			Ea:	2.750"
					Eu:	2.880"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 20°46'48" E / 288.76'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	28°45'56"
					Ls (1) / Ls (2):	105.00' / 105.00'
					THETA (s) (1) / (2):	2°07'33" / 2°07'33"
	PI	STA TRK 2 731+21.79	474,718.7612	1,332,885.1045	Rc:	1415.00'
	TS	STA TRK 2 727+06.36	475,107.1737	1,332,737.7164	DELTA (c):	24°30'50"
CN 2 731.1	SC	STA TRK 2 728+11.36	475,009.4781	1,332,776.1770	Lc:	605.40'
	CS	STA TRK 2 734+16.76	474,518.3144	1,333,122.1754	DEGREE OF CURVATURE:	4°02'57"
	ST	STA BK TRK 2 735+21.76	474,449.2070	1,333,201.2185	Tc:	307.41'
		= STA AHD TRK 2 735+28.79			Ea:	2.000"
					Eu:	1.428"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 49°32'43" E / 271.29'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	23°01'25"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	2°43'42" / 2°43'42"
	PI	STA TRK 2 739+58.44	474,170.4296	1,333,528.1486	Rc:	630.00'
	TS	STA TRK 2 738+00.08	474,273.1786	1,333,407.6519	DELTA (c):	17°34'01"
CN 2 739.1	SC	STA TRK 2 738+60.08	474,234.9813	1,333,453.9146	Lc:	193.16'
	CS	STA TRK 2 740+53.24	474,141.8706	1,333,622.2868	DEGREE OF CURVATURE:	9°05'40"
	ST	STA BK TRK 2 741+13.24	474,122.9928	1,333,679.2333	Tc:	97.34'
		= STA AHD TRK 2 741+18.87			Ea:	1.750"
					Eu:	2.179"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 72°34'08" E / 419.03'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	5°03'51"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	0°46'53" / 0°46'53"
	PI	STA TRK 2 746+65.18	473,959.3408	1,334,200.4596	Rc:	2200.00'
	TS	STA TRK 2 745+37.89	473,997.4710	1,334,079.0161	DELTA (c):	3°30'05"
CN 2 746.1	SC	STA TRK 2 745+97.89	473,979.7582	1,334,136.3414	Lc:	134.45'
	CS	STA TRK 2 747+32.34	473,945.1956	1,334,266.2466	DEGREE OF CURVATURE:	2°36'16"
	ST	STA TRK 2 747+92.34	473,932.0792	1,334,324.7948	Tc:	67.24'
					Ea:	1.250"
					Eu:	0.955"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 77°37'59" E / 108.69'
	CURVE WITH NO SPIRALS					
					TOTAL CENTRAL ANGLE:	1°25'23"
					Rc:	5164.00'
					DELTA (c):	1°25'23"
	PI	STA TRK 2 749+65.16	473,895.0659	1,334,493.6055	Lc:	128.26'
CN 2 749.1	PC	STA TRK 2 749+01.03	473,908.8017	1,334,430.9588	DEGREE OF CURVATURE:	1°06'34"
	PT	STA BK TRK 2 750+29.29	473,879.7784	1,334,555.8917	Tc:	64.13'
		= STA AHD TRK 2 750+29.13			Ea:	0.000"
					Eu:	0.939"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 76°12'36" E / 371.53'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°17'19"
					Ls (1) / Ls (2):	70.00' / 70.00'
					THETA (s) (1) / (2):	0°12'01" / 0°12'01"
	PI	STA TRK 2 755+48.27	473,756.0346	1,335,060.0644	Rc:	10014.00'
	TS	STA TRK 2 754+00.67	473,791.2187	1,334,916.7129	DELTA (c):	0°53'17"
CN 2 755.1	SC	STA TRK 2 754+70.67	473,774.4539	1,334,984.6757	Lc:	155.20'
	CS	STA TRK 2 756+25.87	473,735.7671	1,335,134.9774	DEGREE OF CURVATURE:	0°34'20"
	ST	STA BK TRK 2 756+95.87	473,717.6359	1,335,202.5884	Tc:	77.60'
		= STA AHD TRK 2 756+95.55			Ea:	0.000"
					Eu:	0.484"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 74°55'17" E / 210.28'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	96°17'45"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	9°57'52" / 9°57'52"
	PI	STA TRK 2 760+54.84	473,624.1698	1,335,549.5052	Rc:	115.00'
	TS	STA TRK 2 759+05.83	473,662.9343	1,335,405.6237	DELTA (c):	76°22'01"
CN 2 760.1	SC	STA TRK 2 759+45.83	473,650.3258	1,335,443.5280	Lc:	153.28'
	CS	STA TRK 2 760+99.11	473,523.3867	1,335,507.5758	DEGREE OF CURVATURE:	49°49'21"
	ST	STA TRK 2 761+39.11	473,485.4072	1,335,495.1961	Tc:	90.44'
					Ea:	0.500"
					Eu:	0.361"
					DESIGN SPEED:	5 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 21°22'28" W / 80.04'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN JW
DRAWN JW
CHECK JB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRACK 2 ALIGNMENT DATA
STA TRK 2 715+08 TO STA TRK 2 762+19
DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-46
SHEET NO. 78 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	22°28'02"
					Ls (1) / Ls (2):	60.00' / 60.00'
					THETA (s) (1) / (2):	1°55'14" / 1°55'14"
	PI	STA TRK 2 764+26.94	473,217.3742	1,335,390.2929	Rc:	895.00'
	TS	STA TRK 2 762+19.14	473,410.8737	1,335,466.0250	DELTA (c):	18°37'34"
CN 2 764.1	SC	STA TRK 2 762+79.14	473,354.7626	1,335,444.7840	Lc:	290.95'
	CS	STA TRK 2 765+70.10	473,069.6154	1,335,393.7815	DEGREE OF CURVATURE:	6°24'06"
	ST	STA BK TRK 2 766+30.10	473,009.6203	1,335,394.2553	Tc:	146.77'
		= STA AHD TRK 2 766+12.04			Ea:	1.750"
					Eu:	1.015"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 1°05'34" E / 291.23'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	19°22'04"
					Ls (1) / Ls (2):	150.00' / 150.00'
					THETA (s) (1) / (2):	4°14'16" / 4°14'16"
	PI	STA TRK 2 771+51.45	472,470.3063	1,335,404.5414	Rc:	1014.00'
	TS	STA TRK 2 769+03.27	472,718.4391	1,335,399.8089	DELTA (c):	10°53'32"
CN 2 771.1	SC	STA TRK 2 770+53.27	472,568.4779	1,335,398.9715	Lc:	192.77'
	CS	STA TRK 2 772+46.04	472,378.1618	1,335,370.2185	DEGREE OF CURVATURE:	5°39'02"
	ST	STA TRK 2 773+96.04	472,234.6463	1,335,326.7172	Tc:	96.67'
					Ea:	3.000"
					Eu:	1.784"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 18°16'31" W / 172.15'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	7°56'51"
					Ls (1) / Ls (2):	80.00' / 80.00'
					THETA (s) (1) / (2):	1°08'15" / 1°08'15"
	PI	STA TRK 2 777+48.17	471,900.2707	1,335,216.2933	Rc:	2015.00'
	TS	STA TRK 2 775+68.19	472,071.1758	1,335,272.7328	DELTA (c):	5°40'22"
CN 2 777.1	SC	STA TRK 2 776+48.19	471,995.0479	1,335,248.1499	Lc:	199.50'
	CS	STA TRK 2 778+47.69	471,801.8094	1,335,198.8886	DEGREE OF CURVATURE:	2°50'36"
	ST	STA BK TRK 2 779+27.69	471,723.2035	1,335,184.0260	Tc:	99.83'
		= STA AHD TRK 2 779+24.77			Ea:	1.500"
					Eu:	0.907"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 10°19'40" W / 382.54'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	92°43'32"
					Ls (1) / Ls (2):	110.00' / 110.00'
					THETA (s) (1) / (2):	15°22'19" / 15°22'19"
	PI	STA TRK 2 785+79.75	471,078.8399	1,335,066.6027	Rc:	205.00'
	TS	STA TRK 2 783+07.31	471,346.8582	1,335,115.4441	DELTA (c):	61°58'53"
CN 2 785.1	SC	STA TRK 2 784+17.31	471,237.6622	1,335,105.4933	Lc:	221.77'
	CS	STA TRK 2 786+39.08	471,066.9475	1,335,229.6842	DEGREE OF CURVATURE:	27°56'57"
	ST	STA BK TRK 2 787+49.08	471,042.7985	1,335,336.6403	Tc:	123.13'
		= STA AHD TRK 2 787+72.24			Ea:	2.500"
					Eu:	1.846"
					DESIGN SPEED:	15 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 82°23'52" E / 353.37'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	15°34'59"
					Ls (1) / Ls (2):	49.90' / 49.90'
					THETA (s) (1) / (2):	0°28'55" / 0°28'55"
	PI	STA TRK 2 795+56.41	470,939.0568	1,336,113.9177	Rc:	2966.00'
	TS	STA TRK 2 791+25.61	470,996.0497	1,335,686.9026	DELTA (c):	14°37'09"
CN 2 795.1	SC	STA TRK 2 791+75.51	470,989.5869	1,335,736.3822	Lc:	756.78'
	CS	STA TRK 2 799+32.29	470,992.0810	1,336,491.1109	DEGREE OF CURVATURE:	1°55'54"
	ST	STA BK TRK 2 799+82.19	470,998.8707	1,336,540.5467	Tc:	380.46'
		= STA AHD TRK 2 799+86.00			Ea:	1.000"
					Eu:	0.636"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 82°01'09" E / 313.48'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	16°28'13"
					Ls (1) / Ls (2):	94.00' / 94.00'
					THETA (s) (1) / (2):	2°24'47" / 2°24'47"
	PI	STA TRK 2 805+08.04	471,071.3526	1,337,057.5316	Rc:	1116.00'
	TS	STA TRK 2 802+99.48	471,042.3953	1,336,850.9908	DELTA (c):	11°38'39"
CN 2 805.1	SC	STA TRK 2 803+93.48	471,056.7509	1,336,943.8806	Lc:	226.80'
	CS	STA TRK 2 806+20.28	471,119.9792	1,337,161.2871	DEGREE OF CURVATURE:	5°08'03"
	ST	STA TRK 2 807+14.28	471,157.6793	1,337,247.3876	Tc:	113.79'
					Ea:	2.000"
					Eu:	2.347"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 65°32'56" E / 105.53'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	22°57'58"
					Ls (1) / Ls (2):	118.45' / 118.45'
					THETA (s) (1) / (2):	2°22'17" / 2°22'17"
	PI	STA TRK 2 811+69.81	471,346.2310	1,337,662.0641	Rc:	1431.00'
	TS	STA TRK 2 808+19.81	471,201.3589	1,337,343.4509	DELTA (c):	18°13'24"
CN 2 811.1	SC	STA TRK 2 809+38.26	471,248.8916	1,337,451.9355	Lc:	455.14'
	CS	STA TRK 2 813+93.40	471,350.5992	1,337,893.6022	DEGREE OF CURVATURE:	4°00'14"
	ST	STA BK TRK 2 815+11.85	471,355.3018	1,338,011.9498	Tc:	229.51'
		= STA AHD TRK 2 815+10.27			Ea:	1.125"
					Eu:	2.265"
					DESIGN SPEED:	35 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 88°30'54" E / 1506.37'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	44°51'19"
					Ls (1) / Ls (2):	97.00' / 97.00'
					THETA (s) (1) / (2):	4°03'24" / 4°03'24"
	PI	STA TRK 2 833+48.09	471,402.9313	1,339,849.1586	Rc:	685.00'
	TS	STA TRK 2 830+16.64	471,394.3413	1,339,517.8183	DELTA (c):	36°44'31"
CN 2 833.1	SC	STA TRK 2 831+13.64	471,399.1416	1,339,614.6778	Lc:	439.27'
	CS	STA TRK 2 835+52.91	471,574.1613	1,340,009.3957	DEGREE OF CURVATURE:	8°21'52"
	ST	STA BK TRK 2 836+49.91	471,642.7213	1,340,077.9838	Tc:	227.48'
		= STA AHD TRK 2 836+60.88			Ea:	2.250"
					Eu:	2.953"
					DESIGN SPEED:	30 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 43°39'35" E / 392.56'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN JW
DRAWN JW
CHECK JB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRACK 2 ALIGNMENT DATA
STA TRK 2 762+19 TO STA TRK 2 840+53
DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. TW-47
SHEET NO. 79 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	79°54'07"
					Ls (1) / Ls (2):	138.88' / 138.88'
					THETA (s) (1) / (2):	11°48'22" / 11°48'22"
	PI	STA TRK 2 844+07.06	472,182.5486	1,340,593.1266	Rc:	337.00'
	TS	STA TRK 2 840+53.44	471,926.7192	1,340,348.9955	DELTA (c):	56°17'24"
CN 2 844.1	SC	STA TRK 2 841+92.32	472,020.2013	1,340,451.3482	Lc:	331.08'
	CS	STA TRK 2 845+23.40	472,055.5819	1,340,767.3025	DEGREE OF CURVATURE:	17°00'06"
	ST	STA BK TRK 2 846+62.28	471,987.0543	1,340,887.7971	Tc:	180.28'
		= STA AHD TRK 2 846+42.76			Ea:	4.000"
					Eu:	3.344"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 56°26'18" E / 1280.96'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°54'33"
					Ls (1) / Ls (2):	112.00' / 112.00'
					THETA (s) (1) / (2):	0°50'36" / 0°50'36"
	PI	STA TRK 2 866+13.22	470,897.7170	1,342,529.7656	Rc:	3804.00'
	TS	STA TRK 2 859+23.72	471,278.8952	1,341,955.2121	DELTA (c):	17°13'20"
CN 2 866.1	SC	STA TRK 2 860+35.72	471,216.5212	1,342,048.2349	Lc:	1143.43'
	CS	STA TRK 2 871+79.15	470,439.3981	1,342,881.1226	DEGREE OF CURVATURE:	1°30'22"
	ST	STA BK TRK 2 872+91.15	470,350.9139	1,342,949.7833	Tc:	576.06'
		= STA AHD TRK 2 872+86.53			Ea:	1.500"
					Eu:	1.103"
					DESIGN SPEED:	50 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°31'45" E / 698.00'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°55'43"
					Ls (1) / Ls (2):	75.00' / 75.00'
					THETA (s) (1) / (2):	0°20'31" / 0°20'31"
	PI	STA TRK 2 881+27.84	469,683.7232	1,343,462.2748	Rc:	6286.00'
	TS	STA TRK 2 879+84.53	469,797.3684	1,343,374.9801	DELTA (c):	1°14'42"
CN 2 881.1	SC	STA TRK 2 880+59.53	469,737.9811	1,343,420.7855	Lc:	136.58'
	CS	STA TRK 2 881+96.12	469,631.0819	1,343,505.7967	DEGREE OF CURVATURE:	0°54'41"
	ST	STA BK TRK 2 882+71.12	469,573.0802	1,343,553.3445	Tc:	68.29'
		= STA AHD TRK 2 882+71.59			Ea:	1.000"
					Eu:	0.276"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 39°27'27" E / 765.88'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°29'25"
					Ls (1) / Ls (2):	75.00' / 75.00'
					THETA (s) (1) / (2):	0°15'56" / 0°15'56"
	PI	STA TRK 2 891+80.24	468,871.5150	1,344,130.7990	Rc:	8094.00'
	TS	STA TRK 2 890+37.47	468,981.7447	1,344,040.0696	DELTA (c):	0°57'34"
CN 2 891.1	SC	STA TRK 2 891+12.47	468,923.7641	1,344,087.6431	Lc:	135.52'
	CS	STA TRK 2 892+47.99	468,818.0188	1,344,172.3989	DEGREE OF CURVATURE:	0°42'28"
	ST	STA BK TRK 2 893+22.99	468,758.9631	1,344,218.6311	Tc:	67.76'
		= STA AHD TRK 2 893+22.63			Ea:	0.500"
					Eu:	0.491"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 37°58'03" E / 1473.27'

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	1°47'23"
					Ls (1) / Ls (2):	51.00' / 51.00'
					THETA (s) (1) / (2):	0°12'33" / 0°12'33"
	PI	STA TRK 2 909+30.52	467,491.3650	1,345,207.8255	Rc:	6986.00'
	TS	STA TRK 2 907+95.90	467,597.4923	1,345,125.0070	DELTA (c):	1°22'17"
CN 2 909.1	SC	STA TRK 2 908+46.90	467,557.3241	1,345,156.4318	Lc:	167.22'
	CS	STA TRK 2 910+14.12	467,427.1226	1,345,261.3495	DEGREE OF CURVATURE:	0°49'13"
	ST	STA TRK 2 910+65.12	467,387.8760	1,345,293.9180	Tc:	83.61'
					Ea:	0.000"
					Eu:	0.354"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 39°45'26" E / 152.48'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	18°59'27"
					Ls (1) / Ls (2):	102.00' / 102.00'
					THETA (s) (1) / (2):	1°17'26" / 1°17'26"
	PI	STA TRK 2 916+47.30	466,940.3155	1,345,666.2439	Rc:	2264.00'
	TS	STA TRK 2 912+17.59	467,270.6580	1,345,391.4317	DELTA (c):	16°24'34"
CN 2 916.1	SC	STA TRK 2 913+19.59	467,191.7584	1,345,456.0721	Lc:	648.40'
	CS	STA TRK 2 919+68.00	466,633.6221	1,345,781.7206	DEGREE OF CURVATURE:	2°31'51"
	SS	STA TRK 2 920+70.00	466,538.5250	1,345,818.5998	Tc:	326.44'
					Ea:	1.500"
					Eu:	2.042"
					DESIGN SPEED:	45 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	-
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	80°02'44"
					Ls (1) / Ls (2):	85.71' / 40.00'
					THETA (s) (1) / (2):	22°19'19" / 10°25'03"
	PI	STA TRK 2 922+05.14	466,412.1614	1,345,866.5159	Rc:	110.00'
	SS	STA TRK 2 920+70.00	466,538.5250	1,345,818.5998	DELTA (c):	47°18'22"
CN 2 922.1	SC	STA TRK 2 921+55.71	466,463.4950	1,345,858.8261	Lc:	90.82'
	CS	STA TRK 2 922+46.53	466,428.6412	1,345,939.9165	DEGREE OF CURVATURE:	52°05'13"
	ST	STA TRK 2 922+86.53	466,433.7442	1,345,979.5304	Tc:	48.18'
					Ea:	1.125"
					Eu:	2.475"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 79°11'18" E / 103.17'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	42°49'54"
					Ls (1) / Ls (2):	100.00' / 100.00'
					THETA (s) (1) / (2):	4°43'25" / 4°43'25"
	PI	STA TRK 2 926+77.84	466,507.1465	1,346,363.8891	Rc:	606.50'
	TS	STA TRK 2 923+89.70	466,453.0969	1,346,080.8676	DELTA (c):	33°23'05"
CN 2 926.1	SC	STA TRK 2 924+89.70	466,469.1446	1,346,179.5410	Lc:	353.39'
	CS	STA TRK 2 928+43.09	466,405.0291	1,346,522.0044	DEGREE OF CURVATURE:	9°26'49"
	ST	STA BK TRK 2 929+43.09	466,354.3726	1,346,608.1895	Tc:	181.87'
		= STA AHD TRK 2 929+47.09			Ea:	1.375"
					Eu:	1.237"
					DESIGN SPEED:	20 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 57°58'48" E / 319.72'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA
STA TRK 2 840+53 TO STA TRK 2 932+66

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. TW–48
SHEET NO. 80 OF 691

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12/13/2013

TRACK ALIGNMENT DATA (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CURVE NO.	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	DATA	
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	76°05'55"
					Ls (1) / Ls (2):	110.00' / 110.00'
					THETA (s) (1) / (2):	5°42'32" / 5°42'32"
	PI	STA TRK 2 937+54.54	465,926.2486	1,347,292.8015	Rc:	552.00'
	TS	STA TRK 2 932+66.81	466,184.8505	1,346,879.2718	DELTA (c):	64°40'51"
CN 2 937.1	SC	STA TRK 2 933+76.81	466,129.6802	1,346,974.3800	Lc:	623.15'
	CS	STA TRK 2 939+99.96	466,191.7141	1,347,561.6968	DEGREE OF CURVATURE:	10°22'47"
	ST	STA BK TRK 2 941+09.96	466,265.5364	1,347,643.1805	Tc:	349.51'
		= STA AHD TRK 2 941+91.75			Ea:	1.625"
					Eu:	2.859"
					DESIGN SPEED:	25 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	N 45°55'17" E / 750.77'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	78°36'29"
					Ls (1) / Ls (2):	40.00' / 40.00'
					THETA (s) (1) / (2):	11°27'33" / 11°27'33"
	PI	STA TRK 2 950+44.89	466,859.0237	1,348,256.0689	Rc:	100.00'
	TS	STA TRK 2 949+42.52	466,787.8042	1,348,182.5211	DELTA (c):	55°41'23"
CN 2 950.1	SC	STA TRK 2 949+82.52	466,813.6086	1,348,212.9916	Lc:	97.20'
	CS	STA TRK 2 950+79.71	466,821.3842	1,348,306.0833	DEGREE OF CURVATURE:	57°17'45"
	ST	STA TRK 2 951+19.71	466,800.9921	1,348,340.4124	Tc:	52.82'
					Ea:	1.125"
					Eu:	2.835"
					DESIGN SPEED:	10 MPH
TANGENT BETWEEN CURVES					BEARING / DISTANCE:	S 55°28'14" E / 67.46'
	CURVE WITH SPIRALS					
					TOTAL CENTRAL ANGLE:	83°42'10"
					Ls (1) / Ls (2):	50.00' / 50.00'
					THETA (s) (1) / (2):	14°19'26" / 14°19'26"
	PI	STA TRK 2 953+02.62	466,697.3121	1,348,491.1017	Rc:	100.00'
	TS	STA TRK 2 951+87.17	466,762.7530	1,348,395.9893	DELTA (c):	55°03'17"
CN 2 953.1	SC	STA TRK 2 952+37.17	466,738.0055	1,348,439.2756	Lc:	96.09'
	CS	STA TRK 2 953+33.26	466,749.7857	1,348,530.9565	DEGREE OF CURVATURE:	57°17'45"
	ST	STA BK TRK 2 953+83.26	466,784.6725	1,348,566.5803	Tc:	52.12'
		= STA AHD TRK 2 953+44.67			Ea:	1.000"
					Eu:	2.960"
					DESIGN SPEED:	10 MPH
TANGENT					BEARING / DISTANCE:	N 40°49'36" E / 969.54'
POE		STA TRK 2 963+14.21	467,518.3126	1,349,200.4396		

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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License No. _____ Expiration Date _____

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 932+66 TO STA TRK 2 963+14

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–49

SHEET NO. 81 OF 691

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12/13/2013

LRT TRACK ALIGNMENT DATA - CROSSOVERS

CROSSOVER	POINT	STATION	PROJECT COORDINATES		TYPE
			N	E	
CROSSOVER 1	PS-10	TRK 1 107+78.68	479311.8357	1286038.2351	
	PITO-10	TRK 1 108+10.10	479322.0532	1286067.9473	
					NO. 10 SINGLE CROSSOVER
	PITO-10	TRK 2 109+24.82	479370.2323	1286172.6874	
	PS-10	TRK 2 109+56.24	479380.4498	1286202.3997	
CROSSOVER 2	PS-10	TRK 2 110+06.24	479396.7093	1286249.6821	
	PITO-10	TRK 2 110+37.66	479406.9268	1286279.3944	
					NO. 10 SINGLE CROSSOVER
	PITO-10	TRK 1 111+52.37	479433.3561	1286391.6139	
	PS-10	TRK 1 111+83.79	479443.5736	1286421.3261	
CROSSOVER 3	PS-8	TRK 1 220+41.34	484707.0395	1294992.1836	
	PITO-8	TRK 1 220+72.34	484703.9485	1295023.0291	
	PITO-8	TRK 2 221+89.21	484706.8889	1295140.7819	
	PS-8	TRK 2 222+20.21	484703.7980	1295171.6274	
					NO. 8 DOUBLE CROSSOVER
	PS-8	TRK 2 220+41.34	484721.633	1294993.6460	
	PITO-8	TRK 2 220+72.34	484718.5421	1295024.4915	
	PITO-8	TRK 1 221+89.21	484692.2953	1295139.3195	
	PS-8	TRK 1 222+20.21	484689.2044	1295170.1650	
CROSSOVER 4	PS-6	TRK 1 338+92.85	483167.8906	1304429.8881	
	PITO-6	TRK 1 339+14.10	483168.5635	1304451.1274	
	PITO-6	TRK 2 339+90.07	483183.7129	1304526.6550	
	PS-6	TRK 2 340+11.32	483184.3859	1304547.8943	
	PS-6	TRK 2 338+92.85	483180.6342	1304429.4843	NO. 6 DOUBLE CROSSOVER
	PITO-6	TRK 2 339+14.10	483181.3072	1304450.7237	
	PITO-6	TRK 1 339+90.07	483170.9693	1304527.0587	
	PS-6	TRK 1 340+11.32	483171.6423	1304548.2981	
CROSSOVER 5	PS-10	TRK 1 411+77.66	486051.1222	1310391.7511	
	PITO-10	TRK 1 412+09.08	486057.8675	1310422.4385	
	PITO-10	TRK 2 413+33.77	486096.8447	1310541.5376	
	PS-10	TRK 2 413+65.19	486103.5900	1310572.2251	
					NO. 10 DOUBLE CROSSOVER
	PS-10	TRK 2 411+77.66	486063.3307	1310389.0676	
	PITO-10	TRK 2 412+09.08	486070.0760	1310419.7550	
	PITO-10	TRK 1 413+33.77	486084.6361	1310544.2212	
	PS-10	TRK 1 413+65.19	486091.3814	1310574.9086	

LRT TRACK ALIGNMENT DATA - LYTTONSVILLE YARD CONNECTIONS

TURNOUT	POINT	STATION	PROJECT COORDINATES		TYPE
			N	E	
TURNOUT 1	PS-8	TRK 2 222+70.21	484698.8126	1295221.3783	LEFT HAND NO. 8
	PITO-8	TRK 2 223+01.21	484695.7216	1295252.2238	
	PF-8	TRK 2 223+39.21	484691.9327	1295290.0344	
TURNOUT 2	PS-10	TRK 2 252+28.28	486286.2634	1297365.4523	RIGHT HAND NO. 10
	PITO-10	TRK 2 251+96.86	486258.6168	1297350.5231	
	PF-10	TRK 2 251+49.36	486216.8213	1297327.9535	
TURNOUT 3	PS-10	TRK 1 252+59.24	486317.6073	1297415.9043	RIGHT HAND NO. 10
	PITO-10	TRK 1 252+27.82	486271.8394	1297391.1896	
	PF-10	TRK 1 251+80.32	486230.0439	1297368.6201	
CROSSING DIAMOND 1	PI 9°31'38"	TRK 2 250+08.10	486092.5199	1297270.8308	NO. 6 STD

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESIGN	SRT/BAF
DRAWN	NRK/BAF
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT DATA
CROSSOVERS AND TURNOUTS

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–50

SHEET NO. 82 OF 691

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12/11/2013

TRACK ALIGNMENT DATA CROSSOVERS/TURNOUTS (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CROSSOVER	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	Type
CROSSOVER 6	PS	TRK 1 464+63.86	484,192.9928	1,314,237.1824	
	PITO	TRK 1 464+94.86	484,162.8931	1,314,244.5991	
					NO. 8 SINGLE CROSSOVER
	PITO	TRK 1 466+04.43	484,059.7962	1,314,284.1640	
	PS	TRK 1 466+35.43	484,029.6965	1,314,291.5807	
CROSSOVER 7	PS	TRK 1 466+85.43	483,981.1486	1,314,303.5431	
	PITO	TRK 1 467+16.43	483,951.0489	1,314,310.9599	
					NO. 8 SINGLE CROSSOVER
	PITO	TRK 1 468+26.00	483,841.3727	1,314,323.8234	
	PS	TRK 1 468+57.00	483,811.2730	1,314,331.2401	
POCKET TRACK 1	PS	TRK 1 509+52.10	480,710.5659	1,316,883.5879	
	PITO	TRK 1 509+83.10	480,691.8810	1,316,908.3240	
	PITO	TRK 1 515+20.29	480,390.4337	1,317,353.8519	
	PS	TRK 1 515+51.29	480,371.7488	1,317,378.5880	
					NO. 8 POCKET TRACK
	PS	TRK 1 509+52.10	480,732.9082	1,316,900.4645	
	PITO	TRK 1 509+83.10	480,714.2233	1,316,925.2007	
	PITO	TRK 1 515+20.29	480,368.0914	1,317,336.9753	
	PS	TRK 1 515+51.29	480,349.4065	1,317,361.7114	
CROSSOVER 8	PS	TRK 1 598+11.96	480,204.1480	1,325,313.6192	
	PITO	TRK 1 598+42.96	480,195.9937	1,325,343.5275	
	PITO	TRK 1 600+38.36	480,168.2533	1,325,538.4936	
	PS	TRK 1 600+69.36	480,160.0990	1,325,568.4019	
					NO. 8 DOUBLE CROSSOVER
	PS	TRK 1 598+11.96	480,227.8053	1,325,320.0692	
	PITO	TRK 1 598+42.96	480,219.6510	1,325,349.9775	
	PITO	TRK 1 600+38.36	480,144.5961	1,325,532.0436	
	PS	TRK 1 600+69.36	480,136.4417	1,325,561.9519	
CROSSOVER 9	PS	TRK 1 644+62.37	480,938.8306	1,329,552.9766	
	PITO	TRK 1 644+83.62	480,928.9749	1,329,571.8029	
					NO. 6 SINGLE CROSSOVER
	PITO	TRK 1 645+67.04	480,877.8833	1,329,639.2127	
	PS	TRK 1 645+88.29	480,868.0278	1,329,658.0386	
POCKET TRACK 2	PS	TRK 1 705+38.87	477,103.6583	1,332,584.5420	
	PITO	TRK 1 705+69.87	477,073.9831	1,332,575.5762	
	PITO	TRK 1 711+07.06	476,551.6451	1,332,447.0123	
	PS	TRK 1 711+38.06	476,521.9700	1,332,438.0465	
					NO. 8 POCKET TRACK
	PS	TRK 1 705+38.87	477,095.5602	1,332,611.3453	
	PITO	TRK 1 705+69.87	477,065.8850	1,332,602.3796	
	PITO	TRK 1 711+07.06	476,559.7433	1,332,420.2089	
	PS	TRK 1 711+38.06	476,530.0681	1,332,411.2431	
CROSSOVER 10	PS	TRK 1 766+39.00	472,982.3823	1,335,380.0221	
	PITO	TRK 1 766+70.42	472,950.9683	1,335,380.6212	
	PITO	TRK 1 768+17.55	472,804.1419	1,335,398.1743	
	PS	TRK 1 768+48.97	472,772.7276	1,335,398.7734	
					NO. 10 DOUBLE CROSSOVER
	PS	TRK 1 766+39.00	472,982.6635	1,335,394.7694	
	PITO	TRK 1 766+70.42	472,951.2492	1,335,395.3686	
	PITO	TRK 1 768+17.55	472,803.8606	1,335,383.4270	
	PS	TRK 1 768+48.97	472,772.4463	1,335,384.0261	

TRACK ALIGNMENT DATA CROSSOVERS/TURNOUTS (UNITS ARE FEET UNLESS OTHERWISE SPECIFIED)

CROSSOVER	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	Type
CROSSOVER 11	PS	TRK 1 873+41.86	470,307.0362	1,342,983.4872	
	PITO	TRK 1 873+72.86	470,282.4518	1,343,002.3713	
					NO. 8 SINGLE CROSSOVER
	PITO	TRK 1 874+84.42	470,185.4509	1,343,059.2275	
	PS	TRK 1 875+15.42	470,160.8665	1,343,078.1116	
TURNOUT 4	PS	TRK 1 875+40.42	470,141.0404	1,343,093.3407	RIGHT HAND NO. 10
	PITO	TRK 1 875+71.84	470,116.1256	1,343,112.4786	
TURNOUT 5	PITO	TRK 1 895+88.44	468,540.7957	1,344,371.1238	LEFT HAND NO. 10
	PS	TRK 1 896+19.86	468,516.0254	1,344,390.4538	
CROSSOVER 12	PS	TRK 1 896+44.86	468,496.3163	1,344,405.8341	
	PITO	TRK 1 896+75.86	468,471.8771	1,344,424.9057	
					NO. 8 SINGLE CROSSOVER
	PITO	TRK 1 897+87.42	468,392.5408	1,344,504.5758	
	PS	TRK 1 898+18.42	468,368.1016	1,344,523.6473	
CROSSOVER 13	PS	TRK 1 957+06.77	467,042.6404	1,348,821.8680	
	PITO	TRK 1 957+28.02	467,058.7201	1,348,835.7607	
	PITO	TRK 1 958+74.12	467,185.3067	1,348,912.7251	
	PS	TRK 1 958+95.37	467,201.3864	1,348,926.6178	
					NO. 6 DOUBLE CROSSOVER
	PS	TRK 1 957+06.77	467,058.6715	1,348,803.3133	
	PITO	TRK 1 957+28.02	467,074.7512	1,348,817.2060	
	PITO	TRK 1 958+74.12	467,169.2756	1,348,931.2798	
	PS	TRK 1 958+95.37	467,185.3553	1,348,945.1725	

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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License No. Expiration Date

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DESGN	JW
DRAWN	JW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT DATA
CROSSOVERS/TURNOUTS

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–51

SHEET NO. 83 OF 691

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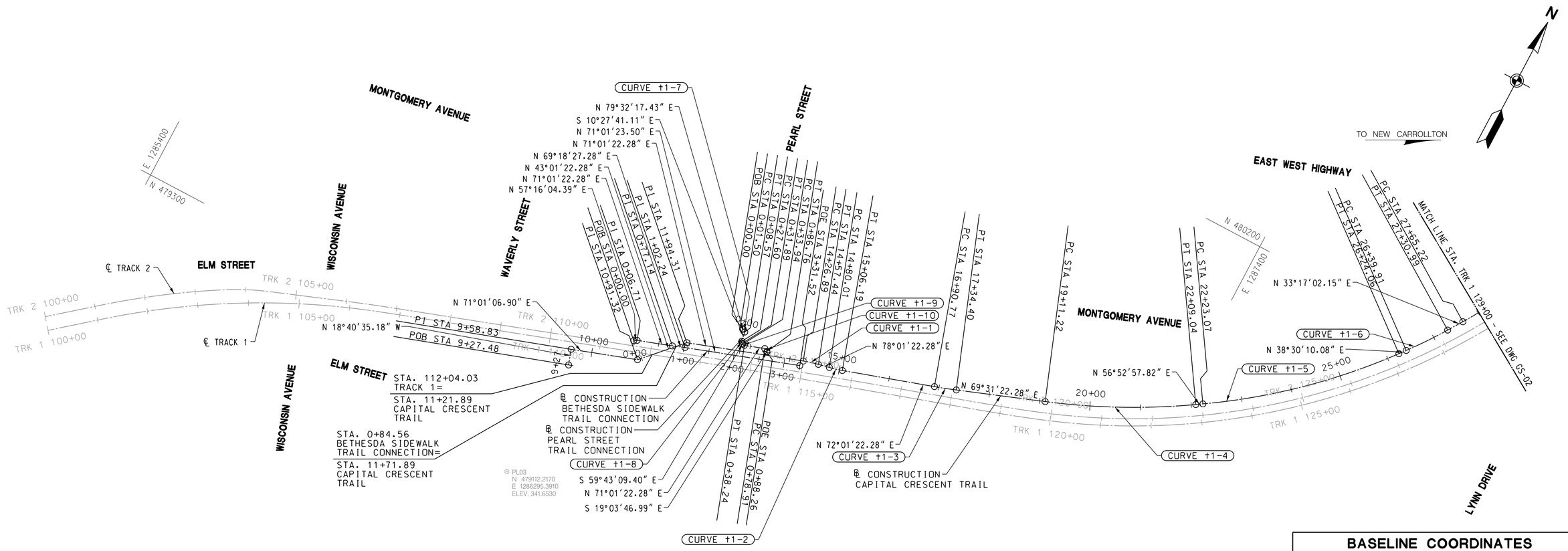
12/13/2013



BASELINE COORDINATES

	NORTH	EAST
℄ BETHESDA SIDEWALK TRAIL CONNECTION		
P.O.B. 0+00.00	479,457.5526	1,286,395.3877
P.I. 0+06.71	479,461.1816	1,286,401.0335
P.I. 0+77.14	479,484.0851	1,286,467.6364
P.I. 1+02.24	479,492.9547	1,286,491.1183
P.O.E. 3+31.52	479,567.5123	1,286,707.9347

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†1-1	14+42.18	7°00'00.00" RT.	22°55'05.92"	250.00'	15.29'	30.54'	0.47'
†1-2	14+93.11	6°00'00.00" LT.	22°55'05.92"	250.00'	13.10'	26.18'	0.34'
†1-3	17+12.59	2°30'00.00" LT.	5°43'46.48"	1000.00'	21.82'	43.63'	0.24'
†1-4	20+60.74	12°38'24.47" LT.	4°14'38.87"	1350.00'	149.52'	297.83'	8.25'
†1-5	24+25.30	18°22'47.74" LT.	4°35'01.18"	1250.00'	202.23'	400.99'	16.25'
†1-6	26+85.48	5°13'07.93" LT.	5°43'46.48"	1000.00'	45.57'	91.09'	1.04'
PEARL STREET TRAIL CONNECTION							
†1-7	0+06.00	90°00'01.46" RT.	1273°14'22.36"	4.50'	4.50'	7.07'	1.86'
†1-8	0+29.89	49°15'28.29" LT.	1145°54'56.12"	5.00'	2.29'	4.30'	0.50'
†1-9	0+36.24	49°15'28.32" LT.	1145°54'56.12"	5.00'	2.29'	4.30'	0.50'
†1-10	0+83.90	89°54'50.73" RT.	1145°54'56.12"	5.00'	4.99'	7.85'	2.07'

BASELINE COORDINATES

	NORTH	EAST
℄ PEARL STREET TRAIL CONNECTION		
P.O.B. 0+00.00	479,578.5833	1,286,574.2255
P.C. 0+01.50	479,578.8557	1,286,575.7005
P.T. 0+08.57	479,575.2476	1,286,580.9428
P.C. 0+27.60	479,556.5362	1,286,584.3977
P.T. 0+31.89	479,553.1262	1,286,586.7934
P.C. 0+33.94	479,552.0926	1,286,588.5636
P.T. 0+38.24	479,551.6822	1,286,592.7108
P.C. 0+78.91	479,564.9071	1,286,631.1687
P.T. 0+86.76	479,561.8119	1,286,637.5204
P.O.E. 0+88.26	479,560.3885	1,286,638.0123

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.O.B. 9+27.48	479,355.0112	1,286,304.3541
P.I. 9+58.83	479,384.7085	1,286,294.3157
P.I. 10+91.32	479,427.8030	1,286,419.6032
P.I. 11+94.31	479,503.1006	1,286,489.8755
P.C. 14+26.89	479,578.7333	1,286,709.8137
P.T. 14+57.44	479,586.8788	1,286,739.2311
P.C. 14+80.01	479,591.5625	1,286,761.3095
P.T. 15+06.19	479,598.3252	1,286,786.5885
P.C. 16+90.77	479,655.2930	1,286,962.1556
P.T. 17+34.40	479,669.6609	1,287,003.3517
P.C. 19+11.22	479,731.5178	1,287,168.9970
P.T. 22+09.04	479,865.5158	1,287,434.3001
P.C. 22+23.07	479,873.1793	1,287,446.0481
P.T. 26+24.06	480,141.9307	1,287,741.3271
P.C. 26+39.91	480,154.3354	1,287,751.1953
P.T. 27+30.99	480,228.0999	1,287,804.5788
P.C. 27+65.22	480,256.7090	1,287,823.3601
P.T. 28+61.19	480,340.0859	1,287,870.7593

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET

STA TRK 1 100+00 TO STA TRK 1 129+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. GS-01

SHEET NO. 84 OF 691

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12/11/2013

CURVE DATA

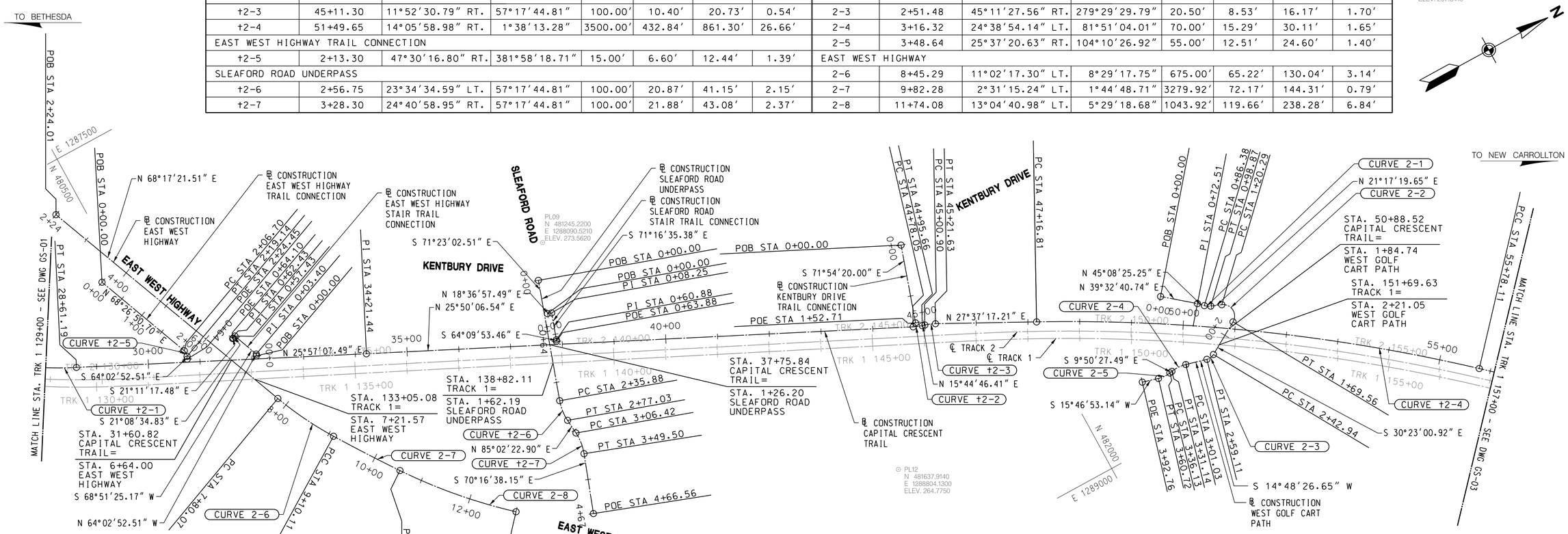
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†2-1	28+13.27	7°19'54.66" LT.	7°38'21.97"	750.00'	48.05'	95.97'	1.54'
†2-2	44+86.88	10°05'20.12" LT.	57°17'44.81"	100.00'	8.83'	17.61'	0.39'
†2-3	45+11.30	11°52'30.79" RT.	57°17'44.81"	100.00'	10.40'	20.73'	0.54'
†2-4	51+49.65	14°05'58.98" RT.	1°38'13.28"	3500.00'	432.84'	861.30'	26.66'
EAST WEST HIGHWAY TRAIL CONNECTION							
†2-5	2+13.30	47°30'16.80" RT.	381°58'18.71"	15.00'	6.60'	12.44'	1.39'
SLEAFORD ROAD UNDERPASS							
†2-6	2+56.75	23°34'34.59" LT.	57°17'44.81"	100.00'	20.87'	41.15'	2.15'
†2-7	3+28.30	24°40'58.95" RT.	57°17'44.81"	100.00'	21.88'	43.08'	2.37'

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
WEST GOLF CART PATH							
2-1	0+92.71	23°51'05.60" LT.	190°59'09.35"	30.00'	6.34'	12.49'	0.66'
2-2	1+65.72	128°19'39.43" RT.	260°26'07.30"	22.00'	45.44'	49.27'	28.48'
2-3	2+51.48	45°11'27.56" RT.	279°29'29.79"	20.50'	8.53'	16.17'	1.70'
2-4	3+16.32	24°38'54.14" LT.	81°51'04.01"	70.00'	15.29'	30.11'	1.65'
2-5	3+48.64	25°37'20.63" RT.	104°10'26.92"	55.00'	12.51'	24.60'	1.40'
EAST WEST HIGHWAY							
2-6	8+45.29	11°02'17.30" LT.	8°29'17.75"	675.00'	65.22'	130.04'	3.14'
2-7	9+82.28	2°31'15.24" LT.	1°44'48.71"	3279.92'	72.17'	144.31'	0.79'
2-8	11+74.08	13°04'40.98" LT.	5°29'18.68"	1043.92'	119.66'	238.28'	6.84'

PL06
N 480927.9060
E 1287289.7330
ELEV. 318.9710

PL10
N 482963.7940
E 1288446.7550
ELEV. 297.6410



BASELINE COORDINATES

	NORTH	EAST
℄ SLEAFORD ROAD UNDERPASS		
P.O.B. 0+00.00	481,203.0814	1,288,150.7714
P.C. 2+35.88	481,127.7835	1,288,374.3086
P.T. 2+77.03	481,122.9259	1,288,414.8775
P.C. 3+06.42	481,125.4672	1,288,444.1581
P.T. 3+49.50	481,119.9754	1,288,486.5515
P.O.E. 4+66.56	481,080.4711	1,288,596.7448
℄ SLEAFORD ROAD STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	481,187.6109	1,288,215.5031
P.I. 0+08.25	481,195.4283	1,288,218.1363
P.I. 0+60.88	481,178.5323	1,288,267.9859
P.O.E. 0+63.88	481,177.2250	1,288,270.6860
℄ EAST WEST HIGHWAY		
P.O.B. 2+24.01	480,446.7440	1,287,593.1100
P.C. 7+80.07	480,652.4422	1,288,109.7261
P.C.C. 9+10.11	480,711.8513	1,288,225.1762
P.C.C. 10+54.42	480,792.5613	1,288,344.7919
P.T. 12+92.70	480,951.0652	1,288,522.0143

PL08
N 480013.6710
E 1288372.4740
ELEV. 276.2470

N 480500
E 1289000

PL12R
N 481278.9380
E 128812.5250
ELEV. 257.5160

BASELINE COORDINATES

	NORTH	EAST
℄ EAST WEST HIGHWAY TRAIL CONNECTION		
P.O.B. 0+00.00	480,462.2041	1,287,750.0185
P.C. 2+06.70	480,538.1362	1,287,942.2658
P.T. 2+19.14	480,537.6724	1,287,954.3404
P.O.E. 2+24.45	480,535.3465	1,287,959.1194
℄ EAST WEST HIGHWAY STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	480,655.5264	1,288,017.6106
P.I. 0+03.40	480,657.0160	1,288,014.5500
P.I. 0+57.43	480,637.5293	1,287,964.1617
P.I. 0+62.43	480,632.8659	1,287,965.9652
P.O.E. 0+64.10	480,631.3068	1,287,966.5696

BASELINE COORDINATES

	NORTH	EAST
℄ WEST GOLF CART UNDERPASS		
P.O.B. 0+00.00	482,242.0038	1,288,753.9534
P.I. 0+72.51	482,297.9203	1,288,800.1207
P.C. 0+86.38	482,307.7002	1,288,809.9486
P.T. 0+98.87	482,318.0733	1,288,816.7403
P.C. 1+20.29	482,338.0322	1,288,824.5175
P.T. 1+69.56	482,341.1720	1,288,863.9948
P.C. 2+42.94	482,277.8678	1,288,901.1107
P.T. 2+59.11	482,262.2600	1,288,903.2454
P.C. 3+01.03	482,221.7394	1,288,892.5338
P.T. 3+31.14	482,191.8855	1,288,891.2392
P.C. 3+36.13	482,186.9695	1,288,892.0919
P.T. 3+60.72	482,162.6110	1,288,890.8280
P.O.E. 3+92.76	482,131.7787	1,288,882.1142

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 27+65.22	480,256.7090	1,287,823.3601
P.T. 28+61.19	480,340.0859	1,287,870.7593
P.I. 34+21.44	480,843.8365	1,288,115.9336
P.C. 44+78.05	481,794.8466	1,288,576.3898
P.T. 44+95.66	481,811.2872	1,288,582.6320
P.C. 45+00.90	481,816.3287	1,288,584.0535
P.T. 45+21.63	481,835.5538	1,288,591.6978
P.C. 47+16.81	482,008.4922	1,288,682.1902
P.C.C. 55+78.11	482,715.0665	1,289,170.9221
P.T. 70+36.75	483,411.9395	1,290,015.3177
℄ KENTBURY DRIVE TRAIL CONNECTION		
P.O.B. 0+00.00	481,849.9705	1,288,426.7298
P.O.E. 1+52.71	481,802.5405	1,288,571.8898

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION
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License No. Expiration Date

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 129+00 TO STA TRK 1 157+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-02
SHEET NO. 85 OF 691

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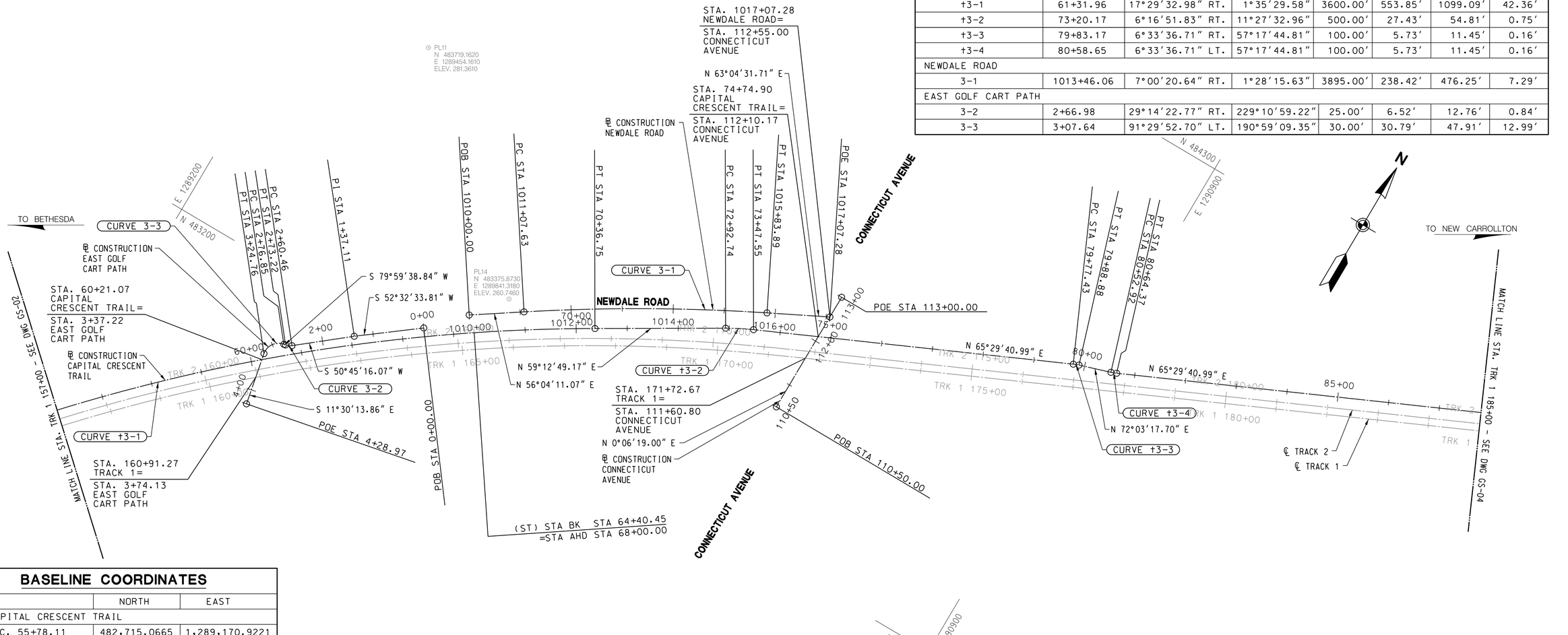
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†3-1	61+31.96	17°29'32.98" RT.	1°35'29.58"	3600.00'	553.85'	1099.09'	42.36'
†3-2	73+20.17	6°16'51.83" RT.	11°27'32.96"	500.00'	27.43'	54.81'	0.75'
†3-3	79+83.17	6°33'36.71" RT.	57°17'44.81"	100.00'	5.73'	11.45'	0.16'
†3-4	80+58.65	6°33'36.71" LT.	57°17'44.81"	100.00'	5.73'	11.45'	0.16'
NEWDALE ROAD							
3-1	1013+46.06	7°00'20.64" RT.	1°28'15.63"	3895.00'	238.42'	476.25'	7.29'
EAST GOLF CART PATH							
3-2	2+66.98	29°14'22.77" RT.	229°10'59.22"	25.00'	6.52'	12.76'	0.84'
3-3	3+07.64	91°29'52.70" LT.	190°59'09.35"	30.00'	30.79'	47.91'	12.99'



BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C.C. 55+78.11	482,715.0665	1,289,170.9221
P.T. 70+36.75	483,411.9395	1,290,015.3177
P.C. 72+92.74	483,542.9622	1,290,235.2294
P.T. 73+47.55	483,568.3828	1,290,283.7599
P.C. 79+77.43	483,829.6446	1,290,856.9068
P.T. 79+88.88	483,833.7876	1,290,867.5740
P.C. 80+52.92	483,853.5162	1,290,928.4911
P.T. 80+64.37	483,857.6591	1,290,939.1583
P.C. 91+22.40	484,296.5067	1,291,901.8864
℄ EAST GOLF CART PATH		
P.O.B. 0+00.00	483,241.7916	1,289,726.4002
P.I. 1+37.11	483,158.4060	1,289,617.5620
P.C. 2+60.46	483,080.3680	1,289,522.0332
P.T. 2+73.22	483,075.1093	1,289,510.5608
P.C. 2+76.85	483,074.4788	1,289,506.9869
P.T. 3+24.76	483,038.9521	1,289,482.8020
P.O.E. 4+28.97	482,936.8344	1,289,503.5853

BASELINE COORDINATES

	NORTH	EAST
℄ NEWDALE ROAD		
P.O.B. 1010+00.00	483,309.0363	1,289,789.9907
P.C. 1011+07.63	483,369.1147	1,289,879.2949
P.T. 1015+83.89	483,610.1613	1,290,289.6992
P.O.E. 1017+07.28	483,666.0363	1,290,399.7181

BASELINE COORDINATES

	NORTH	EAST
℄ CONNECTICUT AVENUE		
P.O.B. 110+50.00	483,461.0367	1,290,399.3415
P.O.E. 113+00.00	483,711.0362	1,290,399.8008

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 157+00 TO STA TRK 1 185+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-03
SHEET NO. 86 OF 691

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12/11/2013

CURVE DATA

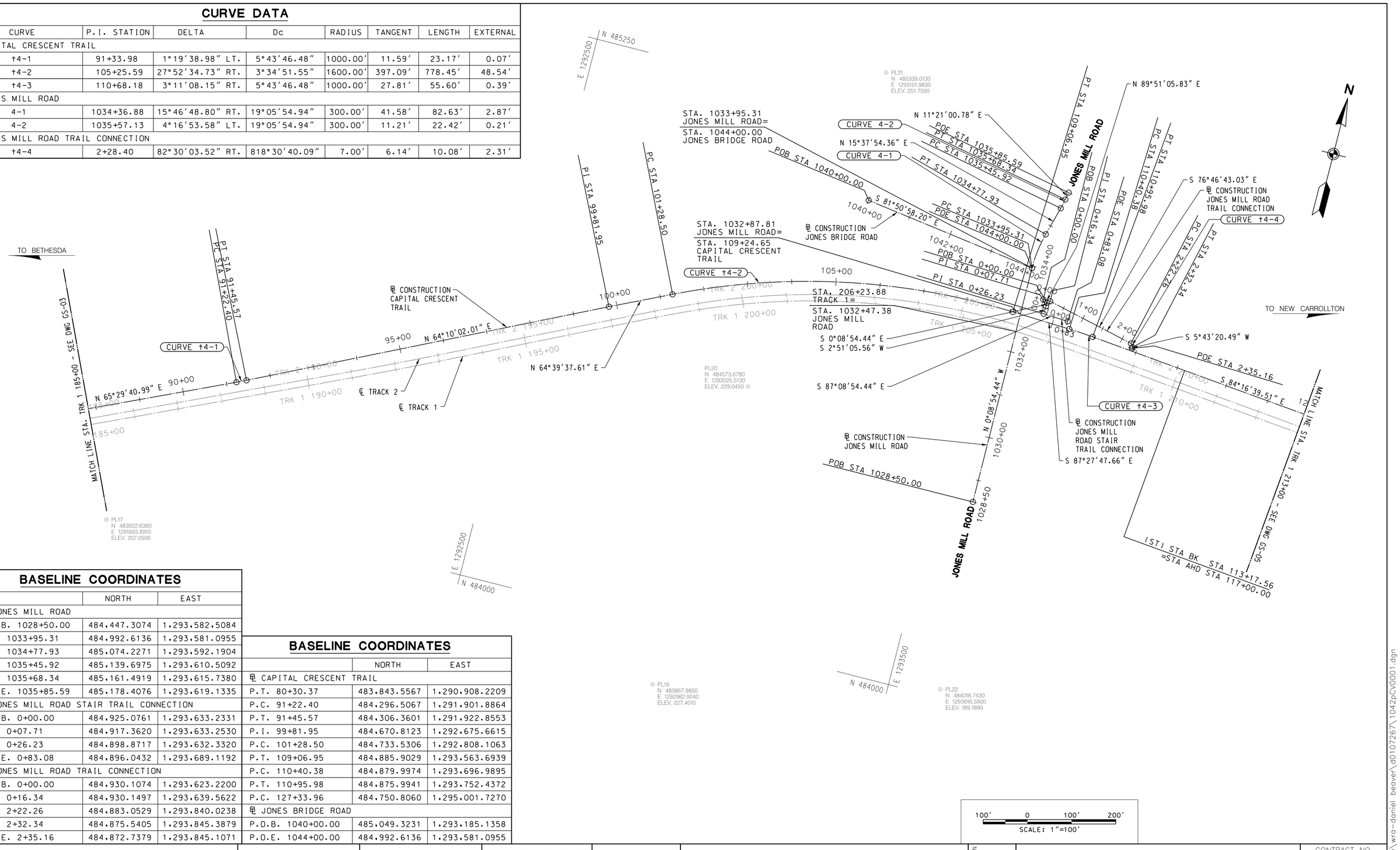
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
t4-1	91+33.98	1°19′38.98″ LT.	5°43′46.48″	1000.00′	11.59′	23.17′	0.07′
t4-2	105+25.59	27°52′34.73″ RT.	3°34′51.55″	1600.00′	397.09′	778.45′	48.54′
t4-3	110+68.18	3°11′08.15″ RT.	5°43′46.48″	1000.00′	27.81′	55.60′	0.39′
JONES MILL ROAD							
4-1	1034+36.88	15°46′48.80″ RT.	19°05′54.94″	300.00′	41.58′	82.63′	2.87′
4-2	1035+57.13	4°16′53.58″ LT.	19°05′54.94″	300.00′	11.21′	22.42′	0.21′
JONES MILL ROAD TRAIL CONNECTION							
t4-4	2+28.40	82°30′03.52″ RT.	818°30′40.09″	7.00′	6.14′	10.08′	2.31′

BASELINE COORDINATES

	NORTH	EAST
℄ JONES MILL ROAD		
P.O.B. 1028+50.00	484,447.3074	1,293,582.5084
P.C. 1033+95.31	484,992.6136	1,293,581.0955
P.T. 1034+77.93	485,074.2271	1,293,592.1904
P.C. 1035+45.92	485,139.6975	1,293,610.5092
P.T. 1035+68.34	485,161.4919	1,293,615.7380
P.O.E. 1035+85.59	485,178.4076	1,293,619.1335
℄ JONES MILL ROAD STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	484,925.0761	1,293,633.2331
P.I. 0+07.71	484,917.3620	1,293,633.2530
P.I. 0+26.23	484,898.8717	1,293,632.3320
P.O.E. 0+83.08	484,896.0432	1,293,689.1192
℄ JONES MILL ROAD TRAIL CONNECTION		
P.O.B. 0+00.00	484,930.1074	1,293,623.2200
P.I. 0+16.34	484,930.1497	1,293,639.5622
P.C. 2+22.26	484,883.0529	1,293,840.0238
P.T. 2+32.34	484,875.5405	1,293,845.3879
P.O.E. 2+35.16	484,872.7379	1,293,845.1071

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 80+30.37	483,843.5567	1,290,908.2209
P.C. 91+22.40	484,296.5067	1,291,901.8864
P.T. 91+45.57	484,306.3601	1,291,922.8553
P.I. 99+81.95	484,670.8123	1,292,675.6615
P.C. 101+28.50	484,733.5306	1,292,808.1063
P.T. 109+06.95	484,885.9029	1,293,563.6939
P.C. 110+40.38	484,879.9974	1,293,696.9895
P.T. 110+95.98	484,875.9941	1,293,752.4372
P.C. 127+33.96	484,750.8060	1,295,001.7270
℄ JONES BRIDGE ROAD		
P.O.B. 1040+00.00	485,049.3231	1,293,185.1358
P.O.E. 1044+00.00	484,992.6136	1,293,581.0955



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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DESN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 185+00 TO STA TRK 1 213+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. GS-04

SHEET NO. 87 OF 691

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12/11/2013

BASELINE COORDINATES

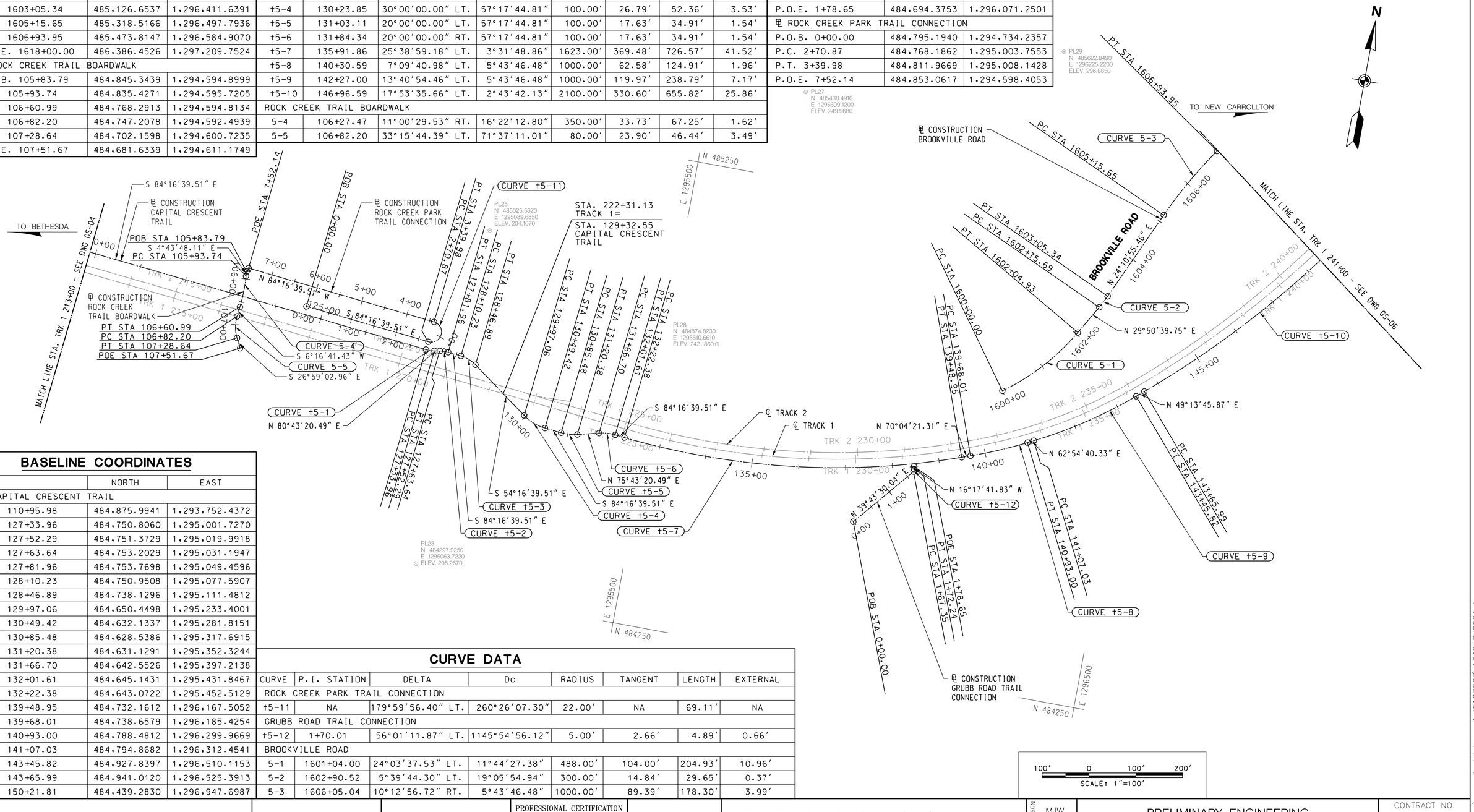
	NORTH	EAST
℄ BROOKVILLE ROAD		
P.C. 1600+00.00	484,887.4030	1,296,227.1782
P.T. 1602+04.93	485,038.8750	1,296,362.9650
P.C. 1602+75.69	485,100.2512	1,296,398.1787
P.T. 1603+05.34	485,126.6537	1,296,411.6391
P.C. 1605+15.65	485,318.5166	1,296,497.7936
P.T. 1606+93.95	485,473.8147	1,296,584.9070
P.O.E. 1618+00.00	486,386.4526	1,297,209.7524
℄ ROCK CREEK TRAIL BOARDWALK		
P.O.B. 105+83.79	484,845.3439	1,294,594.8999
P.C. 105+93.74	484,835.4271	1,294,595.7205
P.T. 106+60.99	484,768.2913	1,294,594.8134
P.C. 106+82.20	484,747.2078	1,294,592.4939
P.T. 107+28.64	484,702.1598	1,294,600.7235
P.O.E. 107+51.67	484,681.6339	1,294,611.1749

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
+5-1	127+43.18	15°00'00.00" LT.	81°51'04.01"	70.00'	9.22'	18.33'	0.60'
+5-2	127+72.85	15°00'00.00" RT.	81°51'04.01"	70.00'	9.22'	18.33'	0.60'
+5-3	128+28.99	30°00'00.00" RT.	81°51'04.01"	70.00'	18.76'	36.65'	2.47'
+5-4	130+23.85	30°00'00.00" LT.	57°17'44.81"	100.00'	26.79'	52.36'	3.53'
+5-5	131+03.11	20°00'00.00" LT.	57°17'44.81"	100.00'	17.63'	34.91'	1.54'
+5-6	131+84.34	20°00'00.00" RT.	57°17'44.81"	100.00'	17.63'	34.91'	1.54'
+5-7	135+91.86	25°38'59.18" LT.	3°31'48.86"	1623.00'	369.48'	726.57'	41.52'
+5-8	140+30.59	7°09'40.98" LT.	5°43'46.48"	1000.00'	62.58'	124.91'	1.96'
+5-9	142+27.00	13°40'54.46" LT.	5°43'46.48"	1000.00'	119.97'	238.79'	7.17'
+5-10	146+96.59	17°53'35.66" LT.	2°43'42.13"	2100.00'	330.60'	655.82'	25.86'
ROCK CREEK TRAIL BOARDWALK							
5-4	106+27.47	11°00'29.53" RT.	16°22'12.80"	350.00'	33.73'	67.25'	1.62'
5-5	106+82.20	33°15'44.39" LT.	71°37'11.01"	80.00'	23.90'	46.44'	3.49'

BASELINE COORDINATES

	NORTH	EAST
℄ GRUBB ROAD TRAIL CONNECTION		
P.O.B. 0+00.00	484,554.9061	1,295,965.1431
P.C. 1+67.35	484,683.6182	1,296,072.0969
P.T. 1+72.24	484,688.2166	1,296,073.0505
P.O.E. 1+78.65	484,694.3753	1,296,071.2501
℄ ROCK CREEK PARK TRAIL CONNECTION		
P.O.B. 0+00.00	484,795.1940	1,294,734.2357
P.C. 2+70.87	484,768.1862	1,295,003.7553
P.T. 3+39.98	484,811.9669	1,295,008.1428
P.O.E. 7+52.14	484,853.0617	1,294,598.4053



BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 110+95.98	484,875.9941	1,293,752.4372
P.C. 127+33.96	484,750.8060	1,295,001.7270
P.T. 127+52.29	484,751.3729	1,295,019.9918
P.C. 127+63.64	484,753.2029	1,295,031.1947
P.T. 127+81.96	484,753.7698	1,295,049.4596
P.C. 128+10.23	484,750.9508	1,295,077.5907
P.T. 128+46.89	484,738.1296	1,295,111.4812
P.C. 129+97.06	484,650.4498	1,295,233.4001
P.T. 130+49.42	484,632.1337	1,295,281.8151
P.C. 130+85.48	484,628.5386	1,295,317.6915
P.T. 131+20.38	484,631.1291	1,295,352.3244
P.C. 131+66.70	484,642.5526	1,295,397.2138
P.T. 132+01.61	484,645.1431	1,295,431.8467
P.C. 132+22.38	484,643.0722	1,295,452.5129
P.T. 139+48.95	484,732.1612	1,296,167.5052
P.C. 139+68.01	484,738.6579	1,296,185.4254
P.T. 140+93.00	484,788.4812	1,296,299.9669
P.C. 141+07.03	484,794.8682	1,296,312.4541
P.T. 143+45.82	484,927.8397	1,296,510.1153
P.C. 143+65.99	484,941.0120	1,296,525.3913
P.T. 150+21.81	484,439.2830	1,296,947.6987

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
ROCK CREEK PARK TRAIL CONNECTION							
±5-11	NA	179°59'56.40" LT.	260°26'07.30"	22.00'	NA	69.11'	NA
GRUBB ROAD TRAIL CONNECTION							
±5-12	1+70.01	56°01'11.87" LT.	1145°54'56.12"	5.00'	2.66'	4.89'	0.66'
BROOKVILLE ROAD							
5-1	1601+04.00	24°03'37.53" LT.	11°44'27.38"	488.00'	104.00'	204.93'	10.96'
5-2	1602+90.52	5°39'44.30" LT.	19°05'54.94"	300.00'	14.84'	29.65'	0.37'
5-3	1606+05.04	10°12'56.72" RT.	5°43'46.48"	1000.00'	89.39'	178.30'	3.99'

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 213+00 TO STA TRK 1 241+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-05
SHEET NO. 88 OF 691

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12/11/2013

BASELINE COORDINATES

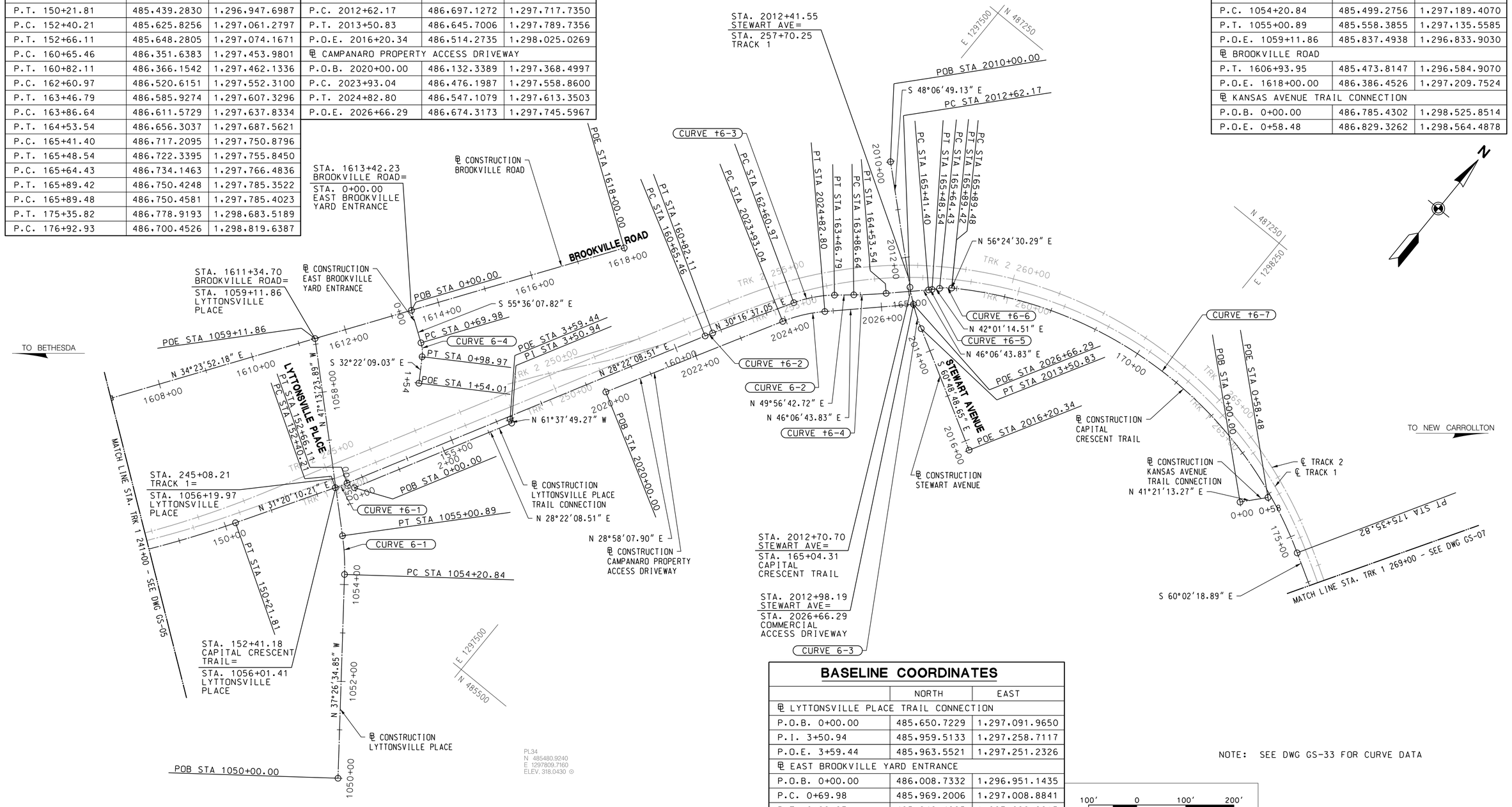
	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 143+65.99	484,941.0120	1,296,525.3913
P.T. 150+21.81	485,439.2830	1,296,947.6987
P.C. 152+40.21	485,625.8256	1,297,061.2797
P.T. 152+66.11	485,648.2805	1,297,074.1671
P.C. 160+65.46	486,351.6383	1,297,453.9801
P.T. 160+82.11	486,366.1542	1,297,462.1336
P.C. 162+60.97	486,520.6151	1,297,552.3100
P.T. 163+46.79	486,585.9274	1,297,607.3296
P.C. 163+86.64	486,611.5729	1,297,637.8334
P.T. 164+53.54	486,656.3037	1,297,687.5621
P.C. 165+41.40	486,717.2095	1,297,750.8796
P.T. 165+48.54	486,722.3395	1,297,755.8450
P.C. 165+64.43	486,734.1463	1,297,766.4836
P.T. 165+89.42	486,750.4248	1,297,785.3522
P.C. 165+89.48	486,750.4581	1,297,785.4023
P.T. 175+35.82	486,778.9193	1,298,683.5189
P.C. 176+92.93	486,700.4526	1,298,819.6387

BASELINE COORDINATES

	NORTH	EAST
℄ STEWART AVENUE		
P.O.B. 2010+00.00	486,872.1653	1,297,522.5583
P.C. 2012+62.17	486,697.1272	1,297,717.7350
P.T. 2013+50.83	486,645.7006	1,297,789.7356
P.O.E. 2016+20.34	486,514.2735	1,298,025.0269
℄ CAMPANARO PROPERTY ACCESS DRIVEWAY		
P.O.B. 2020+00.00	486,132.3389	1,297,368.4997
P.C. 2023+93.04	486,476.1987	1,297,558.8600
P.T. 2024+82.80	486,547.1079	1,297,613.3503
P.O.E. 2026+66.29	486,674.3173	1,297,745.5967

BASELINE COORDINATES

	NORTH	EAST
℄ LYTTONSVILLE PLACE		
P.O.B. 1050+00.00	485,165.1500	1,297,445.2630
P.C. 1054+20.84	485,499.2756	1,297,189.4070
P.T. 1055+00.89	485,558.3855	1,297,135.5585
P.O.E. 1059+11.86	485,837.4938	1,296,833.9030
℄ BROOKVILLE ROAD		
P.T. 1606+93.95	485,473.8147	1,296,584.9070
P.O.E. 1618+00.00	486,386.4526	1,297,209.7524
℄ KANSAS AVENUE TRAIL CONNECTION		
P.O.B. 0+00.00	486,785.4302	1,298,525.8514
P.O.E. 0+58.48	486,829.3262	1,298,564.4878



BASELINE COORDINATES

	NORTH	EAST
℄ LYTTONSVILLE PLACE TRAIL CONNECTION		
P.O.B. 0+00.00	485,650.7229	1,297,091.9650
P.I. 3+50.94	485,959.5133	1,297,258.7117
P.O.E. 3+59.44	485,963.5521	1,297,251.2326
℄ EAST BROOKVILLE YARD ENTRANCE		
P.O.B. 0+00.00	486,008.7332	1,296,951.1435
P.C. 0+69.98	485,969.2006	1,297,008.8841
P.T. 0+98.97	485,948.4825	1,297,028.8813
P.O.E. 1+54.01	485,901.9989	1,297,058.3456

NOTE: SEE DWG GS-33 FOR CURVE DATA

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 241+00 TO STA TRK 1 269+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-06
SHEET NO. 89 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pCV0001.dgn
12/11/2013

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 175+35.82	486,778.9193	1,298,683.5189
P.C. 176+92.93	486,700.4526	1,298,819.6387
P.T. 177+05.51	486,694.0361	1,298,830.4531
P.I. 181+41.34	486,466.9501	1,299,202.4446
P.I. 181+49.20	486,464.2495	1,299,209.8273
P.C. 184+56.54	486,304.1083	1,299,472.1559
P.T. 184+83.38	486,304.7924	1,299,497.5269
P.I. 185+99.18	486,370.3683	1,299,592.9708
P.C. 186+07.74	486,377.4341	1,299,597.8155
P.T. 186+21.27	486,380.0986	1,299,609.8072
P.I. 186+62.63	486,359.1007	1,299,645.4426
P.I. 186+72.71	486,351.2478	1,299,651.7662
P.C. 188+43.68	486,264.4532	1,299,799.0642
P.T. 188+55.04	486,258.1797	1,299,808.5294
P.C. 190+52.00	486,140.8475	1,299,966.7273
P.T. 190+65.50	486,133.5619	1,299,978.0772
P.C. 191+36.39	486,099.3767	1,300,040.1822
P.T. 191+71.29	486,088.1671	1,300,073.0531
P.C. 191+92.21	486,084.9571	1,300,093.7168
P.T. 192+18.39	486,076.5499	1,300,118.3699
P.C. 193+92.12	485,992.7715	1,300,270.5719
P.T. 194+13.94	485,981.8376	1,300,289.4488
P.C. 195+48.57	485,911.8343	1,300,404.4472
P.T. 195+66.02	485,902.1206	1,300,418.9409

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 196+47.59	485,853.7982	1,300,484.6511
P.T. 196+65.04	485,844.0844	1,300,499.1448
P.C. 200+89.64	485,623.3022	1,300,861.8361
P.T. 201+10.59	485,610.6248	1,300,878.4593
P.C. 201+41.62	485,589.3306	1,300,901.0324
P.T. 201+62.56	485,576.6532	1,300,917.6556
P.C. 205+61.56	485,420.7931	1,301,173.6958
℄ 16TH STREET		
P.T. 21+09.26	485,259.0231	1,301,020.9113
P.O.E. 36+58.75	486,802.1512	1,300,880.6522
℄ MICHIGAN AVENUE STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	486,624.1765	1,298,842.1067
P.I. 0+05.00	486,627.4497	1,298,838.3283
P.O.E. 0+53.94	486,664.4354	1,298,870.3859

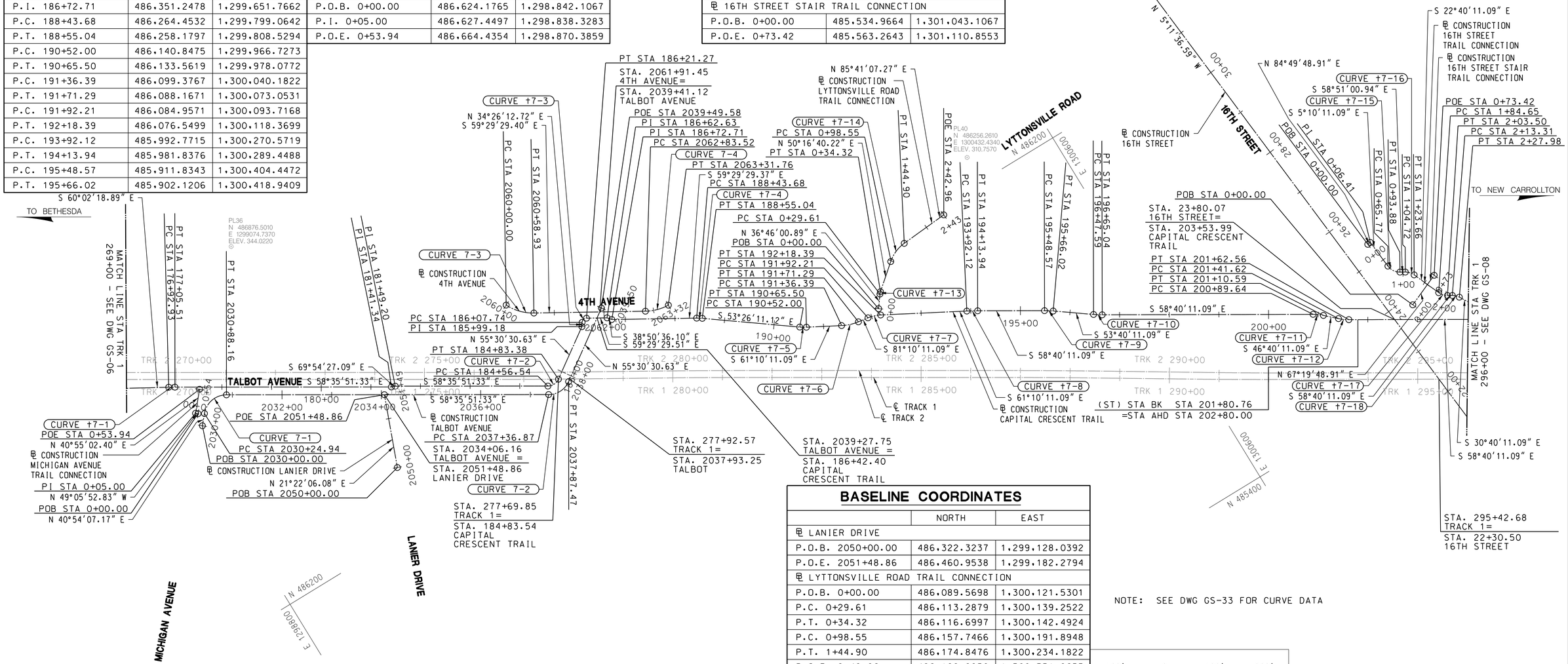
PL39R
N 487123.4300
E 1300193.3730
ELEV. 369.3950

BASELINE COORDINATES

	NORTH	EAST
℄ 16TH STREET TRAIL CONNECTION		
P.O.B. 0+00.00	485,686.1772	1,301,029.3403
P.I. 0+06.41	485,686.7544	1,301,035.7204
P.C. 0+65.77	485,627.6285	1,301,041.0698
P.T. 0+93.88	485,604.6571	1,301,055.4295
P.C. 1+04.72	485,599.0503	1,301,064.7058
P.T. 1+23.66	485,584.9383	1,301,076.8698
P.C. 1+84.65	485,528.6665	1,301,100.3739
P.T. 2+03.50	485,514.6035	1,301,112.4570
P.C. 2+13.31	485,509.4986	1,301,120.8432
P.T. 2+27.98	485,499.1757	1,301,131.0477
P.C. 2+79.68	485,454.7033	1,301,157.4218
℄ 16TH STREET STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	485,534.9664	1,301,043.1067
P.O.E. 0+73.42	485,563.2643	1,301,110.8553

BASELINE COORDINATES

	NORTH	EAST
℄ TALBOT AVENUE		
P.O.B. 2030+00.00	486,598.8516	1,298,837.0729
P.C. 2030+24.94	486,617.7000	1,298,853.4010
P.T. 2030+88.16	486,626.6443	1,298,910.8604
P.C. 2037+36.87	486,288.6400	1,299,464.5480
P.T. 2037+87.47	486,289.9301	1,299,512.3905
P.O.E. 2039+49.58	486,381.7282	1,299,646.0001
℄ 4TH AVENUE		
P.C. 2060+00.00	486,486.9613	1,299,485.5305
P.T. 2060+58.93	486,444.2167	1,299,524.8499
P.C. 2062+83.52	486,330.1965	1,299,718.3522
P.T. 2063+31.76	486,316.4773	1,299,764.1128



BASELINE COORDINATES

	NORTH	EAST
℄ LANIER DRIVE		
P.O.B. 2050+00.00	486,322.3237	1,299,128.0392
P.O.E. 2051+48.86	486,460.9538	1,299,182.2794
℄ LYTTONSVILLE ROAD TRAIL CONNECTION		
P.O.B. 0+00.00	486,089.5698	1,300,121.5301
P.C. 0+29.61	486,113.2879	1,300,139.2522
P.T. 0+34.32	486,116.6997	1,300,142.4924
P.C. 0+98.55	486,157.7466	1,300,191.8948
P.T. 1+44.90	486,174.8476	1,300,234.1822
P.O.E. 2+42.96	486,182.2250	1,300,331.9633

NOTE: SEE DWG GS-33 FOR CURVE DATA

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 269+00 TO STA TRK 1 296+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-07
SHEET NO. 90 OF 691

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12/11/2013

BASELINE COORDINATES

	NORTH	EAST
℄ 16TH STREET		
P.C. 5+00.00	484,119.0744	1,302,016.7042
P.T. 13+72.29	484,780.7373	1,301,516.0680
P.C. 15+82.97	484,858.4679	1,301,320.2517
P.T. 21+09.26	485,259.0231	1,301,020.9113
P.O.E. 36+58.75	486,802.1512	1,300,880.6522
℄ SPRING STREET		
P.O.B. 2078+84.07	484,262.8256	1,301,933.8296
P.C. 2080+65.90	484,399.1573	1,302,054.1584
P.T. 2081+66.27	484,469.3915	1,302,125.7279
P.O.E. 2091+00.00	485,073.9819	1,302,837.2969

BASELINE COORDINATES

	NORTH	EAST
℄ SPRING STREET TRAIL CONNECTION		
P.O.B. 0+00.00	484,731.9446	1,302,521.1454
P.C. 0+56.01	484,684.5981	1,302,491.2238
P.T. 0+65.82	484,676.8673	1,302,485.2023
P.O.E. 2+52.89	484,541.2636	1,302,356.3448

BASELINE COORDINATES

	NORTH	EAST
℄ APPLE AVENUE TRAIL CONNECTION		
P.O.B. 0+00.00	483,997.6848	1,302,918.8499
P.C. 0+14.18	483,992.3449	1,302,905.7190
P.T. 0+20.33	483,988.9409	1,302,900.6487
P.O.E. 0+23.31	483,986.8089	1,302,898.5624

BASELINE COORDINATES

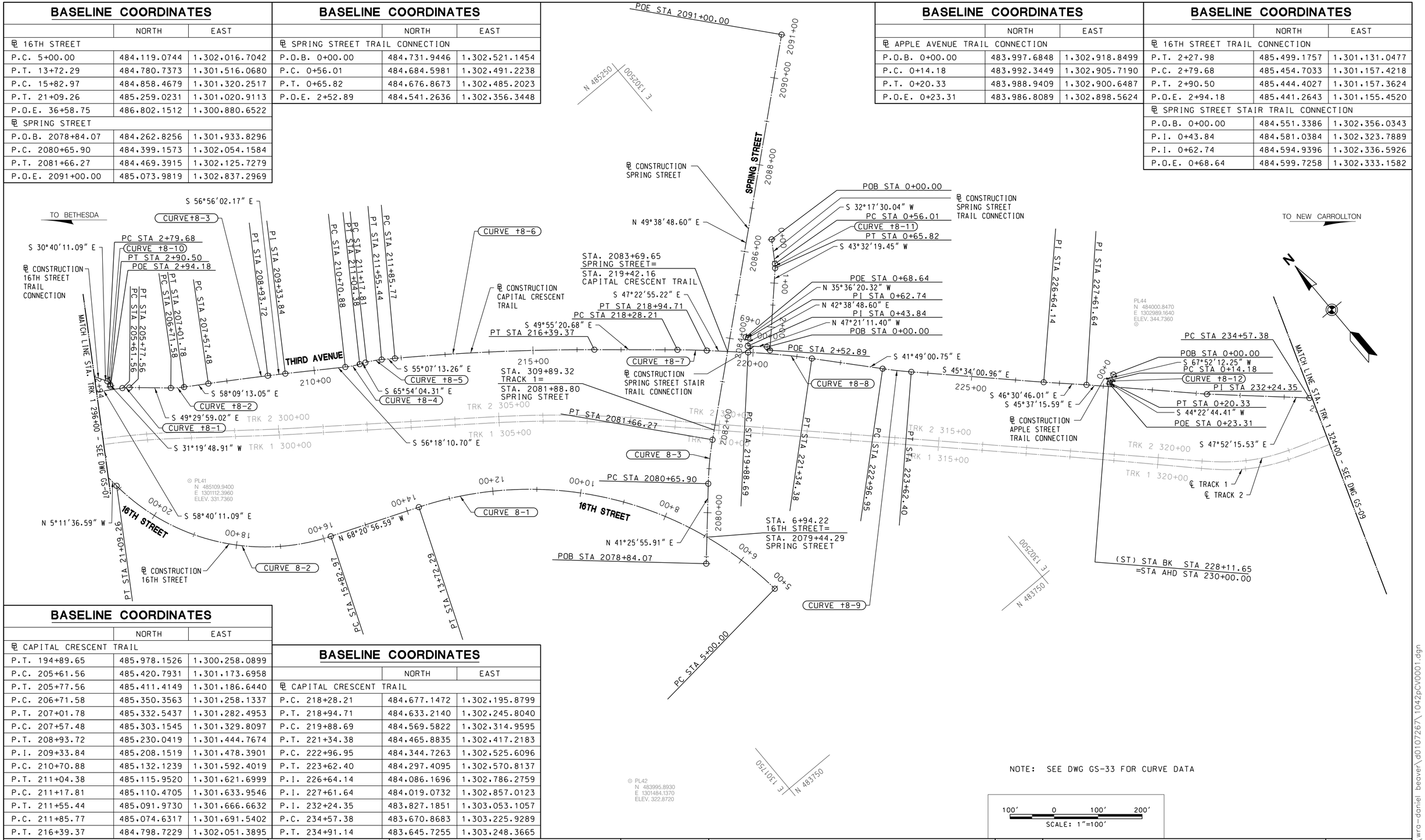
	NORTH	EAST
℄ 16TH STREET TRAIL CONNECTION		
P.T. 2+27.98	485,499.1757	1,301,131.0477
P.C. 2+79.68	485,454.7033	1,301,157.4218
P.T. 2+90.50	485,444.4027	1,301,157.3624
P.O.E. 2+94.18	485,441.2643	1,301,155.4520
℄ SPRING STREET STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	484,551.3386	1,302,356.0343
P.I. 0+43.84	484,581.0384	1,302,323.7889
P.I. 0+62.74	484,594.9396	1,302,336.5926
P.O.E. 0+68.64	484,599.7258	1,302,333.1582

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 194+89.65	485,978.1526	1,300,258.0899
P.C. 205+61.56	485,420.7931	1,301,173.6958
P.T. 205+77.56	485,411.4149	1,301,186.6440
P.C. 206+71.58	485,350.3563	1,301,258.1337
P.T. 207+01.78	485,332.5437	1,301,282.4953
P.C. 207+57.48	485,303.1545	1,301,329.8097
P.T. 208+93.72	485,230.0419	1,301,444.7674
P.I. 209+33.84	485,208.1519	1,301,478.3901
P.C. 210+70.88	485,132.1239	1,301,592.4019
P.T. 211+04.38	485,115.9520	1,301,621.6999
P.C. 211+17.81	485,110.4705	1,301,633.9546
P.T. 211+55.44	485,091.9730	1,301,666.6632
P.C. 211+85.77	485,074.6317	1,301,691.5402
P.T. 216+39.37	484,798.7229	1,302,051.3895

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 218+28.21	484,677.1472	1,302,195.8799
P.T. 218+94.71	484,633.2140	1,302,245.8040
P.C. 219+88.69	484,569.5822	1,302,314.9595
P.T. 221+34.38	484,465.8835	1,302,417.2183
P.C. 222+96.95	484,344.7263	1,302,525.6096
P.T. 223+62.40	484,297.4095	1,302,570.8137
P.I. 226+64.14	484,086.1696	1,302,786.2759
P.I. 227+61.64	484,019.0732	1,302,857.0123
P.I. 232+24.35	483,827.1851	1,303,053.1057
P.C. 234+57.38	483,670.8683	1,303,225.9289
P.T. 234+91.14	483,645.7255	1,303,248.3665



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 296+00 TO STA TRK 1 324+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-08
SHEET NO. 91 OF 691

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12/11/2013

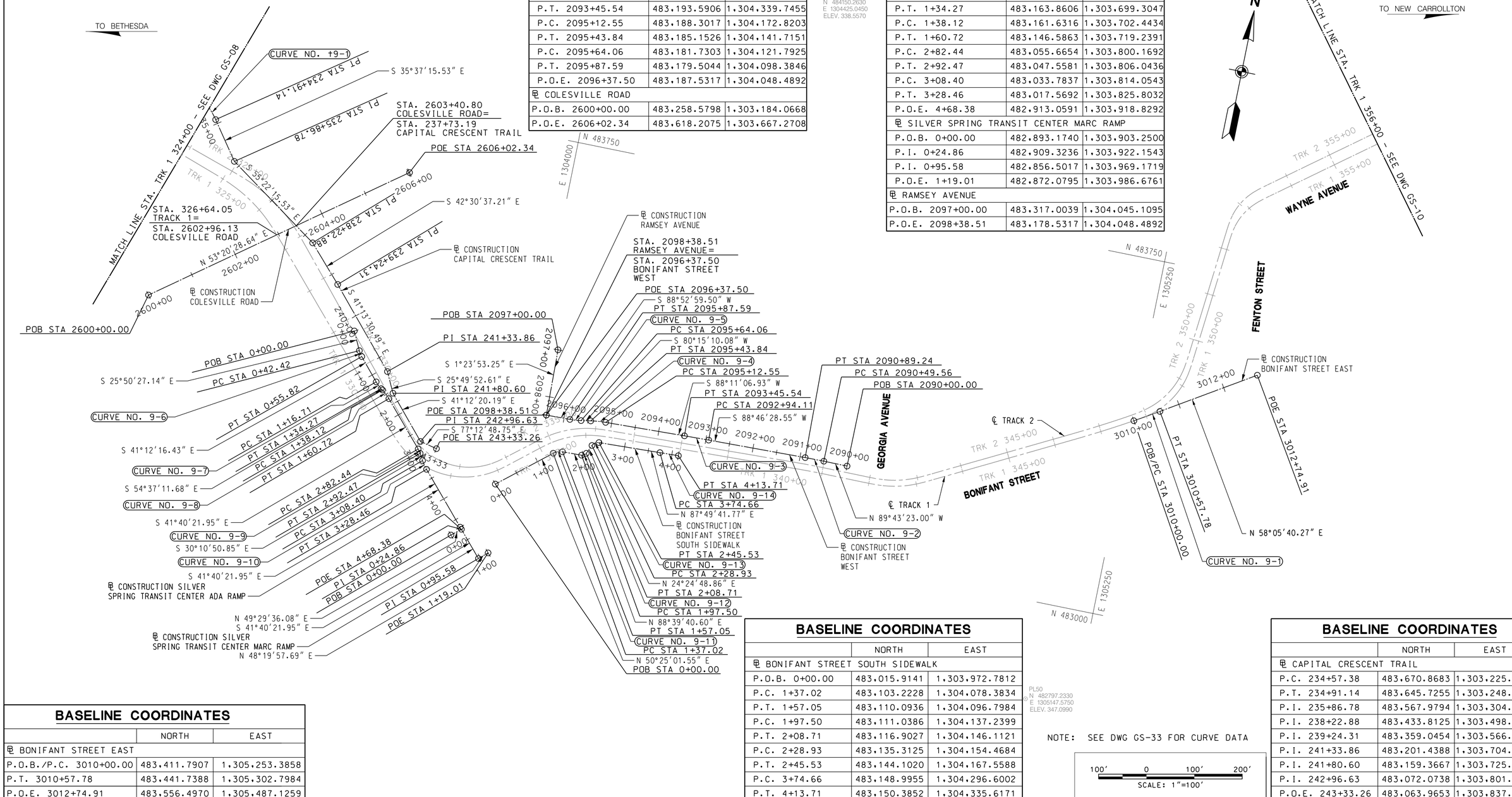
BASELINE COORDINATES

	NORTH	EAST
℄ BONIFANT STREET WEST		
P.O.B. 2090+00.00	483,199.4251	1,304,685.2206
P.C. 2090+49.56	483,199.6646	1,304,635.6652
P.T. 2090+89.24	483,199.3362	1,304,595.9824
P.C. 2092+94.11	483,194.9548	1,304,391.1568
P.T. 2093+45.54	483,193.5906	1,304,339.7455
P.C. 2095+12.55	483,188.3017	1,304,172.8203
P.T. 2095+43.84	483,185.1526	1,304,141.7151
P.C. 2095+64.06	483,181.7303	1,304,121.7925
P.T. 2095+87.59	483,179.5044	1,304,098.3846
P.O.E. 2096+37.50	483,187.5317	1,304,048.4892
℄ COLESVILLE ROAD		
P.O.B. 2600+00.00	483,258.5798	1,303,184.0668
P.O.E. 2606+02.34	483,618.2075	1,303,667.2708

PL49
N 484150.2630
E 1304425.0450
ELEV. 338.5570

BASELINE COORDINATES

	NORTH	EAST
℄ SILVER SPRING TRANSIT CENTER ADA RAMP		
P.O.B. 0+00.00	483,270.7333	1,303,620.3215
P.C. 0+42.42	483,232.5582	1,303,638.8097
P.T. 0+55.82	483,221.4144	1,303,646.1920
P.C. 1+16.71	483,175.6041	1,303,686.3023
P.T. 1+34.27	483,163.8606	1,303,699.3047
P.C. 1+38.12	483,161.6316	1,303,702.4434
P.T. 1+60.72	483,146.5863	1,303,719.2391
P.C. 2+82.44	483,055.6654	1,303,800.1692
P.T. 2+92.47	483,047.5581	1,303,806.0436
P.C. 3+08.40	483,033.7837	1,303,814.0543
P.T. 3+28.46	483,017.5692	1,303,825.8032
P.O.E. 4+68.38	482,913.0591	1,303,918.8292
℄ SILVER SPRING TRANSIT CENTER MARC RAMP		
P.O.B. 0+00.00	482,893.1740	1,303,903.2500
P.I. 0+24.86	482,909.3236	1,303,922.1543
P.I. 0+95.58	482,856.5017	1,303,969.1719
P.O.E. 1+19.01	482,872.0795	1,303,986.6761
℄ RAMSEY AVENUE		
P.O.B. 2097+00.00	483,317.0039	1,304,045.1095
P.O.E. 2098+38.51	483,178.5317	1,304,048.4892



BASELINE COORDINATES

	NORTH	EAST
℄ BONIFANT STREET SOUTH SIDEWALK		
P.O.B. 0+00.00	483,015.9141	1,303,972.7812
P.C. 1+37.02	483,103.2228	1,304,078.3834
P.T. 1+57.05	483,110.0936	1,304,096.7984
P.C. 1+97.50	483,111.0386	1,304,137.2399
P.T. 2+08.71	483,116.9027	1,304,146.1121
P.C. 2+28.93	483,135.3125	1,304,154.4684
P.T. 2+45.53	483,144.1020	1,304,167.5588
P.C. 3+74.66	483,148.9955	1,304,296.6002
P.T. 4+13.71	483,150.3852	1,304,335.6171

PL50
N 482797.2330
E 1305147.5750
ELEV. 347.0990

NOTE: SEE DWG GS-33 FOR CURVE DATA

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 234+57.38	483,670.8683	1,303,225.9289
P.T. 234+91.14	483,645.7255	1,303,248.3665
P.I. 235+86.78	483,567.9794	1,303,304.0703
P.I. 238+22.88	483,433.8125	1,303,498.3457
P.I. 239+24.31	483,359.0454	1,303,566.8820
P.I. 241+33.86	483,201.4388	1,303,704.9783
P.I. 241+80.60	483,159.3667	1,303,725.3451
P.I. 242+96.63	483,072.0738	1,303,801.7793
P.O.E. 243+33.26	483,063.9653	1,303,837.5082

BASELINE COORDINATES

	NORTH	EAST
℄ BONIFANT STREET EAST		
P.O.B./P.C. 3010+00.00	483,411.7907	1,305,253.3858
P.T. 3010+57.78	483,441.7388	1,305,302.7984
P.O.E. 3012+74.91	483,556.4970	1,305,487.1259

100′ 0 100′ 200′
SCALE: 1"=100′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland
Gannett Fleming
WR&A
JACOBS

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DESGN	MAH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 324+00 TO STA TRK 1 356+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-09
SHEET NO. 92 OF 691

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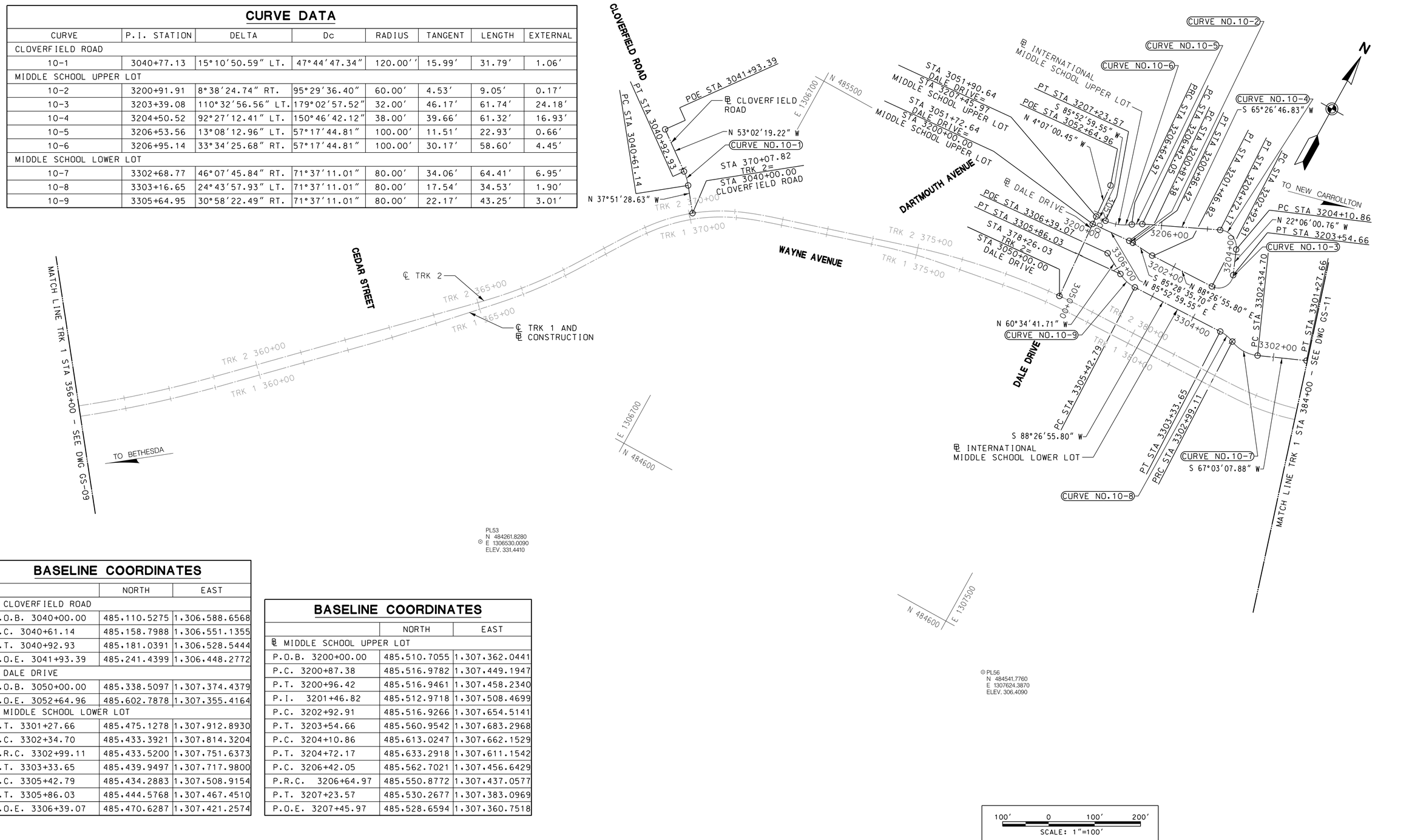
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CLOVERFIELD ROAD							
10-1	3040+77.13	15°10'50.59" LT.	47°44'47.34"	120.00''	15.99'	31.79'	1.06'
MIDDLE SCHOOL UPPER LOT							
10-2	3200+91.91	8°38'24.74" RT.	95°29'36.40"	60.00'	4.53'	9.05'	0.17'
10-3	3203+39.08	110°32'56.56" LT.	179°02'57.52"	32.00'	46.17'	61.74'	24.18'
10-4	3204+50.52	92°27'12.41" LT.	150°46'42.12"	38.00'	39.66'	61.32'	16.93'
10-5	3206+53.56	13°08'12.96" LT.	57°17'44.81"	100.00'	11.51'	22.93'	0.66'
10-6	3206+95.14	33°34'25.68" RT.	57°17'44.81"	100.00'	30.17'	58.60'	4.45'
MIDDLE SCHOOL LOWER LOT							
10-7	3302+68.77	46°07'45.84" RT.	71°37'11.01"	80.00'	34.06'	64.41'	6.95'
10-8	3303+16.65	24°43'57.93" LT.	71°37'11.01"	80.00'	17.54'	34.53'	1.90'
10-9	3305+64.95	30°58'22.49" RT.	71°37'11.01"	80.00'	22.17'	43.25'	3.01'



PL53
N 484261.8280
E 1306530.0090
ELEV. 331.4410

PL56
N 484541.7760
E 1307624.3870
ELEV. 306.4090

BASELINE COORDINATES

	NORTH	EAST
℄ CLOVERFIELD ROAD		
P.O.B. 3040+00.00	485,110.5275	1,306,588.6568
P.C. 3040+61.14	485,158.7988	1,306,551.1355
P.T. 3040+92.93	485,181.0391	1,306,528.5444
P.O.E. 3041+93.39	485,241.4399	1,306,448.2772
℄ DALE DRIVE		
P.O.B. 3050+00.00	485,338.5097	1,307,374.4379
P.O.E. 3052+64.96	485,602.7878	1,307,355.4164
℄ MIDDLE SCHOOL LOWER LOT		
P.T. 3301+27.66	485,475.1278	1,307,912.8930
P.C. 3302+34.70	485,433.3921	1,307,814.3204
P.R.C. 3302+99.11	485,433.5200	1,307,751.6373
P.T. 3303+33.65	485,439.9497	1,307,717.9800
P.C. 3305+42.79	485,434.2883	1,307,508.9154
P.T. 3305+86.03	485,444.5768	1,307,467.4510
P.O.E. 3306+39.07	485,470.6287	1,307,421.2574

BASELINE COORDINATES

	NORTH	EAST
℄ MIDDLE SCHOOL UPPER LOT		
P.O.B. 3200+00.00	485,510.7055	1,307,362.0441
P.C. 3200+87.38	485,516.9782	1,307,449.1947
P.T. 3200+96.42	485,516.9461	1,307,458.2340
P.I. 3201+46.82	485,512.9718	1,307,508.4699
P.C. 3202+92.91	485,516.9266	1,307,654.5141
P.T. 3203+54.66	485,560.9542	1,307,683.2968
P.C. 3204+10.86	485,613.0247	1,307,662.1529
P.T. 3204+72.17	485,633.2918	1,307,611.1542
P.C. 3206+42.05	485,562.7021	1,307,456.6429
P.R.C. 3206+64.97	485,550.8772	1,307,437.0577
P.T. 3207+23.57	485,530.2677	1,307,383.0969
P.O.E. 3207+45.97	485,528.6594	1,307,360.7518

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

PROFESSIONAL CERTIFICATION

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DESGN	MAH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 356+00 TO STA TRK 1 384+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-10
SHEET NO. 93 OF 691

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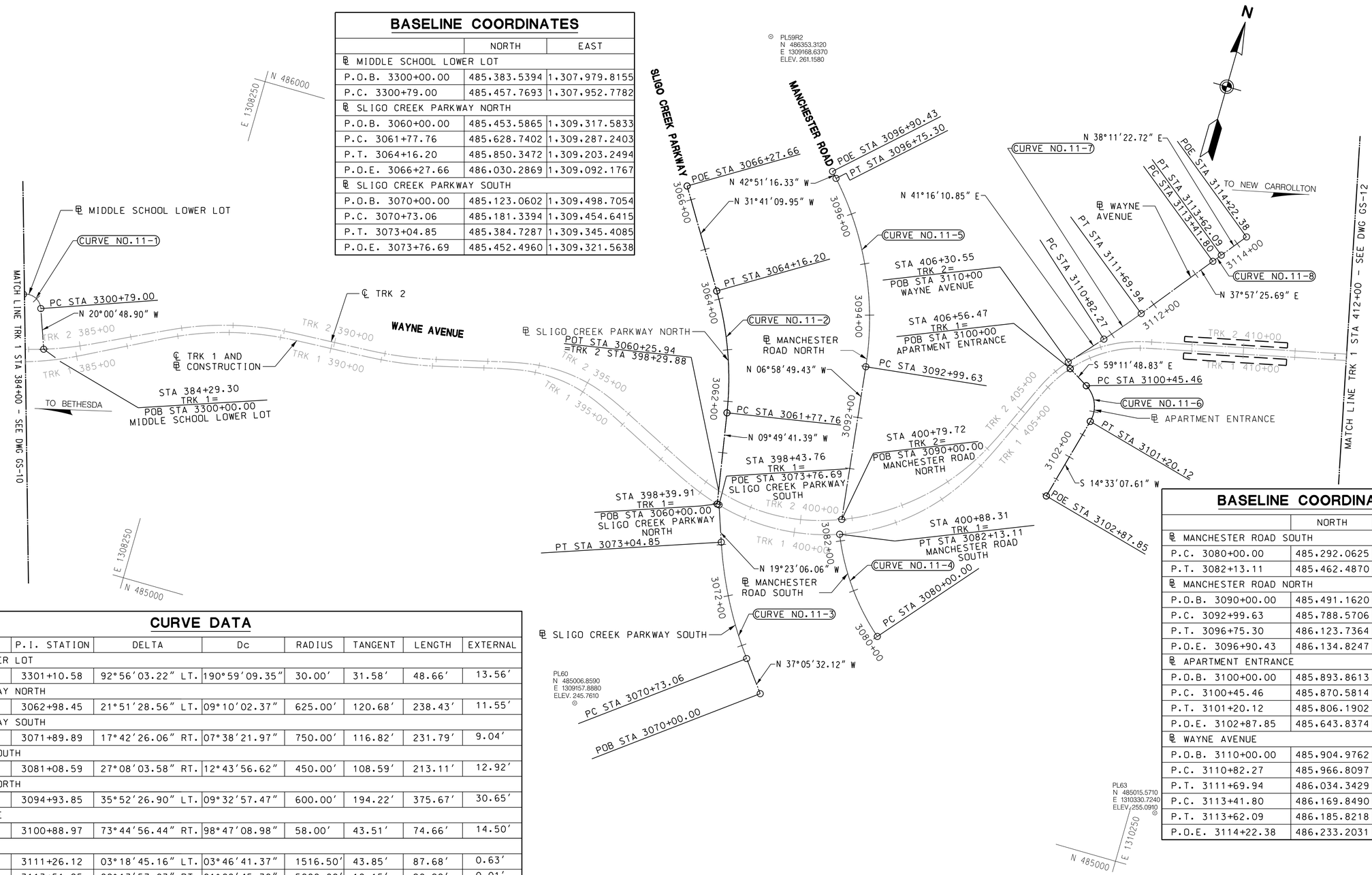
12/10/2013

BASELINE COORDINATES

	NORTH	EAST
℄ MIDDLE SCHOOL LOWER LOT		
P.O.B. 3300+00.00	485,383.5394	1,307,979.8155
P.C. 3300+79.00	485,457.7693	1,307,952.7782
℄ SLIGO CREEK PARKWAY NORTH		
P.O.B. 3060+00.00	485,453.5865	1,309,317.5833
P.C. 3061+77.76	485,628.7402	1,309,287.2403
P.T. 3064+16.20	485,850.3472	1,309,203.2494
P.O.E. 3066+27.66	486,030.2869	1,309,092.1767
℄ SLIGO CREEK PARKWAY SOUTH		
P.O.B. 3070+00.00	485,123.0602	1,309,498.7054
P.C. 3070+73.06	485,181.3394	1,309,454.6415
P.T. 3073+04.85	485,384.7287	1,309,345.4085
P.O.E. 3073+76.69	485,452.4960	1,309,321.5638



BASELINE COORDINATES

	NORTH	EAST
℄ MANCHESTER ROAD SOUTH		
P.C. 3080+00.00	485,292.0625	1,309,686.5064
P.T. 3082+13.11	485,462.4870	1,309,561.8874
℄ MANCHESTER ROAD NORTH		
P.O.B. 3090+00.00	485,491.1620	1,309,557.8511
P.C. 3092+99.63	485,788.5706	1,309,521.4372
P.T. 3096+75.30	486,123.7364	1,309,365.7342
P.O.E. 3096+90.43	486,134.8247	1,309,355.4467
℄ APARTMENT ENTRANCE		
P.O.B. 3100+00.00	485,893.8613	1,309,903.4717
P.C. 3100+45.46	485,870.5814	1,309,942.5192
P.T. 3101+20.12	485,806.1902	1,309,968.9574
P.O.E. 3102+87.85	485,643.8374	1,309,926.8125
℄ WAYNE AVENUE		
P.O.B. 3110+00.00	485,904.9762	1,309,896.2851
P.C. 3110+82.27	485,966.8097	1,309,950.5492
P.T. 3111+69.94	486,034.3429	1,310,006.4442
P.C. 3113+41.80	486,169.8490	1,310,112.1500
P.T. 3113+62.09	486,185.8218	1,310,124.6623
P.O.E. 3114+22.38	486,233.2031	1,310,161.9338

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MIDDLE SCHOOL LOWER LOT							
11-1	3301+10.58	92°56'03.22" LT.	190°59'09.35"	30.00'	31.58'	48.66'	13.56'
SLIGO CREEK PARKWAY NORTH							
11-2	3062+98.45	21°51'28.56" LT.	09°10'02.37"	625.00'	120.68'	238.43'	11.55'
SLIGO CREEK PARKWAY SOUTH							
11-3	3071+89.89	17°42'26.06" RT.	07°38'21.97"	750.00'	116.82'	231.79'	9.04'
MANCHESTER ROAD SOUTH							
11-4	3081+08.59	27°08'03.58" RT.	12°43'56.62"	450.00'	108.59'	213.11'	12.92'
MANCHESTER ROAD NORTH							
11-5	3094+93.85	35°52'26.90" LT.	09°32'57.47"	600.00'	194.22'	375.67'	30.65'
APARTMENT ENTRANCE							
11-6	3100+88.97	73°44'56.44" RT.	98°47'08.98"	58.00'	43.51'	74.66'	14.50'
WAYNE AVENUE							
11-7	3111+26.12	03°18'45.16" LT.	03°46'41.37"	1516.50'	43.85'	87.68'	0.63'
11-8	3113+51.95	00°13'57.03" RT.	01°08'45.30"	5000.00'	10.15'	20.29'	0.01'

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

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DESGN	MAH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 384+00 TO STA TRK 1 412+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-11
SHEET NO. 94 OF 691

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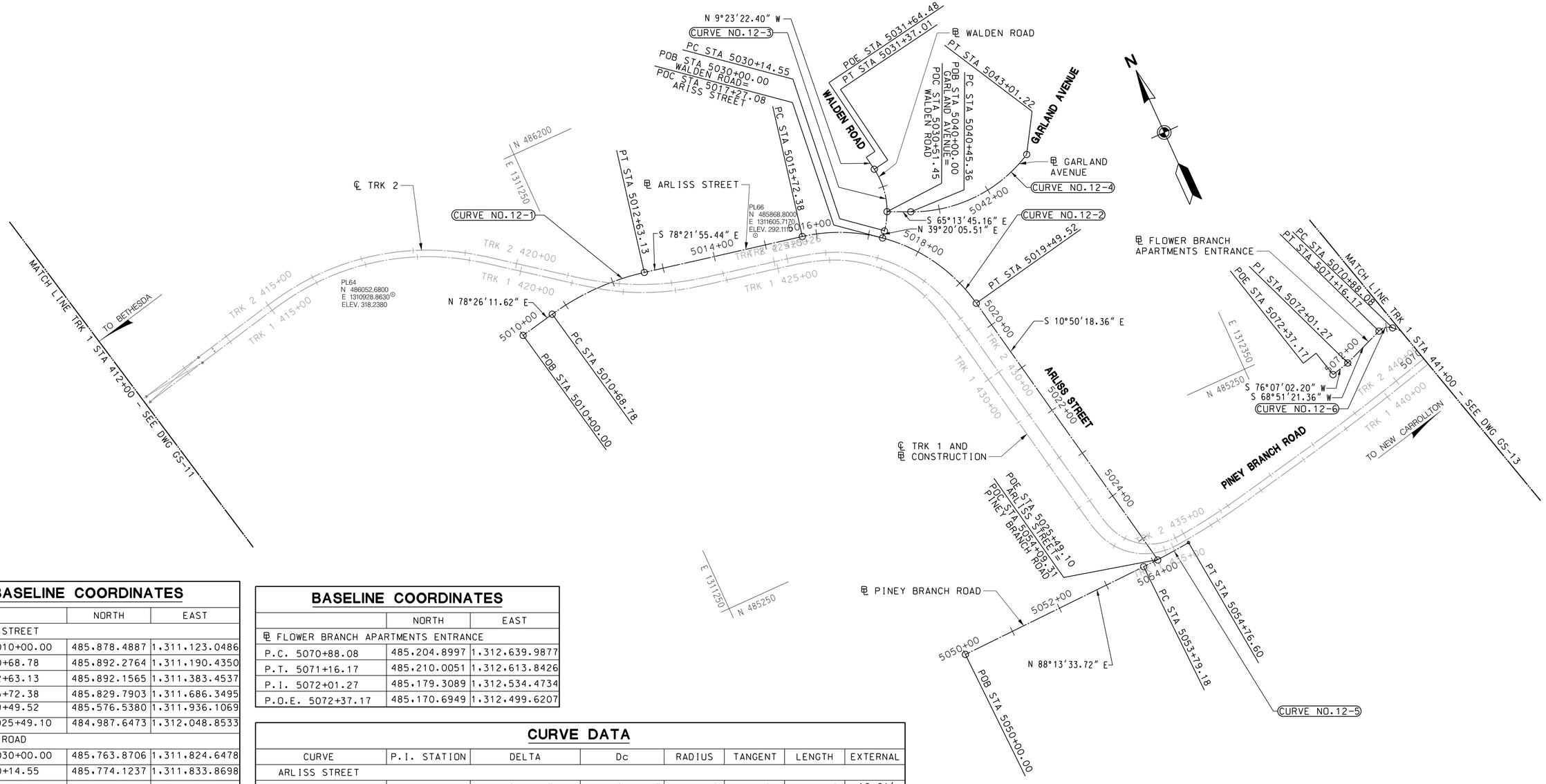
12/10/2013



BASELINE COORDINATES

	NORTH	EAST
℄ ARLISS STREET		
P.O.B. 5010+00.00	485,878.4887	1,311,123.0486
P.C. 5010+68.78	485,892.2764	1,311,190.4350
P.T. 5012+63.13	485,892.1565	1,311,383.4537
P.C. 5015+72.38	485,829.7903	1,311,686.3495
P.T. 5019+49.52	485,576.5380	1,311,936.1069
P.O.E. 5025+49.10	484,987.6473	1,312,048.8533
℄ WALDEN ROAD		
P.O.B. 5030+00.00	485,763.8706	1,311,824.6478
P.C. 5030+14.55	485,774.1237	1,311,833.8698
P.T. 5031+37.30	485,889.8914	1,311,864.5630
P.O.E. 5031+64.19	485,916.7089	1,311,860.1284
℄ GARLAND AVENUE		
P.O.B. 5040+00.00	485,806.0639	1,311,853.2430
P.C. 5040+45.36	485,787.0599	1,311,894.4266
P.T. 5043+01.22	485,795.1695	1,312,141.0268
℄ PINEY BRANCH ROAD		
P.O.B. 5050+00.00	484,974.6538	1,311,639.7478
P.C. 5053+79.18	484,986.3920	1,312,018.7490
P.T. 5054+76.60	484,992.7756	1,312,115.9349

BASELINE COORDINATES

	NORTH	EAST
℄ FLOWER BRANCH APARTMENTS ENTRANCE		
P.C. 5070+88.08	485,204.8997	1,312,639.9877
P.T. 5071+16.17	485,210.0051	1,312,613.8426
P.I. 5072+01.27	485,179.3089	1,312,534.4734
P.O.E. 5072+37.17	485,170.6949	1,312,499.6207

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
ARLISS STREET							
12-1	5011+67.30	23°11'52.94" RT.	11°56'11.83"	480.00'	98.52'	194.34'	10.01'
12-2	5017+86.30	67°31'37.08" RT.	17°54'17.75"	320.00'	213.93'	377.14'	64.92'
WALDEN ROAD							
12-3	5030+79.93	48°50'30.63" LT.	39°47'19.45"	144.00'	65.38'	122.75'	14.15'
GARLAND AVENUE							
12-4	5041+83.39	53°18'31.01" LT.	20°50'05.38"	275.00'	138.04'	255.86'	32.70'
PINEY BRANCH ROAD							
12-5	5054+27.91	3°58'05.13" LT.	4°04'24.24"	1406.58'	48.73'	97.41'	0.84'
FLOWER BRANCH APARTMENTS ENTRANCE							
12-6	5071+03.82	64°23'12.53" LT.	229°10'59.22"	25.00'	15.74'	28.09'	4.54'

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

PROFESSIONAL CERTIFICATION
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DESIGN	AH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 412+00 TO STA TRK 1 441+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-12
SHEET NO. 95 OF 691

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12/10/2013

BASELINE COORDINATES

	NORTH	EAST
℄ FLOWER BRANCH APARTMENT ENTRANCE		
P.O.B. 5070+00.00	485,129.2706	1,312,679.3115
P.C. 5070+46.54	485,174.2031	1,312,667.1948
P.T. 5070+60.35	485,185.9055	1,312,660.1843
℄ BARRON STREET		
P.O.B. 5090+00.00	485,254.0348	1,313,110.1939
P.O.E. 5091+77.00	485,077.3036	1,313,119.9434
℄ MD 320 (PINEY BRANCH RD)		
P.O.B. 6000+00.00	485,290.9030	1,313,155.0662
P.C. 6003+90.91	485,420.9947	1,313,523.6904
P.T. 6005+81.70	485,457.3655	1,313,710.2884
P.O.E. 6010+94.72	485,480.8216	1,314,222.7765
℄ MD 193 (UNIVERSITY BOULEVARD) EB		
P.O.B. 6100+00.00	487,151.4274	1,313,248.1781
P.C. 6102+64.52	486,900.9867	1,313,333.3125
P.R.C. 6105+51.00	486,641.1406	1,313,452.7380
P.T. 6109+36.60	486,274.5731	1,313,558.3785
P.C. 6113+51.99	485,859.3321	1,313,569.6909
P.T. 6116+67.67	485,546.4081	1,313,607.6411
P.C. 6117+93.36	485,423.5886	1,313,634.3509
P.T. 6119+63.57	485,263.4421	1,313,690.7087

BASELINE COORDINATES

	NORTH	EAST
℄ MD 193 (UNIVERSITY BOULEVARD) WB		
P.O.B. 6200+00.00	486,022.4195	1,313,603.2922
P.C. 6201+70.22	485,852.2671	1,313,607.9276
P.T. 6203+27.63	485,695.4538	1,313,620.7389
P.C. 6203+71.44	485,652.0487	1,313,626.6696
P.C.C. 6204+67.33	485,558.1798	1,313,645.9042
P.T. 6206+59.39	485,379.0890	1,313,714.4460
P.O.E. 6207+75.78	485,274.9275	1,313,766.3932
℄ GILBERT STREET		
P.O.B. 6010+00.00	484,855.4926	1,313,678.3510
P.O.E. 6012+17.88	484,974.9435	1,313,860.5670
℄ SEEK LANE		
P.O.B. 6020+00.00	484,574.7321	1,313,875.9585
P.C. 6020+62.05	484,573.7970	1,313,938.0021
P.T. 6022+34.99	484,595.9746	1,314,108.9081
℄ BAYFIELD STREET		
P.O.B. 6030+00.00	484,069.2153	1,314,004.0506
P.O.E. 6032+63.20	484,070.9812	1,314,267.2467
℄ MD 195 (CARROLL AVENUE) NB		
P.O.B. 6350+00.00	483,868.8338	1,314,516.9458

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 320 (PINEY BRANCH RD)							
13-1	6004+86.99	16°49'04.70" RT.	8°48'53.05"	650.00'	96.09'	190.79'	7.06'
MD 193 (UNIVERSITY BLVD) EB							
13-2	6104+08.27	11°49'02.51" LT.	04°07'29.88"	1389.00'	143.75'	286.48'	7.42'
13-3	6107+48.03	29°01'54.14" RT.	07°31'44.44"	761.00'	197.03'	385.60'	25.09'
13-4	6115+10.29	10°42'31.13" LT.	03°23'32.24"	1689.00'	158.30'	315.68'	7.40'
13-5	6118+78.90	14°14'13.43" LT.	08°21'51.65"	685.00'	85.55'	170.21'	5.32'
MD 193 (UNIVERSITY BLVD) WB							
13-6	6202+49.00	06°13'12.24" LT.	03°57'05.16"	1450.00'	78.78'	157.41'	2.14'
13-7	6204+19.45	07°35'56.37" LT.	07°55'29.02"	723.00'	48.02'	95.89'	1.59'
13-8	6205+63.66	11°07'35.94" LT.	05°47'35.90"	989.00'	96.33'	192.06'	4.68'
SEEK LN							
13-9	6021+49.12	16°30'51.33" LT.	9°32'57.47"	600.00'	87.07'	172.94'	6.29'
FLOWER BRANCH APARTMENT ENTRANCE							
13-10	5070+53.63	31°39'56.04" LT.	229°10'59.22"	25.00'	7.09'	13.82'	0.99'

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A — JACOBS

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 441+00 TO STA TRK 1 469+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-13
SHEET NO. 96 OF 691

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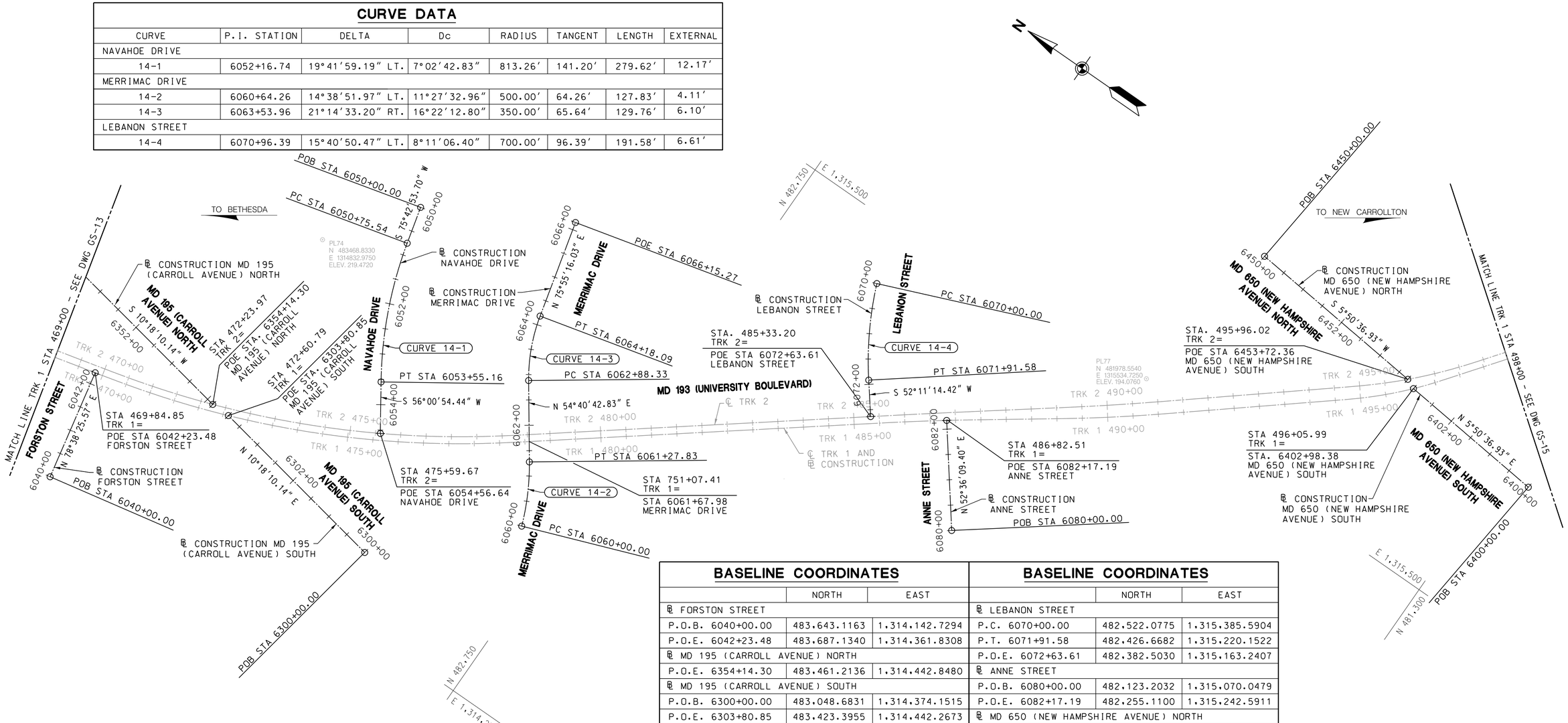
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
NAVAHOE DRIVE							
14-1	6052+16.74	19°41'59.19" LT.	7°02'42.83"	813.26'	141.20'	279.62'	12.17'
MERRIMAC DRIVE							
14-2	6060+64.26	14°38'51.97" LT.	11°27'32.96"	500.00'	64.26'	127.83'	4.11'
14-3	6063+53.96	21°14'33.20" RT.	16°22'12.80"	350.00'	65.64'	129.76'	6.10'
LEBANON STREET							
14-4	6070+96.39	15°40'50.47" LT.	8°11'06.40"	700.00'	96.39'	191.58'	6.61'



BASELINE COORDINATES

	NORTH	EAST
℄ FORSTON STREET		
P.O.B. 6040+00.00	483,643.1163	1,314,142.7294
P.O.E. 6042+23.48	483,687.1340	1,314,361.8308
℄ MD 195 (CARROLL AVENUE) NORTH		
P.O.E. 6354+14.30	483,461.2136	1,314,442.8480
℄ MD 195 (CARROLL AVENUE) SOUTH		
P.O.B. 6300+00.00	483,048.6831	1,314,374.1515
P.O.E. 6303+80.85	483,423.3955	1,314,442.2673
℄ NAVAHOE DRIVE		
P.O.B. 6050+00.00	483,346.4273	1,314,995.6598
P.C. 6050+75.54	483,327.7877	1,314,922.4542
P.T. 6053+55.16	483,214.0175	1,314,668.5336
P.O.E. 6054+56.64	483,157.2927	1,314,584.3878
℄ MERRIMAC DRIVE		
P.C. 6060+00.00	482,824.1206	1,314,593.3868
P.T. 6061+27.83	482,883.9631	1,314,705.9458
P.C. 6062+88.33	482,976.7595	1,314,836.9029
P.T. 6064+18.09	483,030.6736	1,314,954.1198
P.O.E. 6066+15.27	483,078.6394	1,315,145.3779

BASELINE COORDINATES

	NORTH	EAST
℄ LEBANON STREET		
P.C. 6070+00.00	482,522.0775	1,315,385.5904
P.T. 6071+91.58	482,426.6682	1,315,220.1522
P.O.E. 6072+63.61	482,382.5030	1,315,163.2407
℄ ANNE STREET		
P.O.B. 6080+00.00	482,123.2032	1,315,070.0479
P.O.E. 6082+17.19	482,255.1100	1,315,242.5911
℄ MD 650 (NEW HAMPSHIRE AVENUE) NORTH		
P.O.B. 6450+00.00	481,925.1339	1,315,865.8555
P.O.E. 6453+72.36	481,554.7111	1,315,827.9445
℄ MD 650 (NEW HAMPSHIRE AVENUE) SOUTH		
P.O.B. 6400+00.00	481,238.3934	1,315,788.8233
P.O.E. 6402+98.38	481,535.2190	1,315,819.2019

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESGN NJD
DRAWN NJD
CHECK HMB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 469+00 TO STA TRK 1 498+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-14
SHEET NO. 97 OF 691

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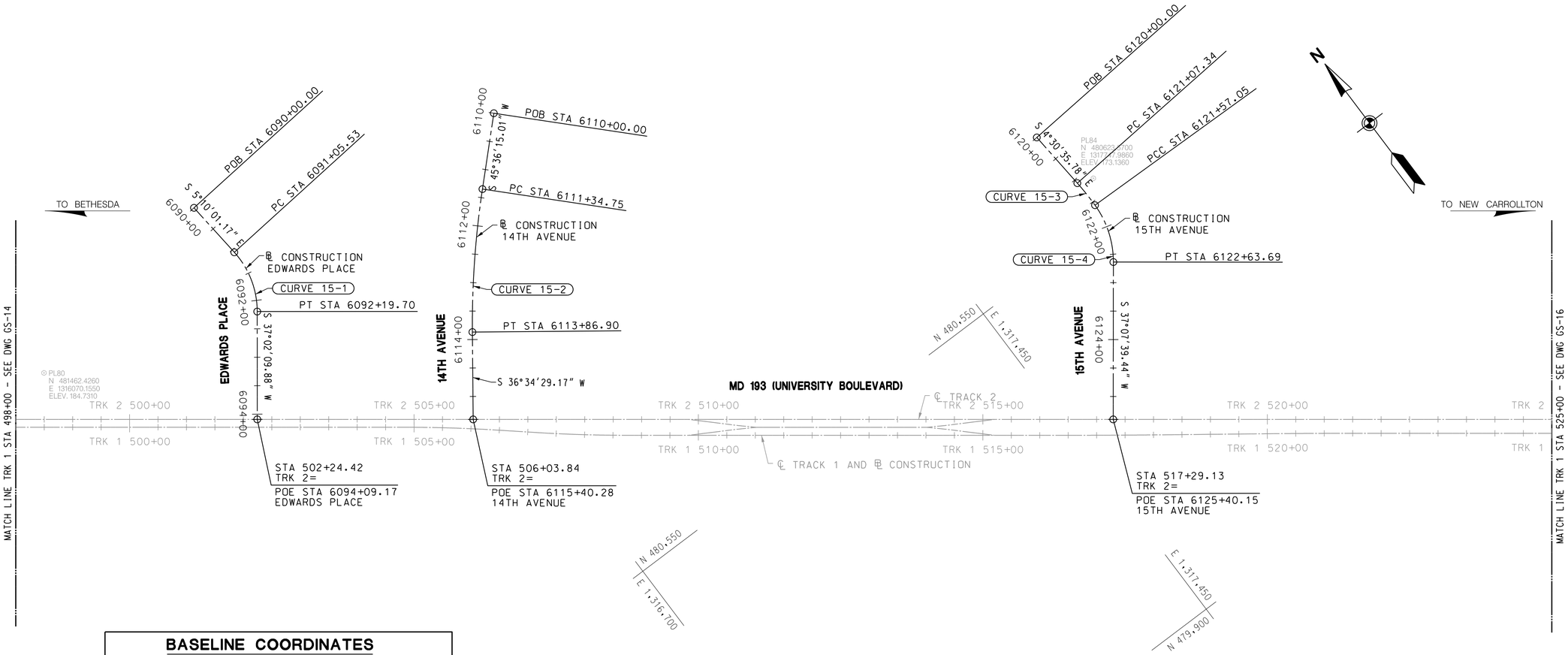
12/11/2013



BASELINE COORDINATES

	NORTH	EAST
℄ EDWARDS PLACE		
P.O.B. 6090+00.00	481,534.9696	1,316,455.3435
P.C. 6091+05.53	481,429.8664	1,316,464.8476
P.T. 6092+19.70	481,322.5480	1,316,434.2072
P.O.E. 6094+09.17	481,171.3059	1,316,320.0886
℄ 14TH AVENUE		
P.O.B. 6110+00.00	481,349.9075	1,316,976.0698
P.C. 6111+34.75	481,255.6358	1,316,879.7887
P.T. 6113+86.90	481,065.7921	1,316,714.2390
P.O.E. 6115+40.28	480,942.6145	1,316,622.8434
℄ 15TH AVENUE		
P.O.B. 6120+00.00	480,740.7495	1,317,711.9072
P.C. 6121+07.34	480,633.7457	1,317,720.3473
P.C.C. 6121+57.05	480,584.0735	1,317,721.7881
P.T. 6122+63.69	480,484.9839	1,317,687.3644
P.O.E. 6125+40.15	480,264.5594	1,317,520.4915

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
EDWARDS PLACE							
15-1	6091+65.35	42°12'11.05" RT.	36°57'54.07"	155.00'	59.81'	114.17'	11.14'
14TH AVENUE							
15-2	6112+61.08	9°01'45.84" LT.	3°34'51.55"	1600.00'	126.34'	252.14'	4.98'
15TH AVENUE							
15-3	6121+32.21	5°41'48.33" RT.	11°27'32.96"	500.00'	24.88'	49.71'	0.61'
15-4	6122+12.19	35°56'26.89" RT.	33°42'12.24"	170.00'	55.14'	106.64'	8.72'

100' 0 100' 200'
SCALE: 1"=100'

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MTA Maryland

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 498+00 TO STA TRK 1 525+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-15
SHEET NO. 98 OF 691

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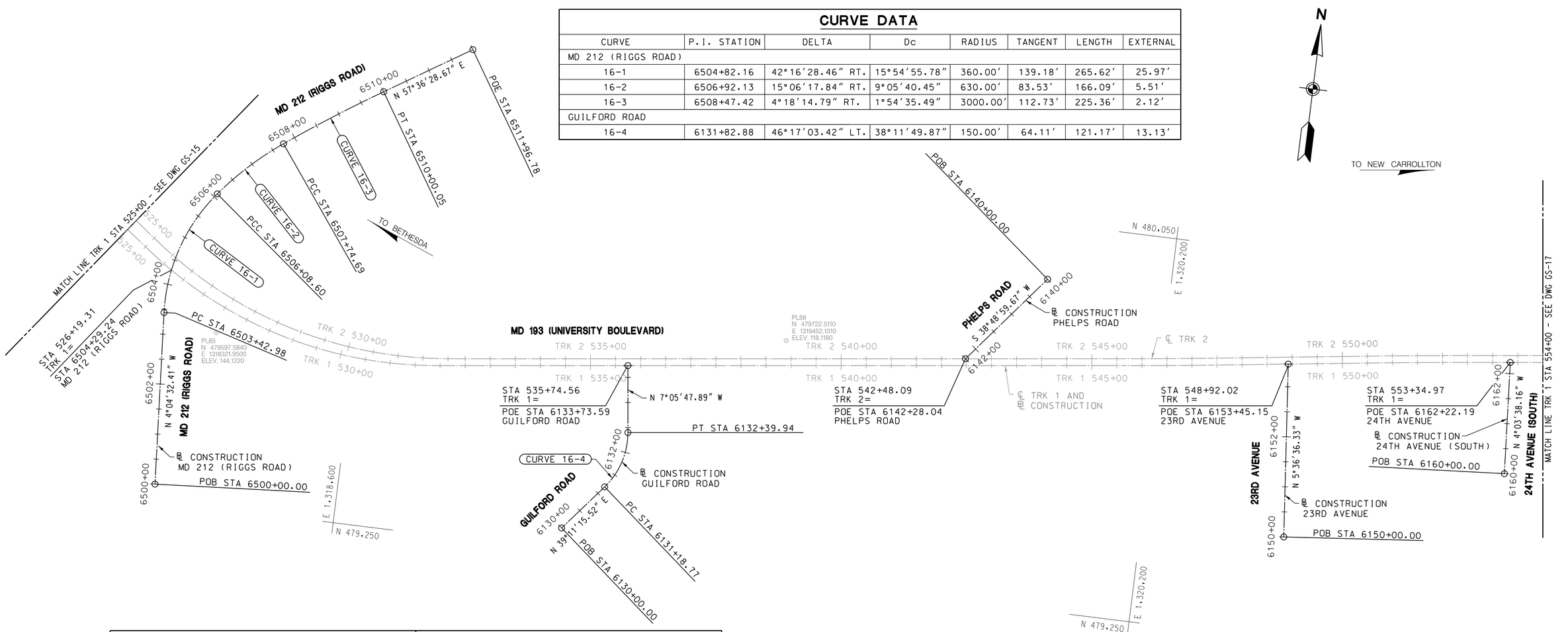
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 212 (RIGGS ROAD)							
16-1	6504+82.16	42°16'28.46" RT.	15°54'55.78"	360.00'	139.18'	265.62'	25.97'
16-2	6506+92.13	15°06'17.84" RT.	9°05'40.45"	630.00'	83.53'	166.09'	5.51'
16-3	6508+47.42	4°18'14.79" RT.	1°54'35.49"	3000.00'	112.73'	225.36'	2.12'
GUILFORD ROAD							
16-4	6131+82.88	46°17'03.42" LT.	38°11'49.87"	150.00'	64.11'	121.17'	13.13'



BASELINE COORDINATES

	NORTH	EAST
℄ MD 212 (RIGGS ROAD)		
P.O.B. 6500+00.00	479,282.5976	1,318,237.7760
P.C. 6503+42.98	479,624.7131	1,318,213.3989
P.C.C. 6506+08.60	479,872.9212	1,318,289.5757
P.C.C. 6507+74.69	479,988.4774	1,318,408.2032
P.T. 6510+00.05	480,116.2370	1,318,593.7884
P.O.E. 6511+96.78	480,221.6280	1,318,759.9091
℄ GUILFORD ROAD		
P.O.B. 6130+00.00	479,295.8884	1,319,053.6276
P.C. 6131+18.77	479,387.9424	1,319,128.6719
P.T. 6132+39.94	479,501.2532	1,319,161.2607
P.O.E. 6133+73.59	479,633.8788	1,319,144.7492

BASELINE COORDINATES

	NORTH	EAST
℄ PHELPS ROAD		
P.O.B. 6140+00.00	479,908.4078	1,319,954.3468
P.O.E. 6142+28.04	479,730.7318	1,319,811.4070
℄ 23RD AVENUE		
P.O.B. 6150+00.00	479,456.1627	1,320,485.4488
P.O.E. 6153+45.15	479,799.6570	1,320,451.7078
℄ 24TH AVENUE (SOUTH)		
P.O.B. 6160+00.00	479,635.8776	1,320,906.5847
P.O.E. 6162+22.29	479,857.6110	1,320,890.8439

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 525+00 TO STA TRK 1 554+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-16
SHEET NO. 99 OF 691

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12/11/2013

CURVE DATA

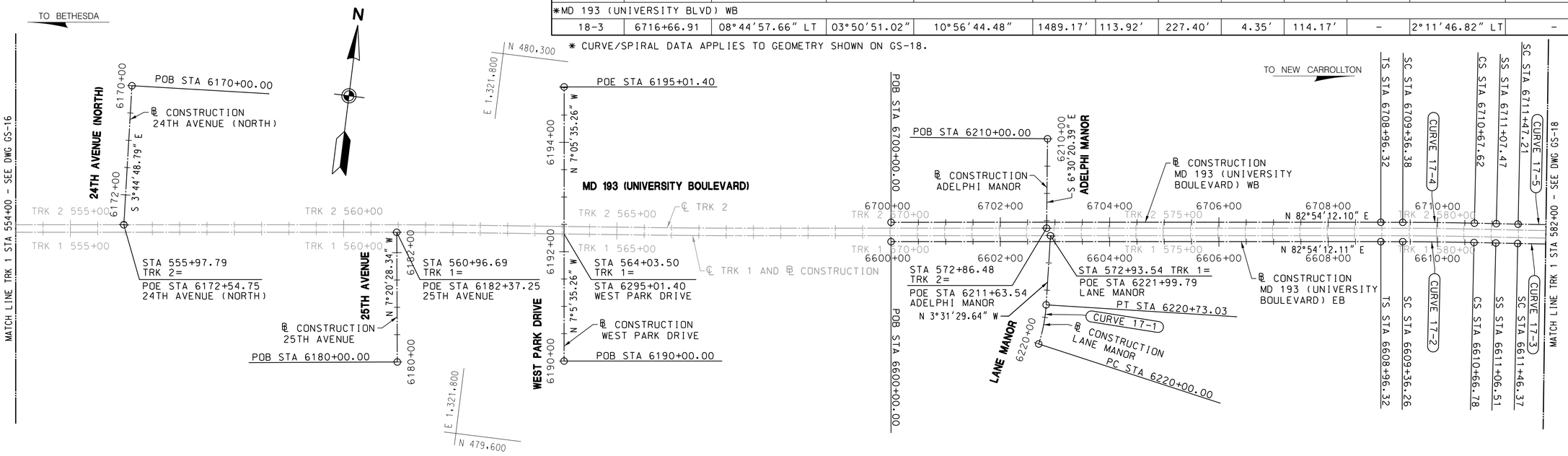
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
LANE MANOR							
17-1	6220+36.71	14°28′27.55″ LT.	19°49′12.31″	289.08′	36.71′	73.03′	2.32′
*MD 193 (UNIVERSITY BOULEVARD) EB							
18-2	6621+80.83	19°56′24.23″ LT.	4°58′56.07″	1150.00′	202.16′	400.22	17.63′
*MD 193 (UNIVERSITY BOULEVARD) WB							
18-4	6720+14.71	25°11′00.26″ LT.	5°27′42.99″	1049.00′	234.32′	461.07′	25.85′

* CURVE/SPIRAL DATA APPLIES TO GEOMETRY SHOWN ON GS-18.

CURVE WITH SPIRALS DATA

CURVE	P.I. STATION	DELTA	Dc	TOT. CENTRAL ANGLE	RADIUS	TANGENT	LENGTH	EXTERNAL	Ls 1	Ls 2	THETA 1	THETA 2
MD 193 (UNIVERSITY BLVD) EB												
17-2	6610+01.52	01°02′24.85″ RT	00°47′49.11″	1°21′27.78″	7189.17′	65.26′	130.52′	0.30′	39.94′	39.73′	0°09′32.96″ RT	0°09′29.97″ RT
17-3	6612+11.99	01°02′27.04″ LT	00°47′35.04″	1°21′27.78″	7224.58′	65.62′	131.24′	0.30′	39.85′	40.06′	0°09′28.88″ LT	0°09′31.87″ LT
MD 193 (UNIVERSITY BLVD) WB												
17-4	6710+02.00	01°02′27.04″ RT	00°47′35.04″	1°21′27.79″	7224.58′	65.62′	131.24′	0.30′	40.06′	39.85′	0°09′31.87″ RT	0°09′28.88″ RT
17-5	6712+12.47	01°02′24.85″ LT	00°47′49.11″	1°21′27.78″	7189.17′	65.26′	130.52′	0.30′	39.73′	39.94′	0°09′29.97″ LT	0°09′32.96″ LT
*MD 193 (UNIVERSITY BLVD) EB												
18-1	6617+72.45	15°35′50.96″ LT	03°45′29.26″	17°46′25.96″	1524.58′	208.81′	415.03′	14.23′	115.82′	–	2°10′35.00″ LT	–
*MD 193 (UNIVERSITY BLVD) WB												
18-3	6716+66.91	08°44′57.66″ LT	03°50′51.02″	10°56′44.48″	1489.17′	113.92′	227.40′	4.35′	114.17′	–	2°11′46.82″ LT	–

* CURVE/SPIRAL DATA APPLIES TO GEOMETRY SHOWN ON GS-18.



BASELINE COORDINATES

	NORTH	EAST
℄ 24TH AVENUE (NORTH)		
P.O.B. 6170+00.00	480,157.9293	1,321,133.2972
P.O.E. 6172+54.75	479,903.7244	1,321,149.9448
℄ 25TH AVENUE		
P.O.B. 6180+00.00	479,716.4537	1,321,677.5664
P.O.E. 6182+37.25	479,951.7608	1,321,647.2509
℄ WEST PARK DRIVE		
P.O.B. 6190+00.00	479,755.9220	1,321,980.2501
P.O.E. 6195+01.40	480,253.4808	1,321,918.3364
℄ ADELPHI MANOR		
P.O.B. 6210+00.00	480,268.5860	1,322,807.9155
P.O.E. 6211+63.54	480,106.0950	1,322,826.4453
℄ LANE MANOR		
P.C. 6220+00.00	479,894.1223	1,322,838.2293
P.T. 6220+73.03	479,966.8040	1,322,842.9451
P.O.E. 6221+99.79	480,093.3228	1,322,835.1516

BASELINE COORDINATES

	NORTH	EAST
℄ MD 193 (UNIVERSITY BOULEVARD) EB		
P.O.B. 6600+00.00	480,046.5344	1,322,547.0180
T.S. 6608+96.32	480,157.2686	1,323,436.4710
S.C. 6609+36.26	480,162.1699	1,323,476.1393
C.S. 6610+66.78	480,176.7583	1,323,605.8430
S.S. 6611+06.51	480,180.7914	1,323,645.6091
S.C. 6611+46.37	480,184.8304	1,323,685.4346
℄ MD 193 (UNIVERSITY BOULEVARD) WB		
P.O.B. 6700+00.00	480,081.6790	1,322,542.6426
T.S. 6708+96.32	480,192.4134	1,323,432.0967
S.C. 6709+36.38	480,197.3221	1,323,471.8246
C.S. 6710+67.62	480,211.9910	1,323,602.2433
S.S. 6711+07.47	480,216.0300	1,323,642.0689
S.C. 6711+47.21	480,220.0631	1,323,681.8350

PL93
N 479222.2730
E 1322468.0540
ELEV. 063.3430

BASELINE COORDINATES

	NORTH	EAST
** ℄ MD 193 (UNIVERSITY BOULEVARD) EB		
C.S. 6612+77.61	480,199.4993	1,323,815.8534
S.T. 6613+17.67	480,204.4080	1,323,855.5813
T.S. 6614+47.82	480,220.4869	1,323,984.7326
S.C. 6615+63.64	480,236.1957	1,324,099.0625
P.C.C. 6619+78.67	480,357.6609	1,324,494.5848
P.T. 6623+78.90	480,585.1543	1,324,821.4108
** ℄ MD 193 (UNIVERSITY BOULEVARD) WB		
C.S. 6712+77.73	480,234.6515	1,323,811.5387
S.T. 6713+17.67	480,239.5528	1,323,581.2070
T.S. 6714+38.82	480,254.5197	1,323,971.4261
S.C. 6715+52.99	480,270.1239	1,324,084.9358
P.C.C 6717+80.39	480,323.8047	1,324,305.6849
P.T. 6722+41.46	480,556.8578	1,324,699.2224

** BASELINE COORDINATES APPLIES TO GEOMETRY SHOWN ON GS-18.

E 1,323,400
N 479,600

PL96
N 479511.4070
E 1323604.8060
ELEV. 067.8380

100′ 0 100′ 200′
SCALE: 1″=100′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 554+00 TO STA TRK 1 582+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-17
SHEET NO. 100 OF 691

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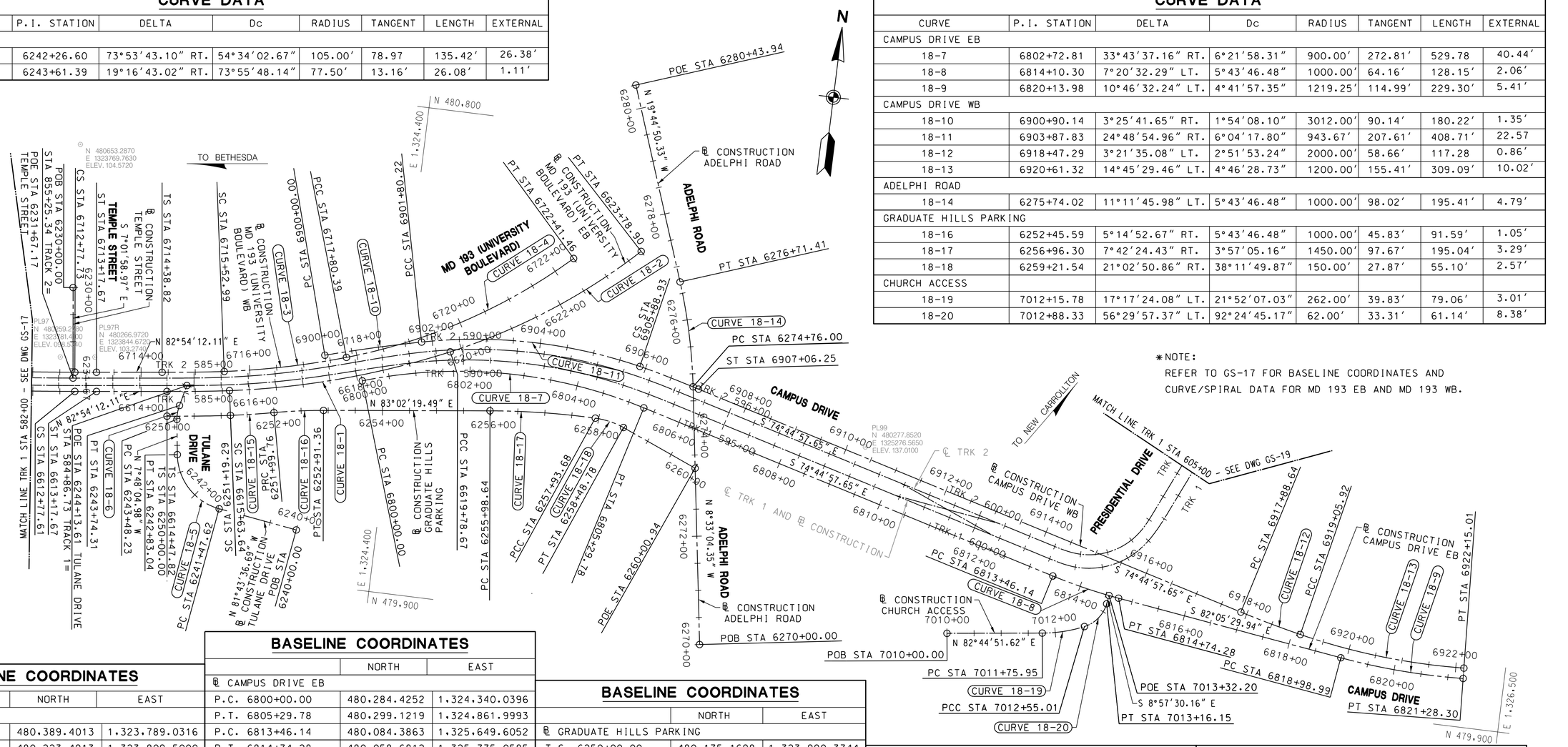
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
TULANE DRIVE							
18-5	6242+26.60	73°53'43.10" RT.	54°34'02.67"	105.00'	78.97	135.42'	26.38'
18-6	6243+61.39	19°16'43.02" RT.	73°55'48.14"	77.50'	13.16'	26.08'	1.11'

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAMPUS DRIVE EB							
18-7	6802+72.81	33°43'37.16" RT.	6°21'58.31"	900.00'	272.81'	529.78	40.44'
18-8	6814+10.30	7°20'32.29" LT.	5°43'46.48"	1000.00'	64.16'	128.15'	2.06'
18-9	6820+13.98	10°46'32.24" LT.	4°41'57.35"	1219.25'	114.99'	229.30'	5.41'
CAMPUS DRIVE WB							
18-10	6900+90.14	3°25'41.65" RT.	1°54'08.10"	3012.00'	90.14'	180.22'	1.35'
18-11	6903+87.83	24°48'54.96" RT.	6°04'17.80"	943.67'	207.61'	408.71'	22.57
18-12	6918+47.29	3°21'35.08" LT.	2°51'53.24"	2000.00'	58.66'	117.28	0.86'
18-13	6920+61.32	14°45'29.46" LT.	4°46'28.73"	1200.00'	155.41'	309.09'	10.02'
ADELPHI ROAD							
18-14	6275+74.02	11°11'45.98" LT.	5°43'46.48"	1000.00'	98.02'	195.41'	4.79'
GRADUATE HILLS PARKING							
18-16	6252+45.59	5°14'52.67" RT.	5°43'46.48"	1000.00'	45.83'	91.59'	1.05'
18-17	6256+96.30	7°42'24.43" RT.	3°57'05.16"	1450.00'	97.67'	195.04'	3.29'
18-18	6259+21.54	21°02'50.86" RT.	38°11'49.87"	150.00'	27.87'	55.10'	2.57'
CHURCH ACCESS							
18-19	7012+15.78	17°17'24.08" LT.	21°52'07.03"	262.00'	39.83'	79.06'	3.01'
18-20	7012+88.33	56°29'57.37" LT.	92°24'45.17"	62.00'	33.31'	61.14'	8.38'



✱NOTE:
REFER TO GS-17 FOR BASELINE COORDINATES AND CURVE/SPIRAL DATA FOR MD 193 EB AND MD 193 WB.

BASELINE COORDINATES

	NORTH	EAST
℄ TEMPLE STREET		
P.O.B. 6230+00.00	480,389.4013	1,323,789.0316
P.O.E. 6231+67.17	480,223.4913	1,323,809.5000
℄ TULANE DRIVE		
P.O.B. 6240+00.00	479,996.2179	1,324,253.0847
P.C. 6241+47.62	480,017.4600	1,324,106.9962
P.T. 6242+83.04	480,107.0599	1,324,018.0843
P.C. 6243+48.23	480,171.6420	1,324,009.2360
P.T. 6243+74.31	480,197.5472	1,324,010.8264
P.O.E. 6244+13.61	480,235.8147	1,324,019.7683

BASELINE COORDINATES

	NORTH	EAST
℄ CAMPUS DRIVE EB		
P.C. 6800+00.00	480,284.4252	1,324,340.0396
P.T. 6805+29.78	480,299.1219	1,324,861.9993
P.C. 6813+46.14	480,084.3863	1,325,649.6052
P.T. 6814+74.28	480,058.6812	1,325,775.0585
P.C. 6818+98.99	480,000.2461	1,326,195.7271
P.T. 6821+28.30	479,990.1767	1,326,424.4722
℄ ADELPHI ROAD		
P.O.B. 6270+00.00	479,878.2596	1,325,018.0808
P.C. 6274+76.00	480,348.9704	1,324,947.3024
P.T. 6276+71.41	480,538.1497	1,324,899.6109
P.O.E. 6280+43.94	480,888.7689	1,324,773.7443

BASELINE COORDINATES

	NORTH	EAST
℄ GRADUATE HILLS PARKING		
T.S. 6250+00.00	480,175.1698	1,323,990.3744
S.C. 6251+19.29	480,191.1255	1,324,106.4213
P.R.C. 6251+99.76	480,206.1211	1,324,185.4722
P.T. 6252+91.36	480,221.3675	1,324,275.7561
P.C. 6255+98.64	480,258.6095	1,324,580.7728
P.C.C 6257+93.68	480,269.1757	1,324,775.3768
P.T. 6258+48.78	480,258.4681	1,324,829.1132
P.O.E. 6260+00.94	480,200.1956	1,324,969.6729

BASELINE COORDINATES

℄ CHURCH ACCESS		
P.O.B. 7010+00.00	479,955.1612	1,325,468.6747
P.C. 7011+75.95	479,977.3730	1,325,643.2169
P.C.C. 7012+55.01	479,998.9475	1,325,718.9681
P.T. 7013+16.15	480,045.6916	1,325,754.4591
P.O.E. 7013+32.20	480,061.3689	1,325,756.9304

BASELINE COORDINATES

	NORTH	EAST
℄ CAMPUS DRIVE WB		
P.C. 6900+00.00	480,322.8505	1,324,265.6305
P.C.C. 6901+80.22	480,369.0028	1,324,439.8129
C.S. 6905+88.93	480,374.0888	1,324,845.3039
S.T. 6907+06.25	480,345.8787	1,324,957.9662
P.C. 6917+88.64	480,061.1651	1,326,002.2370
P.C.C. 6919+05.92	480,033.6503	1,326,116.2236
P.T. 6922+15.01	480,009.4026	1,326,423.5093

CURVE WITH SPIRALS DATA

CURVE	P.I. STATION	DELTA	Dc	TOT. CENTRAL ANGLE	RADIUS	TANGENT	LENGTH	EXTERNAL	Ls 1	Ls 2	THETA 1	THETA 2
GRADUATE HILLS PARKING												
18-15	6251+59.54	02°56'10.29" LT	03°38'55.79"	5°06'45.30"	1570.25'	40.24'	80.47'	0.52'	119.29'	-	2°10'35.00" LT	-

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

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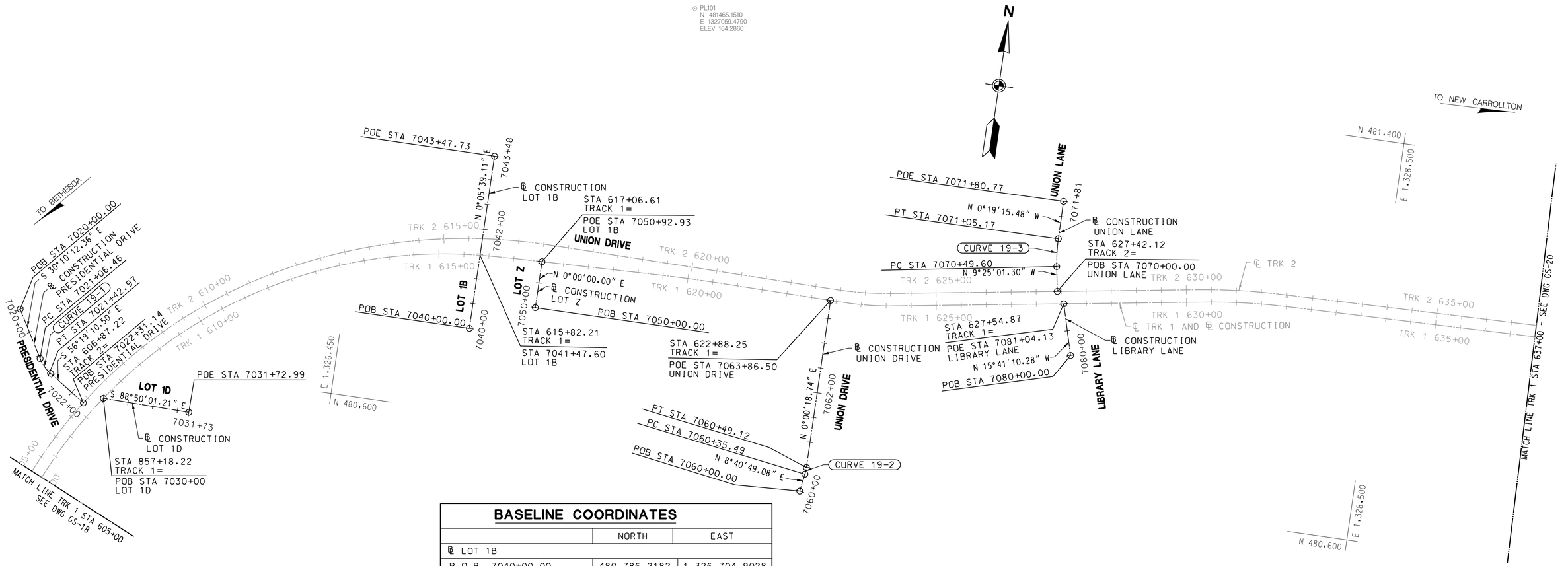
DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 582+00 TO STA TRK 1 605+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-18
SHEET NO. 101 OF 691

c:\pwworking\mtapw\stv-gregory wissman\d0107267\1042pCV0018.dgn
12/11/2013



BASELINE COORDINATES

	NORTH	EAST
℄ LOT 1B		
P.O.B. 7040+00.00	480,786.2182	1,326,704.9028
P.O.E. 7043+47.73	481,115.9440	1,326,705.4745
℄ LOT Z		
P.O.B. 7050+00.00	480,827.8981	1,326,829.4330
P.O.E. 7050+92.93	480,920.8322	1,326,829.4330
℄ UNION DRIVE		
P.O.B. 7060+00.00	480,540.4596	1,327,404.5259
P.C. 7060+35.49	480575.5428	1,327,409.8821
P.T. 7060+49.12	480,589.1176	1,327,410.9129
P.O.E. 7063+86.50	480,926.4997	1,327,410.9436
℄ UNION LANE		
P.O.B. 7070+00.00	481,008.9411	1,327,856.6174
P.C. 7070+49.60	481,057.8744	1,327,848.5017
P.T. 7071+05.17	481,113.1804	1,327,843.7904
P.O.E. 7071+80.77	481,188.7779	1,327,843.3669
℄ LIBRARY LANE		
P.O.B. 7080+00.00	480,885.9673	1,327,901.2330
P.O.E. 7081+04.13	480,986.2155	1,327,873.0806
℄ PRESIDENTIAL DRIVE		
P.O.B. 7020+00.00	480,678.1315	1,325,811.3219
P.C. 7021+06.46	480,586.0929	1,325,864.8255
P.T. 7021+42.97	480,559.7269	1,325,889.6236
P.O.E. 7022+31.14	480,510.8297	1,325,962.9961
℄ LOT 1D		
P.O.B. 7030+00.00	480,525.5983	1,326,001.2424
P.O.E. 7031+72.99	480,522.0771	1,326,174.1954

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
PRESIDENTIAL DRIVE							
19-1	7021+25.04	26°08'58.14" LT.	71°37'11.01"	80.00'	18.58'	36.51'	2.13'
UNION DRIVE							
19-2	7060+42.32	8°40'30.34" LT.	63°39'43.12"	90.00'	6.83'	13.63	0.26'
UNION LANE							
19-3	7070+77.44	9°05'45.81" RT.	16°22'12.80"	350.00'	27.84'	55.56'	1.10'

PL102
N 479799.2060
E 1327587.0600
ELEV. 142.7310

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESIGN	RDB
DRAWN	RDB
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 605+00 TO STA TRK 1 637+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-19
SHEET NO. 102 OF 691

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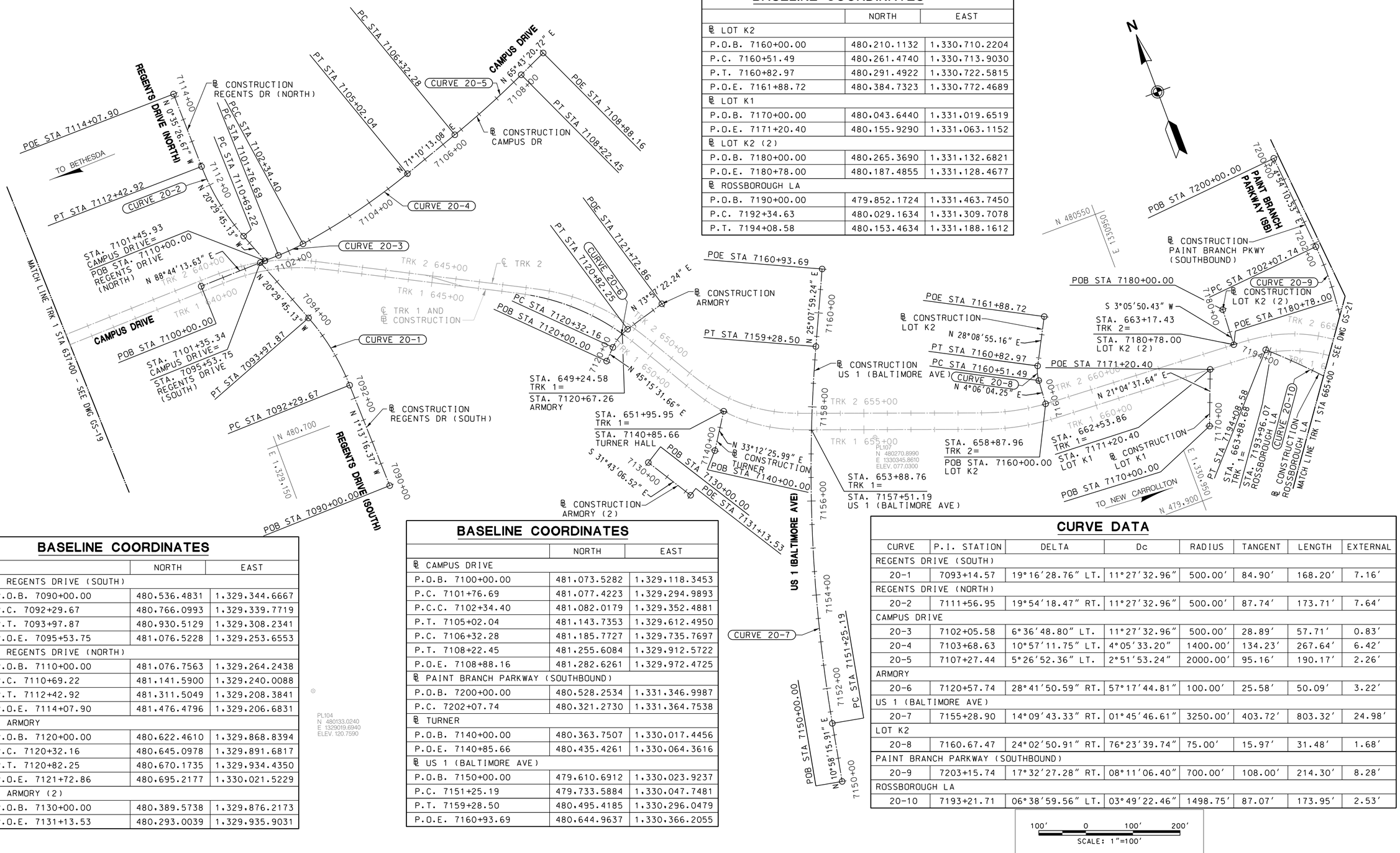
12/11/2013



BASELINE COORDINATES

	NORTH	EAST
℄ LOT K2		
P.O.B. 7160+00.00	480,210.1132	1,330,710.2204
P.C. 7160+51.49	480,261.4740	1,330,713.9030
P.T. 7160+82.97	480,291.4922	1,330,722.5815
P.O.E. 7161+88.72	480,384.7323	1,330,772.4689
℄ LOT K1		
P.O.B. 7170+00.00	480,043.6440	1,331,019.6519
P.O.E. 7171+20.40	480,155.9290	1,331,063.1152
℄ LOT K2 (2)		
P.O.B. 7180+00.00	480,265.3690	1,331,132.6821
P.O.E. 7180+78.00	480,187.4855	1,331,128.4677
℄ ROSSBOROUGH LA		
P.O.B. 7190+00.00	479,852.1724	1,331,463.7450
P.C. 7192+34.63	480,029.1634	1,331,309.7078
P.T. 7194+08.58	480,153.4634	1,331,188.1612

BASELINE COORDINATES

	NORTH	EAST
℄ REGENTS DRIVE (SOUTH)		
P.O.B. 7090+00.00	480,536.4831	1,329,344.6667
P.C. 7092+29.67	480,766.0993	1,329,339.7719
P.T. 7093+97.87	480,930.5129	1,329,308.2341
P.O.E. 7095+53.75	481,076.5228	1,329,253.6553
℄ REGENTS DRIVE (NORTH)		
P.O.B. 7110+00.00	481,076.7563	1,329,264.2438
P.C. 7110+69.22	481,141.5900	1,329,240.0088
P.T. 7112+42.92	481,311.5049	1,329,208.3841
P.O.E. 7114+07.90	481,476.4796	1,329,206.6831
℄ ARMORY		
P.O.B. 7120+00.00	480,622.4610	1,329,868.8394
P.C. 7120+32.16	480,645.0978	1,329,891.6817
P.T. 7120+82.25	480,670.1735	1,329,934.4350
P.O.E. 7121+72.86	480,695.2177	1,330,021.5229
℄ ARMORY (2)		
P.O.B. 7130+00.00	480,389.5738	1,329,876.2173
P.O.E. 7131+13.53	480,293.0039	1,329,935.9031

BASELINE COORDINATES

	NORTH	EAST
℄ CAMPUS DRIVE		
P.O.B. 7100+00.00	481,073.5282	1,329,118.3453
P.C. 7101+76.69	481,077.4223	1,329,294.9893
P.C.C. 7102+34.40	481,082.0179	1,329,352.4881
P.T. 7105+02.04	481,143.7353	1,329,612.4950
P.C. 7106+32.28	481,185.7727	1,329,735.7697
P.T. 7108+22.45	481,255.6084	1,329,912.5722
P.O.E. 7108+88.16	481,282.6261	1,329,972.4725
℄ PAINT BRANCH PARKWAY (SOUTHBOUND)		
P.O.B. 7200+00.00	480,528.2534	1,331,346.9987
P.C. 7202+07.74	480,321.2730	1,331,364.7538
℄ TURNER		
P.O.B. 7140+00.00	480,363.7507	1,330,017.4456
P.O.E. 7140+85.66	480,435.4261	1,330,064.3616
℄ US 1 (BALTIMORE AVE)		
P.O.B. 7150+00.00	479,610.6912	1,330,023.9237
P.C. 7151+25.19	479,733.5884	1,330,047.7481
P.T. 7159+28.50	480,495.4185	1,330,296.0479
P.O.E. 7160+93.69	480,644.9637	1,330,366.2055

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
REGENTS DRIVE (SOUTH)							
20-1	7093+14.57	19°16'28.76" LT.	11°27'32.96"	500.00'	84.90'	168.20'	7.16'
REGENTS DRIVE (NORTH)							
20-2	7111+56.95	19°54'18.47" RT.	11°27'32.96"	500.00'	87.74'	173.71'	7.64'
CAMPUS DRIVE							
20-3	7102+05.58	6°36'48.80" LT.	11°27'32.96"	500.00'	28.89'	57.71'	0.83'
20-4	7103+68.63	10°57'11.75" LT.	4°05'33.20"	1400.00'	134.23'	267.64'	6.42'
20-5	7107+27.44	5°26'52.36" LT.	2°51'53.24"	2000.00'	95.16'	190.17'	2.26'
ARMORY							
20-6	7120+57.74	28°41'50.59" RT.	57°17'44.81"	100.00'	25.58'	50.09'	3.22'
US 1 (BALTIMORE AVE)							
20-7	7155+28.90	14°09'43.33" RT.	01°45'46.61"	3250.00'	403.72'	803.32'	24.98'
LOT K2							
20-8	7160.67.47	24°02'50.91" RT.	76°23'39.74"	75.00'	15.97'	31.48'	1.68'
PAINT BRANCH PARKWAY (SOUTHBOUND)							
20-9	7203+15.74	17°32'27.28" RT.	08°11'06.40"	700.00'	108.00'	214.30'	8.28'
ROSSBOROUGH LA							
20-10	7193+21.71	06°38'59.56" LT.	03°49'22.46"	1498.75'	87.07'	173.95'	2.53'

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DESIGN	RDB
DRAWN	RDB
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 637+00 TO STA TRK 1 665+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-20
SHEET NO. 103 OF 691

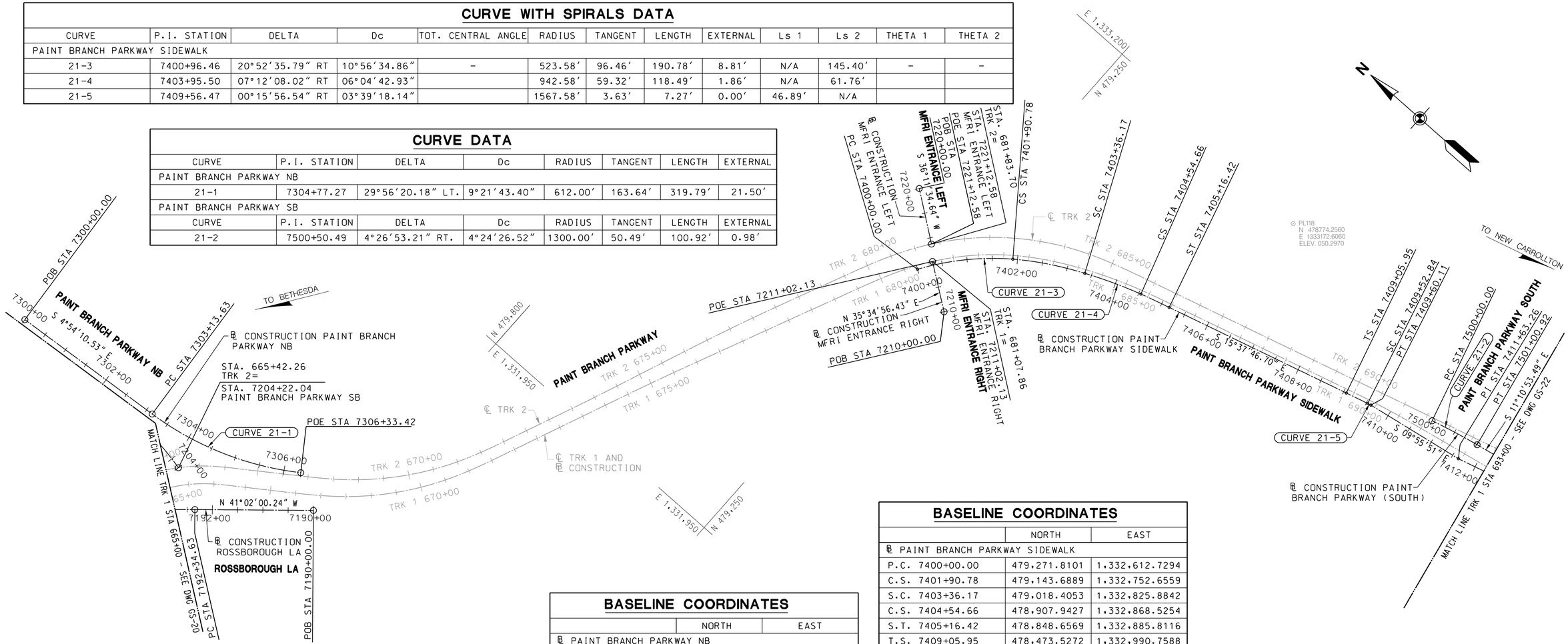
pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 00-Project Wide\Geometry Sheets\Sheet Files\1042pCV0020.dgn
12/12/2013

CURVE WITH SPIRALS DATA

CURVE	P.I. STATION	DELTA	Dc	TOT. CENTRAL ANGLE	RADIUS	TANGENT	LENGTH	EXTERNAL	Ls 1	Ls 2	THETA 1	THETA 2
PAINT BRANCH PARKWAY SIDEWALK												
21-3	7400+96.46	20°52'35.79" RT	10°56'34.86"	-	523.58'	96.46'	190.78'	8.81'	N/A	145.40'	-	-
21-4	7403+95.50	07°12'08.02" RT	06°04'42.93"		942.58'	59.32'	118.49'	1.86'	N/A	61.76'		
21-5	7409+56.47	00°15'56.54" RT	03°39'18.14"		1567.58'	3.63'	7.27'	0.00'	46.89'	N/A		

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
PAINT BRANCH PARKWAY NB							
21-1	7304+77.27	29°56'20.18" LT.	9°21'43.40"	612.00'	163.64'	319.79'	21.50'
PAINT BRANCH PARKWAY SB							
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
21-2	7500+50.49	4°26'53.21" RT.	4°24'26.52"	1300.00'	50.49'	100.92'	0.98'



BASELINE COORDINATES

	NORTH	EAST
℄ PAINT BRANCH PARKWAY NB		
P.O.B. 7300+00.00	480,530.1337	1,331,368.9182
P.C. 7303+13.63	480,217.6493	1,331,395.7236
P.O.E. 7306+33.42	479,920.3118	1,331,503.1963
℄ PAINT BRANCH PARKWAY SB		
P.T. 7204+22.04	480,108.2924	1,331,350.3555
℄ ROSSBOROUGH LA		
P.O.B. 7190+00.00	479,852.1724	1,331,463.7450
P.C. 7192+34.63	480,029.1634	1,331,309.7078
℄ MFRI ENTRANCE LEFT		
P.O.B. 7220+00.00	479,375.0777	1,332,734.9820
P.O.E. 7221+12.58	479,284.2241	1,332,668.5043
℄ MFRI ENTRANCE RIGHT		
P.O.B. 7210+00.00	479,176.7711	1,332,584.5109
P.O.E. 7211+02.13	479,259.8316	1,332,643.9377

BASELINE COORDINATES

	NORTH	EAST
℄ PAINT BRANCH PARKWAY SIDEWALK		
P.C. 7400+00.00	479,271.8101	1,332,612.7294
C.S. 7401+90.78	479,143.6889	1,332,752.6559
S.C. 7403+36.17	479,018.4053	1,332,825.8842
C.S. 7404+54.66	478,907.9427	1,332,868.5254
S.T. 7405+16.42	478,848.6569	1,332,885.8116
T.S. 7409+05.95	478,473.5272	1,332,990.7588
S.C. 7409+52.84	478,428.3099	1,333,033.1662
P.T. 7409+60.11	478,421.2763	1,333,005.0036
P.I. 7411+63.26	478,221.1660	1,333,040.0060
℄ PAINT BRANCH PARKWAY		
P.C. 7500+00.00	478,309.9553	1,333,061.8747
P.T. 7501+00.92	478,211.8054	1,333,085.2674
℄ PAINT BRANCH PARKWAY SIDEWALK		
P.C. 7400+00.00	479,271.8101	1,332,612.7294
C.S. 7401+90.78	479,143.6889	1,332,752.6559
S.C. 7403+36.17	479,018.4053	1,332,825.8842
C.S. 7404+54.66	478,907.9427	1,332,868.5254
S.T. 7405+16.42	478,848.6569	1,332,885.8116
T.S. 7409+05.95	478,473.5272	1,332,990.7588
S.C. 7409+52.84	478,428.3099	1,333,033.1662

100' 0 100' 200'
SCALE: 1"=100'

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MARYLAND TRANSIT ADMINISTRATION MTA Maryland

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CHECK HMB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 665+00 TO STA TRK 1 693+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-21
SHEET NO. 104 OF 691

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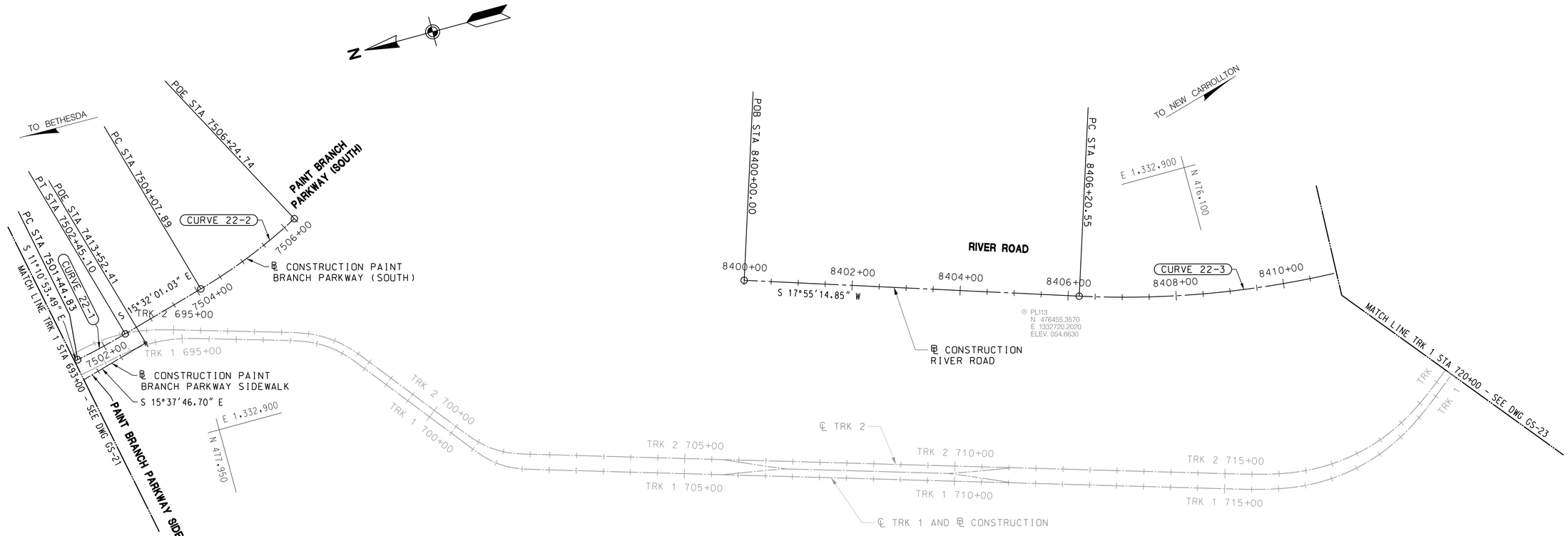
12/11/2013



BASELINE COORDINATES

	NORTH	EAST
℄ PAINT BRANCH PARKWAY (SOUTH)		
P.C. 7501+44.83	478,168.7296	1,333,093.7822
P.T. 7502+45.10	478,071.2005	1,333,116.9406
P.C. 7504+07.89	477,914.3525	1,333,160.5375
P.O.E. 7506+24.74	477,713.3290	1,333,240.7211
℄ RIVER ROAD		
P.O.B. 8400+00.00	476,940.0934	1,332,912.1629
P.C.C. 8406+20.55	476,349.6528	1,332,721.2191
℄ PAINT BRANCH PARKWAY SIDEWALK		
P.O.E. 7413+52.41	478,039.0080	1,333,090.9670

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
PAINT BRANCH PARKWAY (SOUTH)							
22-1	7501+94.99	4°21'07.54" LT.	4°20'26.12"	1320.00'	50.16'	100.27'	0.95'
22-2	7505+16.74	12°25'28.48" LT.	5°43'46.48"	1000.00'	108.85'	216.85'	5.91'
RIVER ROAD							
22-3	8421+98.44	84°24'20.99" LT.	3°17'34.30"	1740.00	1577.90'	2563.30'	608.91'

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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 693+00 TO STA TRK 1 720+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-22
SHEET NO. 105 OF 691

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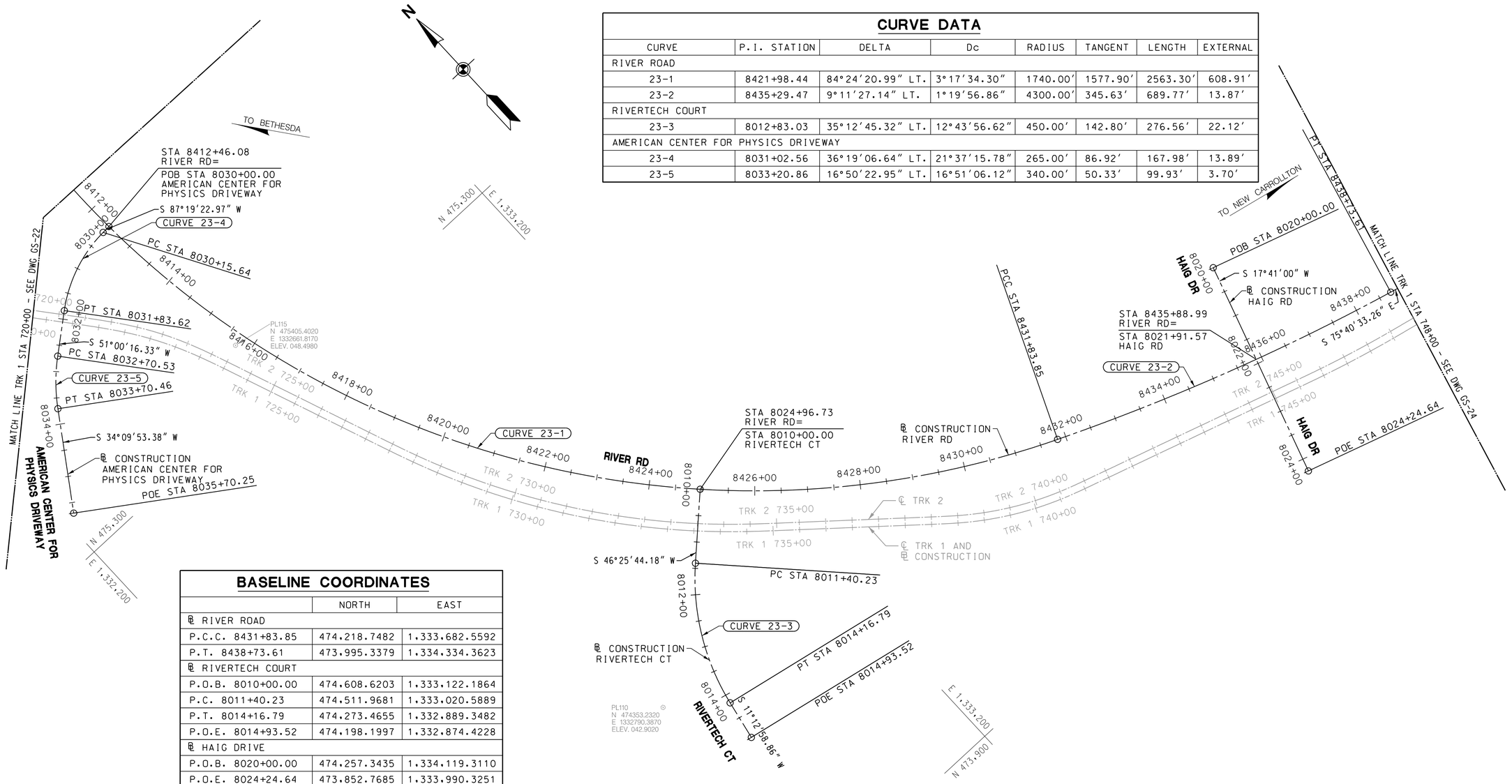
12/12/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
RIVER ROAD							
23-1	8421+98.44	84°24'20.99" LT.	3°17'34.30"	1740.00'	1577.90'	2563.30'	608.91'
23-2	8435+29.47	9°11'27.14" LT.	1°19'56.86"	4300.00'	345.63'	689.77'	13.87'
RIVERTECH COURT							
23-3	8012+83.03	35°12'45.32" LT.	12°43'56.62"	450.00'	142.80'	276.56'	22.12'
AMERICAN CENTER FOR PHYSICS DRIVEWAY							
23-4	8031+02.56	36°19'06.64" LT.	21°37'15.78"	265.00'	86.92'	167.98'	13.89'
23-5	8033+20.86	16°50'22.95" LT.	16°51'06.12"	340.00'	50.33'	99.93'	3.70'



BASELINE COORDINATES

	NORTH	EAST
℄ RIVER ROAD		
P.C.C. 8431+83.85	474,218.7482	1,333,682.5592
P.T. 8438+73.61	473,995.3379	1,334,334.3623
℄ RIVERTECH COURT		
P.O.B. 8010+00.00	474,608.6203	1,333,122.1864
P.C. 8011+40.23	474,511.9681	1,333,020.5889
P.T. 8014+16.79	474,273.4655	1,332,889.3482
P.O.E. 8014+93.52	474,198.1997	1,332,874.4228
℄ HAIG DRIVE		
P.O.B. 8020+00.00	474,257.3435	1,334,119.3110
P.O.E. 8024+24.64	473,852.7685	1,333,990.3251
℄ AMERICAN CENTER FOR PHYSICS DRIVEWAY		
P.O.B. 8030+00.00	475,732.9854	1,332,638.6980
P.C. 8030+15.64	475,732.2551	1,332,623.0768
P.T. 8031+83.62	475,673.5011	1,332,468.6999
P.C. 8032+70.53	475,618.8086	1,332,401.1494
P.T. 8033+70.46	475,545.4978	1,332,333.7727
P.O.E. 8035+70.25	475,380.1832	1,332,221.5733

100' 0 100' 200'
SCALE: 1"=100'

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DESGN	GGW
DRAWN	GGW
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 720+00 TO STA TRK 1 748+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-23
SHEET NO. 106 OF 691

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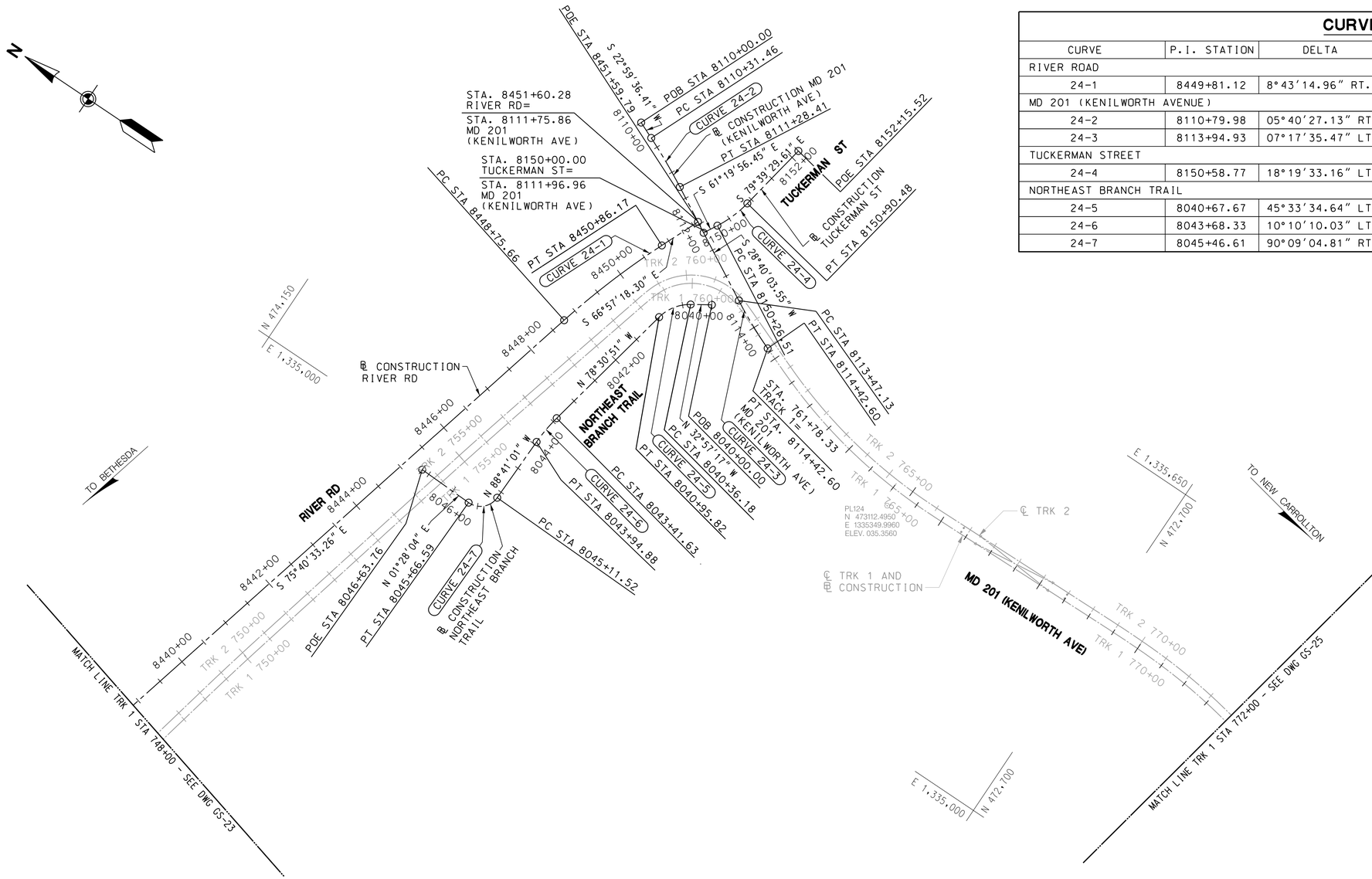
12/11/2013



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
RIVER ROAD							
24-1	8449+81.12	8°43′14.96″ RT.	4°08′34.30″	1383.00′	105.45′	210.50′	4.01′
MD 201 (KENILWORTH AVENUE)							
24-2	8110+79.98	05°40′27.13″ RT.	05°51′08.93″	979.00′	48.52′	96.95′	1.20′
24-3	8113+94.93	07°17′35.47″ LT.	07°38′21.97″	750.00′	47.80′	95.47	1.52′
TUCKERMAN STREET							
24-4	8150+58.77	18°19′33.16″ LT.	28°38′52.40″	200.00′	32.26′	63.97	2.59′
NORTHEAST BRANCH TRAIL							
24-5	8040+67.67	45°33′34.64″ LT.	76°23′39.74″	75.00′	31.50′	59.64′	6.34′
24-6	8043+68.33	10°10′10.03″ LT.	19°05′54.94″	300.00′	26.69′	53.25′	1.19′
24-7	8045+46.61	90°09′04.81″ RT.	163°42′08.02″	35.00′	35.09′	55.07′	14.56′

BASELINE COORDINATES

	NORTH	EAST
℄ RIVER ROAD		
P.C. 8448+75.66	473,747.4240	1,335,305.2613
P.T. 8450+86.17	473,680.0532	1,335,504.4772
P.O.E. 8451+59.79	473,651.2343	1,335,572.2225
℄ MD 201 (KENILWORTH AVENUE)		
P.O.B. 8110+00.00	473,826.4700	1,335,659.0207
P.C. 8110+31.46	473,797.5108	1,335,646.7322
P.T. 8111+28.41	473,710.2796	1,335,604.5056
P.C. 8113+47.13	473,518.3710	1,335,499.5795
P.T. 8114+42.60	473,431.9213	1,335,459.2286
℄ TUCKERMAN STREET		
P.O.B. 8150+00.00	473,632.8541	1,335,562.1731
P.C. 8150+26.51	473,620.1355	1,335,585.4352
P.T. 8150+90.48	473,598.8681	1,335,645.4770
P.O.E. 8152+15.52	473,576.4207	1,335,768.4872
℄ NORTHEAST BRANCH TRAIL		
P.O.B. 8040+00.00	473,552.5892	1,335,467.8103
P.C. 8040+36.18	473,582.9469	1,335,448.1299
P.T. 8040+95.82	473,615.6469	1,335,400.1316
P.C. 8043+41.63	473,664.5950	1,335,159.2377
P.T. 8043+94.88	473,670.5235	1,335,106.3920
P.C. 8045+11.52	473,673.2029	1,334,989.7843
P.T. 8045+66.59	473,709.0901	1,334,955.5998
P.O.E. 8046+63.76	473,806.2276	1,334,958.0886

100′ 0 100′ 200′
SCALE: 1″=100′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

DRAFT: Information shown is based on 30 percent preliminary engineering plans and may be subject to further revision pending refinements to the plans during the completion of the design phase. Any reliance upon any of these plans is made with full understanding of its draft status.

DESIGN GGW
DRAWN GGW
CHECK HMB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 748+00 TO STA TRK 1 772+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-24
SHEET NO. 107 OF 691

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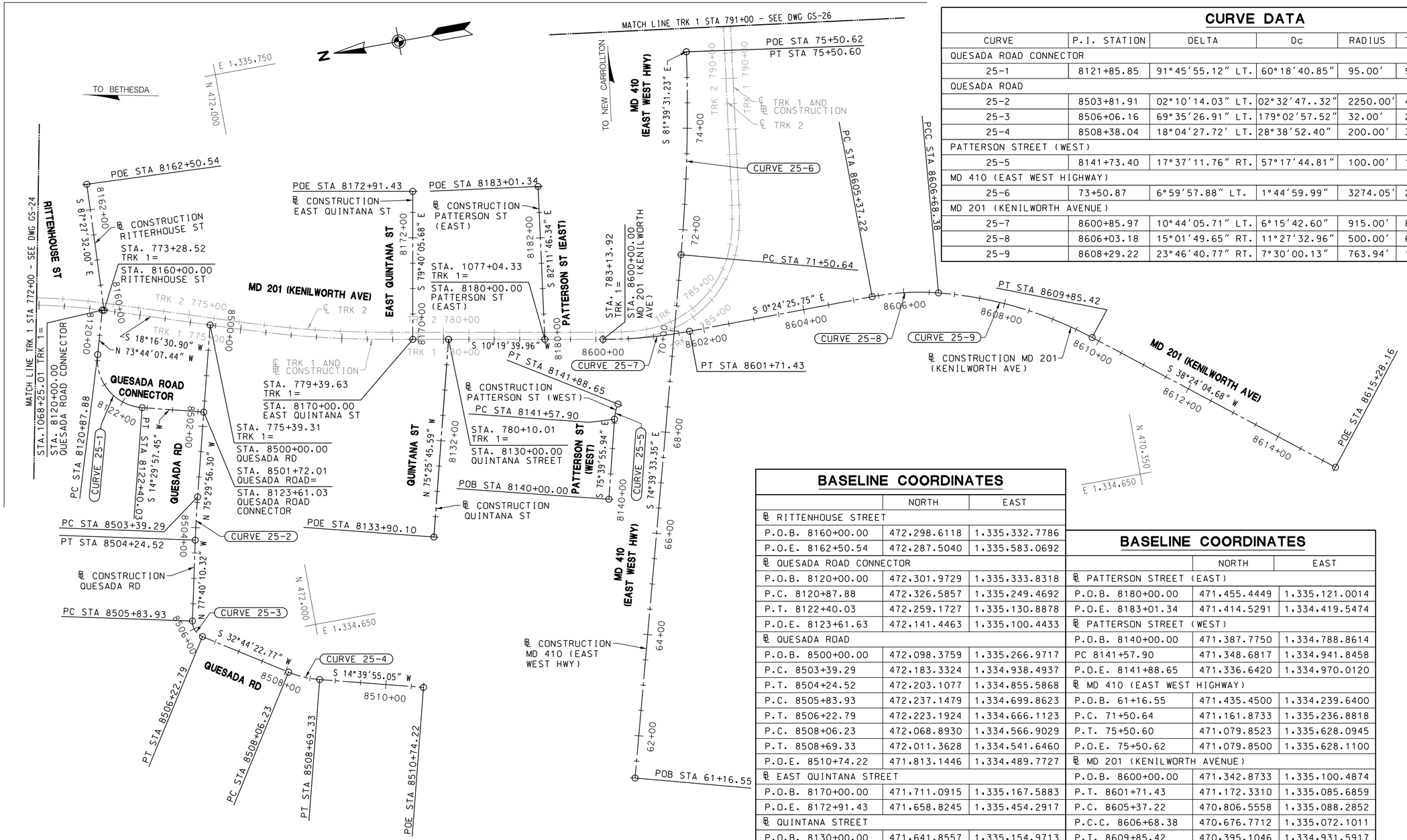
12/11/2013



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
QUESADA ROAD CONNECTOR							
25-1	8121+85.85	91°45'55.12" LT.	60°18'40.85"	95.00'	97.97'	152.15'	41.47'
QUESADA ROAD							
25-2	8503+81.91	02°10'14.03" LT.	02°32'47..32"	2250.00'	42.62'	85.24'	0.40'
25-3	8506+06.16	69°35'26.91" LT.	179°02'57.52"	32.00'	22.24'	38.87'	6.97'
25-4	8508+38.04	18°04'27.72" LT.	28°38'52.40"	200.00'	31.81'	63.09'	2.51'
PATTERSON STREET (WEST)							
25-5	8141+73.40	17°37'11.76" RT.	57°17'44.81"	100.00'	15.50'	30.75'	1.16'
MD 410 (EAST WEST HIGHWAY)							
25-6	73+50.87	6°59'57.88" LT.	1°44'59.99"	3274.05'	200.23'	399.97'	6.12'
MD 201 (KENILWORTH AVENUE)							
25-7	8600+85.97	10°44'05.71" LT.	6°15'42.60"	915.00'	85.97'	171.43'	4.03'
25-8	8606+03.18	15°01'49.65" RT.	11°27'32.96"	500.00'	65.96'	131.17'	4.33'
25-9	8608+29.22	23°46'40.77" RT.	7°30'00.13"	763.94'	160.83'	317.04'	16.75'

BASELINE COORDINATES

	NORTH	EAST
℄ RITTENHOUSE STREET		
P.O.B. 8160+00.00	472,298.6118	1,335,332.7786
P.O.E. 8162+50.54	472,287.5040	1,335,583.0692
℄ QUESADA ROAD CONNECTOR		
P.O.B. 8120+00.00	472,301.9729	1,335,333.8318
P.C. 8120+87.88	472,326.5857	1,335,249.4692
P.T. 8122+40.03	472,259.1727	1,335,130.8878
P.O.E. 8123+61.63	472,141.4463	1,335,100.4433
℄ QUESADA ROAD		
P.O.B. 8500+00.00	472,098.3759	1,335,266.9717
P.C. 8503+39.29	472,183.3324	1,334,938.4937
P.T. 8504+24.52	472,203.1077	1,334,855.5868
P.C. 8505+83.93	472,237.1479	1,334,699.8623
P.T. 8506+22.79	472,223.1924	1,334,666.1123
P.C. 8508+06.23	472,068.8930	1,334,566.9029
P.T. 8508+69.33	472,011.3628	1,334,541.6460
P.O.E. 8510+74.22	471,813.1446	1,334,489.7727
℄ EAST QUINTANA STREET		
P.O.B. 8170+00.00	471,711.0915	1,335,167.5883
P.O.E. 8172+91.43	471,658.8245	1,335,454.2917
℄ QUINTANA STREET		
P.O.B. 8130+00.00	471,641.8557	1,335,154.9713
P.O.E. 8133+90.10	471,739.9948	1,334,777.4171

BASELINE COORDINATES

	NORTH	EAST
℄ PATTERSON STREET (EAST)		
P.O.B. 8180+00.00	471,455.4449	1,335,121.0014
P.O.E. 8183+01.34	471,414.5291	1,334,419.5474
℄ PATTERSON STREET (WEST)		
P.O.B. 8140+00.00	471,387.7750	1,334,788.8614
PC 8141+57.90	471,348.6817	1,334,941.8458
P.O.E. 8141+88.65	471,336.6420	1,334,970.0120
℄ MD 410 (EAST WEST HIGHWAY)		
P.O.B. 61+16.55	471,435.4500	1,334,239.6400
P.C. 71+50.64	471,161.8733	1,335,236.8818
P.T. 75+50.60	471,079.8523	1,335,628.0945
P.O.E. 75+50.62	471,079.8500	1,335,628.1100
℄ MD 201 (KENILWORTH AVENUE)		
P.O.B. 8600+00.00	471,342.8733	1,335,100.4874
P.T. 8601+71.43	471,172.3310	1,335,085.6859
P.C. 8605+37.22	470,806.5558	1,335,088.2852
P.C.C. 8606+68.38	470,676.7712	1,335,072.1011
P.T. 8609+85.42	470,395.1046	1,334,931.5917
P.O.E. 8615+28.16	469,969.7700	1,334,594.4600

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

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DESIGN	GGW
DRAWN	GGW
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 772+00 TO STA TRK 1 791+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-25
SHEET NO. 108 OF 691

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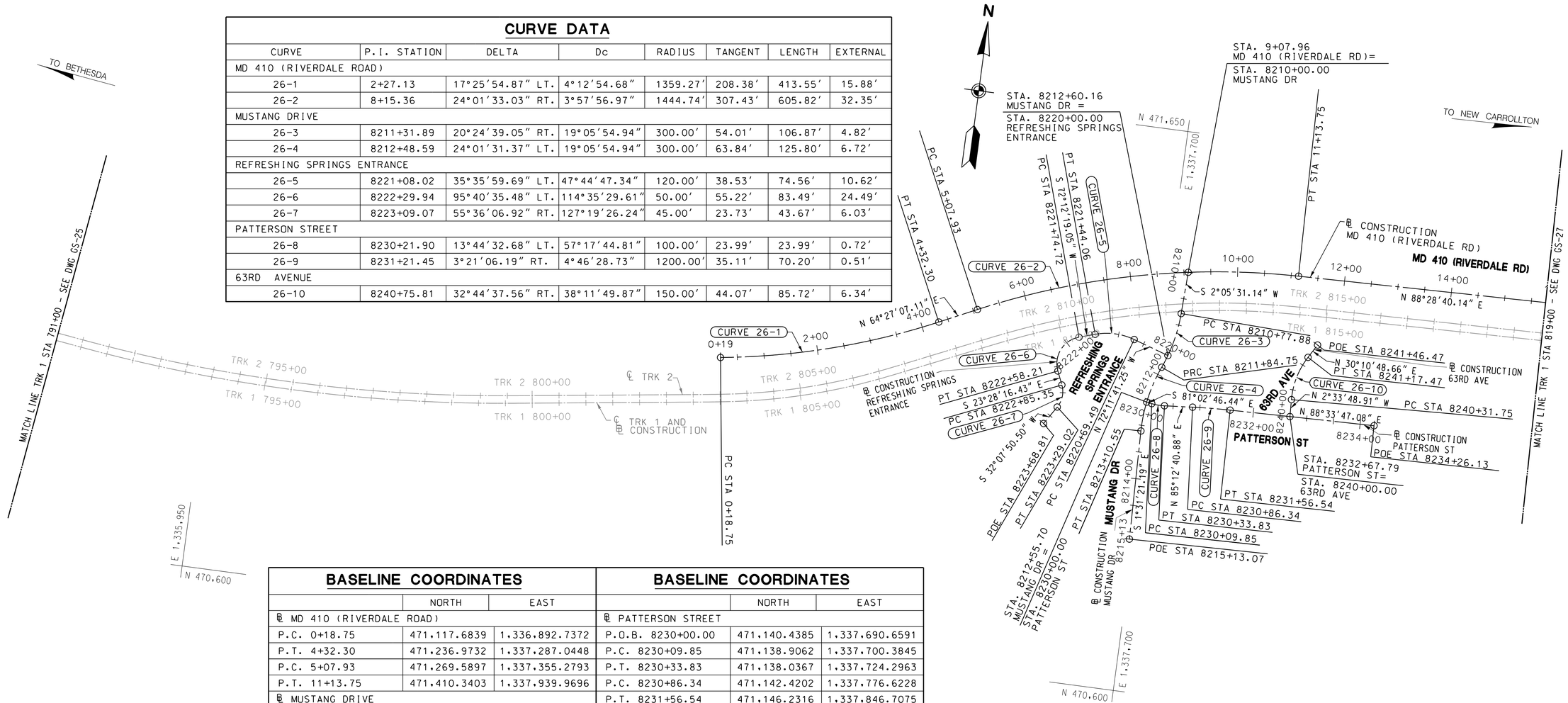
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 410 (RIVERDALE ROAD)							
26-1	2+27.13	17°25'54.87" LT.	4°12'54.68"	1359.27'	208.38'	413.55'	15.88'
26-2	8+15.36	24°01'33.03" RT.	3°57'56.97"	1444.74'	307.43'	605.82'	32.35'
MUSTANG DRIVE							
26-3	8211+31.89	20°24'39.05" RT.	19°05'54.94"	300.00'	54.01'	106.87'	4.82'
26-4	8212+48.59	24°01'31.37" LT.	19°05'54.94"	300.00'	63.84'	125.80'	6.72'
REFRESHING SPRINGS ENTRANCE							
26-5	8221+08.02	35°35'59.69" LT.	47°44'47.34"	120.00'	38.53'	74.56'	10.62'
26-6	8222+29.94	95°40'35.48" LT.	114°35'29.61"	50.00'	55.22'	83.49'	24.49'
26-7	8223+09.07	55°36'06.92" RT.	127°19'26.24"	45.00'	23.73'	43.67'	6.03'
PATTERSON STREET							
26-8	8230+21.90	13°44'32.68" LT.	57°17'44.81"	100.00'	23.99'	23.99'	0.72'
26-9	8231+21.45	3°21'06.19" RT.	4°46'28.73"	1200.00'	35.11'	70.20'	0.51'
63RD AVENUE							
26-10	8240+75.81	32°44'37.56" RT.	38°11'49.87"	150.00'	44.07'	85.72'	6.34'



BASELINE COORDINATES

	NORTH	EAST
℄ MD 410 (RIVERDALE ROAD)		
P.C. 0+18.75	471,117.6839	1,336,892.7372
P.T. 4+32.30	471,236.9732	1,337,287.0448
P.C. 5+07.93	471,269.5897	1,337,355.2793
P.T. 11+13.75	471,410.3403	1,337,939.9696
℄ MUSTANG DRIVE		
P.O.B. 8210+00.00	471,390.2647	1,337,735.3301
P.C. 8210+77.88	471,312.4336	1,337,732.4871
P.R.C. 8211+84.75	471,208.5660	1,337,709.8452
P.T. 8213+10.55	471,085.7762	1,337,687.1093
P.O.E. 8215+13.07	470,883.3294	1,337,692.4903
℄ REFRESHING SPRINGS ENTRANCE		
P.O.B. 8220+00.00	471,231.6502	1,337,718.3175
P.C. 8220+69.49	471,252.9004	1,337,675.1514
P.T. 8221+44.06	471,252.9071	1,337,578.7847
P.C. 8221+74.72	471,243.5356	1,337,549.5865
P.T. 8222+58.21	471,176.0133	1,337,519.0039
P.C. 8222+85.35	471,151.1251	1,337,529.8107
P.T. 8223+29.02	471,109.2688	1,337,526.6417
P.O.E. 8223+68.81	471,075.5671	1,337,505.4755

BASELINE COORDINATES

	NORTH	EAST
℄ PATTERSON STREET		
P.O.B. 8230+00.00	471,140.4385	1,337,690.6591
P.C. 8230+09.85	471,138.9062	1,337,700.3845
P.T. 8230+33.83	471,138.0367	1,337,724.2963
P.C. 8230+86.34	471,142.4202	1,337,776.6228
P.T. 8231+56.54	471,146.2316	1,337,846.7075
P.O.E. 8234+26.13	471,152.9919	1,338,116.2121
℄ 63RD AVENUE		
P.O.B. 8240+00.00	471,149.0408	1,337,958.6985
P.C. 8240+31.75	471,180.7564	1,337,957.2785
P.T. 8241+17.47	471,262.8738	1,337,977.4610
P.O.E. 8241+46.47	471,287.9405	1,337,992.0386

100' 0 100' 200'
SCALE: 1"=100'

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MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

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DESGN GGW
DRAWN GGW
CHECK HMB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 791+00 TO STA TRK 1 819+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-26
SHEET NO. 109 OF 691

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12/11/2013

BASELINE COORDINATES

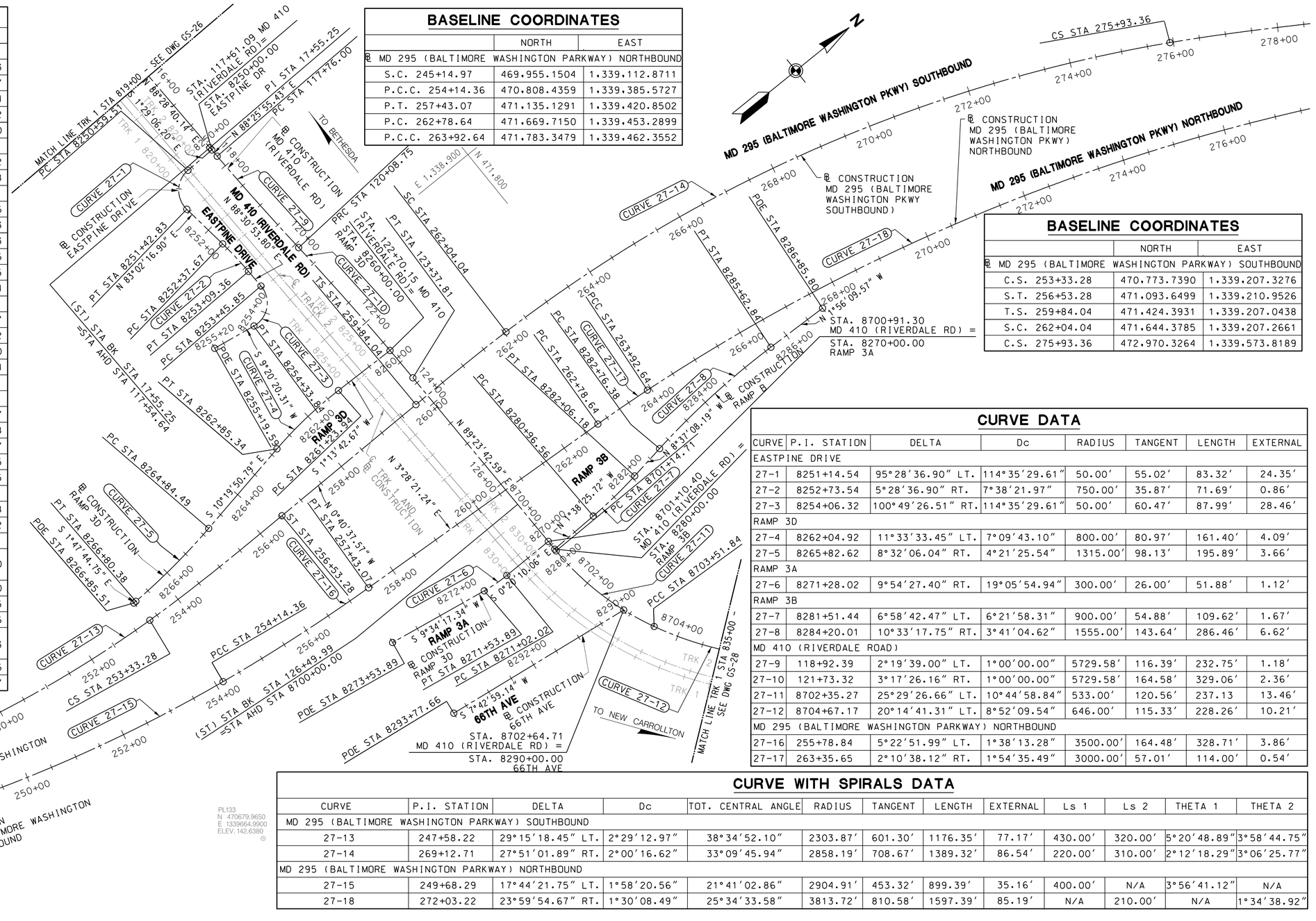
	NORTH	EAST
℄ EASTPINE DRIVE		
P.O.B. 8250+00.00	471,427.5387	1,338,587.0003
P.C. 8250+59.51	471,368.0452	1,338,588.5427
P.T. 8251+42.83	471,319.7096	1,338,644.5864
P.C. 8252+37.67	471,331.2050	1,338,738.7252
P.T. 8253+09.36	471,336.4830	1,338,810.1960
P.C. 8253+45.85	471,337.4286	1,338,846.6721
P.T. 8254+33.84	471,279.3317	1,338,897.3052
P.O.E. 8255+19.59	471,194.7165	1,338,883.3898
℄ RAMP 3D		
P.O.B. 8260+00.00	471,450.8616	1,339,096.1766
P.C. 8261+23.94	471,326.9457	1,339,093.5193
P.T. 8262+85.34	471,166.3291	1,339,106.3043
P.C. 8264+84.49	470,970.4093	1,339,142.0176
P.T.8266+80.38	470,775.7975	1,339,162.6895
P.O.E. 8266+85.51	470,770.6657	1,339,162.8504
℄ RAMP 3A		
P.O.B. 8270+00.00	471,456.2342	1,339,567.2277
P.C. 8271+02.02	471,354.2185	1,339,567.8662
P.T. 8271+53.89	471,302.5751	1,339,563.6950
P.O.E. 8273+53.89	471,105.3593	1,339,530.4394
℄ RAMP 3B		
P.O.B. 8280+00.00	471,456.4359	1,339,586.3731
P.C. 8280+96.56	471,552.9571	1,339,583.6087
P.T. 8282+06.18	471,662.0681	1,339,573.8138
P.C. 8282+76.38	471,731.4742	1,339,563.2937
P.T. 8285+62.84	472,017.0425	1,339,546.6205
P.O.E. 8282+58.06	472,139.9341	1,339,550.7745
℄ 66TH AVENUE		
P.O.B. 8290+00.00	471,485.5289	1,339,758.6998
P.O.E. 8293+77.66	471,111.2886	1,339,707.9912
℄ MD 410 (RIVERDALE ROAD)		
STA 17+55.25 EQN 117+54.64	471,427.3810	1,338,581.2390
P.C. 117+76.00	471,427.9655	1,338,602.5910
P.R.C. 120+08.75	471,439.0573	1,338,835.0605
P.T. 123+37.81	471,451.9751	1,339,163.8216
STA 126+49.99 EQN 8700+00.00	471,455.2706	1,339,475.9853
P.C. 8701+14.71	471,456.4815	1,339,590.6866
P.C.C. 8703+51.84	471,510.7849	1,339,819.5107

BASELINE COORDINATES

	NORTH	EAST
℄ MD 295 (BALTIMORE WASHINGTON PARKWAY) NORTHBOUND		
S.C. 245+14.97	469,955.1504	1,339,112.8711
P.C.C. 254+14.36	470,808.4359	1,339,385.5727
P.T. 257+43.07	471,135.1291	1,339,420.8502
P.C. 262+78.64	471,669.7150	1,339,453.2899
P.C.C. 263+92.64	471,783.3479	1,339,462.3552

BASELINE COORDINATES

	NORTH	EAST
℄ MD 295 (BALTIMORE WASHINGTON PARKWAY) SOUTHBOUND		
C.S. 253+33.28	470,773.7390	1,339,207.3276
S.T. 256+53.28	471,093.6499	1,339,210.9526
T.S. 259+84.04	471,424.3931	1,339,207.0438
S.C. 262+04.04	471,644.3785	1,339,207.2661
C.S. 275+93.36	472,970.3264	1,339,573.8189



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
EASTPINE DRIVE							
27-1	8251+14.54	95°28'36.90" LT.	114°35'29.61"	50.00'	55.02'	83.32'	24.35'
27-2	8252+73.54	5°28'36.90" RT.	7°38'21.97"	750.00'	35.87'	71.69'	0.86'
27-3	8254+06.32	100°49'26.51" RT.	114°35'29.61"	50.00'	60.47'	87.99'	28.46'
RAMP 3D							
27-4	8262+04.92	11°33'33.45" LT.	7°09'43.10"	800.00'	80.97'	161.40'	4.09'
27-5	8265+82.62	8°32'06.04" RT.	4°21'25.54"	1315.00'	98.13'	195.89'	3.66'
RAMP 3A							
27-6	8271+28.02	9°54'27.40" RT.	19°05'54.94"	300.00'	26.00'	51.88'	1.12'
RAMP 3B							
27-7	8281+51.44	6°58'42.47" LT.	6°21'58.31"	900.00'	54.88'	109.62'	1.67'
27-8	8284+20.01	10°33'17.75" RT.	3°41'04.62"	1555.00'	143.64'	286.46'	6.62'
MD 410 (RIVERDALE ROAD)							
27-9	118+92.39	2°19'39.00" LT.	1°00'00.00"	5729.58'	116.39'	232.75'	1.18'
27-10	121+73.32	3°17'26.16" RT.	1°00'00.00"	5729.58'	164.58'	329.06'	2.36'
27-11	8702+35.27	25°29'26.66" LT.	10°44'58.84"	533.00'	120.56'	237.13	13.46'
27-12	8704+67.17	20°14'41.31" LT.	8°52'09.54"	646.00'	115.33'	228.26'	10.21'
MD 295 (BALTIMORE WASHINGTON PARKWAY) NORTHBOUND							
27-16	255+78.84	5°22'51.99" LT.	1°38'13.28"	3500.00'	164.48'	328.71'	3.86'
27-17	263+35.65	2°10'38.12" RT.	1°54'35.49"	3000.00'	57.01'	114.00'	0.54'

CURVE WITH SPIRALS DATA

CURVE	P.I. STATION	DELTA	Dc	TOT. CENTRAL ANGLE	RADIUS	TANGENT	LENGTH	EXTERNAL	Ls 1	Ls 2	THETA 1	THETA 2
MD 295 (BALTIMORE WASHINGTON PARKWAY) SOUTHBOUND												
27-13	247+58.22	29°15'18.45" LT.	2°29'12.97"	38°34'52.10"	2303.87'	601.30'	1176.35'	77.17'	430.00'	320.00'	5°20'48.89"	3°58'44.75"
27-14	269+12.71	27°51'01.89" RT.	2°00'16.62"	33°09'45.94"	2858.19'	708.67'	1389.32'	86.54'	220.00'	310.00'	2°12'18.29"	3°06'25.77"
MD 295 (BALTIMORE WASHINGTON PARKWAY) NORTHBOUND												
27-15	249+68.29	17°44'21.75" LT.	1°58'20.56"	21°41'02.86"	2904.91'	453.32'	899.39'	35.16'	400.00'	N/A	3°56'41.12"	N/A
27-18	272+03.22	23°59'54.67" RT.	1°30'08.49"	25°34'33.58"	3813.72'	810.58'	1597.39'	85.19'	N/A	210.00'	N/A	1°34'38.92"

100' 0 100' 200'
SCALE: 1"=100'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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STV Incorporated

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DESIGN GGW
DRAWN GGW
CHECK HMB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 819+00 TO STA TRK 1 835+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-27
SHEET NO. 110 OF 691

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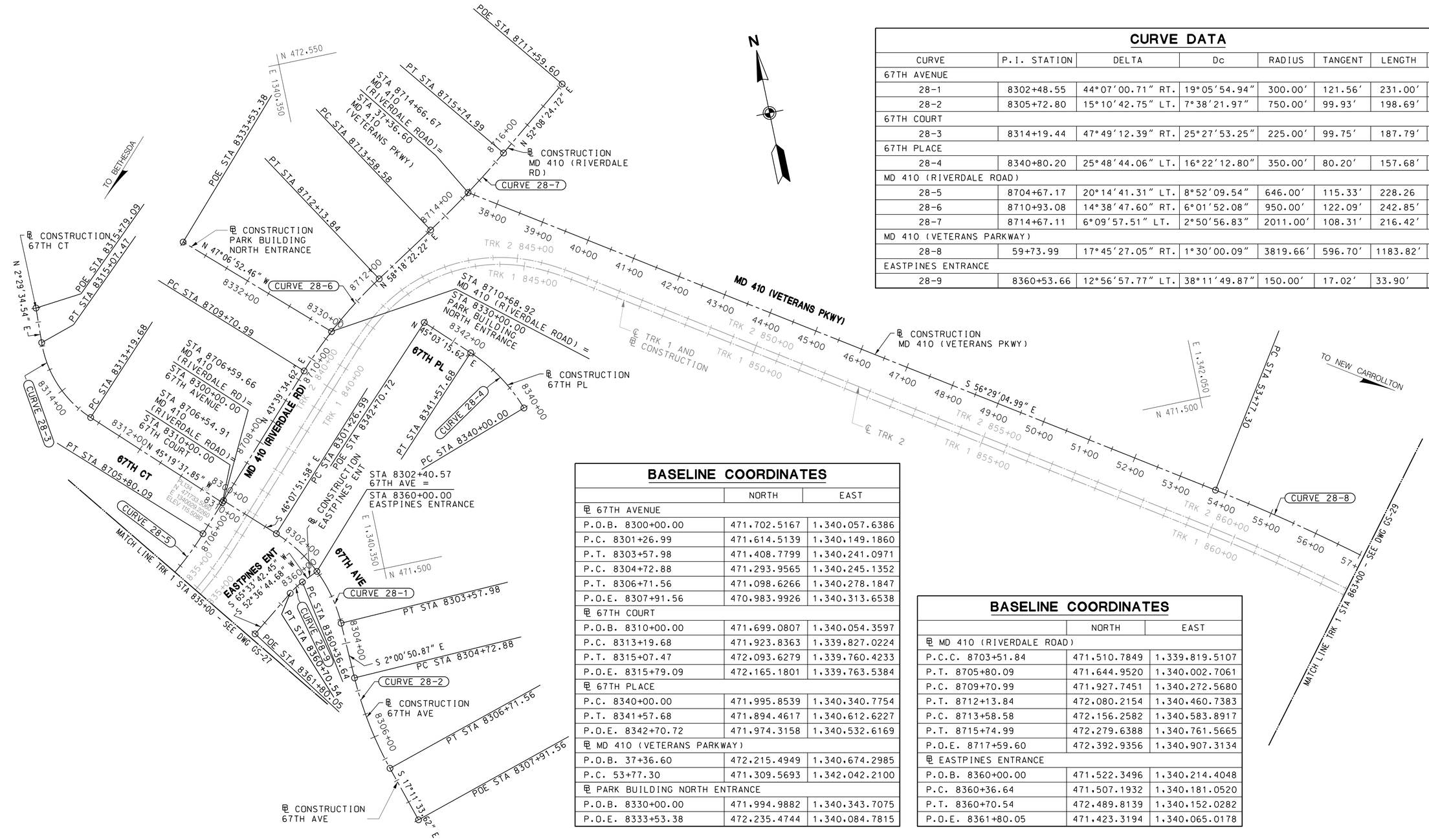
12/11/2013



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
67TH AVENUE							
28-1	8302+48.55	44°07'00.71" RT.	19°05'54.94"	300.00'	121.56'	231.00'	23.69'
28-2	8305+72.80	15°10'42.75" LT.	7°38'21.97"	750.00'	99.93'	198.69'	6.63'
67TH COURT							
28-3	8314+19.44	47°49'12.39" RT.	25°27'53.25"	225.00'	99.75'	187.79'	21.12'
67TH PLACE							
28-4	8340+80.20	25°48'44.06" LT.	16°22'12.80"	350.00'	80.20'	157.68'	9.07'
MD 410 (RIVERDALE ROAD)							
28-5	8704+67.17	20°14'41.31" LT.	8°52'09.54"	646.00'	115.33'	228.26	10.21'
28-6	8710+93.08	14°38'47.60" RT.	6°01'52.08"	950.00'	122.09'	242.85'	7.81'
28-7	8714+67.11	6°09'57.51" LT.	2°50'56.83"	2011.00'	108.31'	216.42'	2.91'
MD 410 (VETERANS PARKWAY)							
28-8	59+73.99	17°45'27.05" RT.	1°30'00.09"	3819.66'	596.70'	1183.82'	46.33'
EASTPINES ENTRANCE							
28-9	8360+53.66	12°56'57.77" LT.	38°11'49.87"	150.00'	17.02'	33.90'	0.96'

BASELINE COORDINATES

	NORTH	EAST
℄ 67TH AVENUE		
P.O.B. 8300+00.00	471,702.5167	1,340,057.6386
P.C. 8301+26.99	471,614.5139	1,340,149.1860
P.T. 8303+57.98	471,408.7799	1,340,241.0971
P.C. 8304+72.88	471,293.9565	1,340,245.1352
P.T. 8306+71.56	471,098.6266	1,340,278.1847
P.O.E. 8307+91.56	470,983.9926	1,340,313.6538
℄ 67TH COURT		
P.O.B. 8310+00.00	471,699.0807	1,340,054.3597
P.C. 8313+19.68	471,923.8363	1,339,827.0224
P.T. 8315+07.47	472,093.6279	1,339,760.4233
P.O.E. 8315+79.09	472,165.1801	1,339,763.5384
℄ 67TH PLACE		
P.C. 8340+00.00	471,995.8539	1,340,340.7754
P.T. 8341+57.68	471,894.4617	1,340,612.6227
P.O.E. 8342+70.72	471,974.3158	1,340,532.6169
℄ MD 410 (VETERANS PARKWAY)		
P.O.B. 37+36.60	472,215.4949	1,340,674.2985
P.C. 53+77.30	471,309.5693	1,342,042.2100
℄ PARK BUILDING NORTH ENTRANCE		
P.O.B. 8330+00.00	471,994.9882	1,340,343.7075
P.O.E. 8333+53.38	472,235.4744	1,340,084.7815

BASELINE COORDINATES

	NORTH	EAST
℄ MD 410 (RIVERDALE ROAD)		
P.C.C. 8703+51.84	471,510.7849	1,339,819.5107
P.T. 8705+80.09	471,644.9520	1,340,002.7061
P.C. 8709+70.99	471,927.7451	1,340,272.5680
P.T. 8712+13.84	472,080.2154	1,340,460.7383
P.C. 8713+58.58	472,156.2582	1,340,583.8917
P.T. 8715+74.99	472,279.6388	1,340,761.5665
P.O.E. 8717+59.60	472,392.9356	1,340,907.3134
℄ EASTPINES ENTRANCE		
P.O.B. 8360+00.00	471,522.3496	1,340,214.4048
P.C. 8360+36.64	471,507.1932	1,340,181.0520
P.T. 8360+70.54	472,489.8139	1,340,152.0282
P.O.E. 8361+80.05	471,423.3194	1,340,065.0178

100' 0 100' 200'
SCALE: 1"=100'

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DESGN GGW
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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 835+00 TO STA TRK 1 863+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-28
SHEET NO. 111 OF 691

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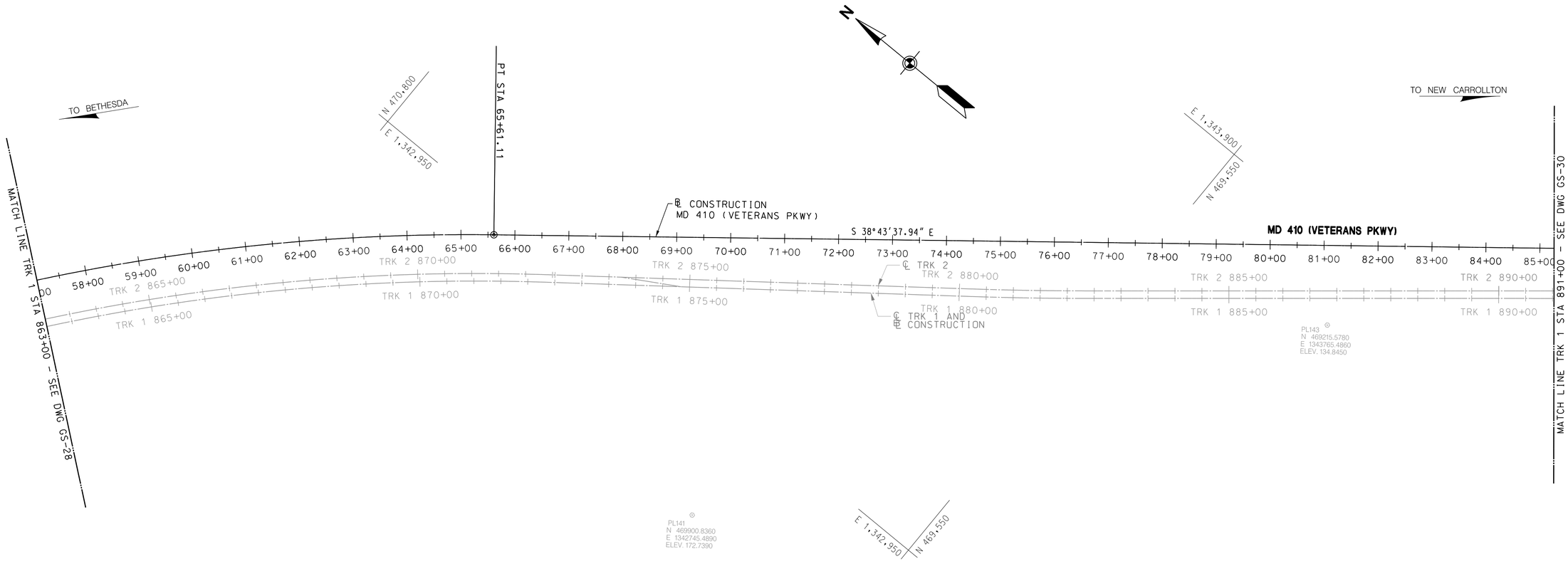
12/11/2013



BASELINE COORDINATES

	NORTH	EAST
℄ MD 410 (VETERANS PARKWAY)		
P.T. 65+61.11	470,514.6014	1,342,912.9929

100′ 0 100′ 200′
SCALE: 1"=100′

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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 863+00 TO STA TRK 1 891+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-29
SHEET NO. 112 OF 691

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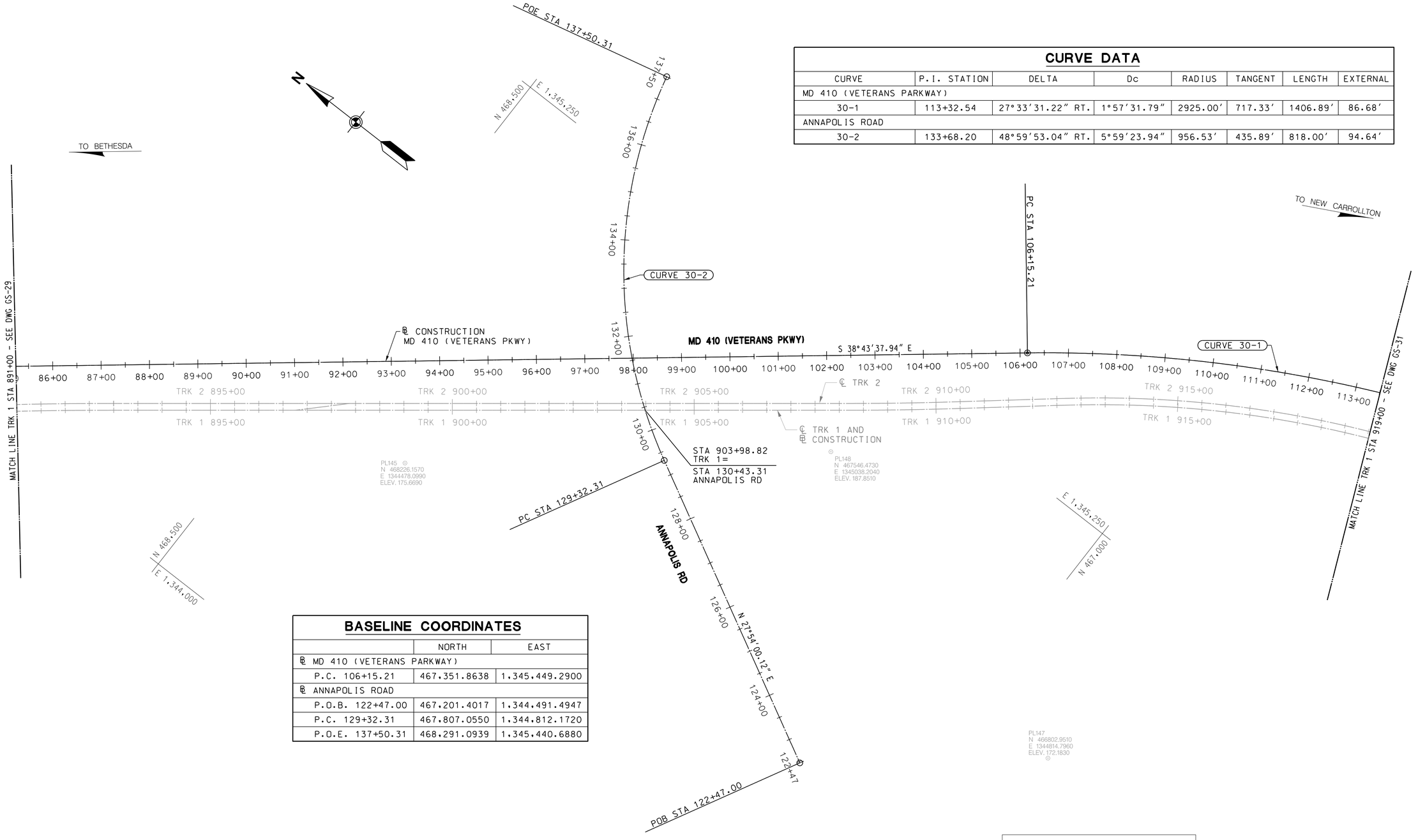
12/11/2013

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 410 (VETERANS PARKWAY)							
30-1	113+32.54	27°33'31.22" RT.	1°57'31.79"	2925.00'	717.33'	1406.89'	86.68'
ANNAPOLIS ROAD							
30-2	133+68.20	48°59'53.04" RT.	5°59'23.94"	956.53'	435.89'	818.00'	94.64'



BASELINE COORDINATES

	NORTH	EAST
℄ MD 410 (VETERANS PARKWAY)		
P.C. 106+15.21	467,351.8638	1,345,449.2900
℄ ANNAPOLIS ROAD		
P.O.B. 122+47.00	467,201.4017	1,344,491.4947
P.C. 129+32.31	467,807.0550	1,344,812.1720
P.O.E. 137+50.31	468,291.0939	1,345,440.6880

100' 0 100' 200'
SCALE: 1"=100'

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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 891+00 TO STA TRK 1 919+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-30
SHEET NO. 113 OF 691

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12/11/2013

CURVE WITH SPIRALS DATA

CURVE	P.I. STATION	DELTA	Dc	TOT. CENTRAL ANGLE	RADIUS	TANGENT	LENGTH	EXTERNAL	Ls 1	Ls 2	THETA 1	THETA 2
ELLIN ROAD												
31-1	9104+07.13	32°56'24.25" RT.	9°44'19.17"	42°49'54.09"	588.33'	173.94'	388.24'	25.17'	101.57'	101.57'	4°56'44.92"	4°56'44.92"

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 410 (VETERANS PARKWAY)							
31-11	113+32.54	27°33'31.22" RT.	1°57'31.79"	2925.00'	717.33'	1406.89'	86.68'

BASELINE COORDINATES

	NORTH	EAST
℄ ELLIN ROAD		
P.O.B. 9100+00.00	466,410.4117	1,345,954.1994
T.S. 9101+31.63	466,435.1024	1,346,083.4884
S.C. 9102+33.20	466,451.2721	1,346,183.7297
C.S. 9105+71.44	466,389.8824	1,346,511.6339
S.T. 9106+73.01	466,338.5449	1,346,599.2366
P.C. 9110+72.06	466,126.9611	1,346,937.5797
P.C.C. 9112+78.57	466,050.1546	1,347,128.1355
P.T. 9118+03.74	466,190.0424	1,347,612.8962
℄ MD 410 (VETERANS PARKWAY)		
P.C. 106+15.21	467,351.8638	1,345,449.2900
P.T. 120+22.10	466,088.5049	1,346,037.0051
P.O.E. 127+53.81	465,370.6544	1,346,178.7337
℄ HANSON OAKS DRIVE		
P.O.B. 9900+00.00	466,057.8503	1,347,096.0643
P.C. 9900+00.12	466,057.7358	1,347,096.0318
P.T. 9901+82.09	465,899.7302	1,347,008.9678
P.O.E. 9903+11.32	465,803.5227	1,346,922.6815

BASELINE COORDINATES

	NORTH	EAST
℄ CHESAPEAKE SIDEWALK		
P.O.B. 9300+00.00	466,431.7187	1,345,713.9615
P.I. 9300+22.38	466,415.8658	1,345,729.7595
P.I. 9300+36.04	466,406.7997	1,345,739.9755
P.C. 9300+81.65	466,365.9412	1,345,760.2537
P.T. 9301+02.42	466,352.7516	1,345,775.5732
P.C. 9301+20.99	466,347.0574	1,346,793.2548
P.T. 9301+82.63	466,307.5409	1,345,838.3300
P.C. 9302+17.29	466,276.2277	1,345,853.1785
P.T. 9302+35.16	466,259.0758	1,345,857.8491
P.C. 9302+92.12	466,202.3441	1,345,862.9080
P.T. 9303+27.53	466,171.0842	1,345,877.8778
P.C. 9303+53.60	466,152.9964	1,345,896.6619
P.T. 9303+95.33	466,168.8024	1,345,923.1767
P.C. 9305+27.40	466,296.0521	1,345,887.8438
P.T. 9305+45.96	466,310.7446	1,345,895.9185
P.O.E. 9306+30.71	466,335.3795	1,345,977.0171

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
ELLIN ROAD							
31-2	9111+76.39	20°08'04.08" LT.	9°44'58.95"	587.67'	104.33'	206.51'	9.19'
31-3	9115+64.24	55°57'50.72" LT.	10°39'22.95"	537.67'	285.67'	525.17'	71.18'
CHESAPEAKE SIDEWALK							
31-4	9300+92.62	45°45'14.20" LT.	220°22'06.18"	26.00'	10.97'	20.76'	2.22'
31-5	9301+53.65	46°46'45.51" RT.	75°53'18.42"	75.50'	32.66'	61.64'	6.76'
31-6	9302+26.32	20°16'27.50" RT.	113°27'25.16"	50.50'	9.03'	17.87'	0.80'
31-7	9303+10.62	40°59'10.66" LT.	115°44'56.58"	49.50'	18.50'	35.41'	3.34'
31-8	9304+12.16	149°26'10.19" LT.	358°05'55.04"	16.00'	58.56'	41.73'	44.71'
31-9	9305+39.11	88°37'16.34" RT.	447°27'53.39"	12.00'	11.71'	18.56'	4.77'
HANSON OAK DRIVE							
31-10	9900+92.71	26°03'54.99" RT.	14°19'26.20"	400.00'	92.59'	181.97'	10.58'

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DESGN	GGW
DRAWN	GGW
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 919+00 TO STA TRK 1 946+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-31
SHEET NO. 114 OF 691

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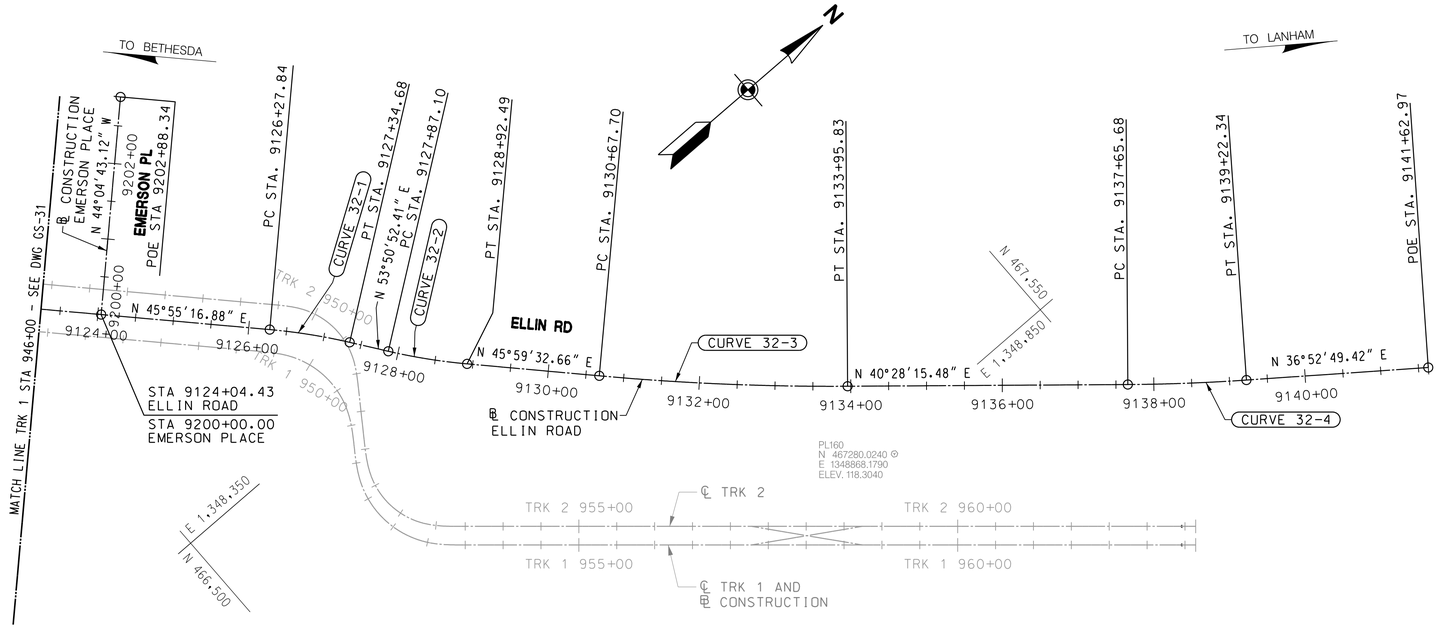
12/11/2013



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
ELLIN ROAD							
32-1	9126+81.34	7°55'35.54" RT.	7°25'06.71"	772.33'	53.51'	106.85'	1.85'
32-2	9128+39.87	7°51'19.75" LT.	7°27'14.10"	768.67'	52.78'	105.39'	1.81'
32-3	9132+31.89	5°31'17.19" LT.	1°40'57.70"	3405.00'	164.19'	328.13'	3.96'
32-4	9138+44.04	3°35'26.06" LT.	2°17'30.59"	2500.00'	78.36'	156.67'	1.23'

BASELINE COORDINATES

	NORTH	EAST
℄ ELLIN ROAD		
P.C. 9126+27.84	466,763.3173	1,348,204.9113
P.T. 9127+34.68	466,832.1075	1,348,286.5579
P.C. 9127+87.10	466,863.0290	1,348,328.8809
P.T. 9128+92.49	466,930.8300	1,348,409.4547
P.C. 9130+67.70	467,052.5578	1,348,535.4741
P.T. 9133+95.83	467,291.5381	1,348,760.1403
P.C. 9137+65.68	467,572.8957	1,349,000.1960
P.T. 9139+22.34	467,695.1859	1,349,098.0837
P.O.E. 9141+62.97	467,887.6568	1,349,242.4920
℄ EMERSON PLACE		
P.O.B. 9200+00.00	466,607.9068	1,348,044.4205
P.O.E. 9202+88.34	466,815.0495	1,347,843.8349

N 466,500
E 1,348,850

PL159A
N 466108.8380
E 1348593.8260
ELEV. 080.3780

PL162
N 467124.9790
E 1349956.6460
ELEV. 090.6520

100' 0 100' 200'
SCALE: 1"=100'

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DESIGN GGW
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PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 946+00 TO STA TRK 1 963+14
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-32
SHEET NO. 115 OF 691

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12/11/2013

CURVE DATA (GS-06)

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†6-1	152+53.16	2°58'01.71" LT.	11°27'32.96"	500.00'	12.95'	25.89'	0.17'
†6-2	160+73.79	1°54'28.55" RT.	11°27'32.96"	500.00'	8.33'	16.65'	0.07'
†6-3	163+04.31	19°40'05.67" RT.	22°55'05.92"	250.00'	43.34'	85.82'	3.73'
†6-4	164+20.10	3°49'58.88" LT.	5°43'46.48"	1000.00'	33.46'	66.90'	0.56'
†6-5	165+44.97	4°05'29.32" LT.	57°17'44.81"	100.00'	3.57'	7.14'	0.06'
†6-6	165+76.99	14°23'15.77" RT.	57°35'01.31"	99.50'	12.56'	24.99'	0.79'
†6-7	171+17.98	63°33'10.82" RT.	6°42'56.38"	853.17'	528.50'	946.34'	150.43'
LYTTONSVILLE PLACE							
6-1	1054+60.96	9°46'49.04" LT.	12°12'59.70"	469.00	40.13'	80.06'	1.71'
CAMPANARO PROPERTY ACCESS DRIVEWAY							
6-2	2024+38.25	17°08'35.93" RT.	19°05'54.94"	300.00'	45.22'	89.76'	3.39'
STEWART AVENUE							
6-3	2013+06.68	12°41'59.52" LT.	14°19'26.20"	400.00'	44.51'	88.66'	2.47'
EAST BROOKVILLE YARD ENTRANCE							
6-4	0+84.68	23°13'58.79" RT.	80°08'02.25"	71.50'	14.70'	29.00'	1.50'

CURVE DATA (GS-07)

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
TALBOT AVENUE							
7-1	2030+63.03	80°30'01.49" RT.	127°19'26.24"	45.00'	38.10'	63.22'	13.96'
7-2	2037+65.38	65°53'38.04" LT.	130°13'03.65"	44.00'	28.52'	50.60'	8.43'
4TH AVENUE							
7-3	2060+30.35	33°45'46.50" LT.	57°17'44.81"	100.00'	30.35'	58.93'	4.50'
7-4	2063+08.12	27°38'20.71" LT.	57°17'44.81"	100.00'	24.60'	48.24'	2.98'
CAPITAL CRESCENT TRAIL							
†7-1	176+99.22	1°26'27.56" RT.	11°27'32.96"	500.00'	6.29'	12.57'	0.04'
†7-2	184+71.66	65°53'38.04" LT.	245°33'12.15"	23.33'	15.12'	26.83'	4.47'
†7-3	186+16.15	86°04'17.77" RT.	636°37'11.18"	9.00'	8.40'	13.52'	3.31'
†7-4	188+49.36	6°03'18.25" RT.	53°17'54.24"	107.50'	5.69'	11.36'	0.15'
†7-5	190+58.76	7°43'59.97" LT.	57°17'44.81"	100.00'	6.76'	13.50'	0.23'
†7-6	191+54.02	20°00'00.00" LT.	57°17'44.81"	100.00'	17.63'	34.91'	1.54'
†7-7	192+05.43	20°00'00.00" RT.	76°23'39.74"	75.00'	13.22'	26.18'	1.16'
†7-8	194+03.03	2°30'00.00" RT.	11°27'32.96"	500.00'	10.91'	21.82'	0.12'
†7-9	195+57.30	5°00'00.00" RT.	28°38'52.40"	200.00'	8.73'	17.45'	0.19'
†7-10	196+56.32	5°00'00.00" LT.	28°38'52.40"	200.00'	8.73'	17.45'	0.19'
†7-11	201+00.16	12°00'00.00" RT.	57°17'44.81"	100.00'	10.51'	20.94'	0.55'
†7-12	201+52.13	12°00'00.00" LT.	57°17'44.81"	100.00'	10.51'	20.94'	0.55'
LYTTONSVILLE ROAD TRAIL CONNECTION							
†7-13	0+31.98	13°30'39.33" RT.	286°28'44.03"	20.00'	2.37'	4.72'	0.14'
†7-14	1+22.49	35°24'27.05" RT.	76°23'39.74"	75.00'	23.94'	46.35'	3.73'
16TH STREET TRAIL CONNECTION							
†7-15	0+80.95	53°40'49.85" LT.	190°59'09.35"	30.00'	15.18'	28.11'	3.62'
†7-16	1+14.52	36°10'49.85" RT.	190°59'09.35"	30.00'	9.80'	18.94'	1.56'
†7-17	1+94.39	36°00'00.00" LT.	190°59'09.35"	30.00'	9.75'	18.85'	1.54'
†7-18	2+20.79	28°00'00.00" RT.	190°59'09.35"	30.00'	7.48'	14.66'	0.92'

CURVE DATA (GS-08)

16TH STREET							
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
8-1	9+85.20	62°28'24.16" LT.	7°09'43.10"	800.00'	485.20'	872.29'	135.64'
8-2	18+76.45	63°09'20.00" RT.	12°00'00.44"	477.46'	293.48'	526.29'	82.99'
SPRING STREET							
8-3	2081+16.17	8°12'52.69" RT.	8°11'06.40"	700.00'	50.27'	100.36'	1.80'
CAPITAL CRESCENT TRAIL							
†8-1	205+69.58	9°10'12.07" RT.	57°17'44.81"	100.00'	8.02'	16.00'	0.32'
†8-2	206+86.71	8°39'14.03" LT.	28°38'52.40"	200.00'	15.13'	30.21'	0.57'
†8-3	208+25.61	1°13'10.87" RT.	0°53'42.89"	6400.00'	68.12'	136.24'	0.36'
†8-4	210+87.67	9°35'53.60" LT.	28°38'52.40"	200.00'	16.79'	33.50'	0.70'
†8-5	211+36.68	10°46'51.04" RT.	28°38'52.40"	200.00'	18.87'	37.63'	0.89'
†8-6	214+12.72	5°11'52.58" RT.	1°08'45.30"	5000.00'	226.96'	453.61'	5.15'
†8-7	218+61.46	2°32'25.46" RT.	3°49'10.99"	1500.00'	33.26'	66.51'	0.37'
†8-8	220+61.59	5°33'54.47" RT.	3°49'10.99"	1500.00'	72.90'	145.69'	1.77'
†8-9	223+29.69	3°45'00.22" LT.	5°43'46.48"	1000.00'	32.74'	65.45'	0.54'
16TH STREET TRAIL CONNECTION							
†8-10	2+85.69	62°00'00.00" RT.	572°57'28.06"	10.00'	6.01'	10.82'	1.67'
SPRING STREET TRAIL CONNECTION							
†8-13	0+60.93	11°14'49.41" RT.	114°35'29.61"	50.00'	4.92'	9.81'	0.24'
APPLE AVENUE TRAIL CONNECTION							
†8-14	0+17.29	23°29'27.84" LT.	381°58'18.71"	15.00'	3.12'	6.15'	0.32'

CURVE DATA (GS-09)

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†9-1	234+74.32	12°15'00.00" RT.	36°16'56.21"	157.92'	16.95'	33.76'	0.91'
BONIFANT STREET EAST							
9-1	3010+28.89	1°22'20.18" LT.	2°22'29.84"	2412.50'	28.89'	57.78'	0.17'
BONIFANT STREET WEST							
9-2	2090+69.40	1°30'08.45" LT.	3°47'08.33"	1513.50'	19.84'	39.69'	0.13'
9-3	2093+19.83	0°35'21.62" LT.	1°08'45.30"	5000.00'	25.72'	51.43'	0.07'
9-4	2095+28.22	7°55'56.84" LT.	25°21'07.61"	226.00'	15.67'	31.29'	0.54'
9-5	2095+75.85	8°37'49.41" RT.	36°40'09.48"	156.25'	11.79'	23.54'	0.44'
SILVER SPRING TRANSIT CENTER ADA RAMP							
9-6	0+49.16	15°21'49.29" LT.	114°35'29.61"	50.00'	6.74'	13.41'	0.45'
9-7	1+25.53	13°24'55.25" LT.	76°23'39.74"	75.00'	8.82'	17.56'	0.52'
9-8	1+49.47	12°56'49.73" RT.	57°17'44.81"	100.00'	11.35'	22.60'	0.64'
9-9	2+87.47	11°29'31.09" RT.	114°35'29.61"	50.00'	5.03'	10.03'	0.25'
9-10	3+18.47	11°29'31.09" LT.	57°17'44.81"	100.00'	10.06'	20.06'	0.51'
BONIFANT STREET SOUTH SIDEWALK							
9-11	1+47.42	38°14'39.06" RT.	190°59'09.35"	30.00'	10.40'	20.02'	1.75'
9-12	2+03.78	64°14'51.74" LT.	572°57'28.06"	10.00'	6.28'	11.21'	1.81'
9-13	2+38.20	63°24'52.91" RT.	381°58'18.71"	15.00'	9.27'	16.60'	2.63'
9-14	3+94.19	0°15'49.02" RT.	0°40'30.79"	8485.50'	19.52'	39.04'	0.02'

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Gannett Fleming — WR&A

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License No. _____ Expiration Date _____

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
SUPPLEMENTAL CURVE DATA SHEET

DATE: DECEMBER 2013 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GS-33
SHEET NO. 116 OF 691

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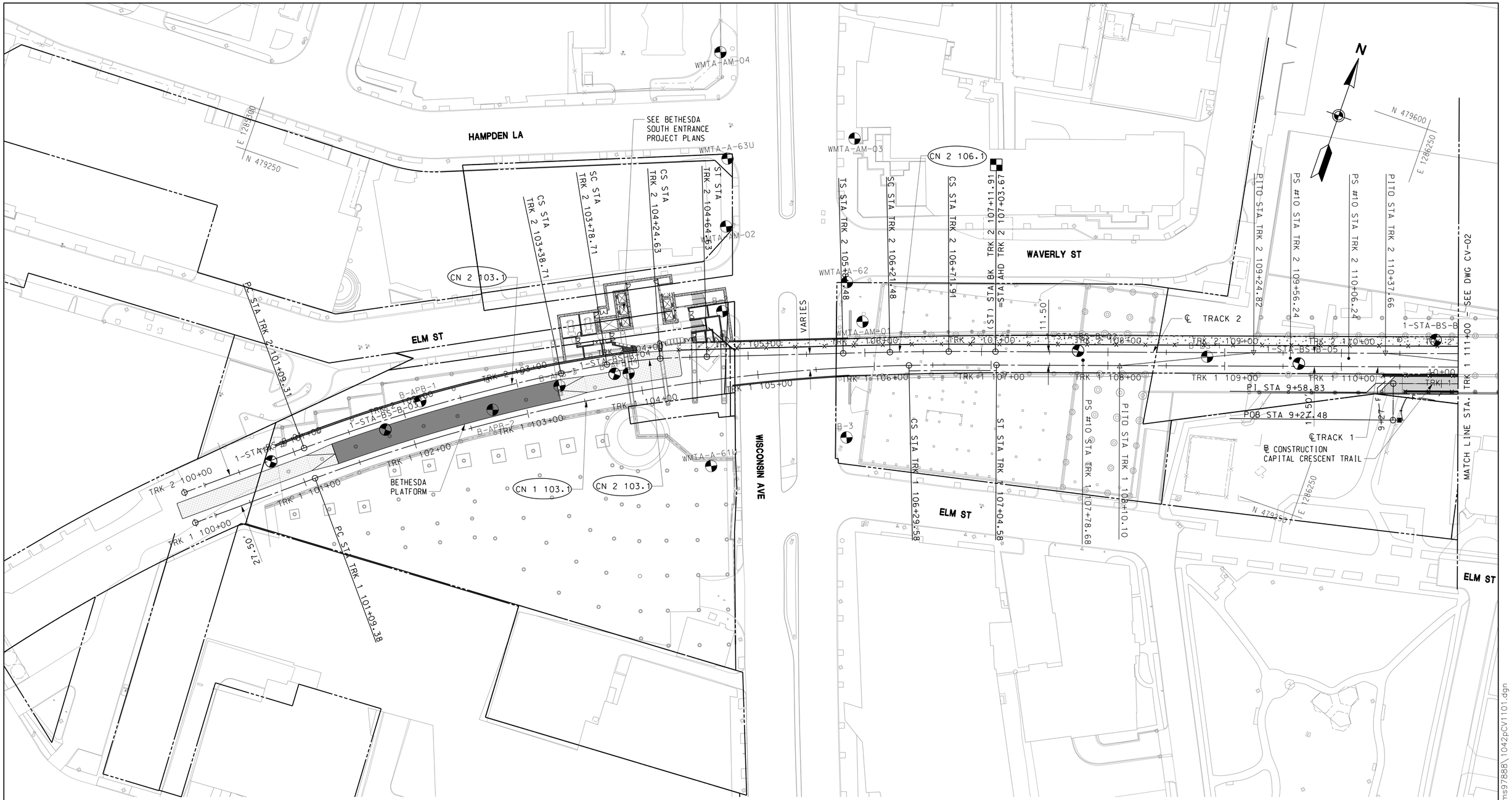
12/11/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 103.1	1548.78	0	75	0	1.023	20
CN 2 103.1	1577.5	0	40	0	0.565	15
	500	40	40	0	1.782	15
CN 2 106.1	3000	40	40	0	0.528	20

40′ 0 40′ 80′
SCALE: 1"=40′

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MTA Maryland

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DESIGN DTB/MJW
DRAWN DTB/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 100+00 TO STA TRK 1 111+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-01
SHEET NO. 117 OF 691

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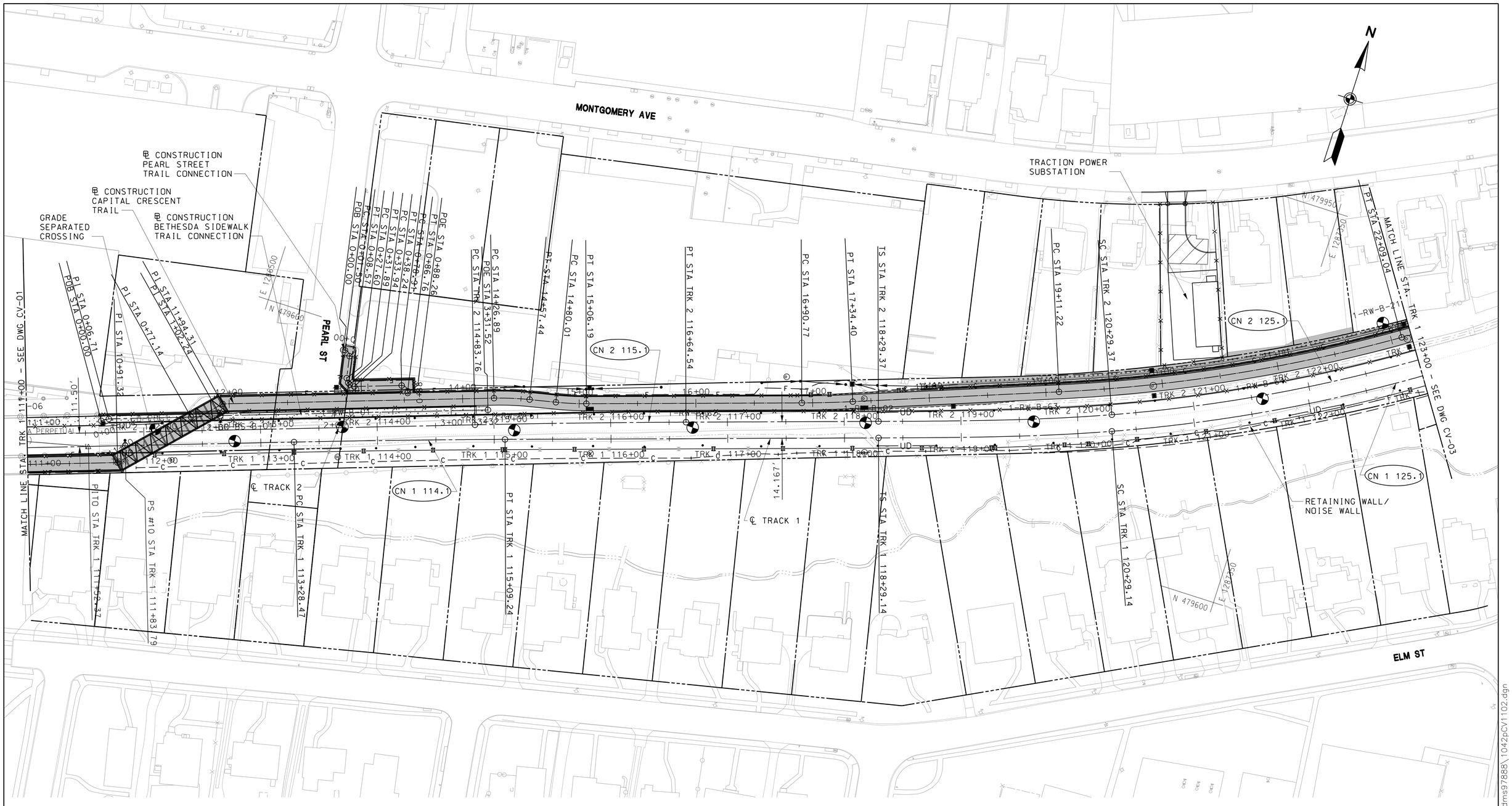
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 114.1	10,520	0	0	0.25	0.512	45
CN 2 115.1	10,520	0	0	0.25	0.512	45
CN 1 125.1	1,364.17	200	200	3.25	2.628	45
CN 2 125.1	1,350.00	200	200	3.25	2.690	45

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN DTB/MJW
DRAWN DTB/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 111+00 TO STA TRK 1 123+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-02
SHEET NO. 118 OF 691

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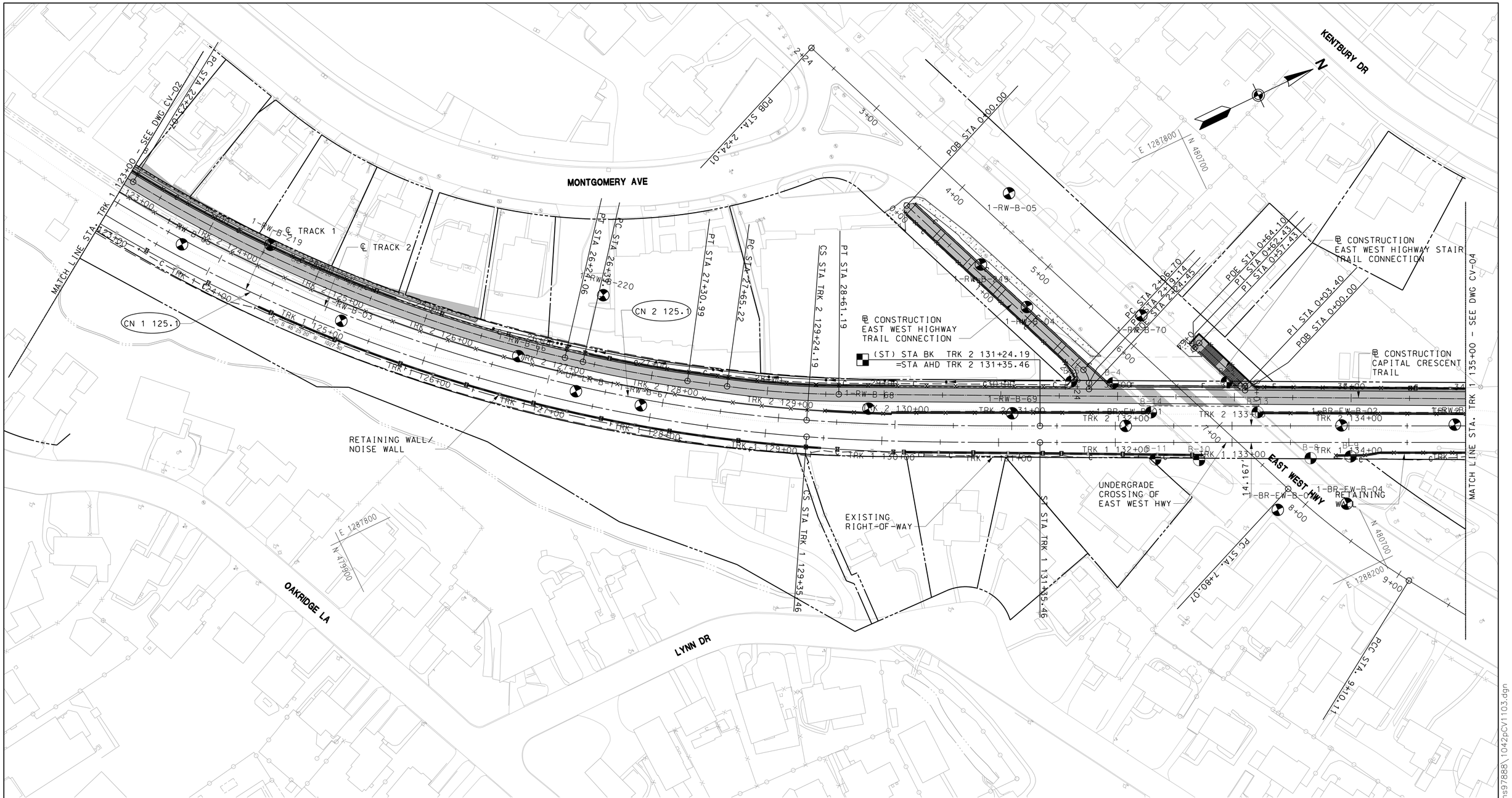
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 125.1	1,364.17	200	200	3.25	2.628	45
CN 2 125.1	1,350	200	200	3.25	2.690	45

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN DTBMJW
DRAWN DTBMJW
CHECK REJVAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 123+00 TO STA TRK 1 135+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-03
SHEET NO. 119 OF 691

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12/13/2013

KENTBURY DR

EDGEVALE CT

EDGEVALE ST

EAST WEST HWY

MATCH LINE STA. TRK 1 135+00 - SEE DWG CV-03

MATCH LINE STA. TRK 1 147+00 - SEE DWG CV-05

CONSTRUCTION CAPITAL CRESCENT TRAIL

CONSTRUCTION SLEAFORD ROAD STAIR TRAIL CONNECTION

CONSTRUCTION KENTBURY DRIVE TRAIL CONNECTION

CONSTRUCTION SLEAFORD ROAD UNDERPASS TRAIL CONNECTION

PROPOSED PEDESTRIAN TUNNEL

RETAINING WALL/ NOISE WALL

℄ TRACK 1

℄ TRACK 2

POB STA 0+00.00

PI STA 0+08.25

PI STA 0+60.88

POE STA 0+63.88

POB STA 0+00.00

POE STA 1+52.77

PI STA 34+21.24

PC STA TRK 2 135+42.10

PT STA TRK 2 137+11.01

PC STA TRK 1 135+42.09

PT STA TRK 1 137+11.01

PC STA. 10+54.42

PT STA. 12+92.10

PC STA 44+78.05

PT STA 44+95.66

TS STA TRK 2 146+17.16

PT STA 45+21.63

TS STA TRK 1 146+17.16

PCI STA 2+35.88

PT STA 2+77.03

PC STA 3+06.42

PT STA 3+49.50

POE STA 4+66.56

CN 2 136.1

CN 1 136.1

CN 2 159.1

CN 1 159.1

14.167'

DEBRIS

E 1288400

N 481700

E 1288700

N 481000

1-RW-B-206

1-RW-B-207

1-RW-B-208

1-C+SR-B-1

CURVE	RADIUS (FT)	LS 1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 136.1	130,000	0	0	0	0.092	55
CN 2 136.1	130,000	0	0	0	0.092	55

40′ 0 40′ 80′

SCALE: 1"=40′

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DESIGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN

STA TRK 1 135+00 TO STA TRK 1 147+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. CV-04

SHEET NO. 120 OF 691

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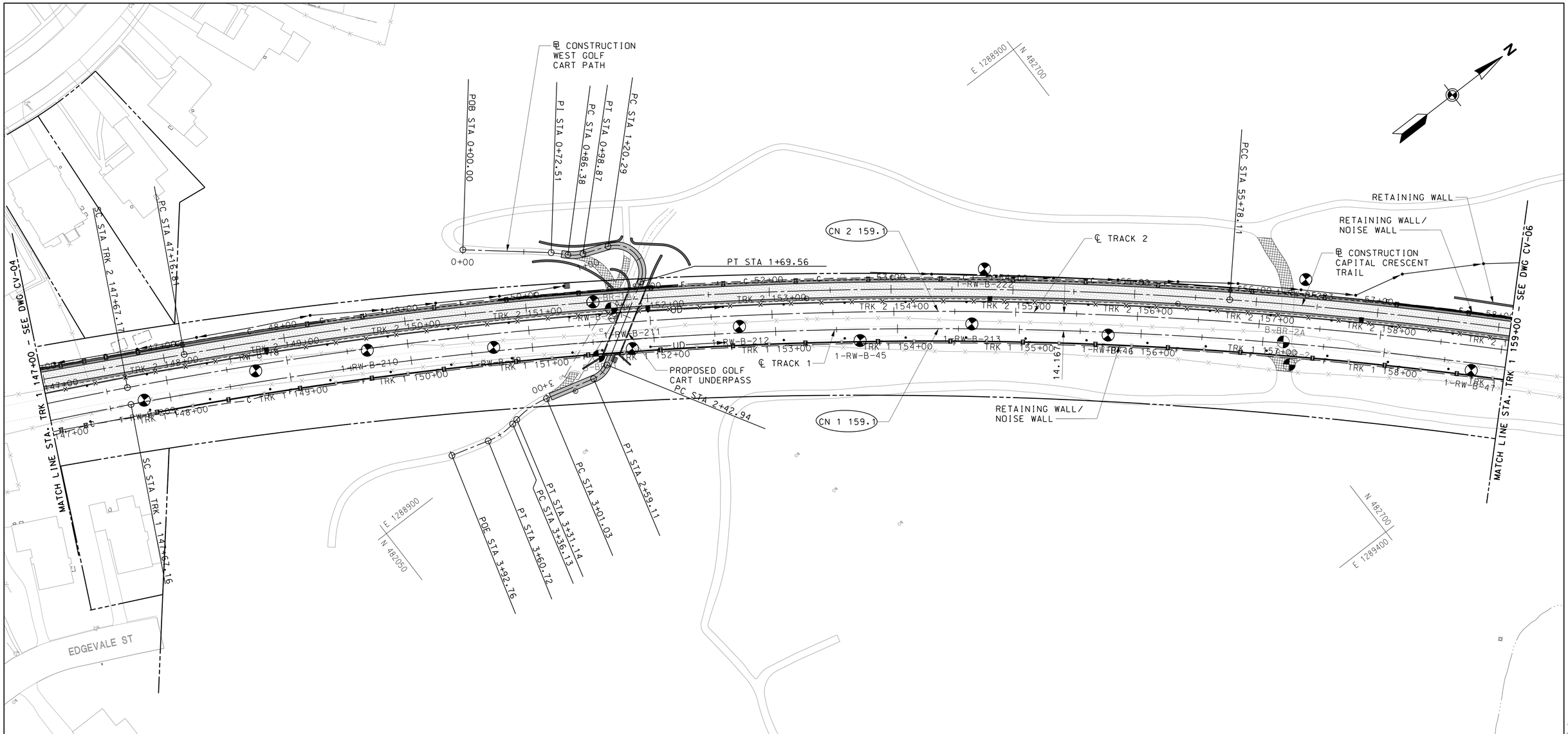
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 159.1	3500	150	150	2.000	1.423	55
CN 2 159.1	3514.17	150	150	2.000	1.409	55

40′ 0 40′ 80′
SCALE: 1"=40′

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DESGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 147+00 TO STA TRK 1 159+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-05
SHEET NO. 121 OF 691

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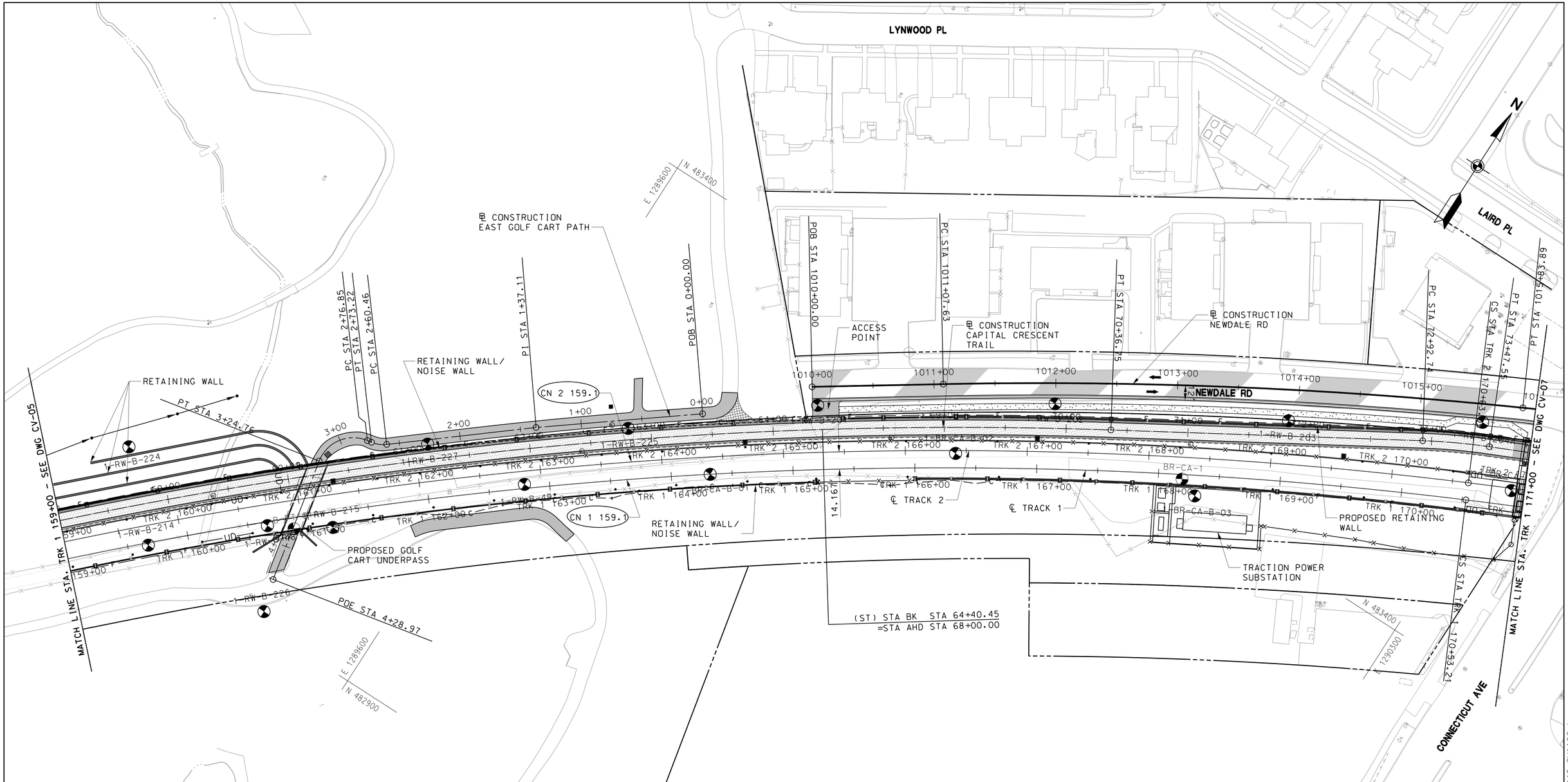
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 159.1	3500	150	150	2.000	1.423	55
CN 2 159.1	3514.17	150	150	2.000	1.409	55

40' 0 40' 80'
SCALE: 1"=40'

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DESGN DTB/MJW
DRAWN DTB/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 159+00 TO STA TRK 1 171+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-06
SHEET NO. 122 OF 691

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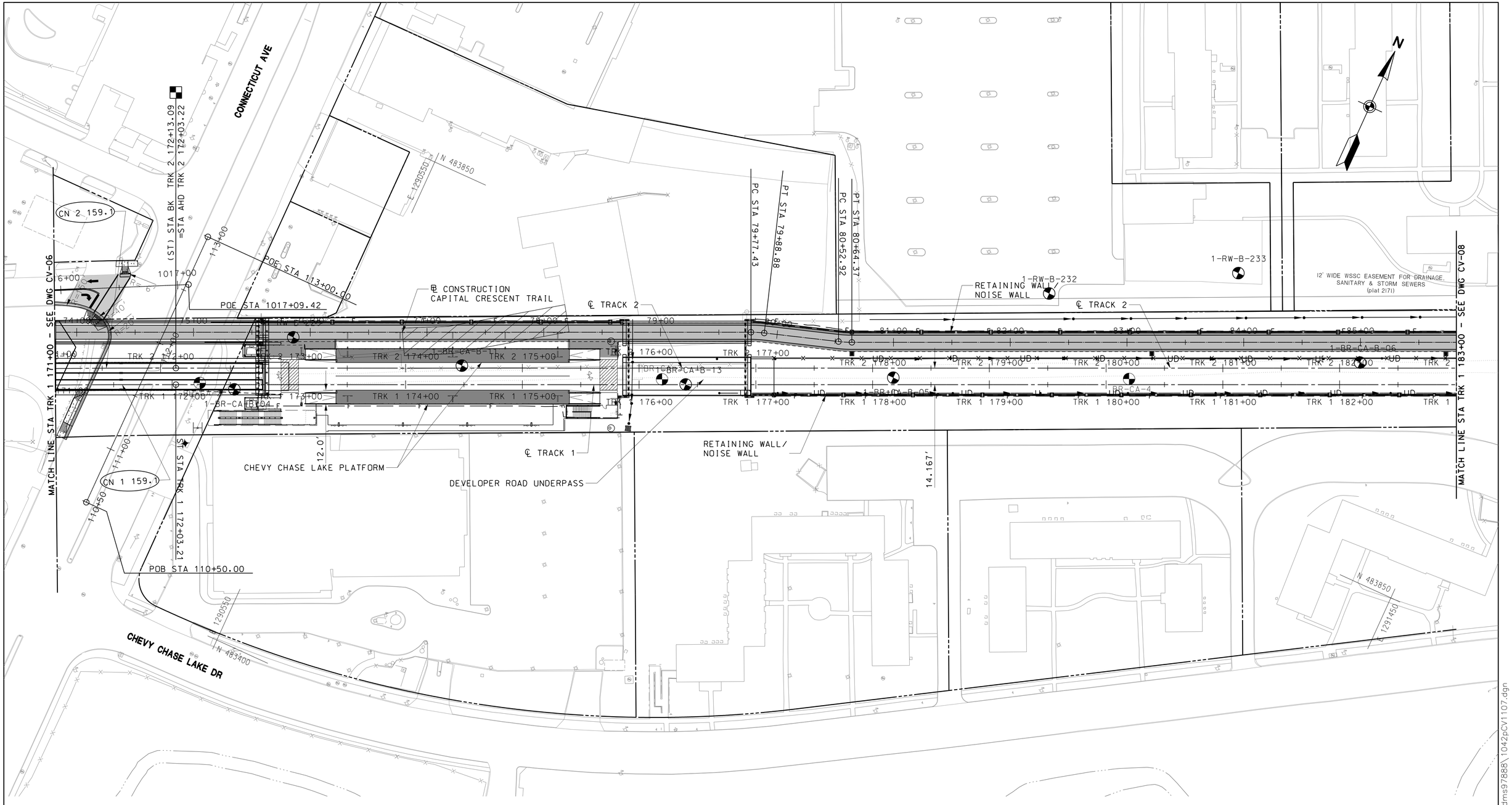
12/13/2013



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DESIGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 171+00 TO STA TRK 1 183+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-07
SHEET NO. 123 OF 691

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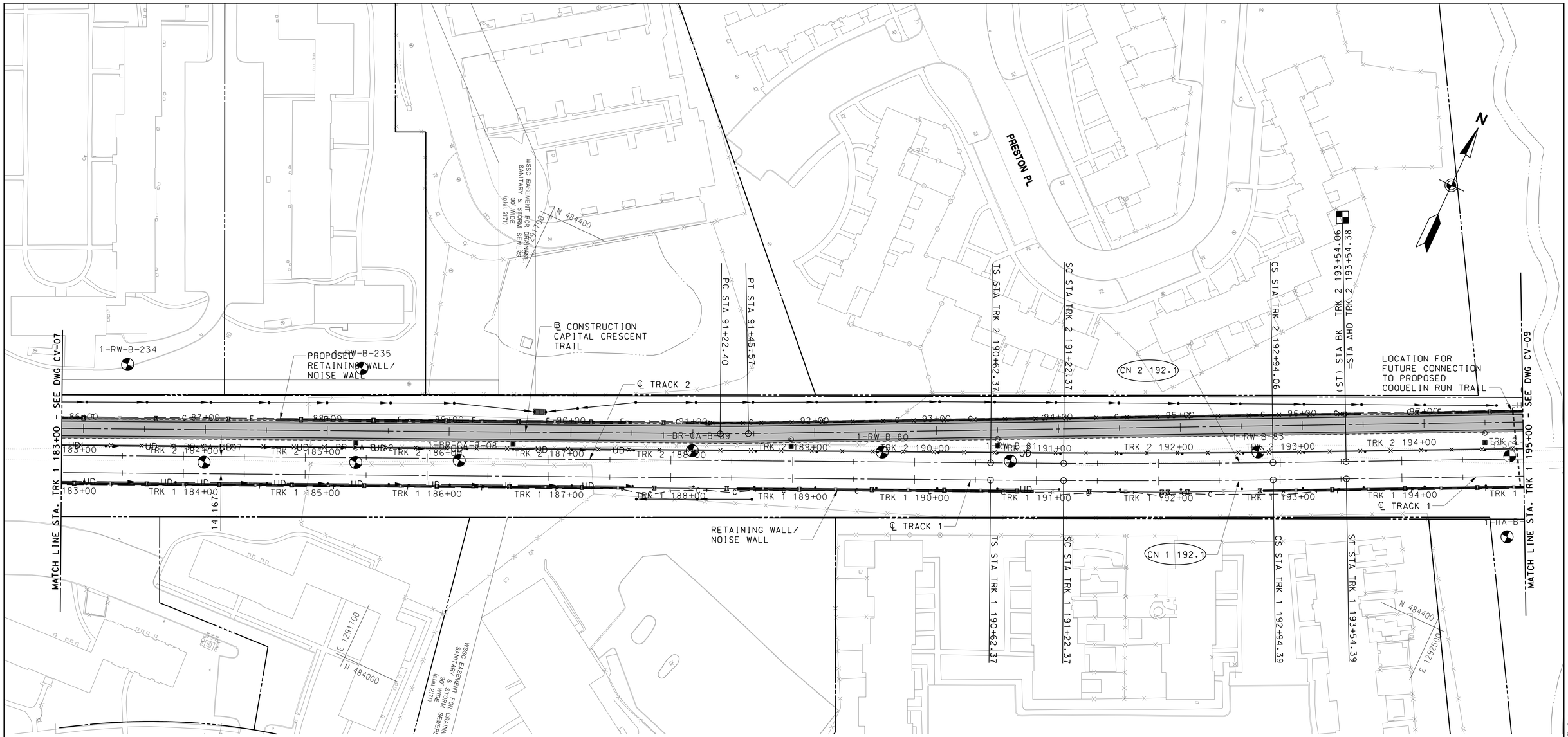
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 192.1	10.014.17	60	60	0.50	0.696	55
CN 2 192.1	10.000	60	60	0.50	0.698	55

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DESIGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 183+00 TO STA TRK 1 195+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-08
SHEET NO. 124 OF 691

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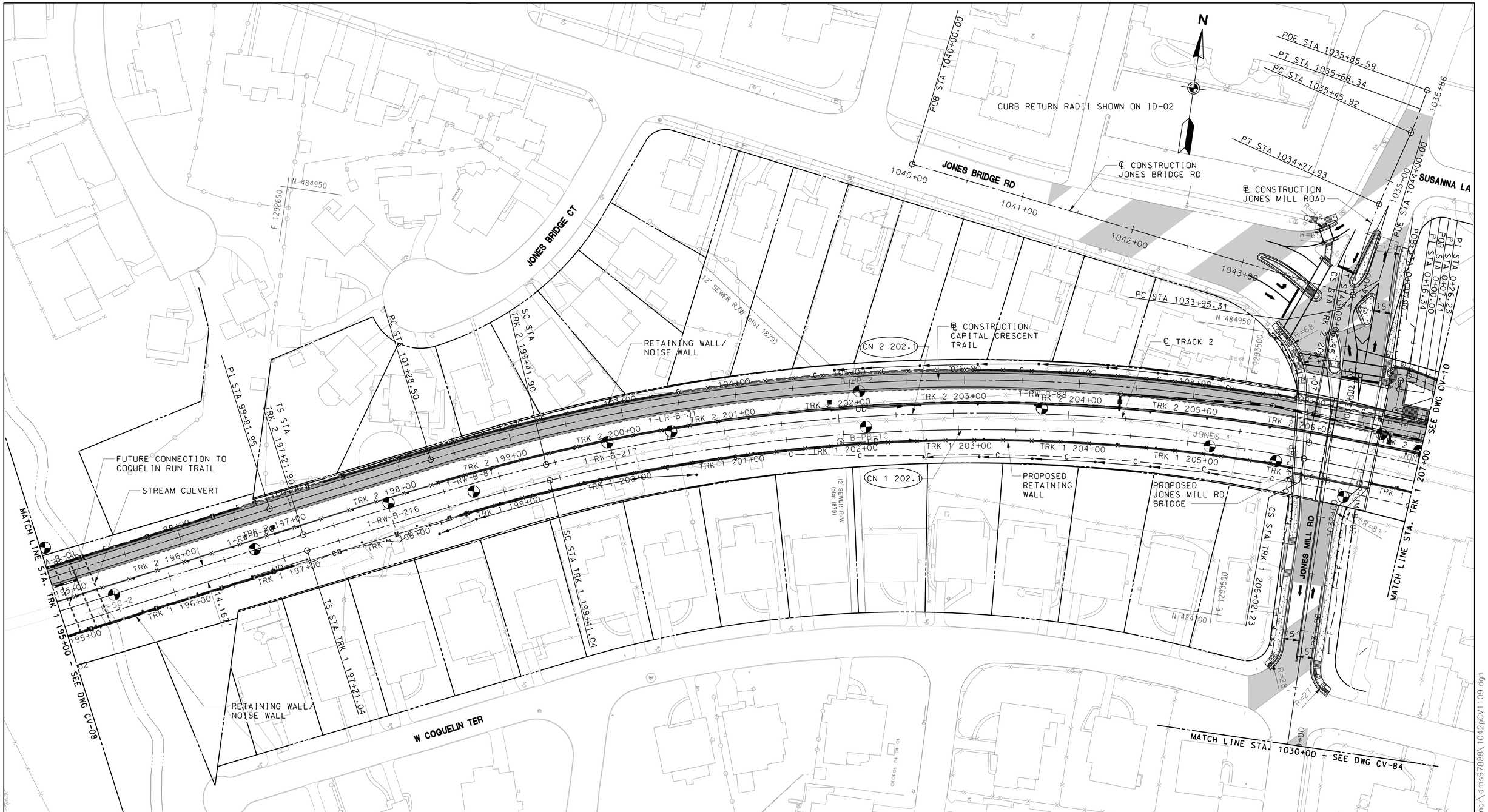
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 202.1	1600	220	220	3.250	2.938	50
CN 2 202.1	1614.50	220	220	3.250	2.882	50

40′ 0 40′ 80′
SCALE: 1"=40′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

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DESIGN DTBMJW
DRAWN DTBMJW
CHECK REJVAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 195+00 TO STA TRK 1 207+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-09
SHEET NO. 125 OF 691

c:\pwworking\mtapw\wra-william.minor\dms97888\1042pCV1109.dgn
12/13/2013

CONSTRUCTION
JONES MILL ROAD STAIR
TRAIL CONNECTION

SUSANNA LA

CONSTRUCTION
JONES MILL ROAD
TRAIL CONNECTION

CN 2 202.1

POE STA 0+83.08

PC STA 110+40.38

PT STA 110+95.98

(ST) STA BK TRK 2 208+31.07
=STA AHD TRK 2 208+23.13

PC STA 2+32.26

PT STA 2+32.34

POE STA 2+35.16

CONSTRUCTION
CAPITAL CRESCENT TRAIL

PROPOSED
RETAINING WALL

1-BR-RC-B-12

1-BR-RC-B-13

1-BR-RC-B-03

TIE INTO
EXISTING
TRAIL

POB STA 105+83.79
PC STA 105+93.74

105+84

1-BR-RC-B-04

POE STA 7+52.14

POB STA 0+00.00

CONSTRUCTION
ROCK CREEK PARK
TRAIL CONNECTION

1-BR-RC-B-09

1-BR-RC-B-15

1-BR-RC-B-02

ROCK CREEK

N 485100

E 1294200

N 485100

E 1294700

TRK 2 208+00 TRK 2 209+00 TRK 2 210+00 TRK 2 211+00 TRK 2 212+00 TRK 2 213+00 TRK 2 214+00 TRK 2 215+00 TRK 2 216+00 TRK 2 217+00 TRK 2 218+00

℄ TRACK 2

1-RW-B-89

1-RW-B-90

TRK 1 207+00 TRK 1 208+00 TRK 1 209+00 TRK 1 210+00 TRK 1 211+00 TRK 1 212+00 TRK 1 213+00 TRK 1 214+00 TRK 1 215+00 TRK 1 216+00 TRK 1 217+00 TRK 1 218+00

℄ TRACK 1

PROPOSED
RETAINING WALL

PT STA 106+60.99

PC STA 106+82.20

14.67'

1-BR-RC-B-06

ROCK CREEK
AERIAL STRUCTURE

CONSTRUCTION
ROCK CREEK
TRAIL BOARDWALK

TIE INTO
EXISTING
TRAIL

PC STA 106+82.20

POE STA 107+51.67

1-BR-RC-B-11

1-BR-RC-B-05

MATCH LINE STA. TRK 1 207+00 - SEE DWG CV-09

MATCH LINE STA. TRK 1 219+00 - SEE DWG CV-11

CN 1 202.1

ST STA TRK 1 208+22.23

(ST) STA BK STA 113+17.56
=STA AHD STA 117+00.00

COQUELIN TER

N 484600

E 1294700

N

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 202.1	1600	220	220	3.250	2.938	50
CN 2 202.1	1614.50	220	220	3.250	2.882	50

40' 0 40' 80'
SCALE: 1"=40'

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DESIGN DTB/MJW
DRAWN DTB/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 207+00 TO STA TRK 1 219+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-10
SHEET NO. 126 OF 691

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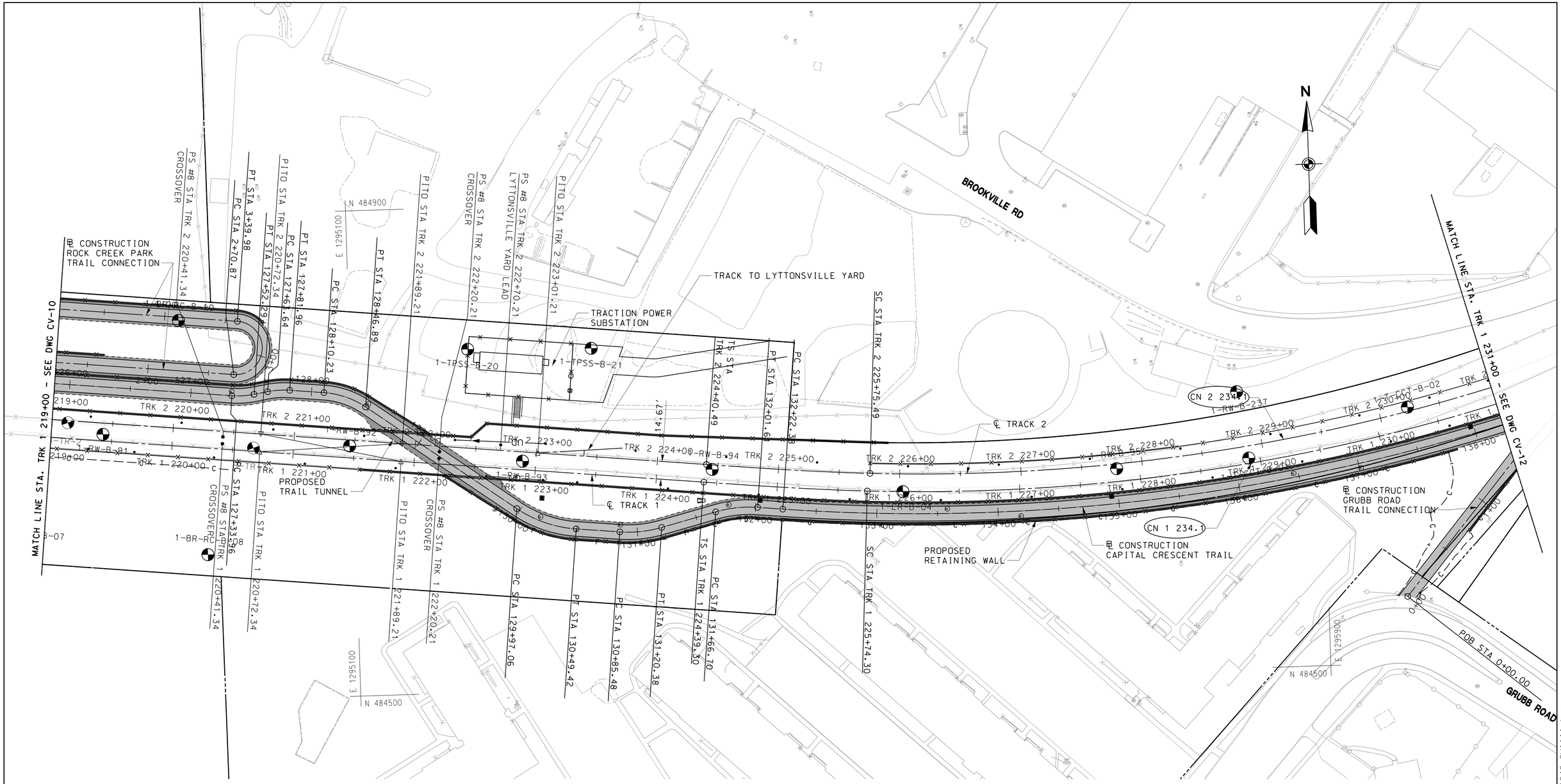
12/13/2013


BROOKVILLE RD
N
MATCH LINE STA. TRK 1 219+00 - SEE DWG CV-10
MATCH LINE STA. TRK 1 231+00 - SEE DWG CV-12
CONSTRUCTION ROCK CREEK PARK TRAIL CONNECTION
PROPOSED TRAIL TUNNEL
TRACK TO LYTTONSVILLE YARD
TRACTION POWER SUBSTATION
1-TPSS-B-20
1-TPSS-B-21
℄ TRACK 1
℄ TRACK 2
CN 1 234.1
CN 2 234.1
1-RW-B-237
CONSTRUCTION GRUBB ROAD TRAIL CONNECTION
CONSTRUCTION CAPITAL CRESCENT TRAIL
PROPOSED RETAINING WALL
POB STA 0+00.00
GRUBB ROAD
N 484500
E 1295100
PS #8 STA TRK 2 220+41.34 CROSSOVER
PT STA 3+39.98
PC STA 2+70.87
PT STA TRK 2 220+72.34
PC STA 127+61.64
PT STA 127+52.29
PT STA 127+81.96
PC STA 128+46.89
PT STA TRK 2 221+89.21
PC STA 128+10.23
PS #8 STA TRK 2 222+20.21 CROSSOVER
PS #8 STA TRK 2 222+70.21 LYTTONSVILLE YARD LEAD
PT STA TRK 2 223+01.21
PT STA 132+01.61
PC STA 132+22.38
SC STA TRK 2 225+75.49
TS STA TRK 2 224+40.49
1-BR-RC
1-RW-B-91
1-RW-B-92
1-RW-B-93
1-RW-B-94
1-RW-B-95
1-RW-B-96
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1-RW-B-98
1-RW-B-99
1-RW-B-100
1-RW-B-101
1-RW-B-102
1-RW-B-103
1-RW-B-104
TRK 2 219+00
TRK 2 220+00
TRK 2 221+00
TRK 2 222+00
TRK 2 223+00
TRK 2 224+00
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TRK 1 225+00
TRK 1 226+00
TRK 1 227+00
TRK 1 228+00
TRK 1 229+00
TRK 1 230+00
PS #8 STA TRK 1 220+41.34 CROSSOVER
PT STA TRK 1 220+72.34
PC STA 127+33.96
PITO STA TRK 1 220+72.34
PITO STA TRK 1 221+89.21
PS #8 STA TRK 1 222+20.21 CROSSOVER
PITO STA TRK 1 222+20.21
PC STA 129+97.06
PT STA 130+49.42
PC STA 130+85.48
PT STA 131+20.38
PC STA 131+66.70
TS STA TRK 1 224+39.30
SC STA TRK 1 225+74.30
N 484900
E 1295100
N 484500
E 1295600
E 1295100
N 484500
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1-BR-08
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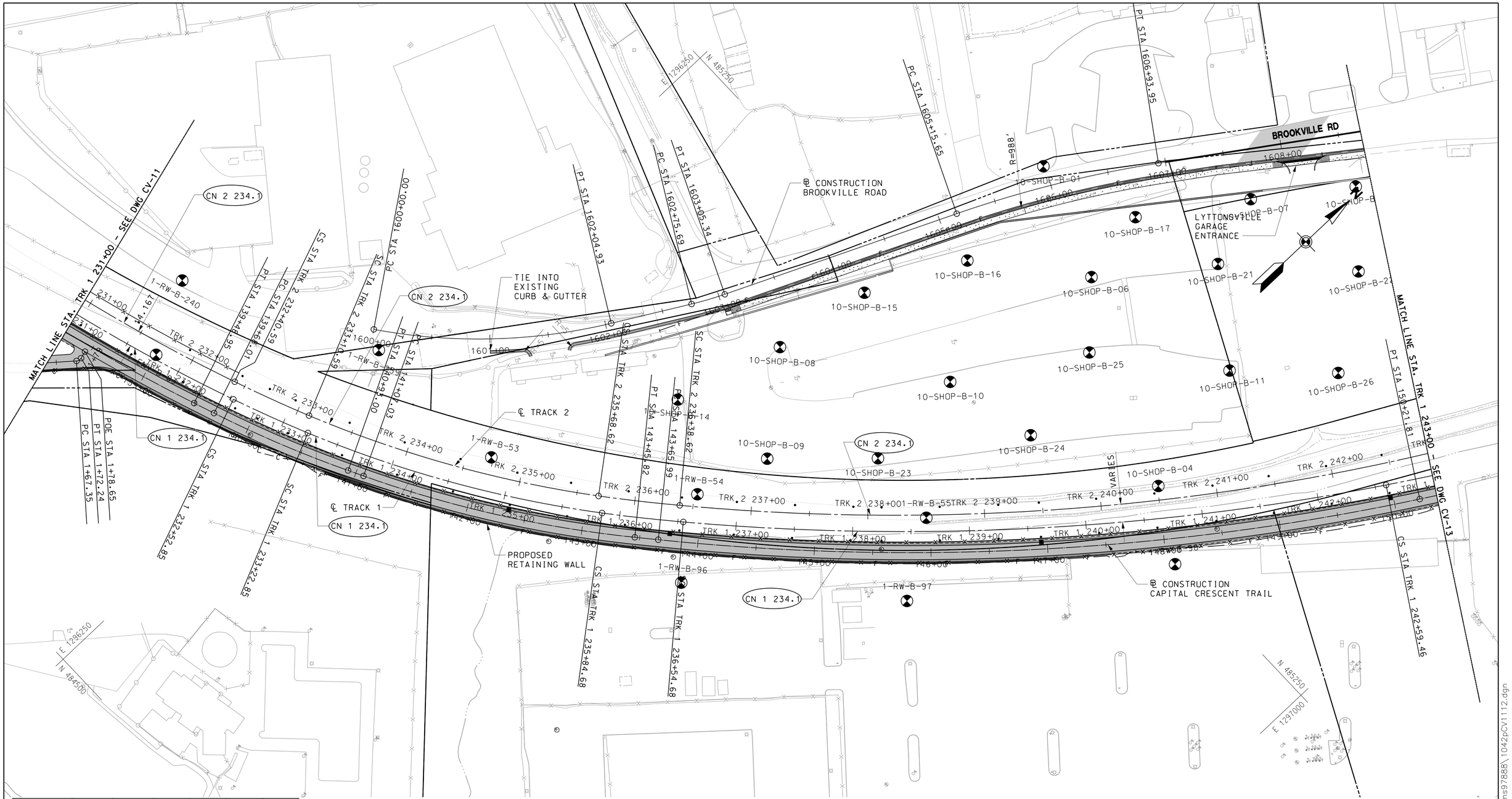

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 234.1	1605	135	70	2.5	1.448	40
	1024.17	70	70	3.00	1.737	35
	2160	70	80	1.625	0.621	35
CN 2 234.1	1590.83	135	70	2.5	1.483	40
	1018	70	70	3.00	1.765	35
	2000	70	80	1.625	0.801	35

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming

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DESIGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 231+00 TO STA TRK 1 243+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. CV-12

SHEET NO. 128 OF 691

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12/13/2013

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 245.1	2600	40	40	0.5	0.871	30

40′ 0 40′ 80′
SCALE: 1"=40′

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MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
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DESIGN DTBMJW
DRAWN DTBMJW
CHECK REJVAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 243+00 TO STA TRK 1 255+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-13
SHEET NO. 129 OF 691

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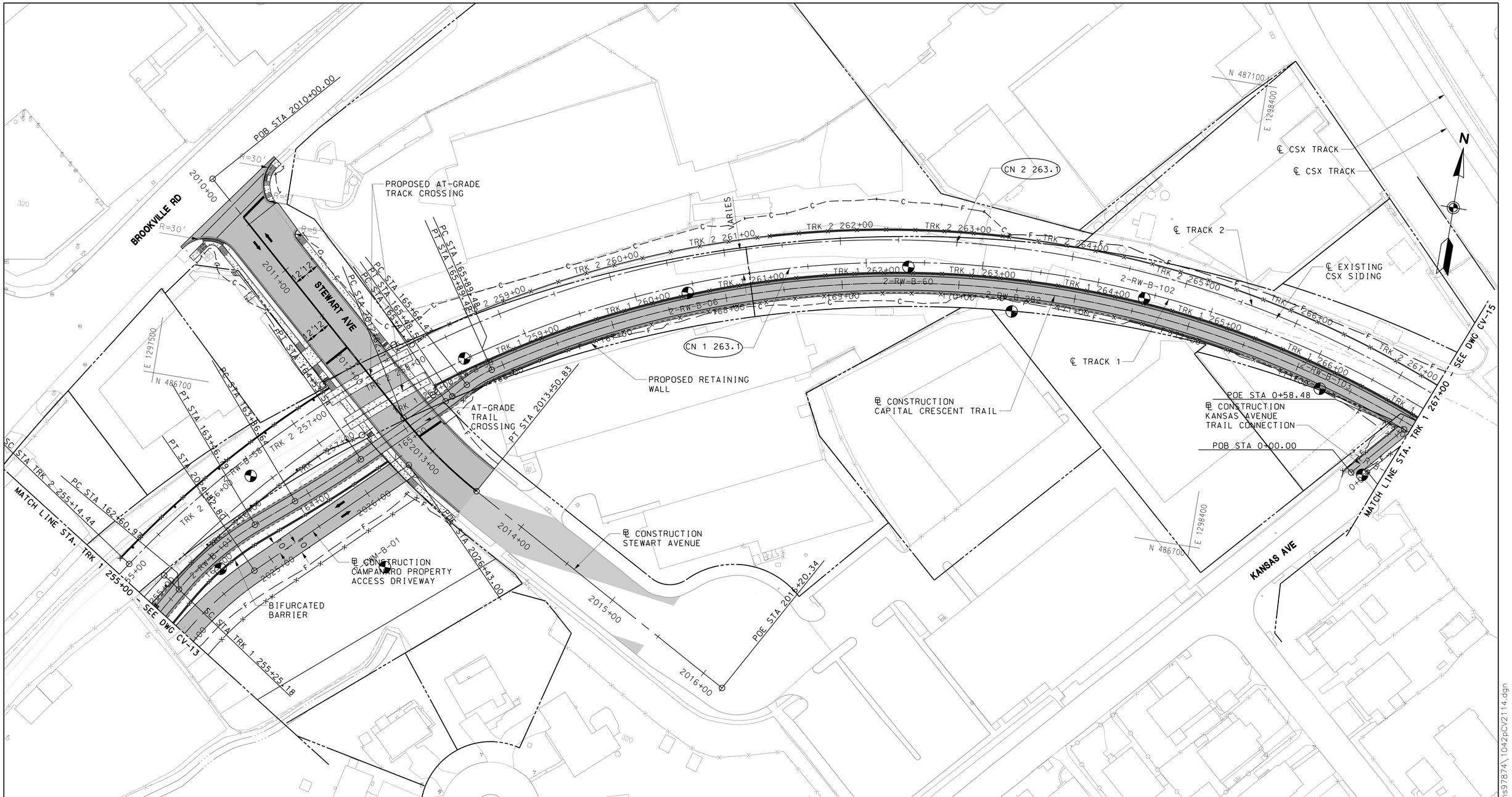
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 2 263.1	896	180	180	3.25	2.164	35
CN 1 263.1	871	180	180	3.25	2.319	35

40′ 0 40′ 80′
SCALE: 1"=40′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	DTBMJW
DRAWN	DTBMJW
CHECK	REJVAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 255+00 TO STA TRK 1 267+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-14
SHEET NO. 130 OF 691

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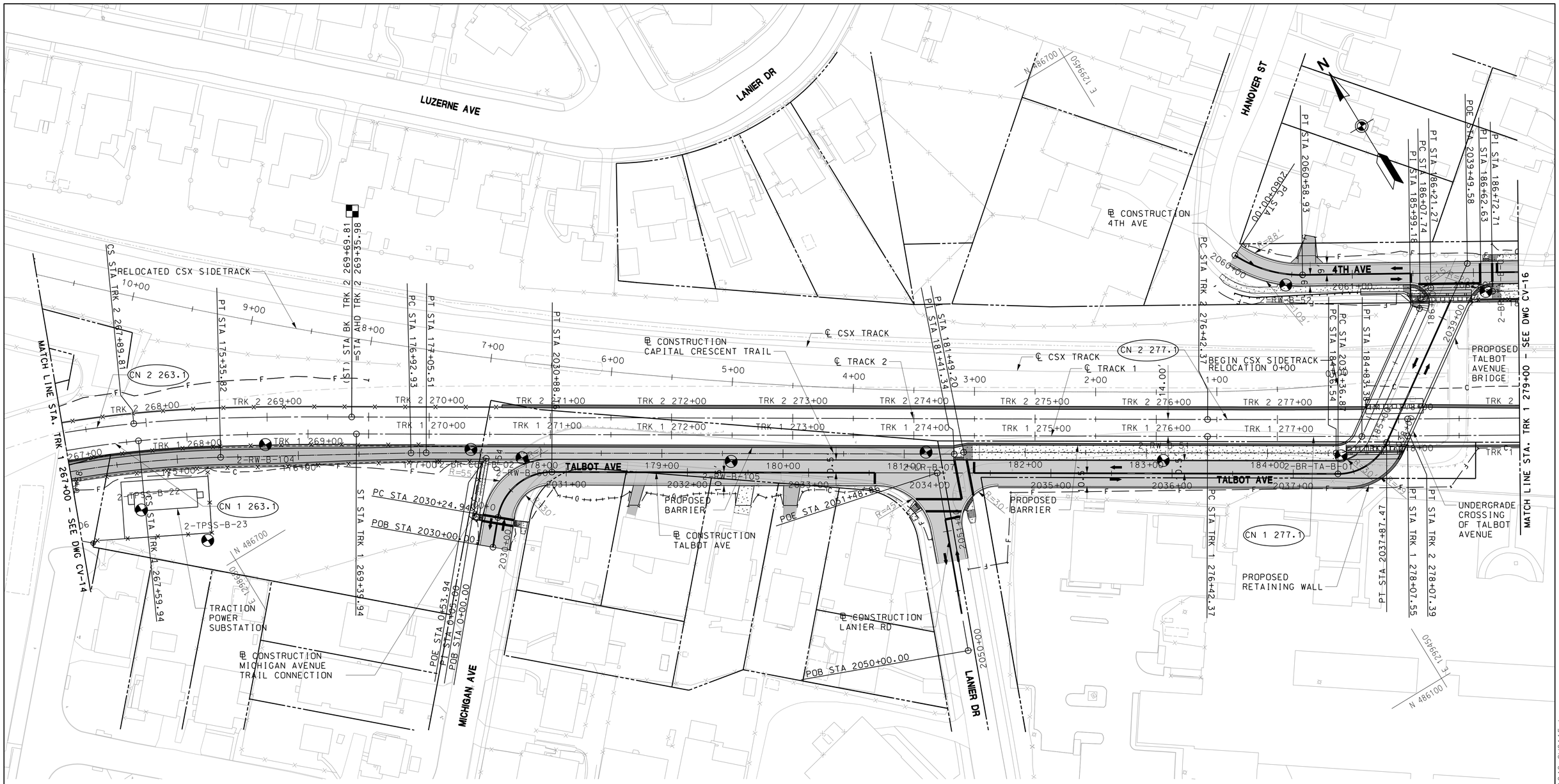
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 2 263.1	896	180	180	3.25	2.164	35
CN 1 263.1	871	180	180	3.25	2.319	35
CN 1 277.1	15,114	0	0	0.25	0.543	55
CN 2 277.1	15,100	0	0	0.25	0.543	55

40′ 0 40′ 80′
SCALE: 1"=40′

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DESGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 267+00 TO STA TRK 1 279+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–15
SHEET NO. 131 OF 691

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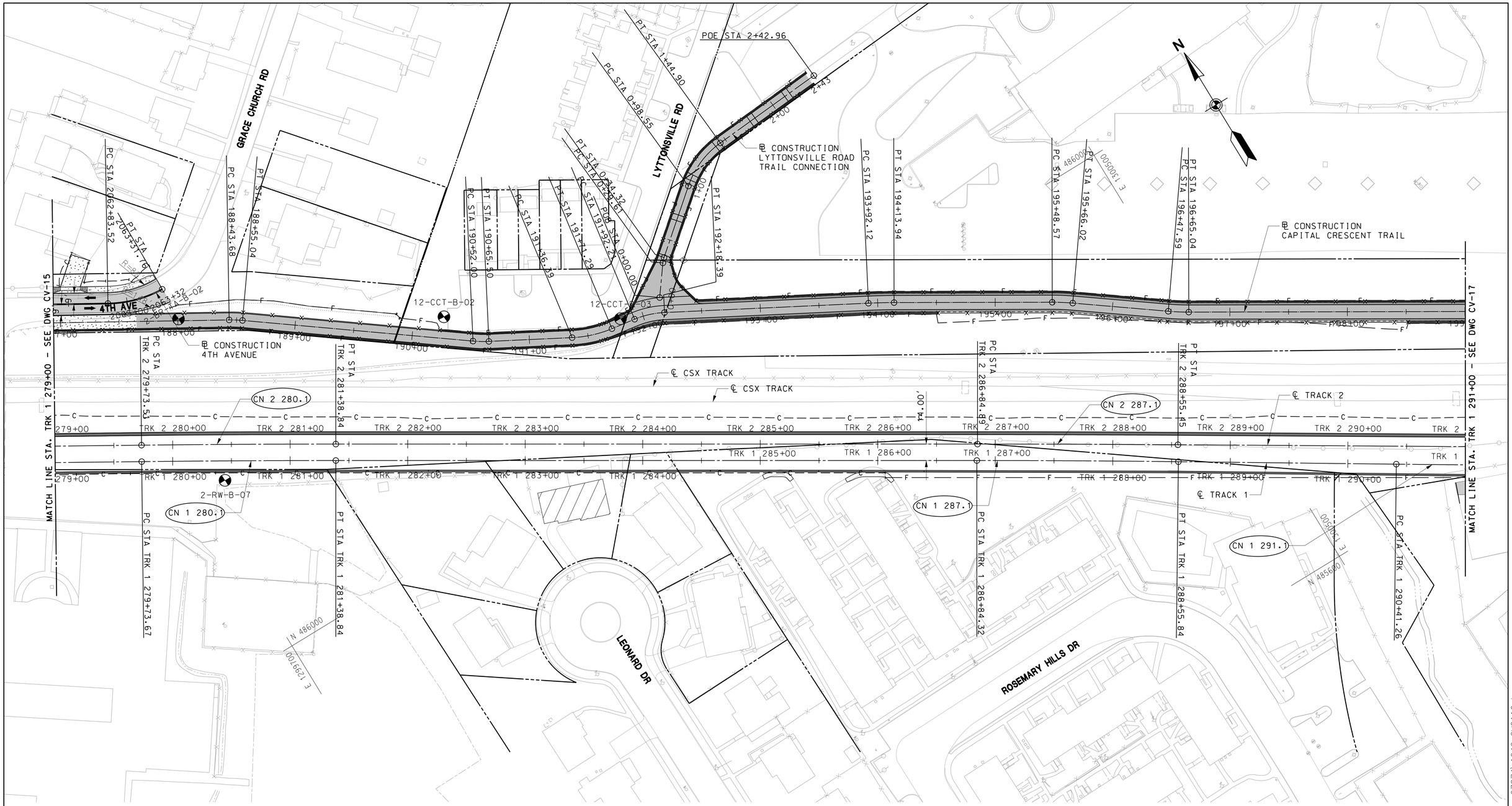
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 280.1	14,700	0	0	0.25	0.565	55
CN 2 280.1	14,714	0	0	0.25	0.564	55
CN 1 287.1	15,000	0	0	0.25	0.549	55
CN 2 287.1	26,000	0	0	0.25	0.211	55
CN 1 291.1	12,750	0	0	0.50	0.44	55

40' 0 40' 80'
SCALE: 1"=40'

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DESIGN DTB/MJW
DRAWN DTB/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 279+00 TO STA TRK 1 291+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-16
SHEET NO. 132 OF 691

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12/13/2013

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 291.1	12750	0	0	0.5	0.44	55
CN 1 296.1	1500	73	73	1.5	1.734	35
CN 2 296.1	1750	73	73	1.5	1.272	35
CN 1 299.1	3800	0	0	0.5	0.438	30
CN 2 299.1	5400	0	0	0.25	0.41	30

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN	DTB/MJW
DRAWN	DTB/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 291+00 TO STA TRK 1 303+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–17
SHEET NO. 133 OF 691

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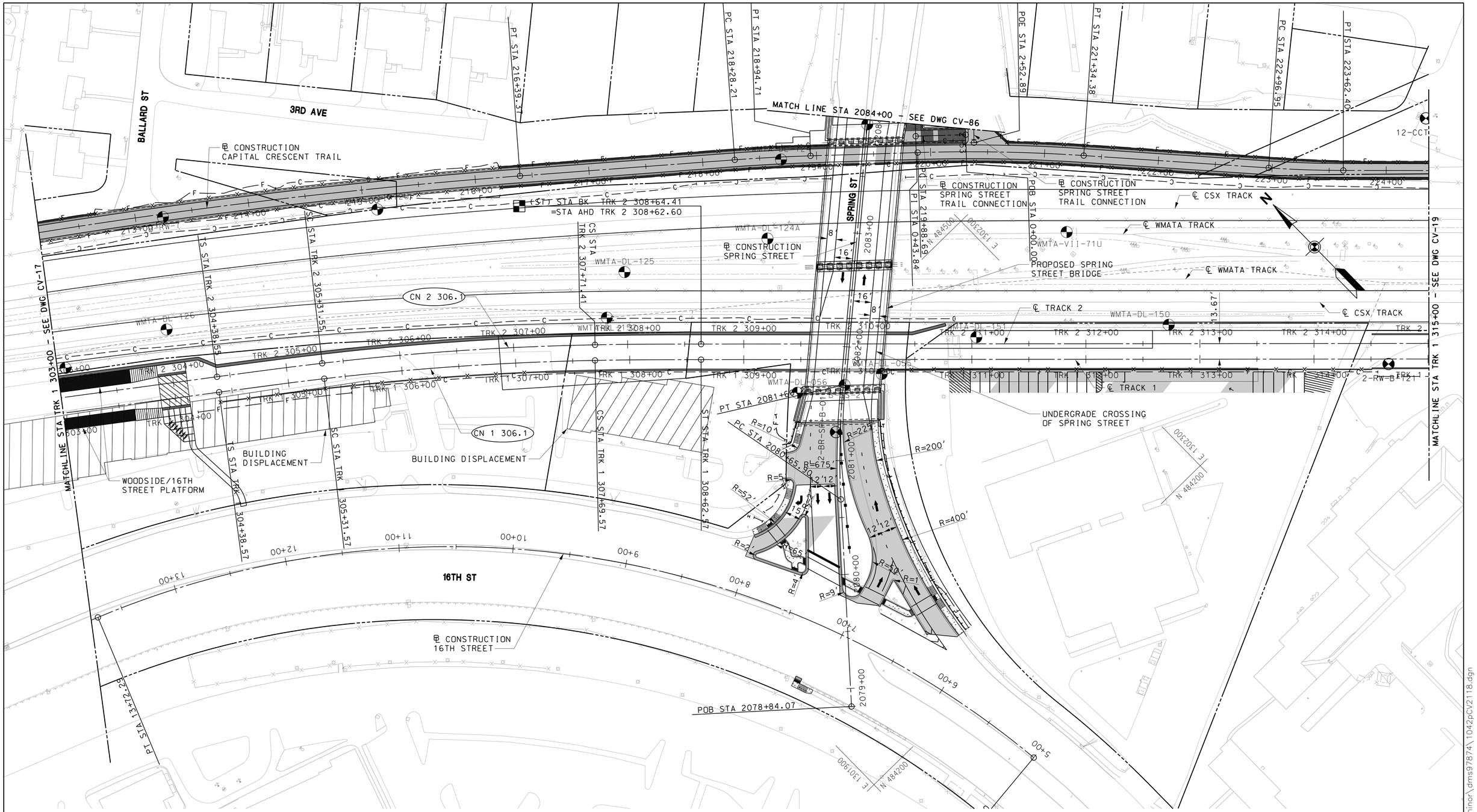
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 306.1	2486	93	93	1.50	1.726	45
CN 2 306.1	2500	93	93	1.50	1.708	45

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DESIGN DTBMJW
DRAWN DTBMJW
CHECK REJVAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 303+00 TO STA TRK 1 315+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-18
SHEET NO. 134 OF 691

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12/13/2013

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 318.1	10,520	0	0	0.25	0.512	45
CN 2 317.1	130,000	0	0	0	0.062	45
CN 1 322.1	405	108	108	2.25	1.661	20
CN 2 322.1	400	108	108	2.25	1.710	20
CN 1 325.1	310	70	70	1.50	1.374	15
CN 2 326.1	320	70	70	1.50	1.284	15

40′ 0 40′ 80′
SCALE: 1"=40′

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MTA Maryland

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DESIGN DTBMJW
DRAWN DTBMJW
CHECK REJVAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN
STA TRK 1 315+00 TO STA TRK 1 327+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-19
SHEET NO. 135 OF 691

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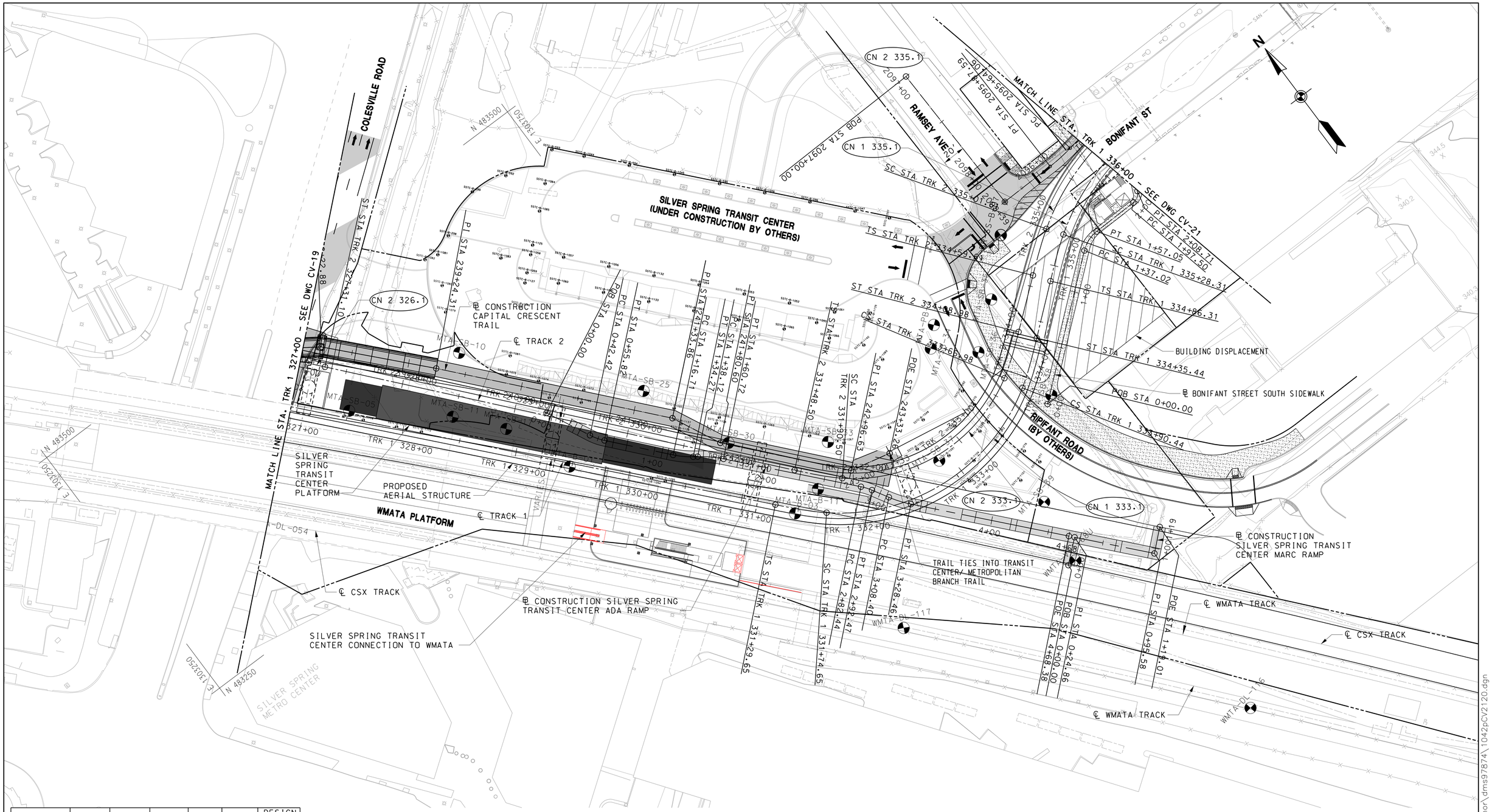
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 333.1	170	45	45	1.00	1.329	10
CN 2 333.1	142	42	42	1.00	1.789	10
CN 1 335.1	200	42	42	1.00	0.98	10
CN 2 335.1	210	42	42	1.00	0.886	10

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN DTBMJW
DRAWN DTBMJW
CHECK REJVAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN
STA TRK 1 327+00 TO STA TRK 1 336+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-20
SHEET NO. 136 OF 691

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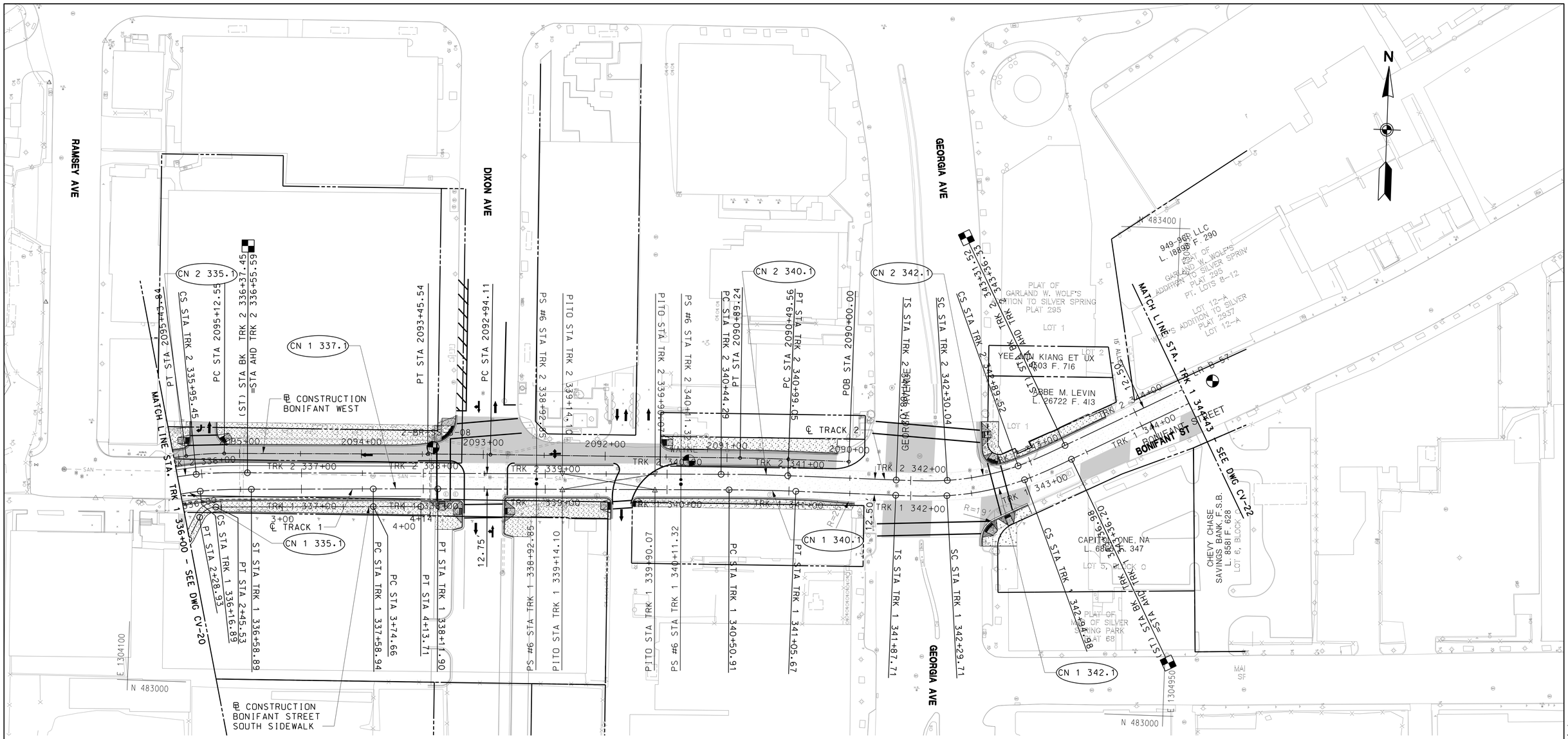

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 337.1	8500	0	0	1.0	-0.953	10
CN 1 340.1	1500	0	0	1.0	-0.736	10
CN 2 340.1	1500	0	0	1.0	-0.736	10
CN 1 342.1	222	42	42	-1.0	2.784	10
CN 2 342.1	210	42	42	-1.0	2.886	10

40′ 0 40′ 80′
SCALE: 1"=40′

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Gannett Fleming
WR&A

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DESIGN DTB
DRAWN DTB
CHECK REJ
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – BONIFANT STREET
STA TRK 1 336+00 TO STA TRK 1 344+43
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-21
SHEET NO. 137 OF 691

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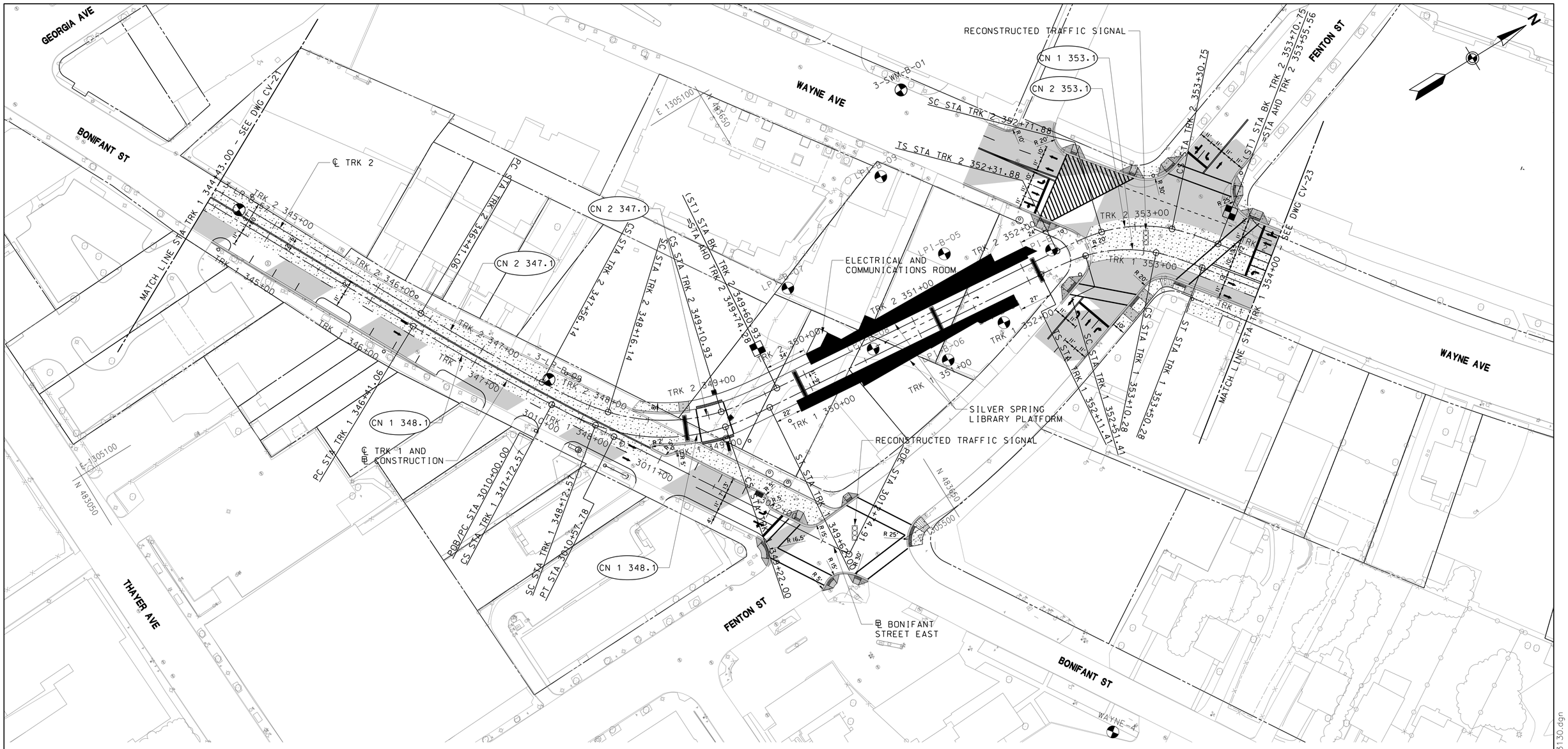
12/13/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 348.1	2412.5	0	40	0.283	-0.119	10
CN 2 347.1	2400	0	60	0.283	-0.118	10
CN 1 348.1	160	40	40	0.000	0.619	5
CN 2 347.1	160	60	50	0.000	0.619	5
CN 1 353.1	120	40	40	0.500	2.800	10
CN 2 353.1	120	40	40	0.500	2.800	10

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN BAF /MAH
DRAWN BAF /MAH
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – BONIFANT ST / WAYNE AVE
STA TRK 1 344+43 TO STA TRK 1 354+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-22
SHEET NO. 138 OF 691

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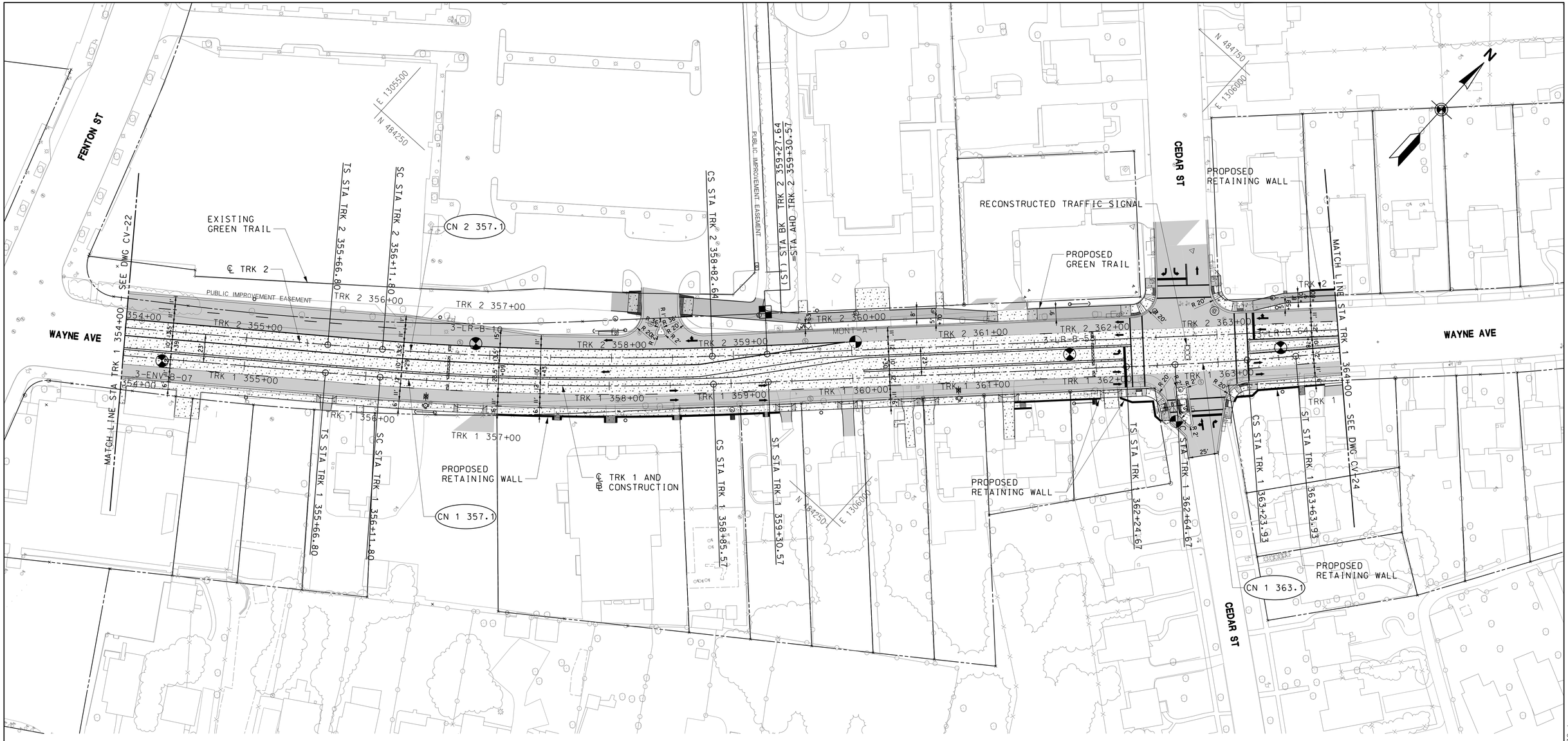
12/10/2013



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 357.1	2500	45	45	0.750	0.676	30
CN 2 357.1	2477	45	45	0.750	0.689	30
CN 1 363.1	2500	40	40	0.625	0.801	30

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN	BAF /MAH
DRAWN	BAF /MAH
CHECK	FJM /JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – WAYNE AVENUE
STA TRK 1 354+00 TO STA TRK 1 364+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-23
SHEET NO. 139 OF 691

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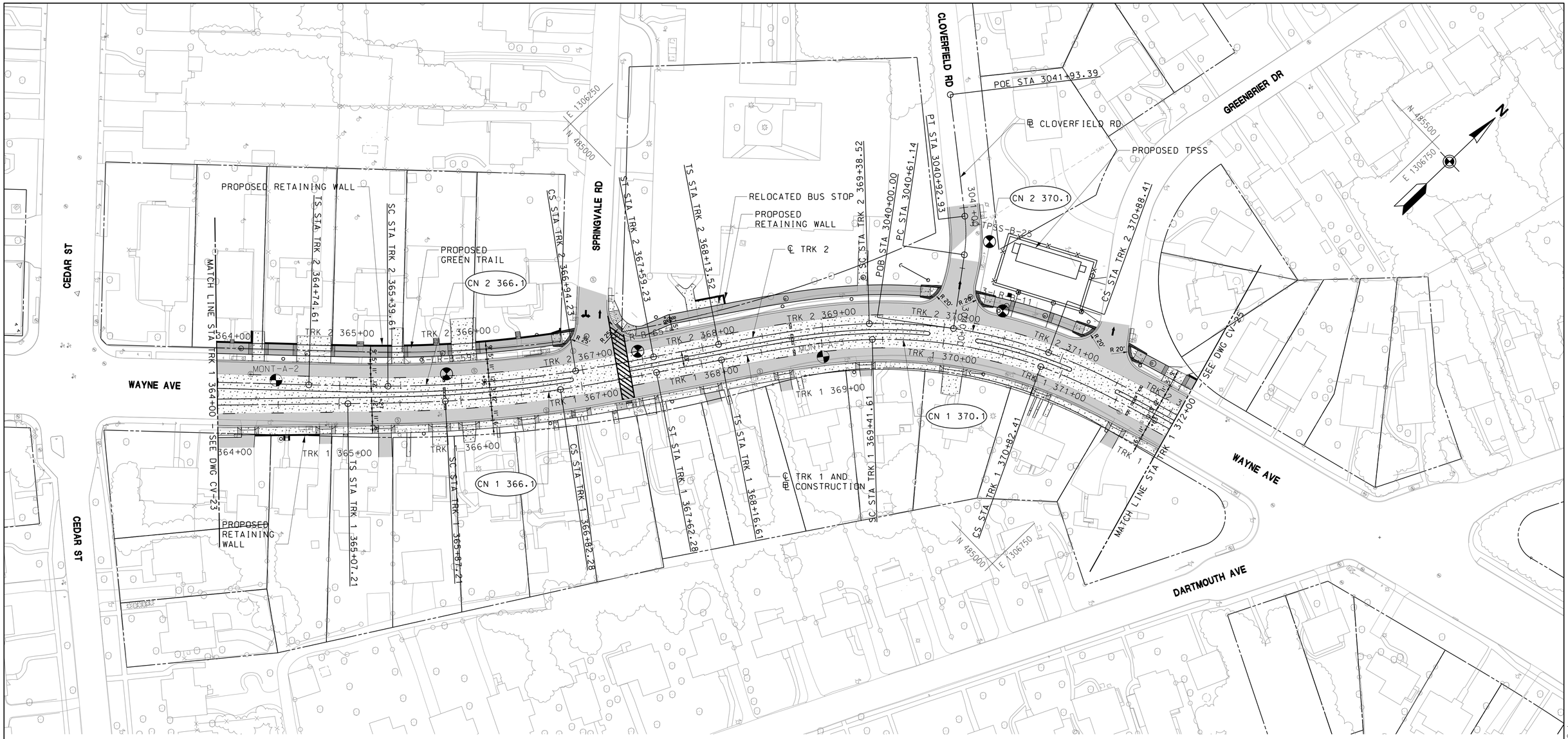

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 366.1	985	80	80	1.625	1.993	30
CN 2 366.1	1010	65	65	1.750	1.779	30
CN 1 370.1	380	125	125	3.375	3.138	25
CN 2 370.1	393	125	125	3.375	2.923	25

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN BAF /MAH
DRAWN BAF /MAH
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – WAYNE AVENUE
STA TRK 1 364+00 TO STA TRK 1 372+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-24
SHEET NO. 140 OF 691

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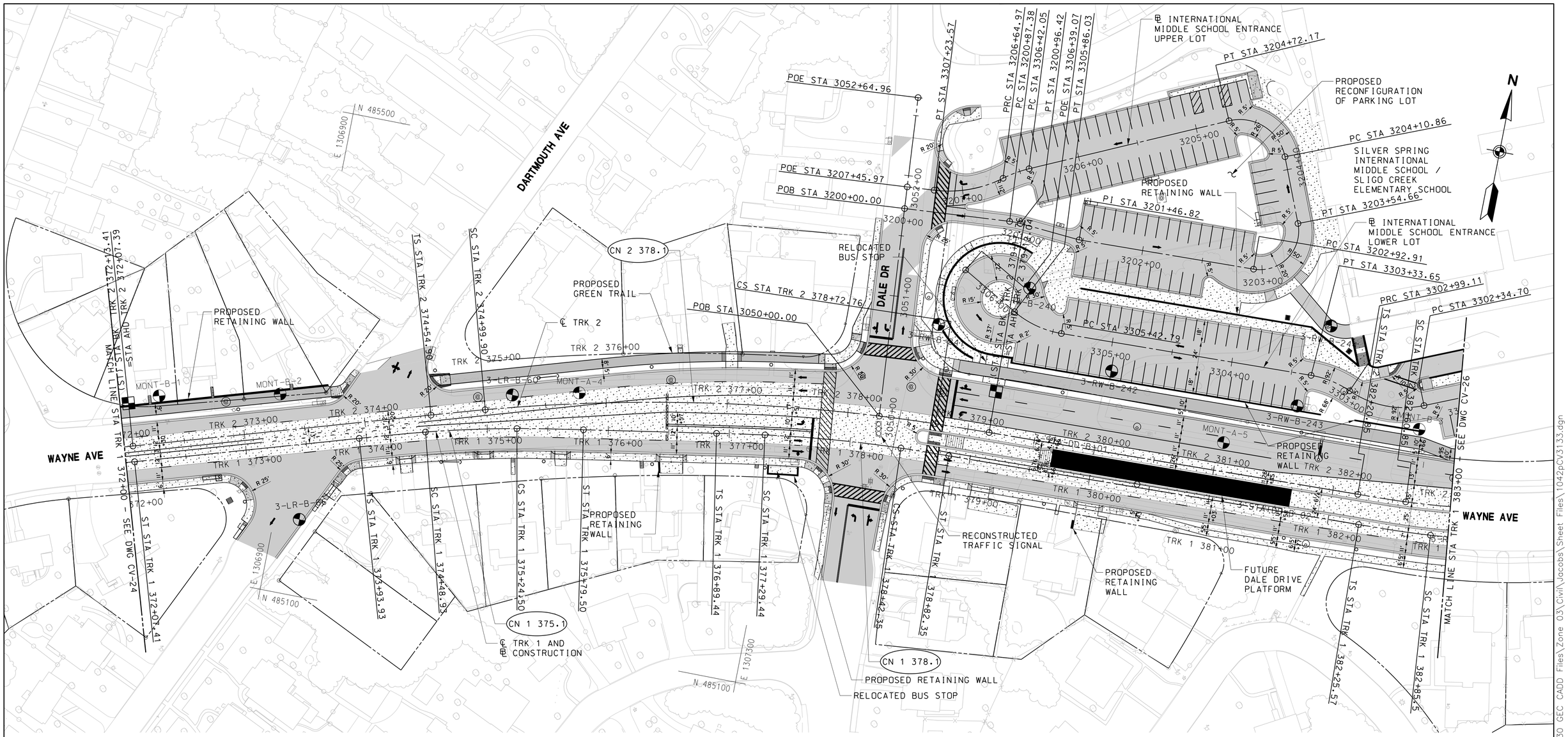

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 375.1	1000	55	55	1.500	0.975	25
CN 1 378.1	1100	40	40	1.250	1.000	25
CN 2 378.1	1550	40	40	0.750	0.847	25

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN BAF /MAH
DRAWN BAF /MAH
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – WAYNE AVENUE
STA TRK 1 372+00 TO STA TRK 1 383+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-25
SHEET NO. 141 OF 691

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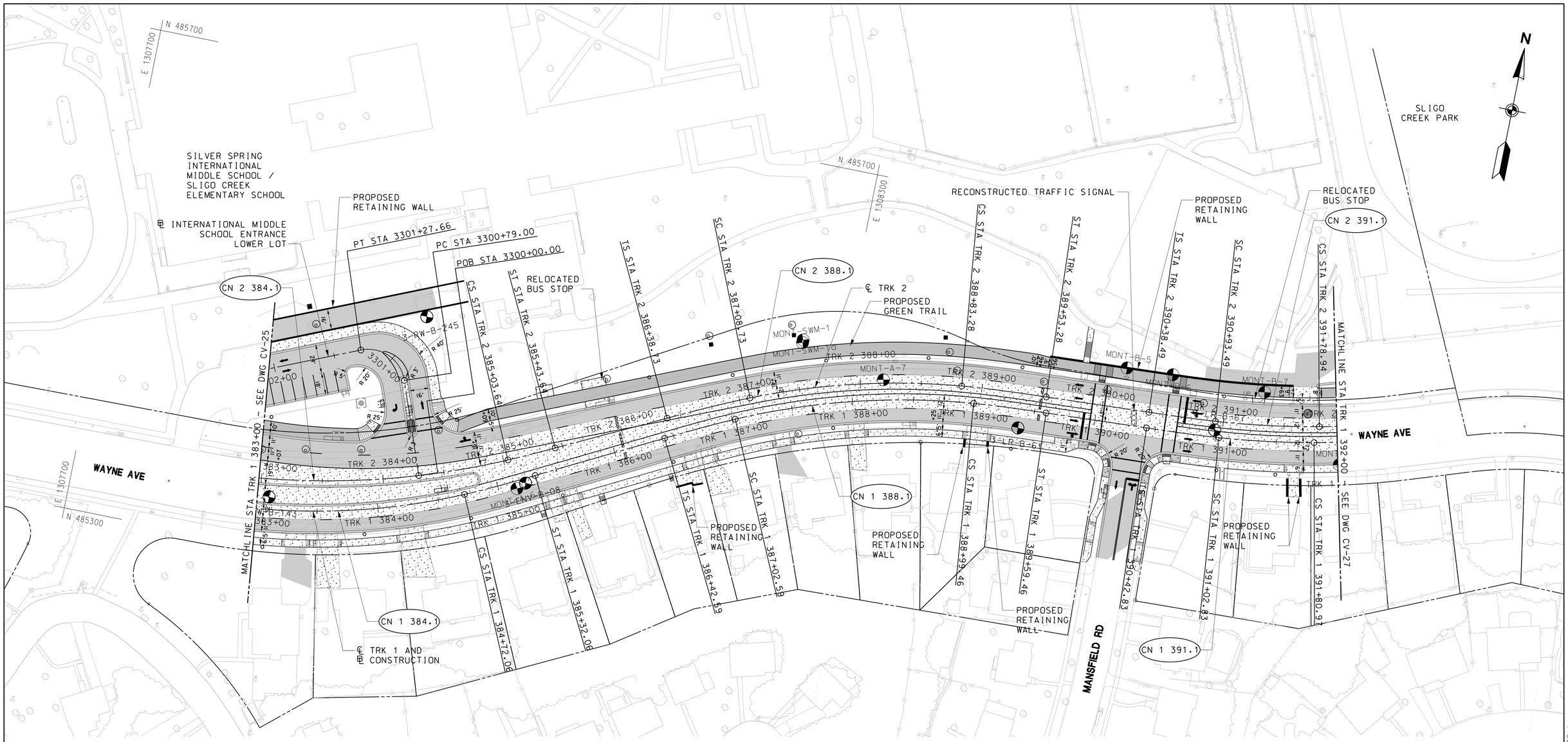

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 384.1	545	60	60	1.500	1.406	20
CN 2 384.1	655	40	40	1.250	1.168	20
CN 1 388.1	600	60	60	2.000	2.125	25
CN 2 388.1	600	70	70	1.750	2.375	25
CN 1 391.1	720	60	60	1.500	1.938	25
CN 2 391.1	732	55	55	1.500	1.881	25

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN BAF /JC
DRAWN BAF /JC
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – WAYNE AVENUE
STA TRK 1 383+00 TO STA TRK 1 392+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-26
SHEET NO. 142 OF 691

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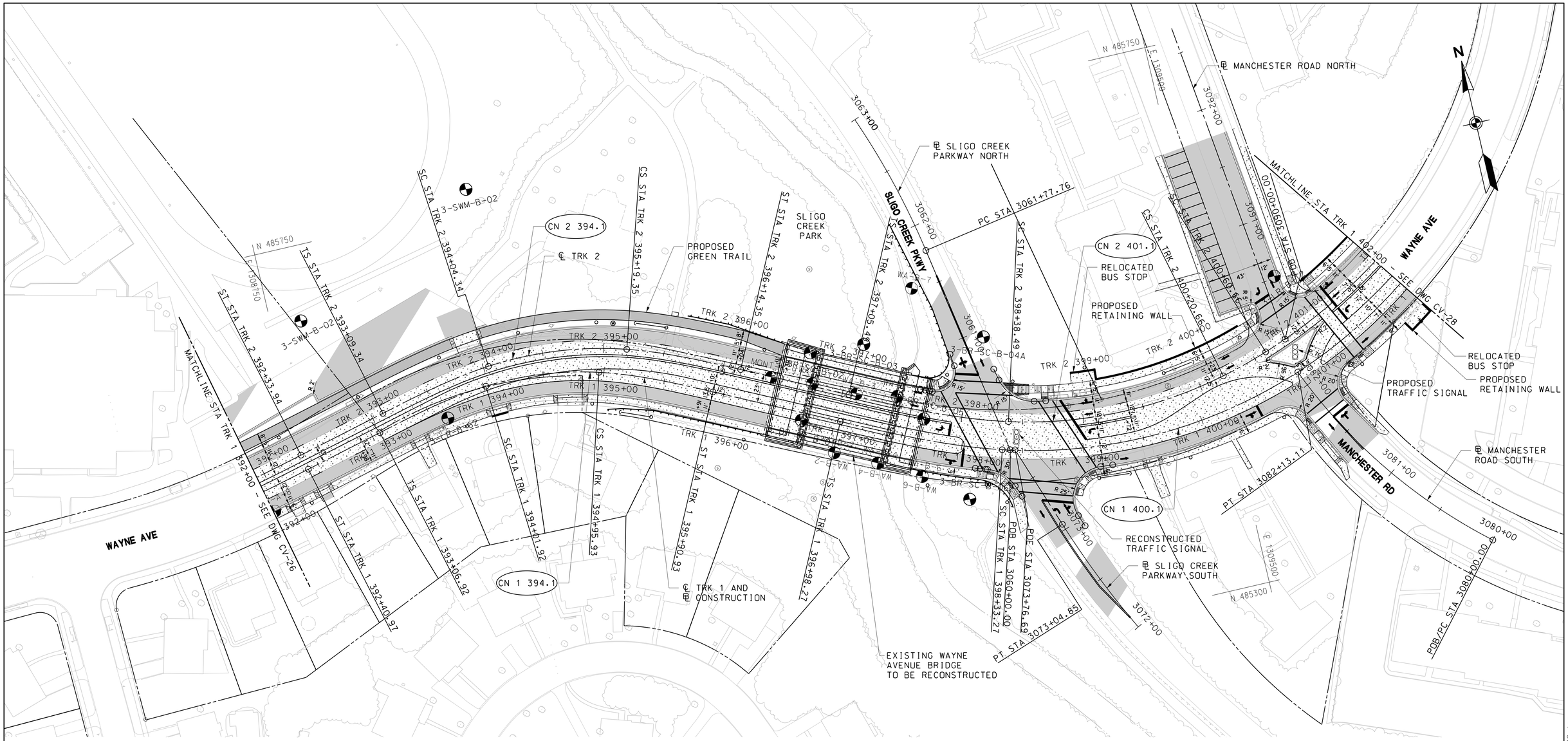

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 394.1	270	95	95	2.500	3.367	20
CN 2 394.1	300	95	95	2.500	2.780	20
CN 1 400.1	402	135	160	3.250	2.907	25
CN 2 401.1	360	133	40	3.250	3.625	25

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN BAF /JC
DRAWN BAF /JC
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – WAYNE AVENUE
STA TRK 1 392+00 TO STA TRK 1 402+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–27
SHEET NO. 143 OF 691

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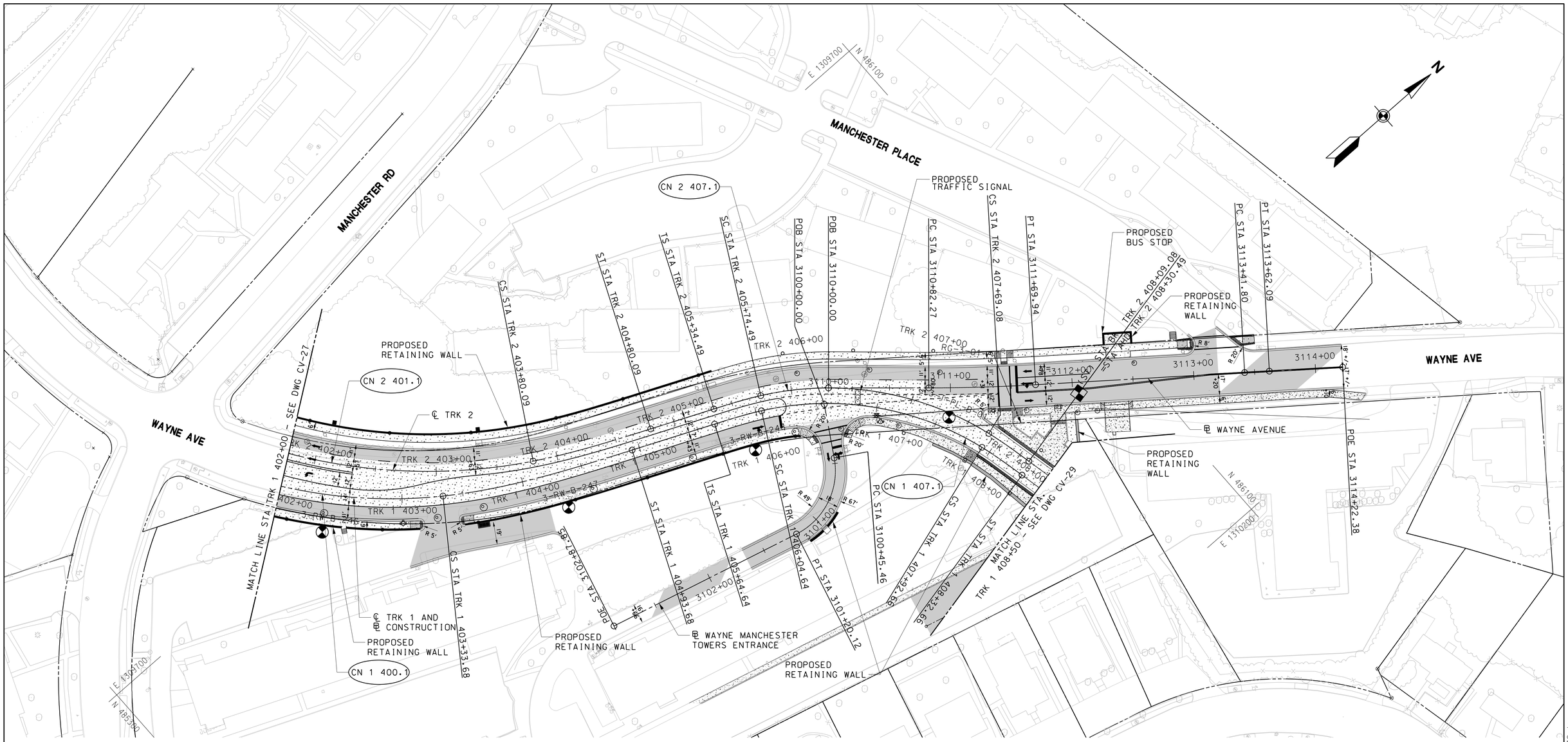

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 400.1	402	135	160	3.250	2.907	25
CN 2 401.1	450	40	100	3.250	2.250	25
CN 1 407.1	243	40	40	1.125	0.505	10
CN 2 407.1	250	40	40	1.125	0.459	10

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN BAF /JC
DRAWN BAF /JC
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN – WAYNE AVENUE
STA TRK 1 402+00 TO STA TRK 1 408+50
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–28
SHEET NO. 144 OF 691

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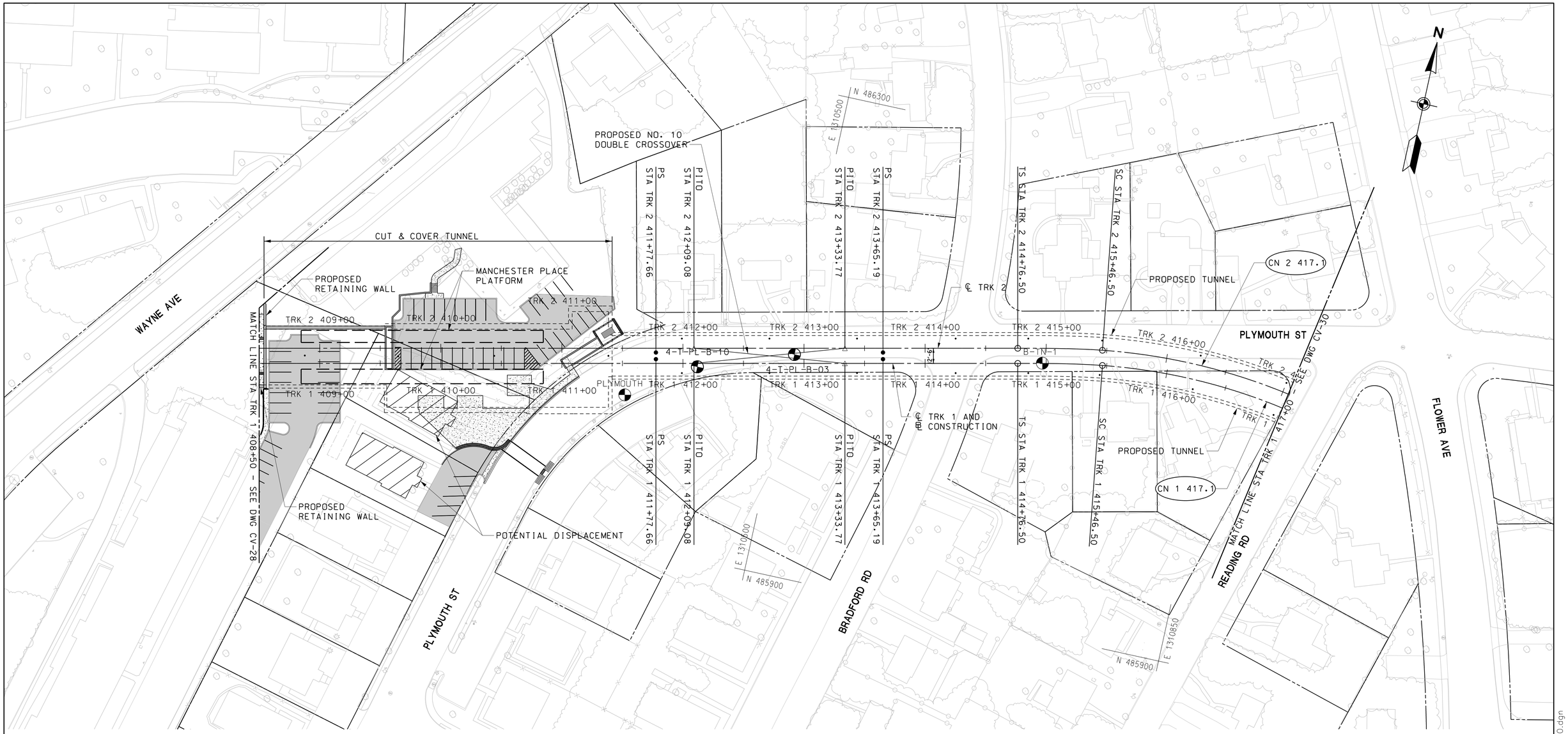

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 417.1	480	70	70	2.000	1.300	20
CN 2 417.1	492.5	70	70	2.000	1.216	20

NOTE: REFER TO ARCHITECTURAL DRAWINGS FOR DETAILS ON MANCHESTER PLACE STATION ACCESS AND BELOW GROUND DETAILS.

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN MAP
DRAWN MAP
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – PLYMOUTH STREET
STA TRK 1 408+50 TO STA TRK 1 417+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–29
SHEET NO. 145 OF 691

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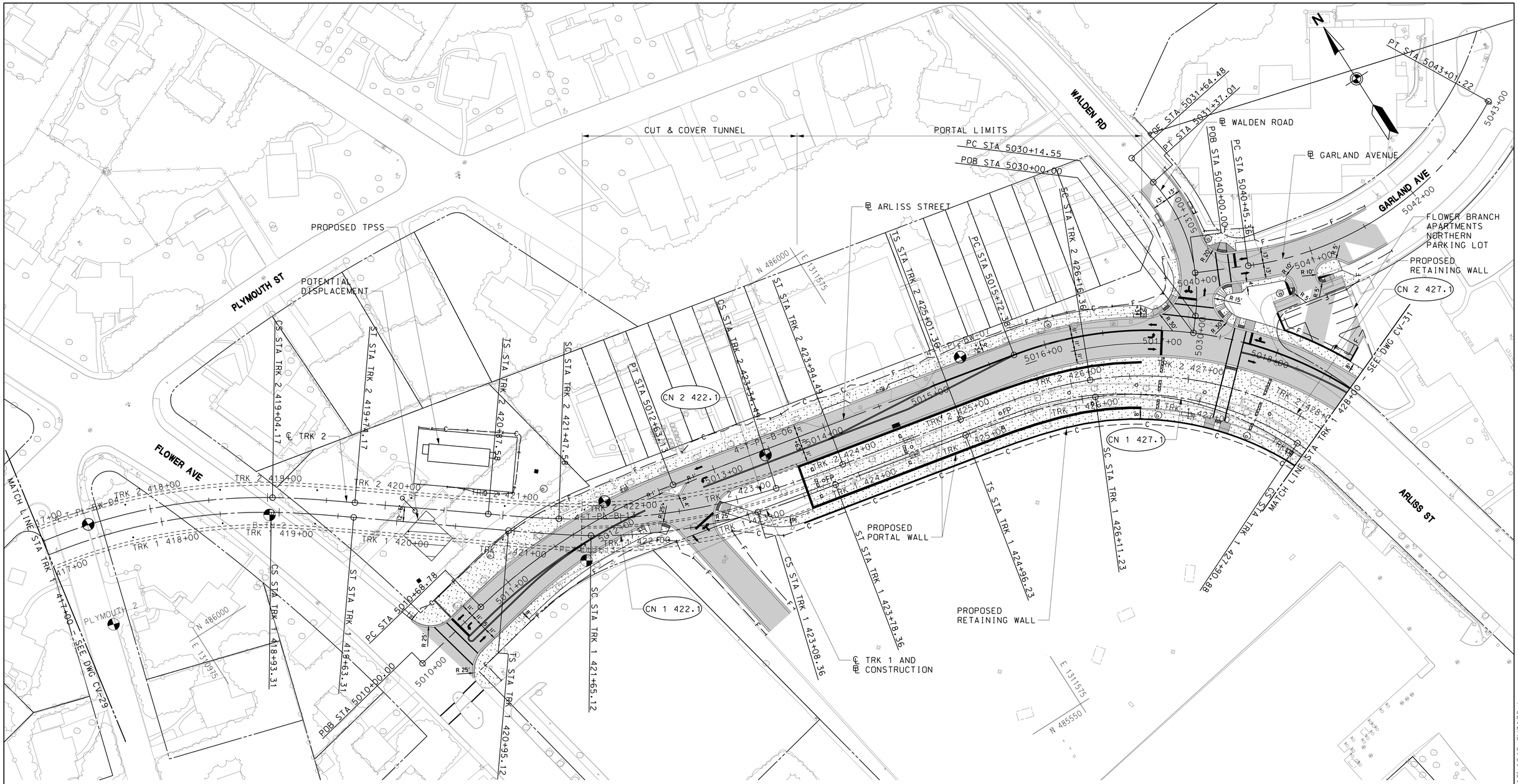

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 422.1	475	70	70	2.000	1.335	20
CN 2 422.1	550	60	60	1.750	1.130	20
CN 1 427.1	250	115	115	3.375	2.961	20
CN 2 427.1	280	115	115	3.375	2.282	20

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

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DESIGN MAP /MAH
DRAWN MAP /MAH
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – PLYMOUTH TNL / ARLISS ST
STA TRK 1 417+00 TO STA TRK 1 428+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-30
SHEET NO. 146 OF 691

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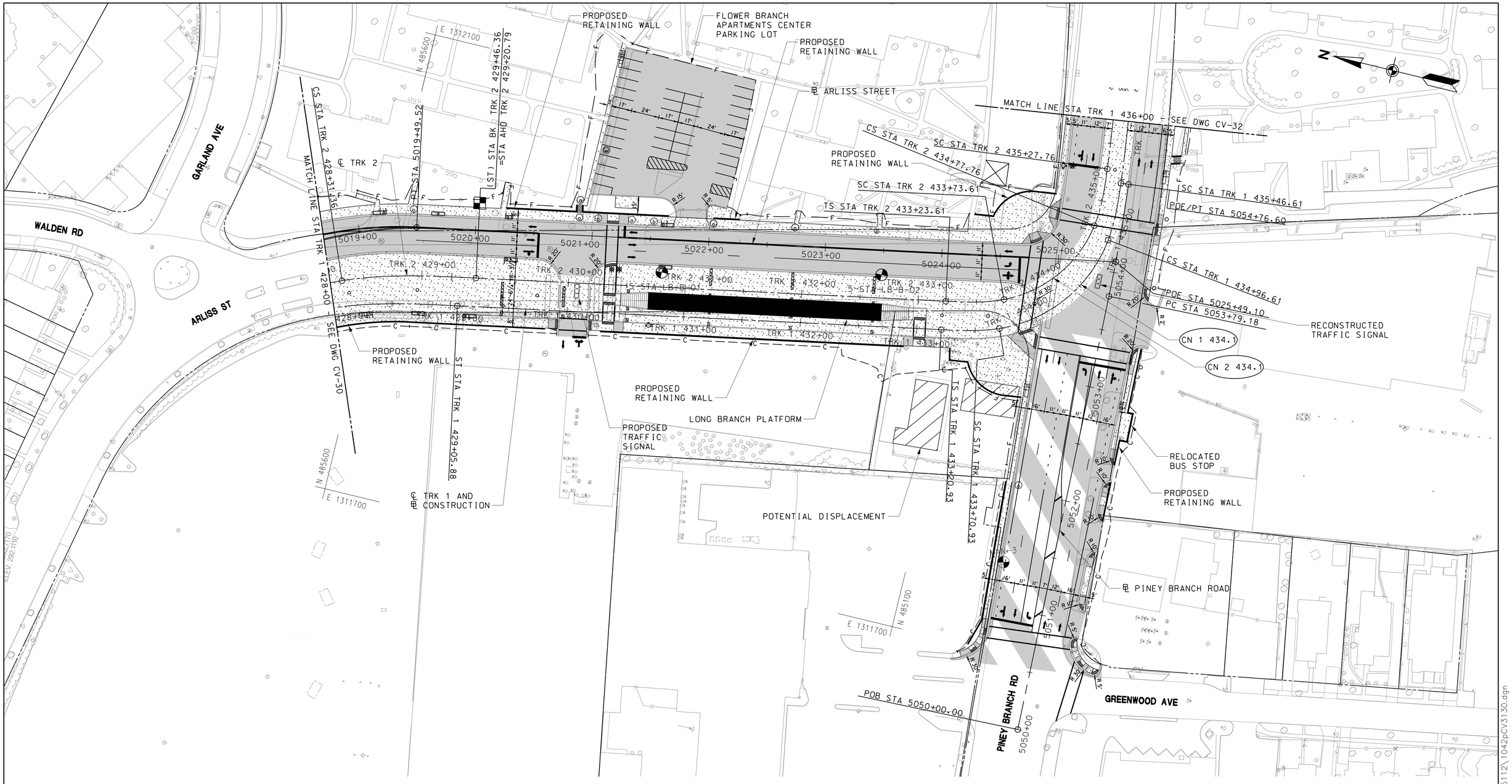

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 434.1	120	50	50	1.125	2.175	10
CN 2 434.1	105	50	50	1.125	2.646	10

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN MAP /MAH
DRAWN MAP /MAH
CHECK TJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT PLAN–ARLISS ST /PINEY BRANCH RD
STA TRK 1 428+00 TO STA TRK 1 436+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–31
SHEET NO. 147 OF 691

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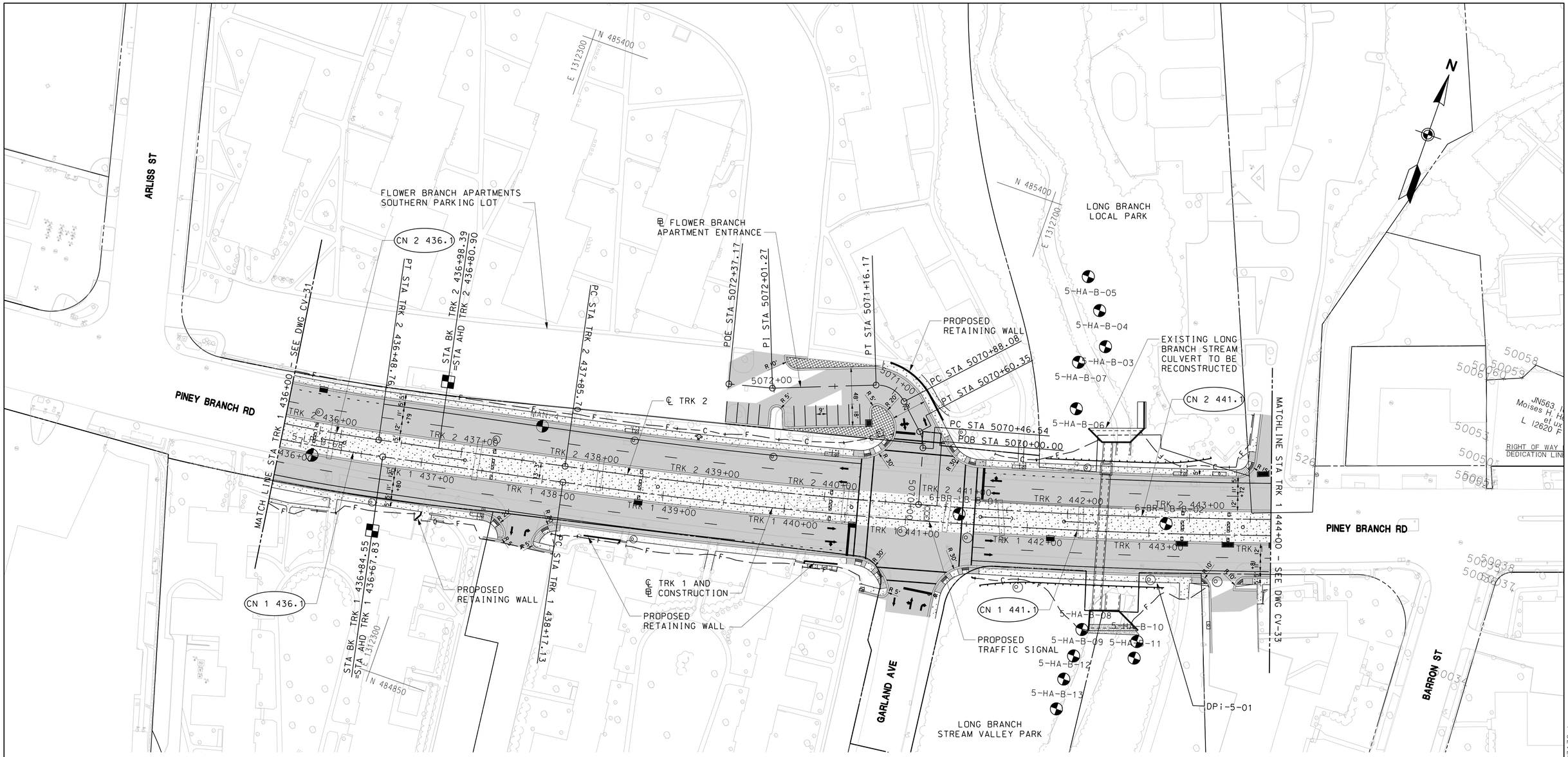

CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Eq (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 436.1	1400	50	0	0.000	0.636	15
CN 2 436.1	1300	50	0	0.000	0.685	15
CN 1 441.1	4463.25	0	0	0.250	0.549	30
CN 2 441.1	4450	0	0	0.250	0.551	30

NOTES:
1. ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE.

2. Eq TRANSITION FOR CN 1 441.1 AND CN 2 441.1 WILL OCCUR FOR 20 FT ON THE TANGENT AND 20 FT ON THE CURVE. NO SPIRALS ARE REQUIRED PER THE DESIGN CRITERIA.

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN MAP /AH
DRAWN MAP /AH
CHECK FJM /JPL
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – PINEY BRANCH ROAD
STA TRK 1 436+00 TO STA TRK 1 444+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-32
SHEET NO. 148 OF 691

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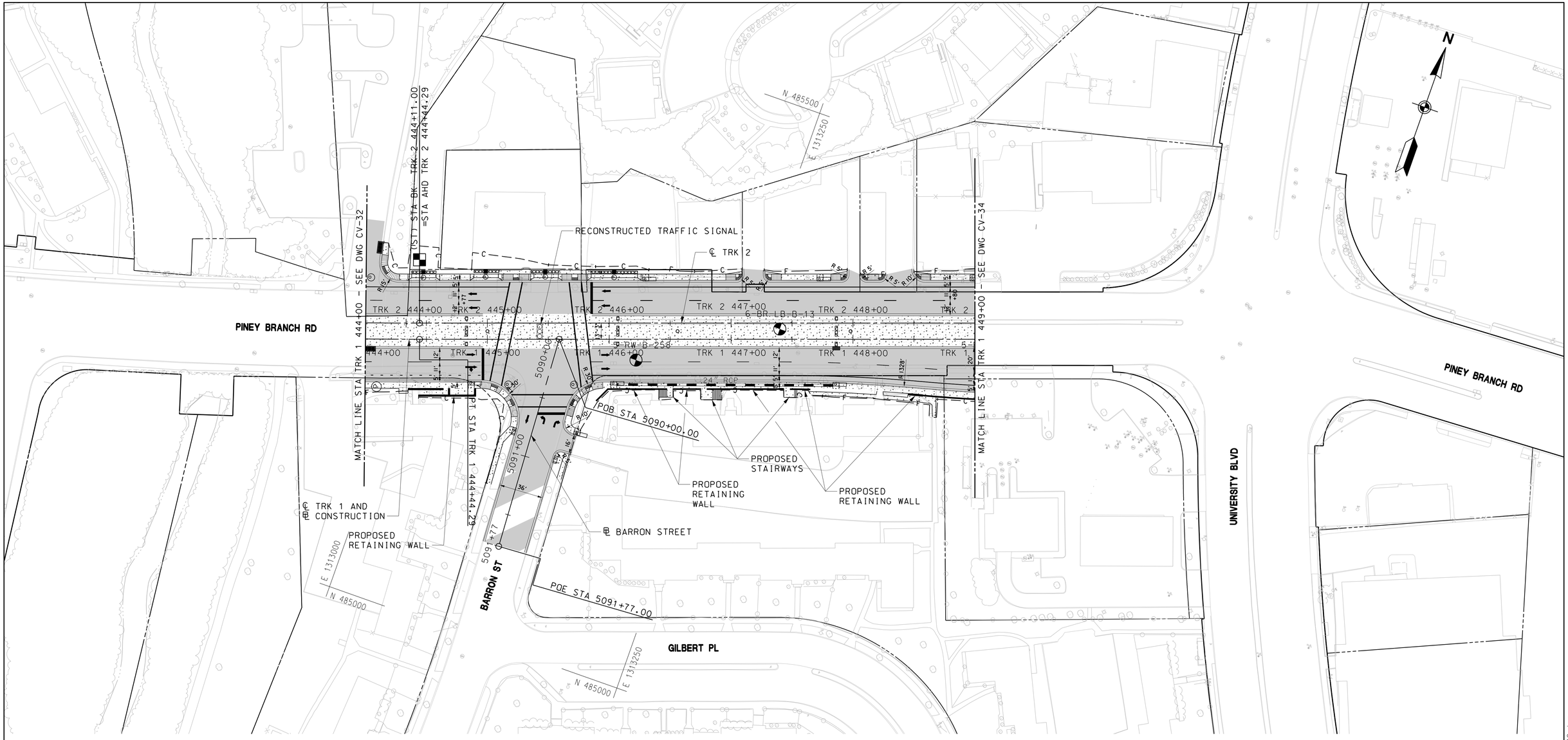

ALL ROAD MEASUREMENTS ARE TO THE FACE OF CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN	MAP /AH
DRAWN	MAP /AH
CHECK	FJM /JPL
APPR	

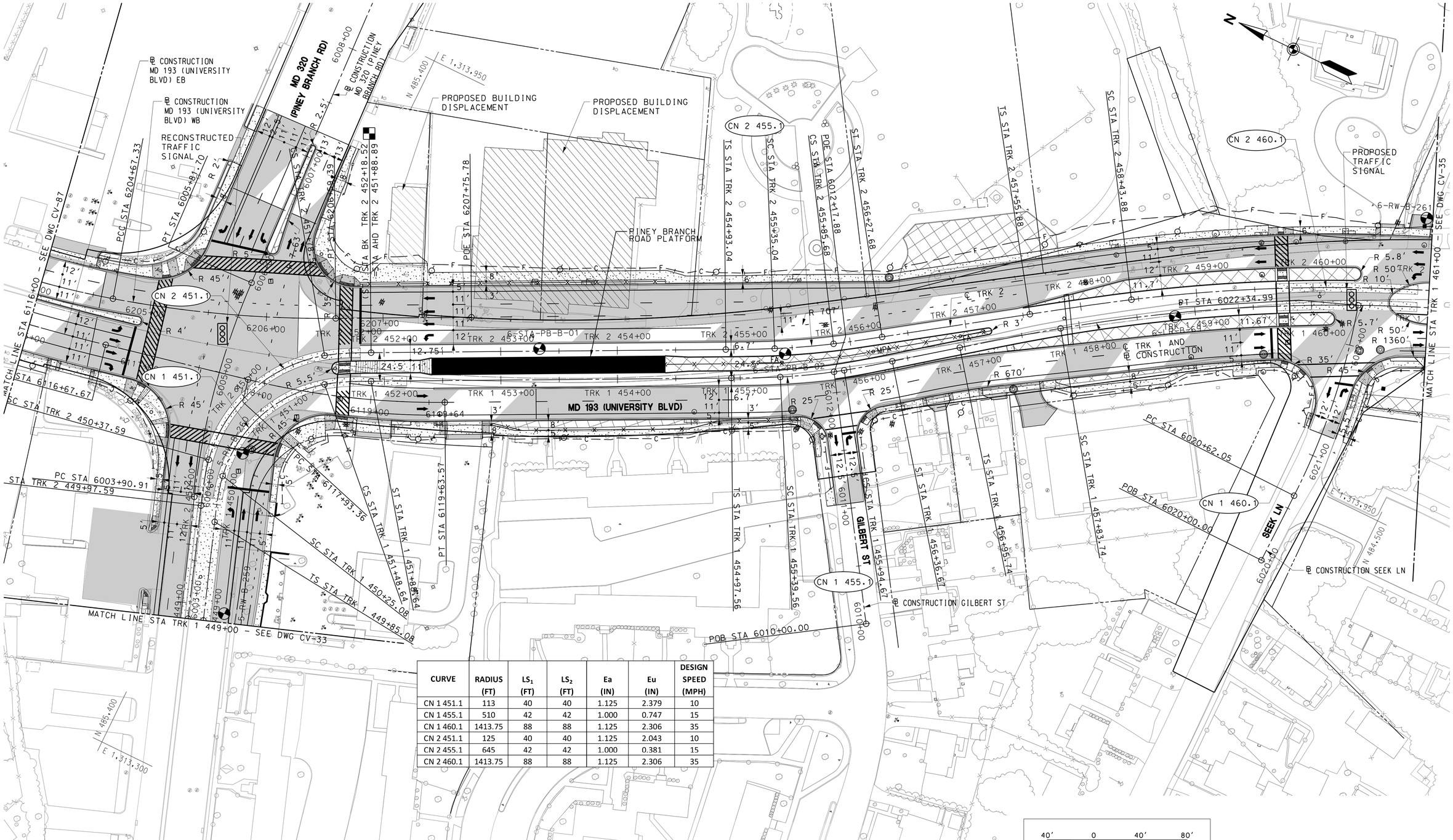
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – PINEY BRANCH ROAD
STA TRK 1 444+00 TO STA TRK 1 449+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-33
SHEET NO. 149 OF 691

c:\pwworking\mtapw\je-benjamin.foltz\dms55112\1042pCV31130.dgn
12/10/2013



CURVE	RADIUS (FT)	LS_1 (FT)	LS_2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 451.1	113	40	40	1.125	2.379	10
CN 1 455.1	510	42	42	1.000	0.747	15
CN 1 460.1	1413.75	88	88	1.125	2.306	35
CN 2 451.1	125	40	40	1.125	2.043	10
CN 2 455.1	645	42	42	1.000	0.381	15
CN 2 460.1	1413.75	88	88	1.125	2.306	35

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DESGN NJD/GSW
DRAWN NJD/GSW
CHECK JNS/JB
APPR

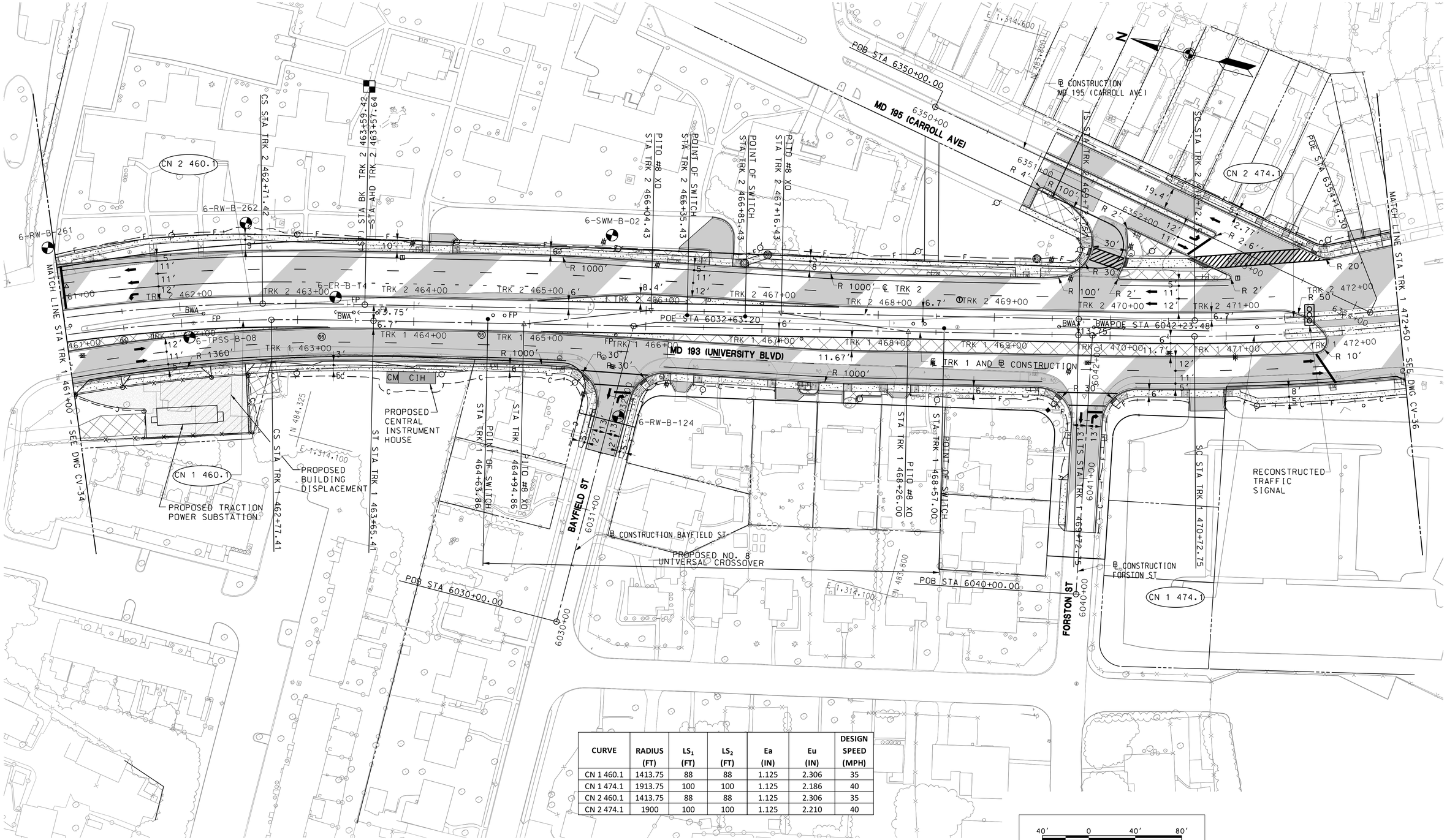
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 449+00 TO STA TRK 1 461+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–34
SHEET NO. 150 OF 691

pw:\\00 – Current Projects\1042 – Purple Line Light Rail\130 GEC CADD Files\Zone 06–East\Civil\Sheet Files\1042pCV61001.dgn
12/10/2013



CURVE	RADIUS (FT)	LS_1 (FT)	LS_2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 460.1	1413.75	88	88	1.125	2.306	35
CN 1 474.1	1913.75	100	100	1.125	2.186	40
CN 2 460.1	1413.75	88	88	1.125	2.306	35
CN 2 474.1	1900	100	100	1.125	2.210	40

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DESIGN NJD/GSW
DRAWN NJD/GSW
CHECK JNS/JB
APPR

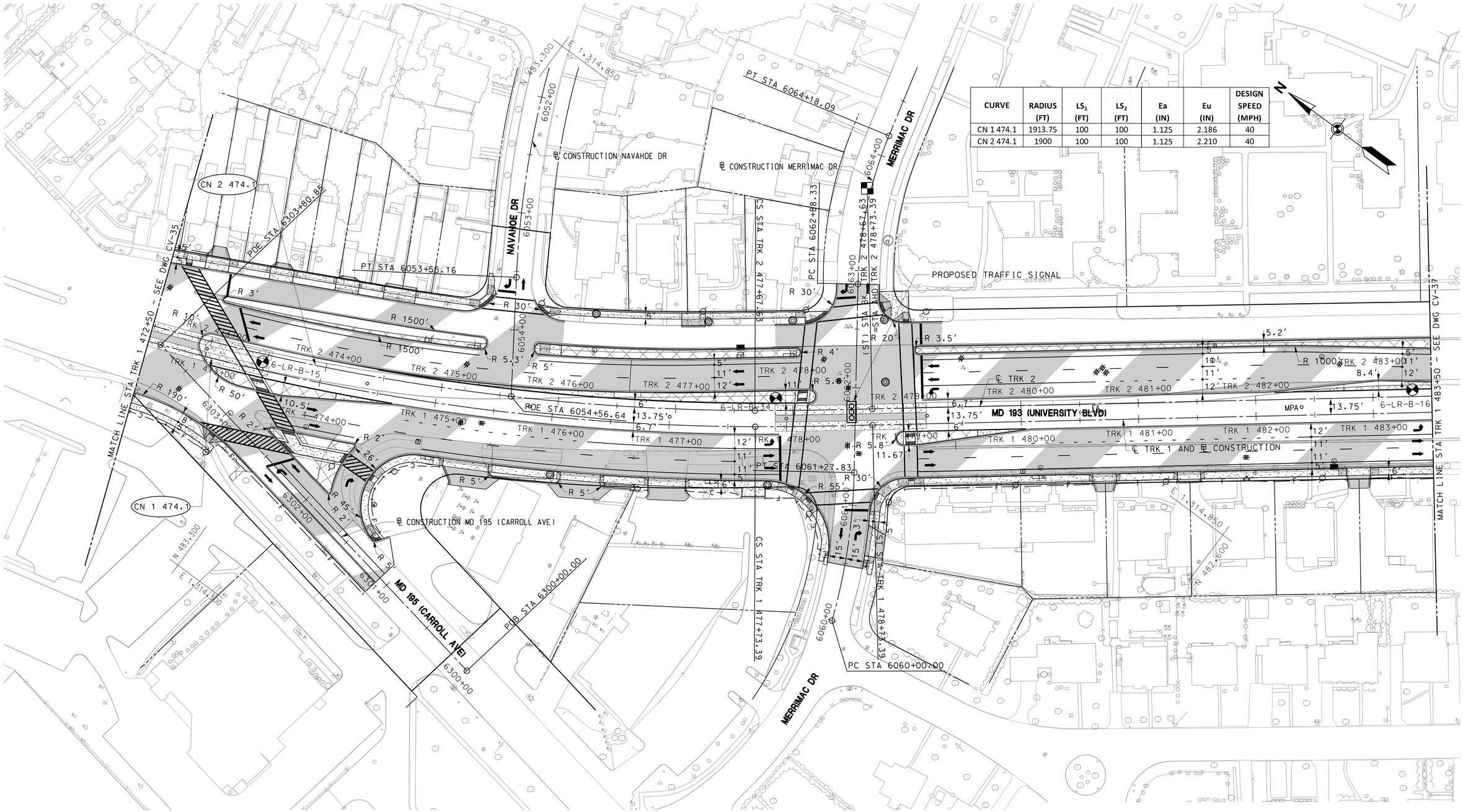
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 461+00 TO STA TRK 1 472+50
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-35
SHEET NO. 151 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 06-East\Civil\Sheet Files\1042pCV6102.dgn
12/10/2013

CURVE	RADIUS (FT)	LS_1 (FT)	LS_2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 474.1	1913.75	100	100	1.125	2.186	40
CN 2 474.1	1900	100	100	1.125	2.210	40



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DESIGN	NJD/GSW
DRAWN	NJD/GSW
CHECK	JNS/JB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 472+50 TO STA TRK 1 483+50

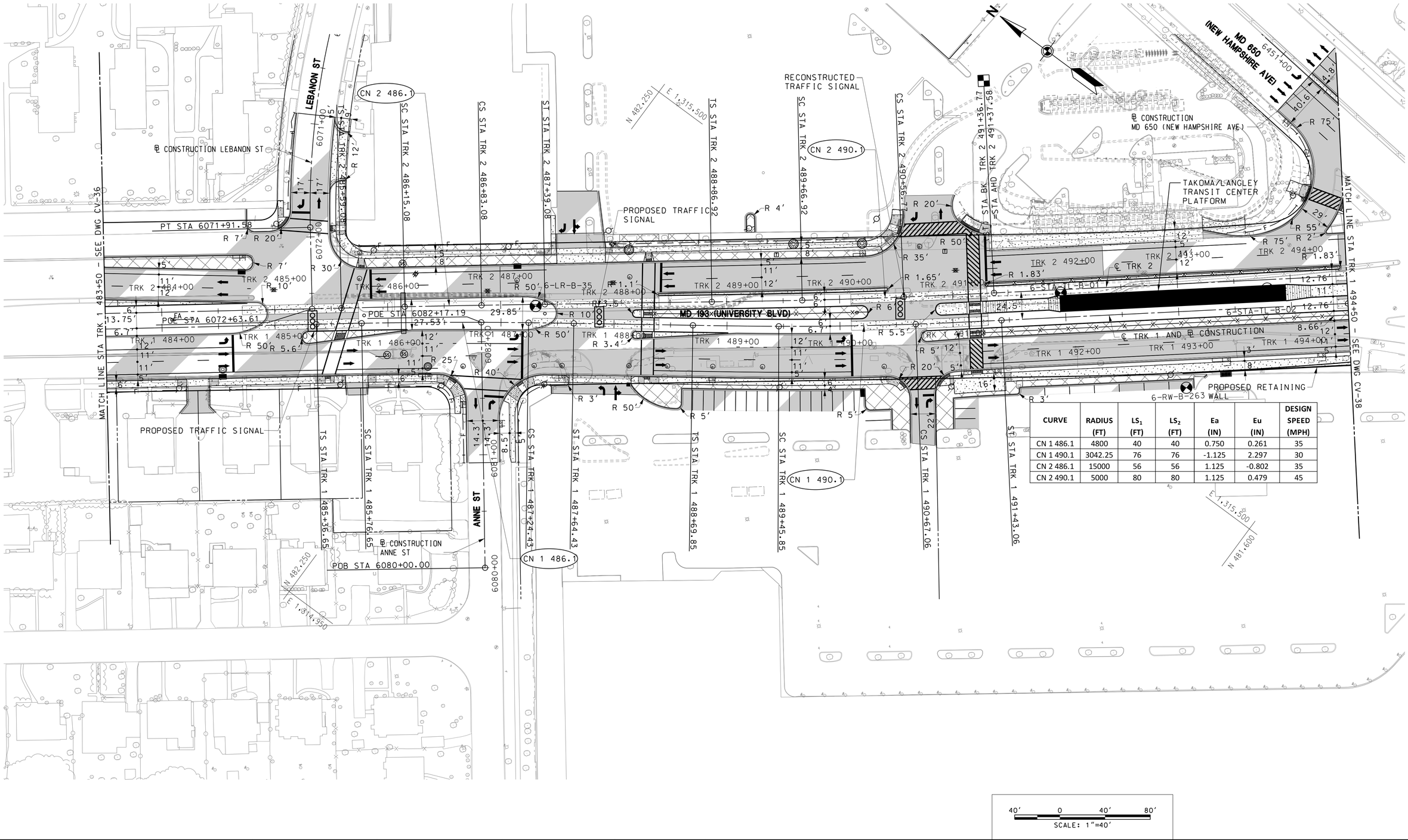
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220

DRAWING NO. CV–36

SHEET NO. 152 OF 691

pw:\\00 – Current Projects\1042 – Purple Line Light Rail\130 GEC CADD Files\Zone 06–East\Civil\Sheet Files\1042pCV6103.dgn
12/10/2013



CURVE	RADIUS (FT)	LS_1 (FT)	LS_2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 486.1	4800	40	40	0.750	0.261	35
CN 1 490.1	3042.25	76	76	-1.125	2.297	30
CN 2 486.1	15000	56	56	1.125	-0.802	35
CN 2 490.1	5000	80	80	1.125	0.479	45

40′ 0 40′ 80′
SCALE: 1"=40′

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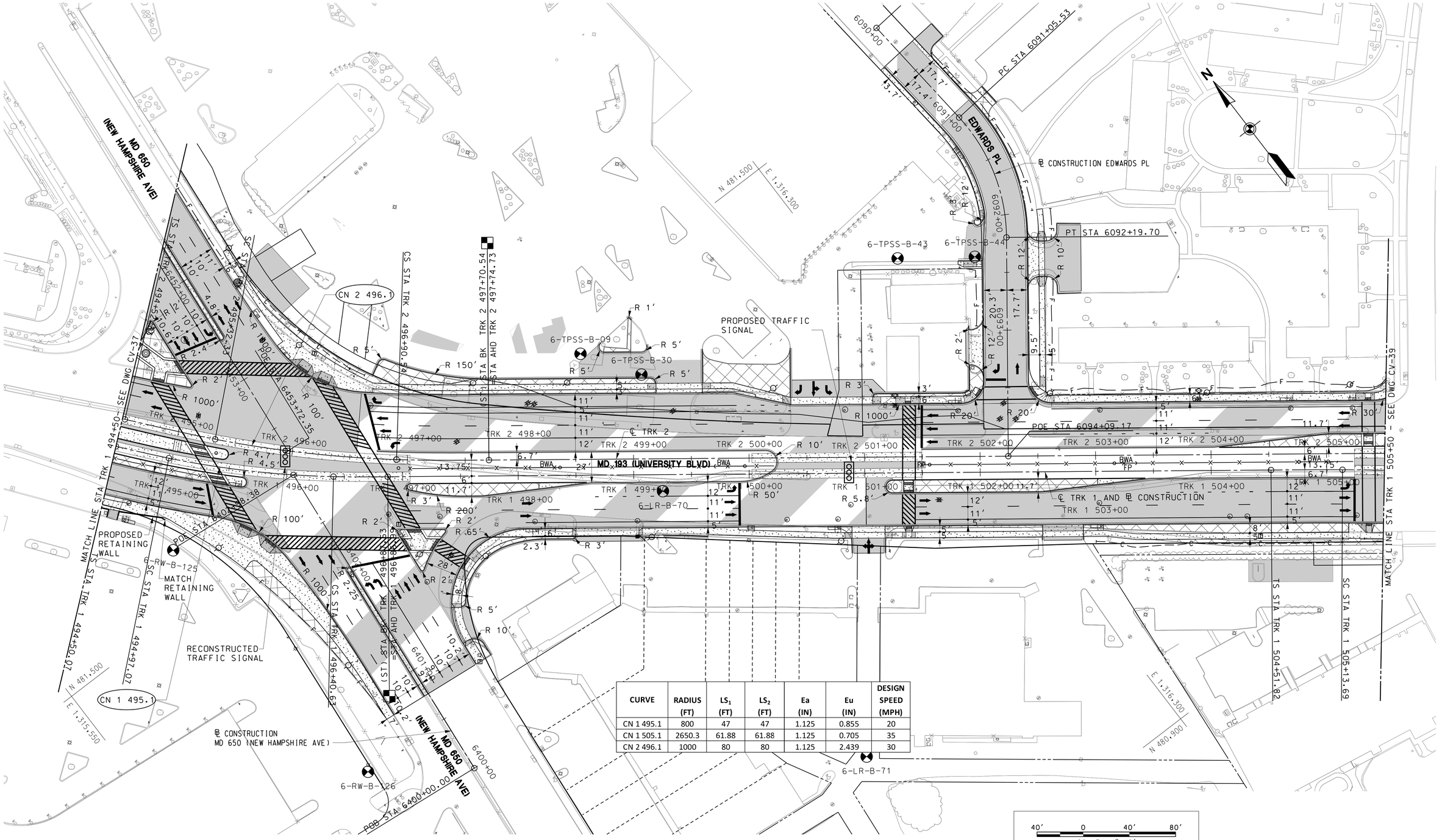
DESIGN NJD/GSW
DRAWN NJD/GSW
CHECK JNS/JB
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 483+50 TO STA TRK 1 494+50
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-37
SHEET NO. 153 OF 691

pw:\\00 – Current Projects\1042 – Purple Line Light Rail\130 GEC CADD Files\Zone 06-East\Civil\Sheet Files\1042pCV6104.dgn
12/10/2013



CURVE	RADIUS (FT)	LS_1 (FT)	LS_2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 495.1	800	47	47	1.125	0.855	20
CN 1 505.1	2650.3	61.88	61.88	1.125	0.705	35
CN 2 496.1	1000	80	80	1.125	2.439	30

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DESIGN	NJD/GSW
DRAWN	NJD/GSW
CHECK	JNS/JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 494+50 TO STA TRK 1 505+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–38
SHEET NO. 154 OF 691

pw:\\100 – Current Projects\1042 – Purple Line Light Rail\130 GEC CADD Files\Zone 06–East\Civil\Sheet Files\1042pCV6105.dgn
12/12/2013



40′ 0 40′ 80′
SCALE: 1"=40′

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DESGN	JAD
DRAWN	JAD
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – JONES MILL ROAD
STA TRK 1 195+00 TO STA TRK 1 207+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–84
SHEET NO. 200 OF 691

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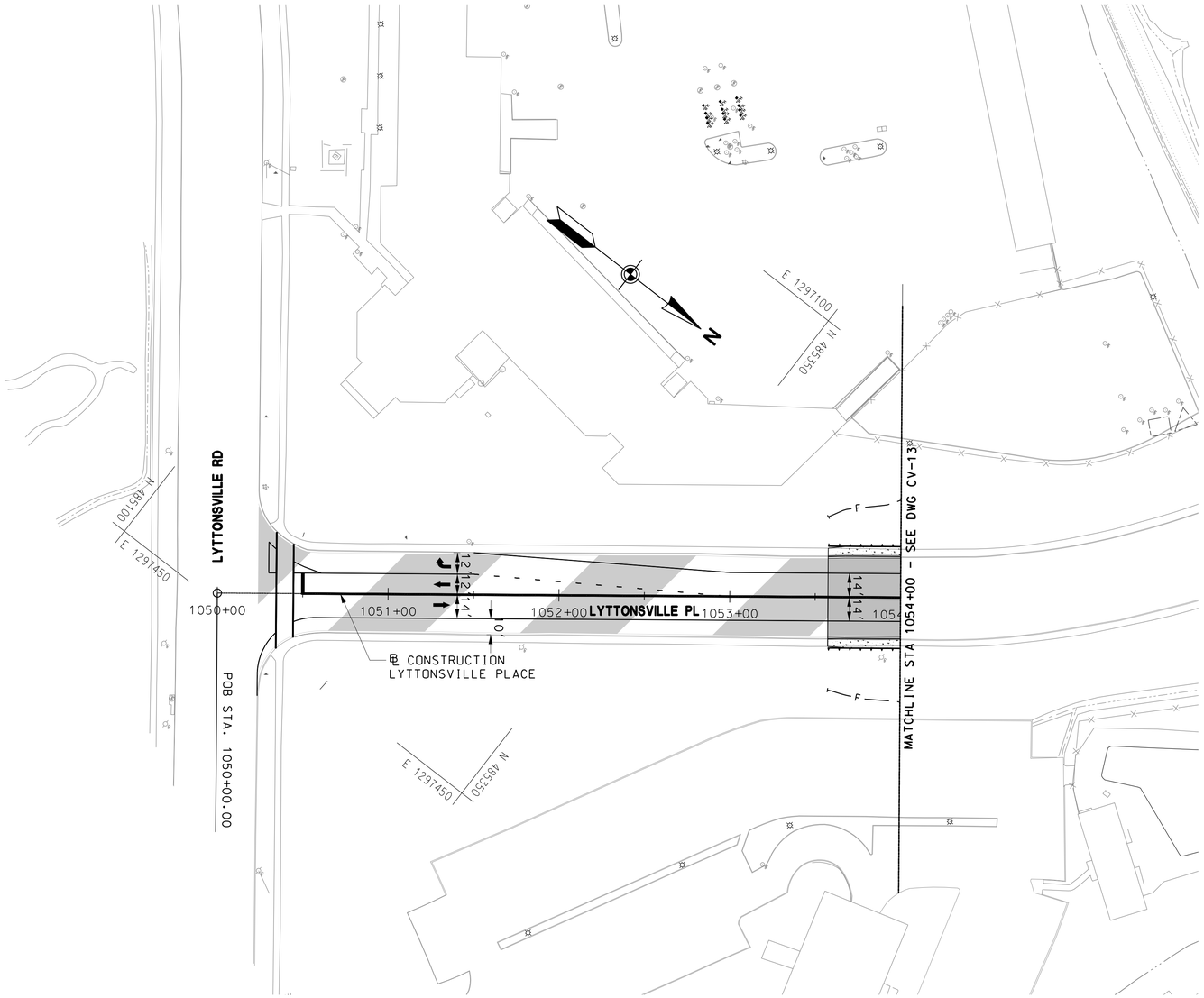
12/11/2013



40′ 0 40′ 80′

SCALE: 1"=40′

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DESIGN	JAD
DRAWN	JAD
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – LYTTONSVILLE PLACE
STA 1050+00 TO STA 1054+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. CV–85
SHEET NO. 201 OF 691

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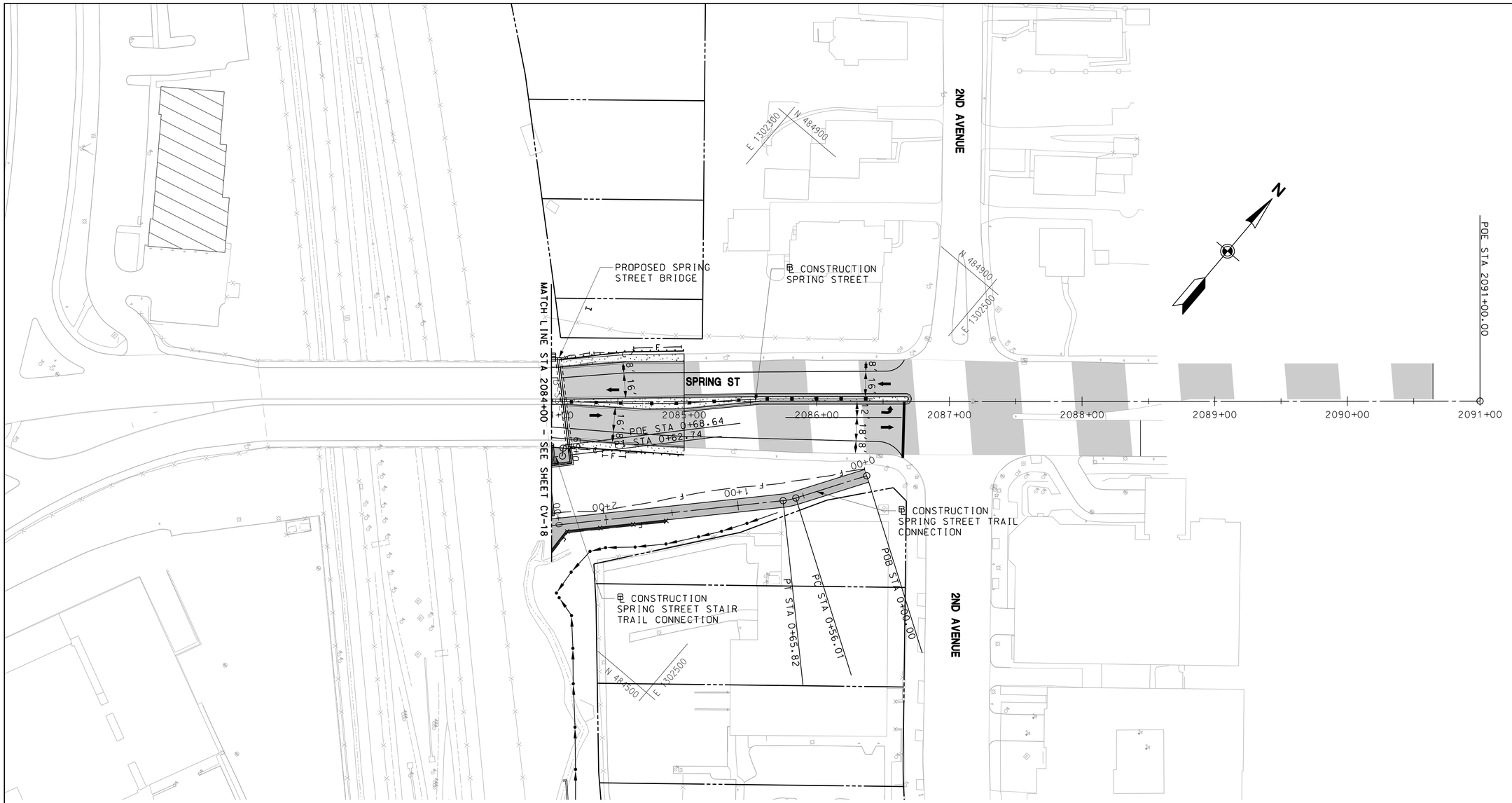
12/11/2013



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DESIGN	JAD
DRAWN	JAD
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – SPRING STREET
STA 2084+00 TO STA 2091+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. CV-86
SHEET NO. 202 OF 691

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12/11/2013



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DESIGN	NJD
DRAWN	NJD
CHECK	JNS
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – MD 193 (UNIVERSITY BLVD)
STA 6111+70 TO STA 6116+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220

DRAWING NO. CV–87

SHEET NO. 203 OF 691

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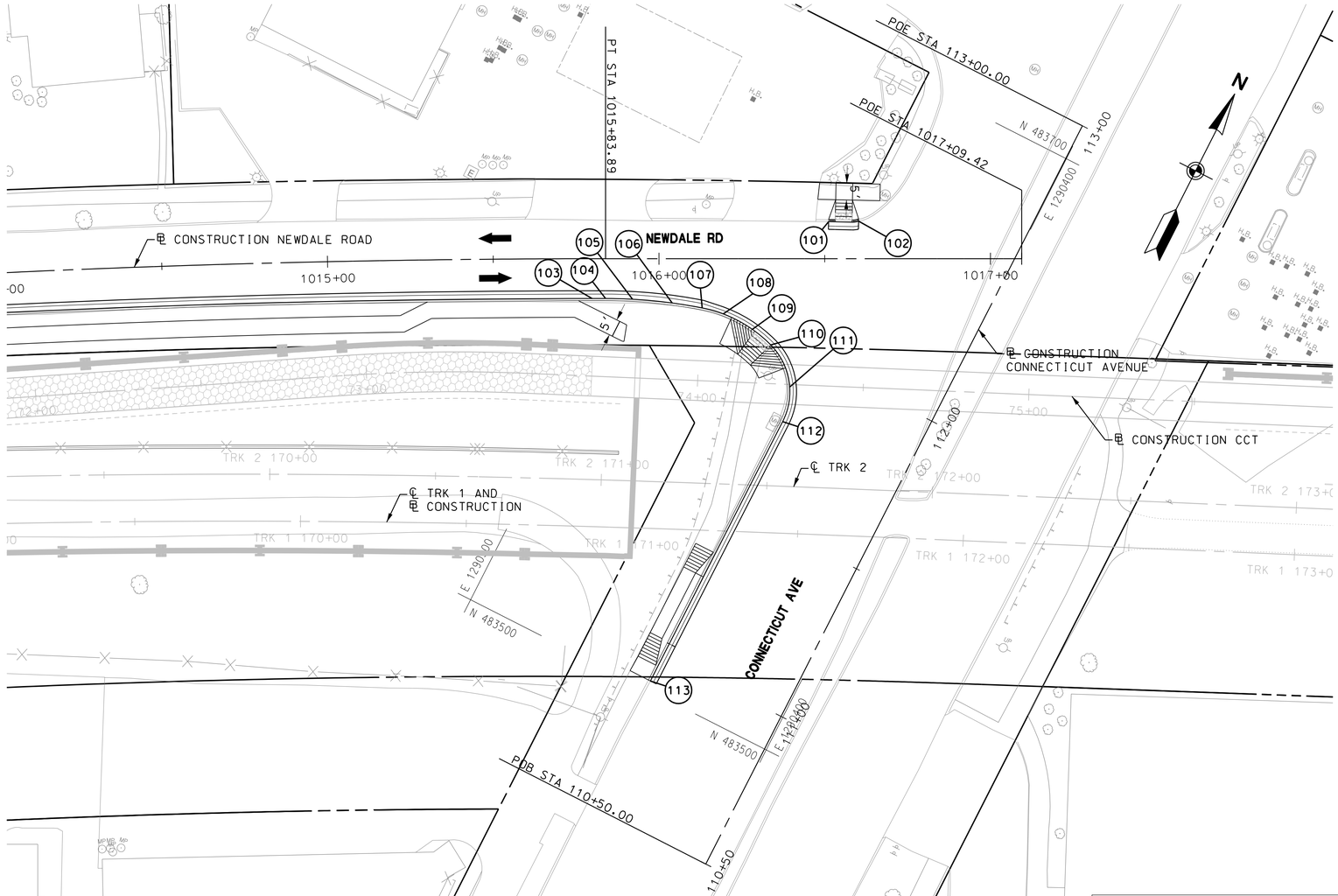
12/12/2013

NEWDALE RD				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
101	1016+51.16	-11.18'	252.93'	POT
102	1016+60.22	-11.32'	252.84'	POC
103	1015+79.79	12.00'	253.93'	POC
104	1015+83.89	12.00'	253.90'	PCC
105	1015+92.02	12.22'	253.71'	POC
106	1016+03.97	13.35'	253.39'	POC
107	1016+13.01	14.86'	253.06'	PCC
108	1016+19.35	16.66'	252.84'	POC
109	1016+28.16	21.31'	252.65'	POC
110	1016+33.73	26.01'	252.51'	PCC
111	1016+39.44	38.71'	252.18'	POC
112	1016+37.30	49.14'	252.12'	PT
113	110+91.59	-39.69'	251.18'	POT



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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
NEWDALE RD AT CONNECTICUT AVE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220

DRAWING NO. ID-01

SHEET NO. 211 OF 691

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12/17/2013

JONES MILL RD

POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
201	1030+48.40	28.32'	222.38'	PC
202	1030+53.92	20.03'	223.30'	POC
203	1030+61.94	14.40'	224.30'	POC
204	1030+73.01	12.00'	225.30'	PT
205	1030+63.42	-25.95'	223.56'	PC
206	1030+71.62	-20.43'	224.35'	POC
207	1030+83.11	-18.00'	225.48'	PT
208	1031+93.29	12.00'	233.05'	PC
209	1032+03.74	12.67'	233.67'	POC
210	1032+12.16	14.23'	234.12'	PT
211	1031+93.70	-18.00'	232.94'	POT
212	1032+03.92	-18.90'	233.54'	POT
213	1032+13.94	-19.78'	234.09'	POT
214	1033+23.13	-31.74'	236.27'	PC
215	1033+36.81	-38.23'	236.62'	POC
216	1033+45.88	-44.93'	236.79'	POC
217	1033+52.44	-51.50'	236.81'	PT
218	1033+62.12	-62.61'	236.89'	POT
219	1033+29.77	-11.55'	236.91'	PC
220	1033+36.87	-13.48'	237.14'	PC
221	1033+43.35	-14.60'	237.29'	POC

JONES MILL RD

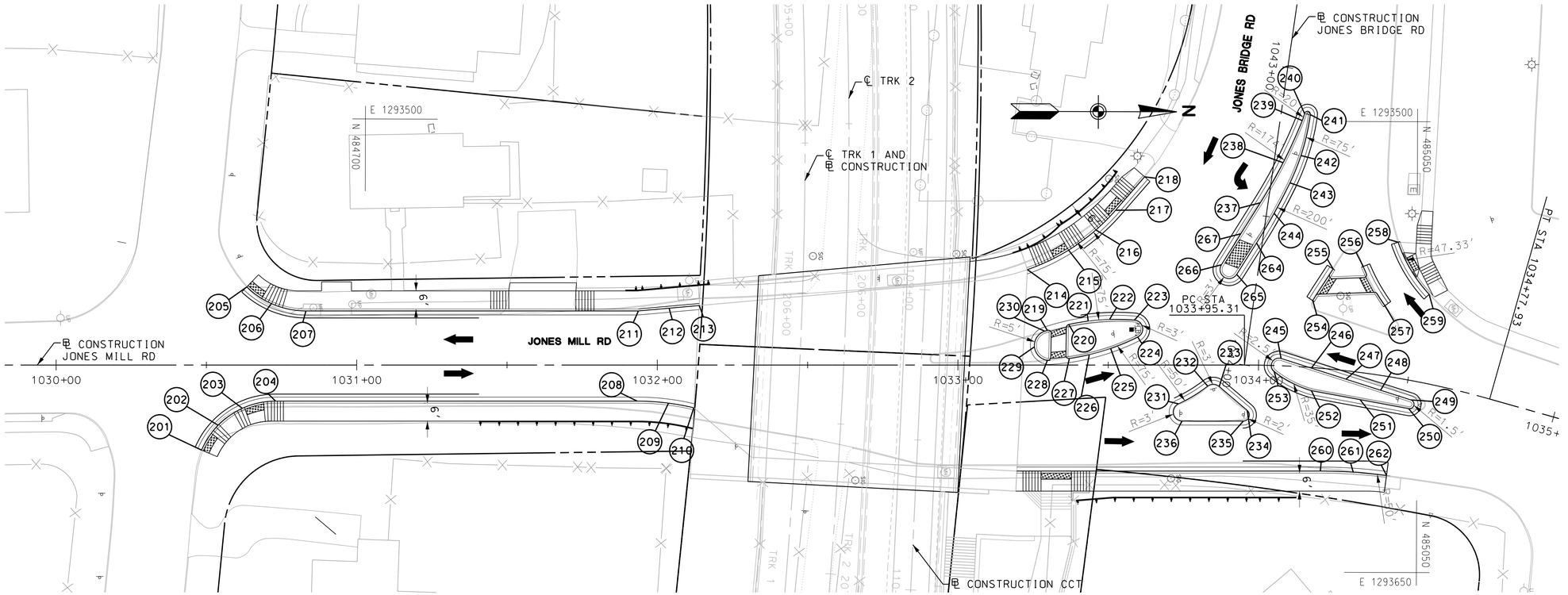
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
222	1033+50.45	-15.16'	237.29'	POC
223	1033+58.73	-14.97'	237.30'	PCC
224	1033+59.84	-9.30'	237.72'	PCC
225	1033+50.80	-5.50'	237.47'	POC
226	1033+43.71	-3.44'	237.16'	POC
227	1033+37.06	-2.17'	236.98'	PCC
228	1033+29.77	-1.57'	236.85'	PCC
229	1033+25.47	-6.05'	236.81'	POC
230	1033+28.84	-11.26'	236.89'	PT
231	1033+72.77	13.28'	236.99'	PRC
232	1033+83.08	7.03'	237.03'	PRC
233	1033+86.92	7.17'	237.07'	PT
234	1033+96.25	15.12'	236.43'	PC
235	1033+94.96	18.64'	236.03'	PT
236	1033+74.52	18.66'	236.19'	PC
245	1034+07.42	-2.42'	237.40'	PT
246	1034+17.59	-0.21'	237.36'	POT
247	1034+29.49	2.79'	236.39'	POT
248	1034+41.53	4.90'	236.08'	POT
249	1034+52.23	6.35'	236.29'	PC
250	1034+52.05	9.34'	235.51'	PT

JONES MILL RD

POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
251	1034+35.09	8.98'	236.07'	POT
252	1034+18.22	7.70'	236.23'	PC
253	1034+05.26	2.00'	237.18'	PCC
254	1034+16.50	-22.24'	237.81'	POT
255	1034+21.92	-33.25'	238.01'	POT
256	1034+30.78	-35.11'	236.96'	POC
257	1034+38.88	-23.16'	235.99'	POC
258	1034+39.97	-44.67'	236.38'	POC
259	1034+51.62	-29.29'	235.28'	POC
260	1034+23.86	34.09'	235.15'	PC
261	1034+36.13	33.19'	235.10'	POC
262	1034+48.39	32.55'	235.07'	PT

JONES BRIDGE RD

POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
237	1043+45.83	2.57'	238.56'	PC
238	1043+31.52	-2.99'	238.71'	POC
239	1043+16.76	-7.28'	239.14'	PCC
240	1043+14.31	-7.71'	239.32'	PRC
241	1043+14.41	-9.71'	239.06'	PCC
242	1043+28.34	-8.58'	238.97'	POC
243	1043+37.84	-6.25'	238.77'	PCC
244	1043+48.66	-2.50'	238.51'	POC
264	1043+59.24	1.86'	238.42'	PT
265	1043+70.53	6.89'	238.23'	PC
266	1043+68.10	12.38'	238.14'	PT
267	1043+56.97	7.48'	238.38'	POT



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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
JONES MILL RD AT JONES BRIDGE RD

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-02
SHEET NO. 212 OF 691

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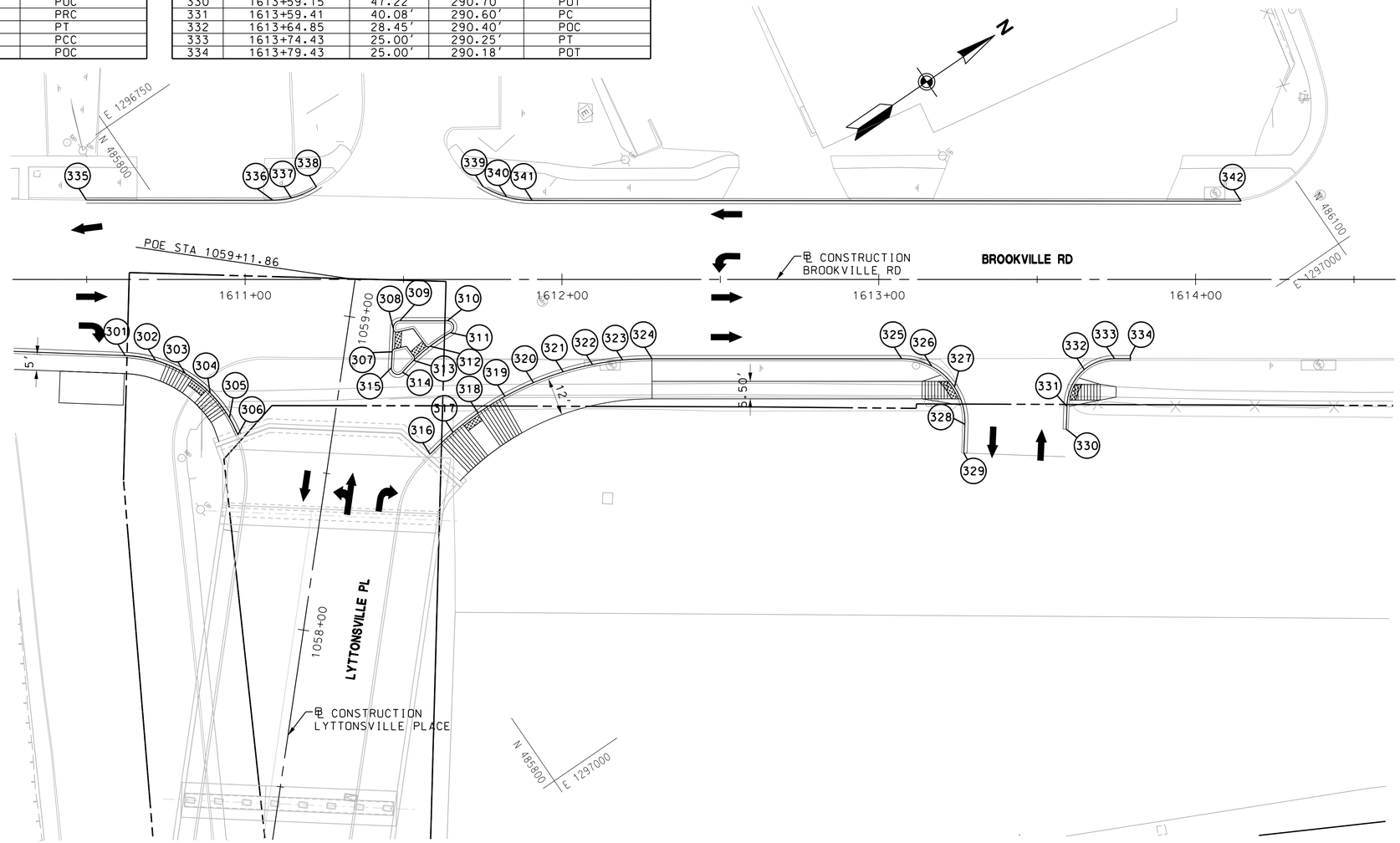
12/17/2013

BROOKVILLE RD				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
301	1610+62.13	24.03'	300.08'	PC
302	1610+71.73	25.58'	300.42'	POC
303	1610+81.07	29.64'	300.77'	POC
304	1610+88.93	35.78'	301.11'	POC
305	1610+95.04	43.67'	301.45'	POC
306	1610+97.68	49.03'	301.66'	POC
307	1611+46.16	22.85'	298.45'	POT
308	1611+46.80	15.58'	298.22'	PC
309	1611+48.83	13.06'	298.10'	PT
310	1611+63.80	13.06'	297.63'	PC
311	1611+64.80	16.79'	297.68'	PRC
312	1611+58.39	21.06'	298.04'	POC
313	1611+53.17	25.58'	298.34'	POC
314	1611+49.68	29.27'	298.60'	PRC
315	1611+46.16	27.86'	298.64'	PT
316	1611+58.37	55.15'	299.85'	PCC
317	1611+65.60	48.26'	299.21'	POC

BROOKVILLE RD				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
318	1611+73.52	42.15'	298.59'	POC
319	1611+81.98	36.92'	297.98'	POC
320	1611+90.97	32.56'	297.37'	POC
321	1611+00.37	29.17'	296.75'	POC
322	1612+09.62	26.85'	296.17'	POC
323	1612+19.14	25.45'	295.65'	POC
324	1612+28.41	25.00'	295.17'	PT
325	1613+07.20	7.20'	292.14'	PC
326	1613+16.75	16.75'	291.84'	POC
327	1613+23.88	23.88'	291.65'	POC
328	1613+27.19	27.19'	291.37'	PT
329	1613+54.79	54.79'	290.83'	POT
330	1613+59.15	47.22'	290.70'	POT
331	1613+59.41	40.08'	290.60'	PC
332	1613+64.85	28.45'	290.40'	POC
333	1613+74.43	25.00'	290.25'	PT
334	1613+79.43	25.00'	290.18'	POT

BROOKVILLE RD				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
335	1610+49.84	-25.08'	299.17'	POT
336	1611+08.68	-25.02'	297.82'	PC
337	1611+14.55	-25.72'	297.53'	POC
338	1611+22.53	-29.19'	297.29'	POC
339	1611+75.04	-29.32'	295.84'	POC
340	1611+82.48	-26.07'	295.75'	POC
341	1611+90.60	-24.94'	295.46'	PT
342	1614+14.36	-24.72'	289.69'	POT



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

PROFESSIONAL CERTIFICATION

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DESIGN JAD
DRAWN WCM
CHECK PHD
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
LYTTONSVILLE PL AT BROOKVILLE RD

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-03
SHEET NO. 213 OF 691

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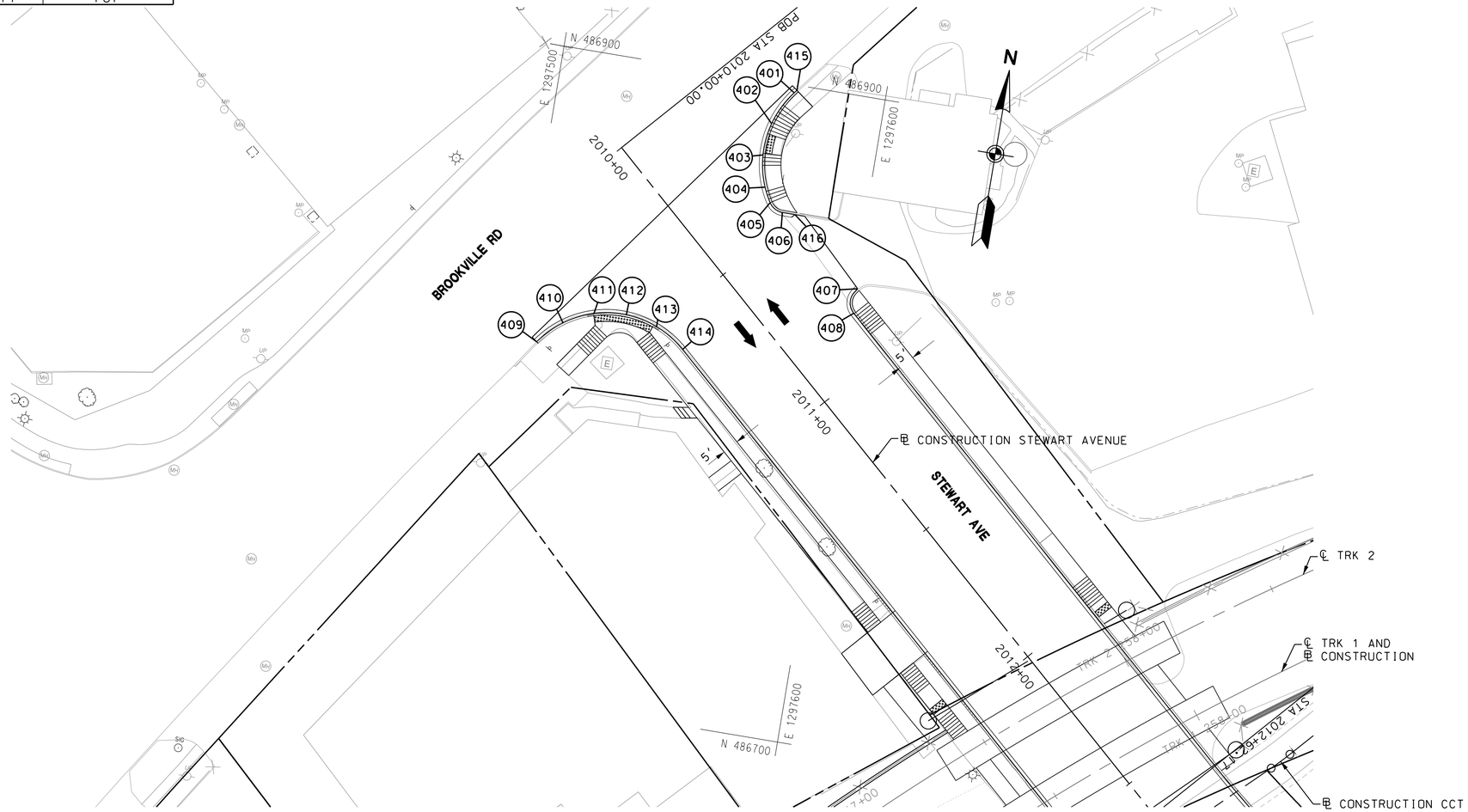
12/17/2013

STEWART AVE

POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
401	2010+19.92	-51.95'	323.03'	PC
402	2010+23.00	-40.63'	322.56'	POC
403	2010+28.78	-32.56'	321.67'	POC
404	2010+37.02	-26.88'	320.96'	POC
405	2010+41.70	-25.13'	320.74'	PCC
406	2010+46.37	-26.20'	320.54'	PT
407	2010+79.27	-28.36'	317.88'	PC
408	2010+84.26	-24.00'	316.56'	PT
409	2010+30.38	57.56'	320.01'	PC
410	2010+30.85	47.62'	320.32'	POC
411	2010+34.55	38.38'	320.34'	POC
412	2010+41.07	30.86'	320.05'	POC
413	2010+49.69	25.88'	319.46'	POC
414	2010+60.16	24.00'	318.45'	PT
415	2010+19.86	-53.07'	322.94'	POT
416	2010+49.30	-28.79'	320.74'	POT



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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
STEWART AVE AND BROOKVILLE RD

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220

DRAWING NO. ID-04

SHEET NO. 214 OF 691

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12/17/2013

TALBOT AVE

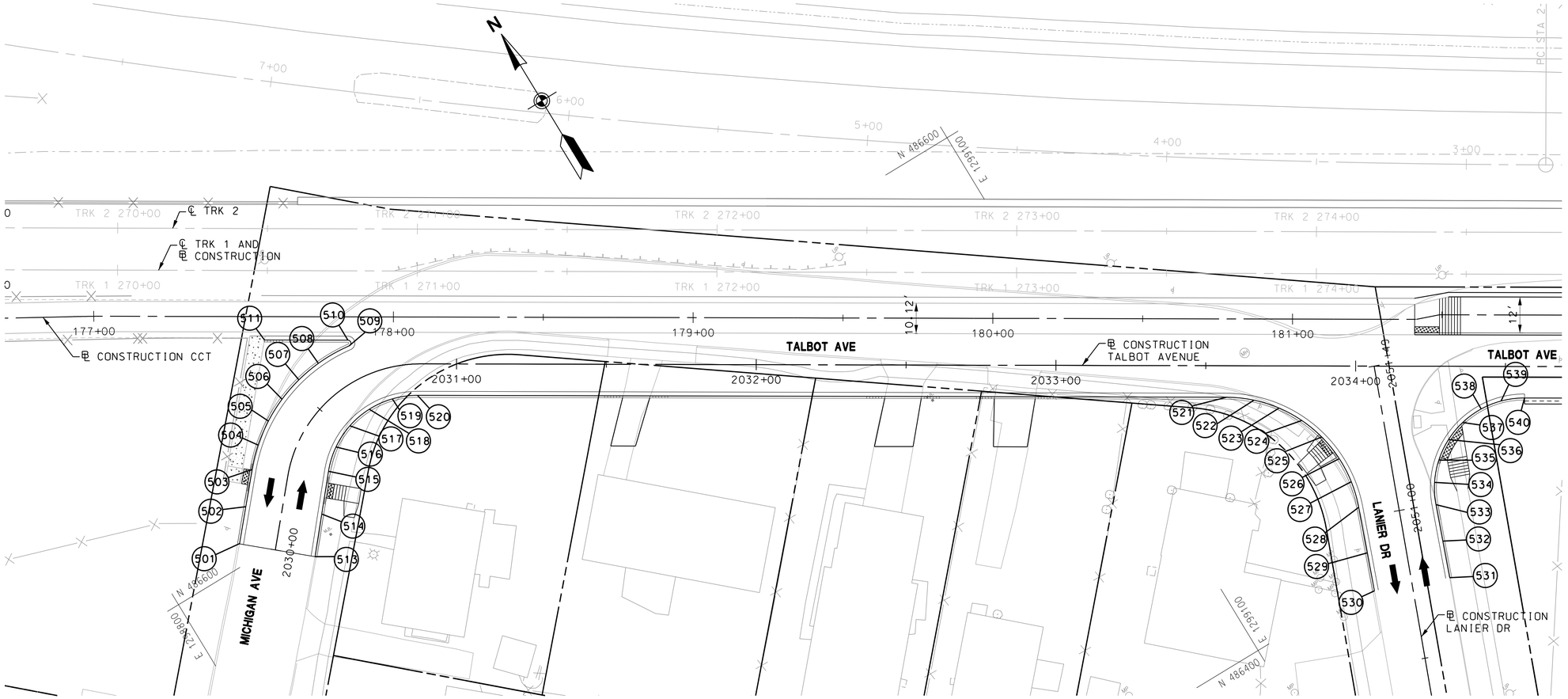
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
501	2030+00.00	-12.12'	328.41'	POT
502	2030+12.57	-12.11'	328.79'	POT
503	2030+25.07	-12.11'	329.23'	PC
504	2030+31.72	-12.11'	329.52'	POT
505	2030+38.60	-12.06'	329.80'	POT
506	2030+45.38	-11.96'	330.05'	POT
507	2030+52.17	-11.81'	330.25'	POT
508	2030+58.92	-11.62'	330.56'	POT
509	2030+68.32	-11.30'	330.81'	PRC
510	2030+68.67	-13.21'	330.96'	PT
511	2030+53.06	-29.31'	330.42'	POT
513	2030+00.00	13.46'	328.18'	POT
514	2030+14.42	13.29'	328.68'	POT

TALBOT AVE

POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
515	2030+30.42	12.88'	329.33'	PC
516	2030+42.05	11.86'	329.82'	POC
517	2030+53.39	11.06'	330.23'	POC
518	2030+64.57	10.55'	330.66'	POC
519	2030+75.61	10.36'	331.08'	POC
520	2030+86.66	10.48'	331.49'	PT
521	2033+56.95	10.50'	335.20'	PC
522	2033+66.11	11.44'	335.13'	POC
523	2033+74.49	14.06'	335.11'	POC
524	2033+82.08	18.17'	335.08'	POC
525	2033+88.77	23.68'	334.91'	POC
537	2034+35.74	18.73'	335.40'	POC
538	2034+41.93	14.21'	335.65'	POC
539	2034+48.56	11.54'	335.83'	POC
540	2034+56.38	10.50'	336.02'	PT

LANIER DR

POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
526	2051+20.46	-16.74'	334.67'	POC
527	2051+12.20	-14.12'	334.45'	POC
528	2051+03.38	-13.13'	334.23'	PT
529	2050+87.92	-12.92'	333.99'	POT
530	2050+75.03	-12.75'	333.71'	POT
531	2050+75.03	12.73'	333.64'	POT
532	2050+87.43	12.73'	333.97'	POT
533	2050+99.83	12.73'	334.28'	PC
534	2051+07.22	13.22'	334.56'	POC
535	2051+14.28	15.89'	334.84'	POC
536	2051+20.46	20.25'	335.12'	POC



20' 0 20' 40'
SCALE: 1"=20'

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
TALBOT AVE AT MICHIGAN AVE AND LANIER DR

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-05
SHEET NO. 215 OF 691

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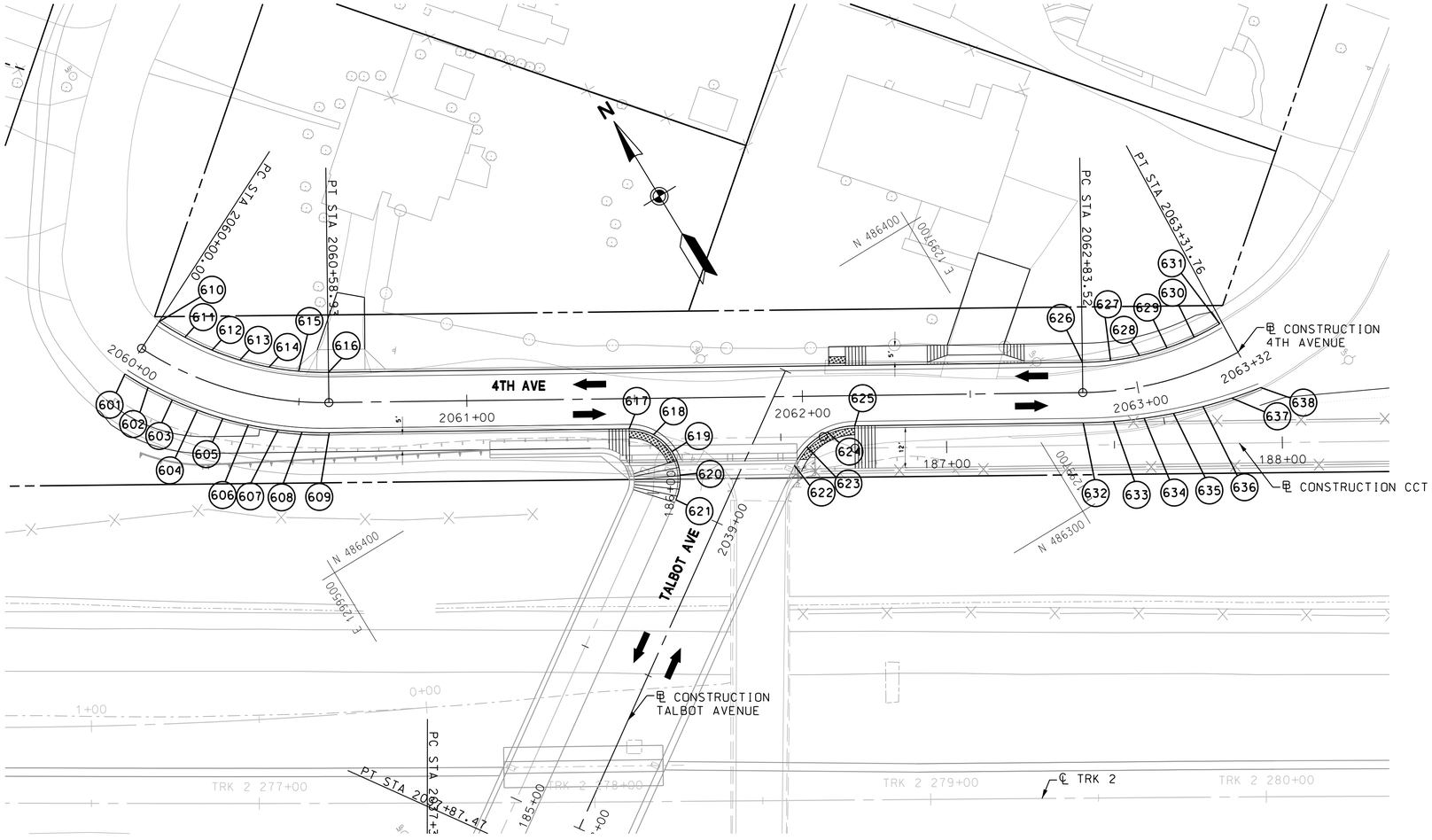
12/17/2013

4TH AVE				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
601	2060+00.00	9.07'	346.62'	POC
602	2060+07.30	9.05'	346.62'	POC
603	2060+14.72	9.04'	346.70'	POC
604	2060+22.13	9.03'	346.76'	POC
605	2060+29.44	9.02'	346.86'	POC
606	2060+36.65	9.01'	346.94'	POC
607	2060+44.85	9.00'	347.04'	POC
608	2060+51.48	9.00'	347.10'	POC
609	2060+58.93	9.00'	347.17'	PT
610	2060+00.00	9.53'	346.60'	PCC
611	2060+09.94	-9.37'	346.55'	POC
612	2060+49.82	-9.24'	346.60'	POC
613	2060+29.56	-9.13'	346.66'	POC

4TH AVE				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
614	2060+39.37	-9.06'	346.72'	POC
615	2060+49.18	-9.01'	346.77'	POC
616	2060+58.93	-9.00'	346.83'	PT
617	2061+48.26	9.00'	348.51'	PC
618	2061+55.48	10.85'	348.97'	POC
619	2039+13.76	-20.94'	349.43'	POC
620	2039+08.33	-15.85'	349.90'	POC
621	2039+01.11	-14.00'	350.34'	PT
622	2039+24.97	14.00'	348.94'	PC
623	2062+01.09	15.08'	348.63'	POC
624	2062+07.30	10.73'	348.51'	POC
625	2062+15.48	9.00'	348.40'	PT
626	2062+83.52	-9.00'	348.02'	PC

4TH AVE				
POINT NUMBER	BASELINE STATION	OFFSET	F.L. ELEV.	REMARKS
627	2062+92.79	-9.04'	348.11'	POC
628	2063+02.38	-9.17'	348.20'	POC
629	2063+11.75	-9.37'	348.28'	POC
630	2063+21.39	-9.67'	348.35'	POC
631	2063+31.76	-10.03'	349.57'	PCC
632	2062+83.52	9.00'	348.62'	PC
633	2062+91.81	9.10'	348.70'	POC
634	2063+01.01	9.40'	348.77'	POC
635	2063+08.31	9.89'	348.84'	POC
636	2063+16.48	10.57'	348.93'	POC
637	2063+24.48	11.42'	349.04'	POC
638	2063+31.76	11.12'	349.05'	POC



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Gannett Fleming — WR&A

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
TALBOT AVE AND 4TH AVE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-06
SHEET NO. 216 OF 691

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12/17/2013

8600 16TH ST

POINT NUMBER	BASELINE STATION	OFFSET	*ELEV.	REMARKS
801	TRK 1 293+11.80	66.34'	307.29'	
802	TRK 1 293+02.62	66.34'	307.02'	
803	TRK 1 292+43.44	66.34'	306.52'	
804	TRK 1 292+42.81	60.37'	307.79'	
805	TRK 1 292+41.71	50.19'	310.34'	
806	TRK 1 292+90.67	40.52'	312.57'	
807	TRK 1 293+03.22	39.31'	314.51'	
808	TRK 1 293+18.01	37.90'	316.80'	
809	TRK 1 293+31.22	36.63'	318.85'	
810	TRK 1 293+47.01	35.11'	321.30'	

*FACE OF WALL

8600 16TH ST

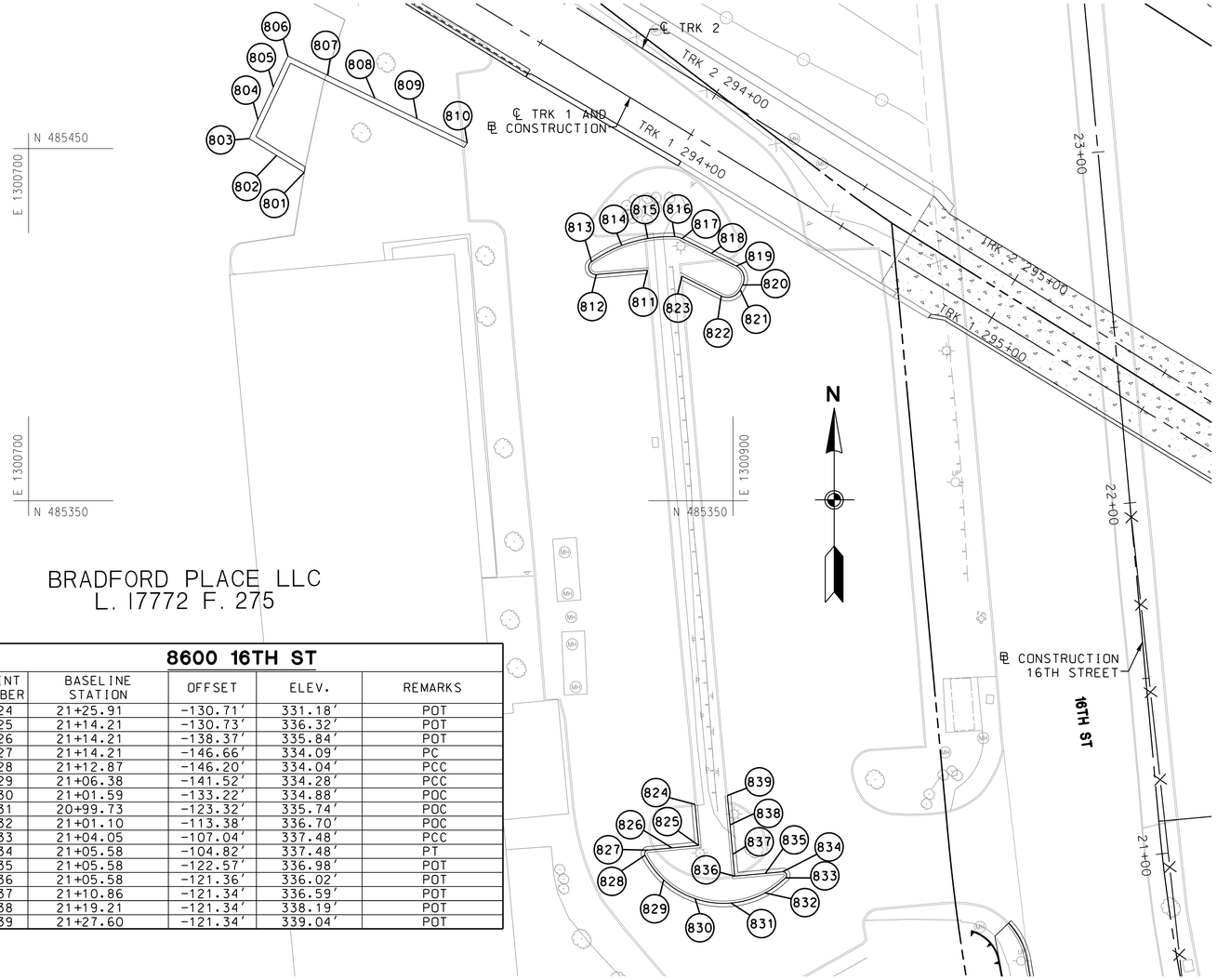
POINT NUMBER	BASELINE STATION	OFFSET	ELEV.	REMARKS
811	TRK 1 294+09.46	39.30'	324.44'	POT
812	TRK 1 293+97.72	47.92'	324.31'	PC
813	TRK 1 293+94.70	45.53'	324.12'	PCC
814	TRK 1 293+99.63	37.13'	325.26'	POC
815	TRK 1 294+04.89	31.58'	326.31'	POC
816	TRK 1 294+11.16	27.17'	327.30'	PCC
817	TRK 1 294+13.22	26.54'	327.57'	PT
818	TRK 1 294+22.50	25.82'	328.75'	POT
819	TRK 1 294+30.44	25.19'	329.74'	PC
820	TRK 1 294+34.74	28.87'	330.18'	PT
821	TRK 1 294+34.86	30.36'	330.27'	PC
822	TRK 1 294+31.18	34.67'	330.30'	PT
823	TRK 1 294+18.71	35.64'	330.10'	POT

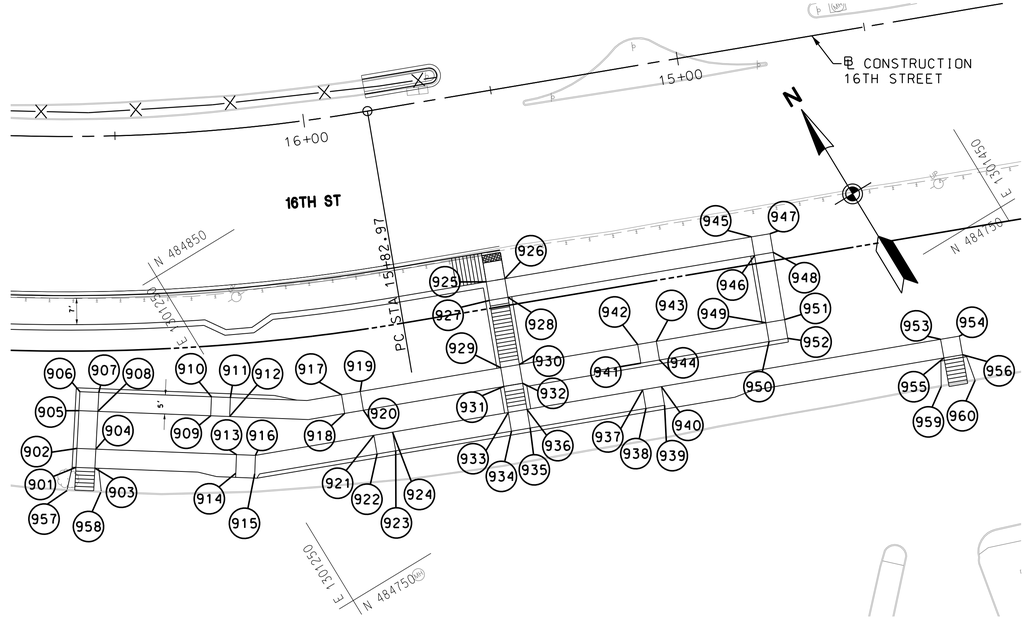
PEDESTRIAN RAMP

POINT NUMBER	BASELINE STATION	OFFSET	ELEV.
901	16+60.73	87.34'	298.10'
902	16+60.49	82.35'	298.20'
903	16+56.51	87.58'	298.20'
904	16+56.23	82.60'	298.30'
905	16+59.99	72.37'	298.16'
906	16+59.73	67.38'	298.22'
907	16+55.35	67.63'	298.32'
908	16+55.65	72.62'	298.26'
909	16+29.90	75.04'	300.66'
910	16+29.43	70.07'	300.76'
911	16+25.10	70.64'	300.82'
912	16+25.61	75.61'	300.72'
913	16+24.76	85.80'	298.77'
914	16+25.24	90.66'	298.67'
915	16+21.07	91.22'	298.68'
916	16+20.55	86.41'	298.79'
917	15+99.67	73.00'	303.28'
918	15+99.52	78.00'	303.18'
919	15+95.33	72.85'	303.33'
920	15+95.22	77.85'	303.23'
921	15+93.69	84.81'	301.25'
922	15+93.60	89.81'	301.15'
923	15+89.39	89.72'	301.19'
924	15+89.45	84.72'	301.29'
925	15+59.60	49.67'	313.82'
926	15+54.60	49.67'	313.77'
927	15+59.60	54.67'	313.72'
928	15+54.60	54.67'	313.67'
929	15+59.60	72.67'	305.77'
930	15+54.60	72.67'	305.77'

PEDESTRIAN RAMP

POINT NUMBER	BASELINE STATION	OFFSET	ELEV.
931	15+59.60	77.67'	305.67'
932	15+54.60	77.67'	305.67'
933	15+59.60	84.67'	303.77'
934	15+59.60	89.67'	303.67'
935	15+54.60	89.67'	303.67'
936	15+54.60	84.67'	303.77'
937	15+23.60	84.67'	301.29'
938	15+23.60	89.66'	301.19'
939	15+18.60	89.67'	301.16'
940	15+18.60	84.67'	301.26'
941	15+22.93	77.67'	307.32'
942	15+22.93	72.67'	307.42'
943	15+17.93	72.67'	307.47'
944	15+17.93	77.67'	307.37'
945	14+88.60	49.67'	311.38'
946	14+88.60	54.67'	311.28'
947	14+83.60	49.67'	311.33'
948	14+83.60	54.67'	311.23'
949	14+88.60	72.67'	309.88'
950	14+88.60	77.67'	309.78'
951	14+83.60	72.67'	309.98'
952	14+83.60	77.67'	309.88'
953	14+43.87	84.67'	299.40'
954	14+38.87	84.67'	299.48'
955	14+43.82	89.67'	299.30'
956	14+38.82	89.67'	299.38'
957	16+62.72	93.45'	297.01'
958	16+55.29	94.00'	296.36'
959	14+45.79	97.00'	298.60'
960	14+36.69	96.90'	298.87'





8600 16TH ST

POINT NUMBER	BASELINE STATION	OFFSET	ELEV.	REMARKS
824	21+25.91	-130.71'	331.18'	POT
825	21+14.21	-130.73'	336.32'	POT
826	21+14.21	-138.37'	335.84'	POT
827	21+14.21	-146.66'	334.09'	PC
828	21+12.87	-146.20'	334.04'	PCC
829	21+06.38	-141.52'	334.28'	PCC
830	21+01.59	-133.22'	334.88'	POC
831	20+99.73	-123.32'	335.74'	POC
832	21+01.10	-113.38'	336.70'	POC
833	21+04.05	-107.04'	337.48'	PCC
834	21+05.58	-104.82'	337.48'	PT
835	21+05.58	-122.57'	336.98'	POT
836	21+05.58	-121.36'	336.02'	POT
837	21+10.86	-121.34'	336.59'	POT
838	21+19.21	-121.34'	338.19'	POT
839	21+27.60	-121.34'	339.04'	POT

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MTA Maryland

Gannett Fleming
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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
8600 16TH ST PARKING LOT

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-07
SHEET NO. 217 OF 691

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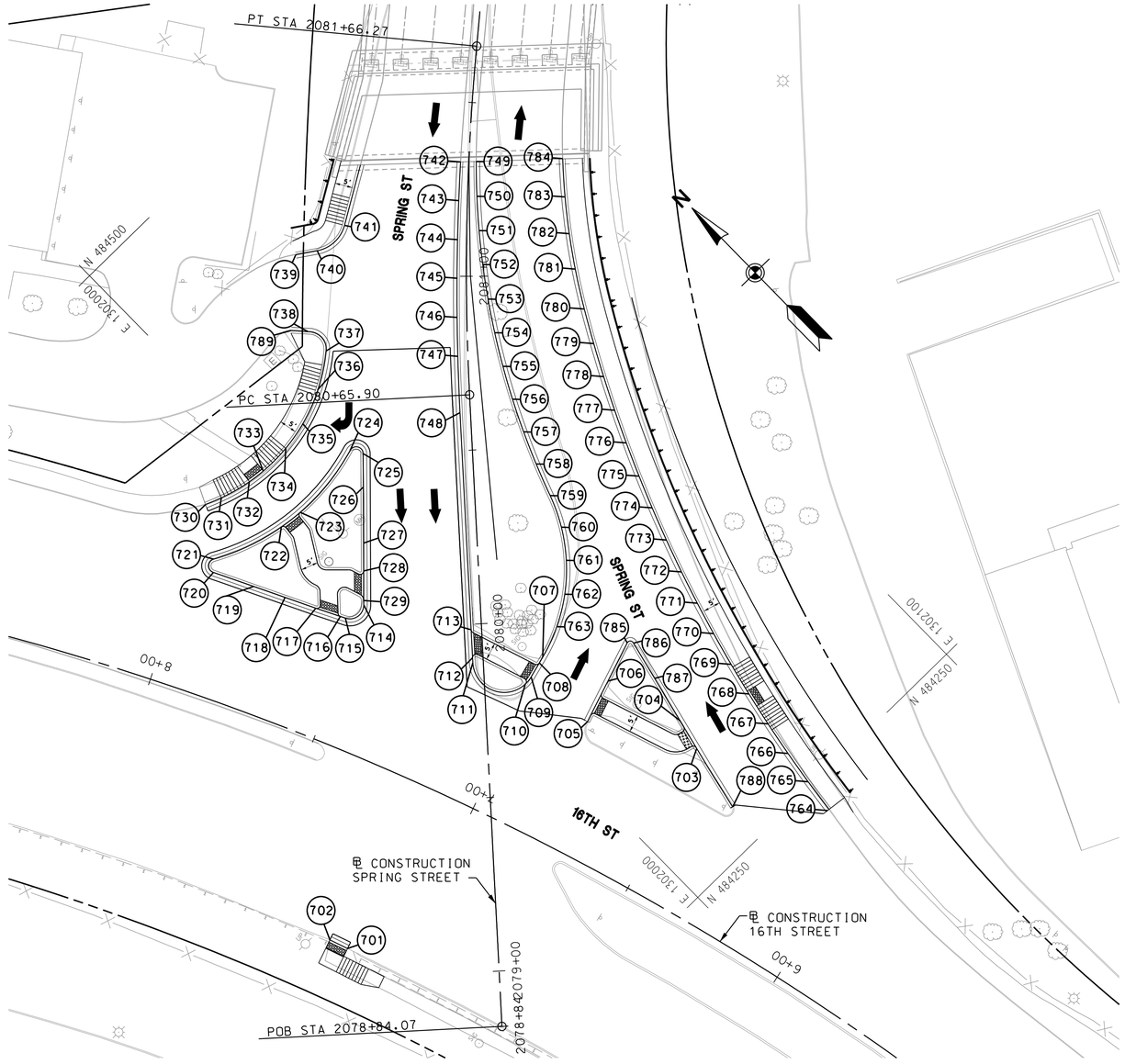
12/17/2013

SPRING STREET

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
701	2079+08.70	-43.17'	337.19'	POT
702	2079+11.43	-48.11'	337.36'	POT
703	2079+56.20	62.57'	339.71'	POT
704	2079+69.17	55.66'	339.83'	POT
705	2079+70.35	29.05'	339.89'	POT
706	2079+81.68	35.51'	340.06'	POT
707	2079+89.47	17.12'	340.18'	PT
708	2079+87.89	16.09'	340.12'	POT
709	2079+83.99	13.52'	340.09'	PC
710	2079+81.99	11.73'	340.28'	POE
711	2079+88.93	-3.00'	339.89'	PT
712	2079+90.33	-3.00'	339.96'	POT
713	2079+98.42	-3.00'	340.33'	POT
714	2080+07.12	-33.47'	340.00'	PC
715	2080+03.58	-38.92'	339.45'	PT
716	2080+04.15	-40.35'	339.51'	POT
717	2080+06.87	-47.29'	339.83'	POT
718	2080+10.42	-55.98'	339.78'	POT
719	2080+14.04	-64.84'	339.65'	POT
720	2080+18.66	-76.17'	339.46'	PC
721	2080+22.47	-75.87'	339.76'	PRC
722	2080+30.69	-56.00'	341.15'	POC
723	2080+34.65	-50.35'	341.50'	POC
724	2080+51.70	-35.11'	342.69'	PRC
725	2080+50.56	-31.41'	342.20'	PT
726	2080+40.96	-31.87'	342.18'	POT
727	2080+24.88	-32.63'	340.96'	POT
728	2080+16.89	-33.00'	340.51'	POT
729	2080+08.41	-33.41'	340.00'	POT
730	2080+38.25	-77.43'	340.31'	POC
731	2080+39.98	-72.79'	340.56'	POC
732	2080+44.14	-64.52'	341.11'	POC
733	2080+47.02	-60.35'	341.86'	POC
734	2080+53.23	-53.57'	341.99'	POC
735	2080+60.04	-48.31'	342.50'	POC
736	2080+69.01	-43.59'	343.31'	POC
737	2080+79.81	-40.66'	343.09'	PC
738	2080+85.18	-45.81'	343.08'	PT
739	2081+05.90	-49.06'	343.25'	POT
740	2081+07.02	-42.89'	344.02'	PC
741	2081+14.01	-35.15'	344.69'	PT
742	2081+33.00	-2.35'	346.36'	POC
743	2081+22.00	-2.48'	345.72'	POC
744	2081+10.00	-2.59'	345.11'	POC
745	2080+99.00	-2.70'	344.54'	POC
746	2080+88.00	-2.80'	344.00'	POC
747	2080+77.00	-2.90'	343.53'	POC
748	2080+60.92	-3.00'	343.05'	PT
749	2081+33.00	2.12'	346.41'	POC
750	2081+23.00	2.68'	345.82'	POC
751	2081+13.00	3.55'	345.28'	POC
752	2081+03.00	4.60'	344.79'	POC
753	2080+93.00	6.17'	344.33'	POC
754	2080+83.00	7.90'	343.90'	POC
755	2080+74.00	9.93'	343.50'	POC
756	2080+64.00	13.46'	343.13'	POC
757	2080+54.00	14.97'	342.83'	POC
758	2080+45.00	18.10'	342.56'	POC
759	2080+36.00	21.64'	342.24'	PRC
760	2080+27.00	24.40'	341.50'	POC
761	2080+17.00	25.34'	341.05'	POC
762	2080+07.00	23.85'	340.72'	POC
763	2079+98.00	21.64'	340.29'	POC
764	2079+42.00	95.86'	339.09'	POC
765	2079+50.00	91.03'	339.10'	POC
766	2079+58.00	84.83'	339.15'	POC
767	2079+67.00	79.64'	339.20'	POC
768	2079+76.00	76.96'	339.29'	POC
769	2079+85.00	69.92'	339.53'	POC
770	2079+94.00	67.44'	339.81'	POC
771	2080+03.00	62.29'	340.09'	POC
772	2080+12.00	58.22'	340.37'	POC
773	2080+21.00	54.36'	340.65'	POC
774	2080+31.00	51.66'	340.93'	POC
775	2080+40.00	46.87'	341.23'	POC
776	2080+50.00	45.02'	342.03'	POC
777	2080+59.00	41.42'	342.46'	POC
778	2080+70.00	38.78'	342.90'	POC
779	2080+80.00	36.26'	343.36'	POC
780	2080+90.00	33.86'	343.86'	PCC
781	2081+01.00	31.49'	343.97'	POC
782	2081+12.00	29.55'	344.57'	POC
783	2081+24.00	28.02'	345.22'	POC
784	2081+35.00	27.58'	345.95'	POC

SPRING STREET

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
785	2079+92.34	41.59'	340.17'	PC
786	2079+92.17	43.42'	340.20'	PT
787	2079+81.76	48.96'	340.03'	POT
788	2079+43.72	69.44'	339.68'	POT
789	2080+85.55	-50.64'	342.89'	POT



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
SPRING ST AND 16TH ST

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-08
SHEET NO. 218 OF 691

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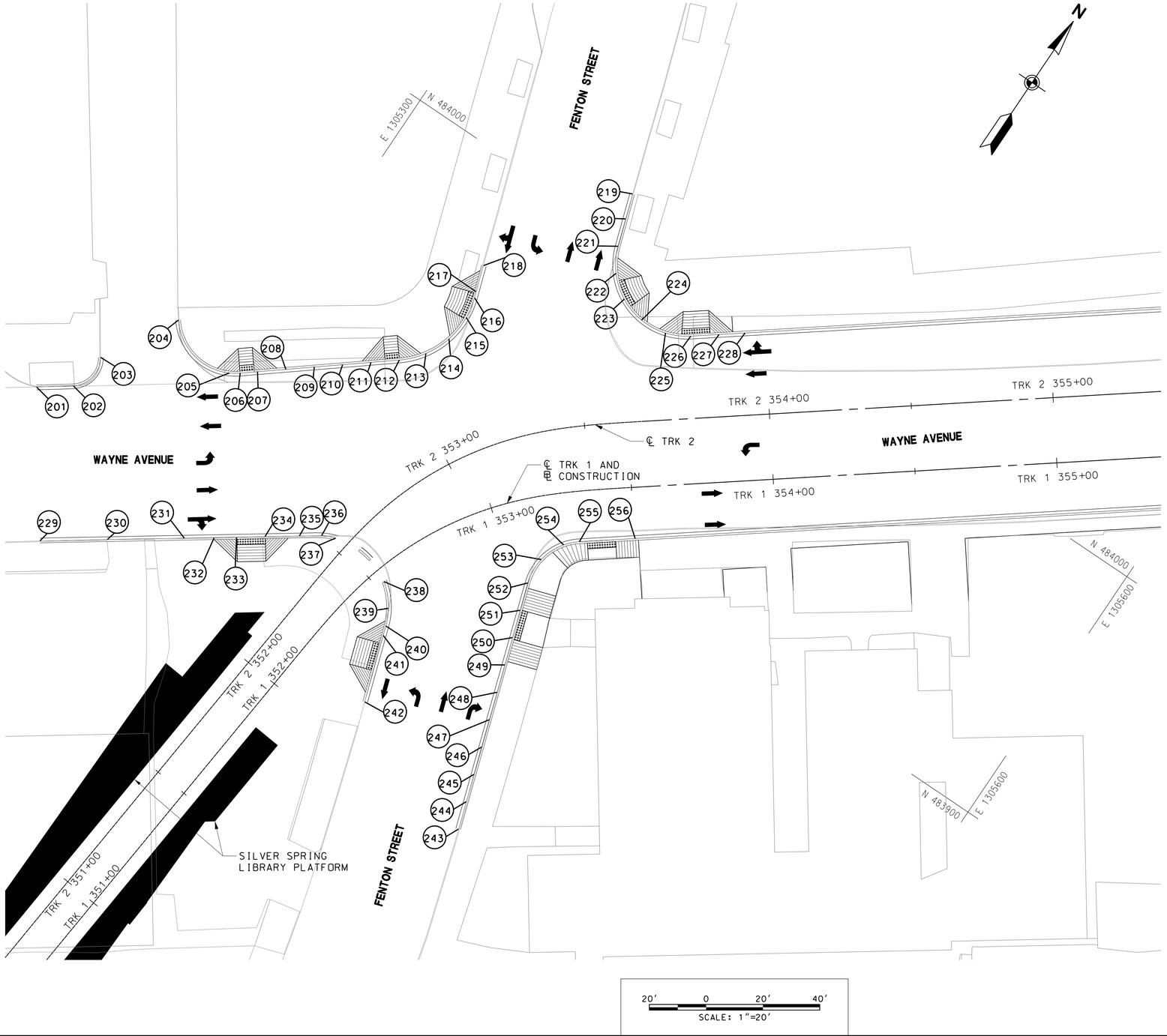
12/17/2013

FENTON STREET

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
201	TRK 2 352+27.46	-119.25	340.76	POB
202	TRK 2 352+35.81	-109.52	341.42	PC
203	TRK 2 352+47.16	-108.67	343.23	PT
204	TRK 2 352+65.80	-97.69	343.81	PC
205	TRK 2 352+65.82	-71.88	343.65	PT
206	TRK 2 352+67.64	-69.23	343.81	POT
207	TRK 2 352+70.84	-65.50	344.07	POT
208	TRK 2 352+76.20	-59.68	244.48	POT
209	TRK 2 352+81.91	-54.24	344.86	POT
210	TRK 2 352+87.97	-49.23	345.21	POT
211	TRK 2 352+94.38	-44.67	345.51	POT
212	TRK 2 353+01.13	-40.61	345.70	PC
213	TRK 2 353+08.23	-38.70	345.92	POC
214	TRK 2 353+15.35	-40.46	346.08	POC
215	TRK 2 353+21.36	-45.58	346.27	POC
216	TRK 2 353+24.76	-51.42	346.45	PT
217	TRK 2 353+25.54	-53.30	346.49	POT
218	TRK 2 353+28.78	-61.58	346.65	POE
219	TRK 2 353+56.43	-80.14	346.65	POB
220	TRK 2 353+68.71	-71.52	346.60	POT
221	TRK 2 353+65.62	-62.06	346.76	PC
222	TRK 2 353+64.38	-52.60	346.91	POC
223	TRK 2 353+66.59	-43.33	346.94	POC
224	TRK 2 353+56.98	-35.63	347.01	POC
225	TRK 2 353+65.11	-30.61	347.14	POC
226	TRK 2 353+73.93	-29.00	347.38	PT
227	TRK 2 353+83.93	-29.00	347.57	POT
228	TRK 2 353+93.06	-29.00	347.70	POE
229	TRK 2 351+86.37	-83.85	341.04	POB
230	TRK 2 352+01.86	-65.84	341.69	POT
231	TRK 2 352+19.42	-45.25	341.74	POT
232	TRK 2 352+26.27	-37.25	343.07	POT
233	TRK 2 352+31.40	-31.26	343.32	POT
234	TRK 2 352+37.82	-23.67	343.64	POT
235	TRK 2 352+45.50	-14.55	343.97	POT
236	TRK 2 352+50.49	-8.71	344.14	PC
237	TRK 2 352+53.13	-4.50	344.18	PT
238	TRK 1 352+53.25	4.50	344.20	PC
239	TRK 1 352+47.86	12.63	343.93	POC
240	TRK 1 352+42.31	16.47	343.64	PT
241	TRK 1 352+38.95	18.14	343.44	POT
242	TRK 1 352+15.34	28.65	342.08	POE
243	TRK 1 352+01.79	82.63	340.20	POB
244	TRK 1 352+10.94	78.61	340.74	POT
245	TRK 1 352+20.78	74.55	341.27	POT
246	TRK 1 352+32.51	70.30	341.87	POT
247	TRK 1 352+47.16	65.52	342.49	POT
248	TRK 1 352+63.99	59.73	343.12	POT
249	TRK 1 352+77.87	52.95	343.80	POT
250	TRK 1 352+89.04	45.42	344.40	POT
251	TRK 1 352+98.17	37.40	344.89	POT
252	TRK 1 353+05.62	28.97	345.29	PC
253	TRK 1 353+13.70	22.03	345.69	POC
254	TRK 1 353+23.65	18.20	345.94	POC
255	TRK 1 353+29.85	17.72	346.09	PT
256	TRK 1 353+50.28	18.00	346.55	POE



MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

PROFESSIONAL CERTIFICATION
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License No. Expiration Date

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DESIGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
FENTON STREET AND WAYNE AVENUE
DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-09
SHEET NO. 219 OF 691

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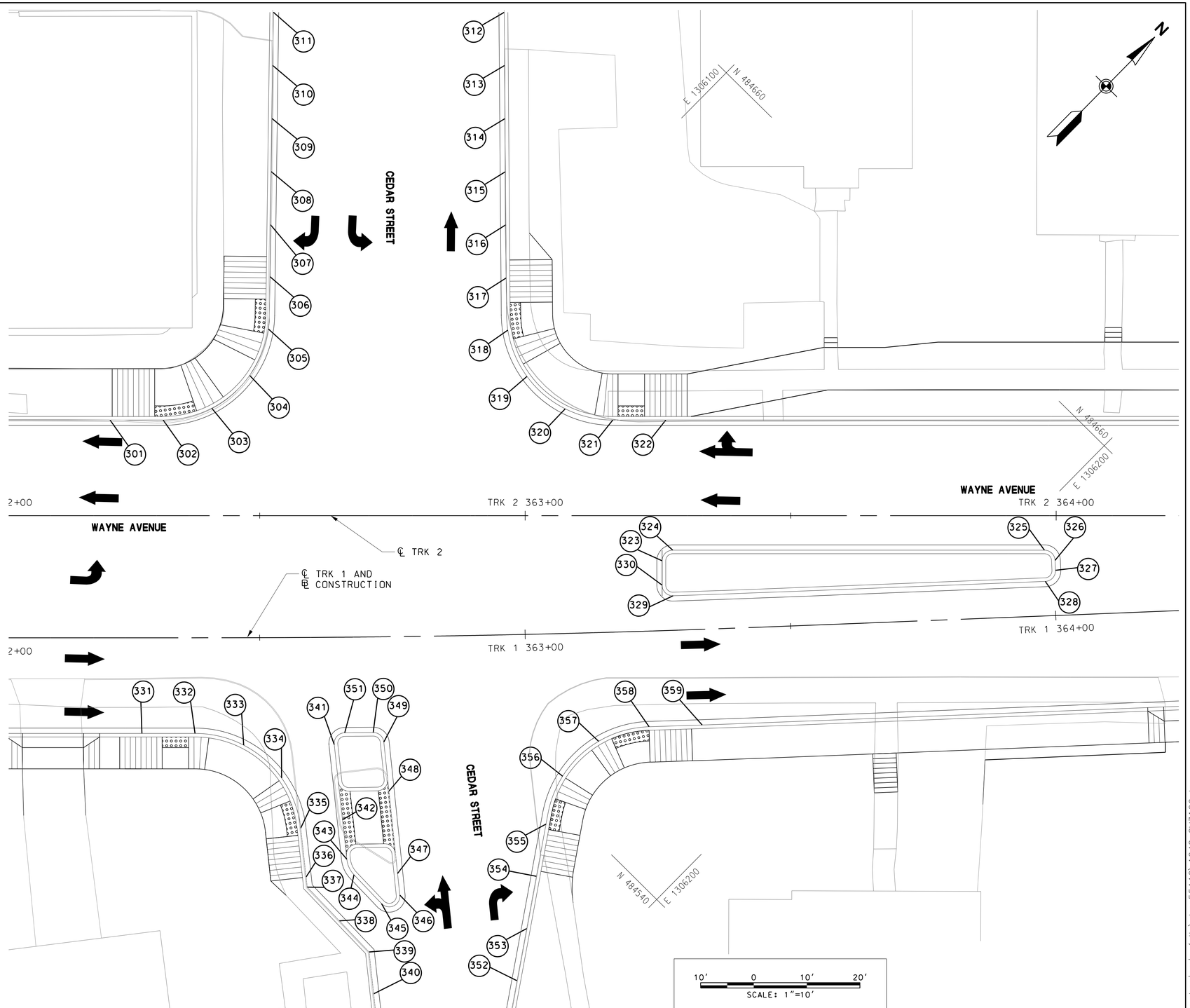
12/10/2013

CEDAR STREET

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
301	TRK 2 362+21.82	-18.00	326.01	POB
302	TRK 2 362+31.82	-18.00	325.64	PC
303	TRK 2 362+40.99	-20.23	325.23	POC
304	TRK 2 362+48.12	-26.41	324.82	POC
305	TRK 2 362+51.62	-35.17	324.42	POC
306	TRK 2 362+51.92	-45.01	324.23	POT
307	TRK 2 362+52.05	-54.76	324.14	POT
308	TRK 2 362+52.18	-64.76	324.14	POT
309	TRK 2 362+52.32	-74.76	324.17	POT
310	TRK 2 362+52.45	-84.76	324.21	POT
311	TRK 2 362+52.59	-94.77	324.28	POE
312	TRK 2 362+96.07	-94.76	324.38	POB
313	TRK 2 362+96.14	-84.76	324.16	POT
314	TRK 2 362+96.22	-74.76	323.93	POT
315	TRK 2 362+96.29	-64.76	323.71	POT
316	TRK 2 362+96.37	-54.76	323.53	POT
317	TRK 2 362+96.45	-44.76	323.39	POC
318	TRK 2 362+96.74	-34.93	323.27	POC
319	TRK 2 363+00.34	-26.21	323.11	POC
320	TRK 2 363+07.55	-20.12	322.92	POC
321	TRK 2 363+16.50	-18.00	322.65	PT
322	TRK 2 363+26.50	-18.00	322.33	POE
323	TRK 2 363+25.80	8.50	322.67	PC
324	TRK 2 363+27.80	6.50	322.54	PT
325	TRK 2 363+97.80	6.50	320.26	PC
326	TRK 2 363+99.80	8.42	320.22	PT
327	TRK 1 364+00.28	-8.50	320.26	PC
328	TRK 1 363+98.28	-6.50	320.42	PT
329	TRK 1 363+28.10	-6.50	322.65	PC
330	TRK 1 363+26.09	-8.57	322.71	PT
331	TRK 1 362+27.83	18.00	326.01	POB
332	TRK 1 362+37.81	18.00	325.66	PC
333	TRK 1 362+46.95	20.23	325.31	POC
334	TRK 1 362+54.02	26.43	324.99	POC
335	TRK 1 362+57.53	35.88	324.78	PC
336	TRK 1 362+58.48	45.11	324.74	POT
337	TRK 1 362+58.67	47.02	324.73	PI
338	TRK 1 362+64.57	53.39	324.70	POT
339	TRK 1 362+70.00	59.31	324.66	PI
340	TRK 1 362+70.77	67.20	324.72	POE
341	TRK 1 362+63.89	20.20	324.80	PT
342	TRK 1 362+65.32	34.35	324.58	POT
343	TRK 1 362+66.06	41.82	324.57	PC
344	TRK 1 362+67.37	44.74	324.52	PT
345	TRK 1 362+72.40	50.22	324.49	PC
346	TRK 1 362+75.79	48.68	324.29	PT
347	TRK 1 362+75.42	44.59	324.26	POT
348	TRK 1 362+74.01	29.04	324.26	POT
349	TRK 1 362+73.16	19.81	324.41	PC
350	TRK 1 362+71.19	18.00	324.57	PT
351	TRK 1 362+65.87	18.00	324.76	PC
352	TRK 1 362+97.11	65.17	324.18	POB
353	TRK 1 362+99.09	55.37	323.80	POT
354	TRK 1 363+01.09	45.58	323.56	POT
355	TRK 1 363+03.10	35.80	323.41	PC
356	TRK 1 363+06.40	26.85	323.24	POC
357	TRK 1 363+13.28	20.47	323.07	POC
358	TRK 1 363+22.79	18.00	322.77	PT
359	TRK 1 363+32.73	18.00	322.41	POE



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

JACOBS

PROFESSIONAL CERTIFICATION

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License No. Expiration Date

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DESIGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
CEDAR STREET AND WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220

DRAWING NO. ID-10

SHEET NO. 220 OF 691

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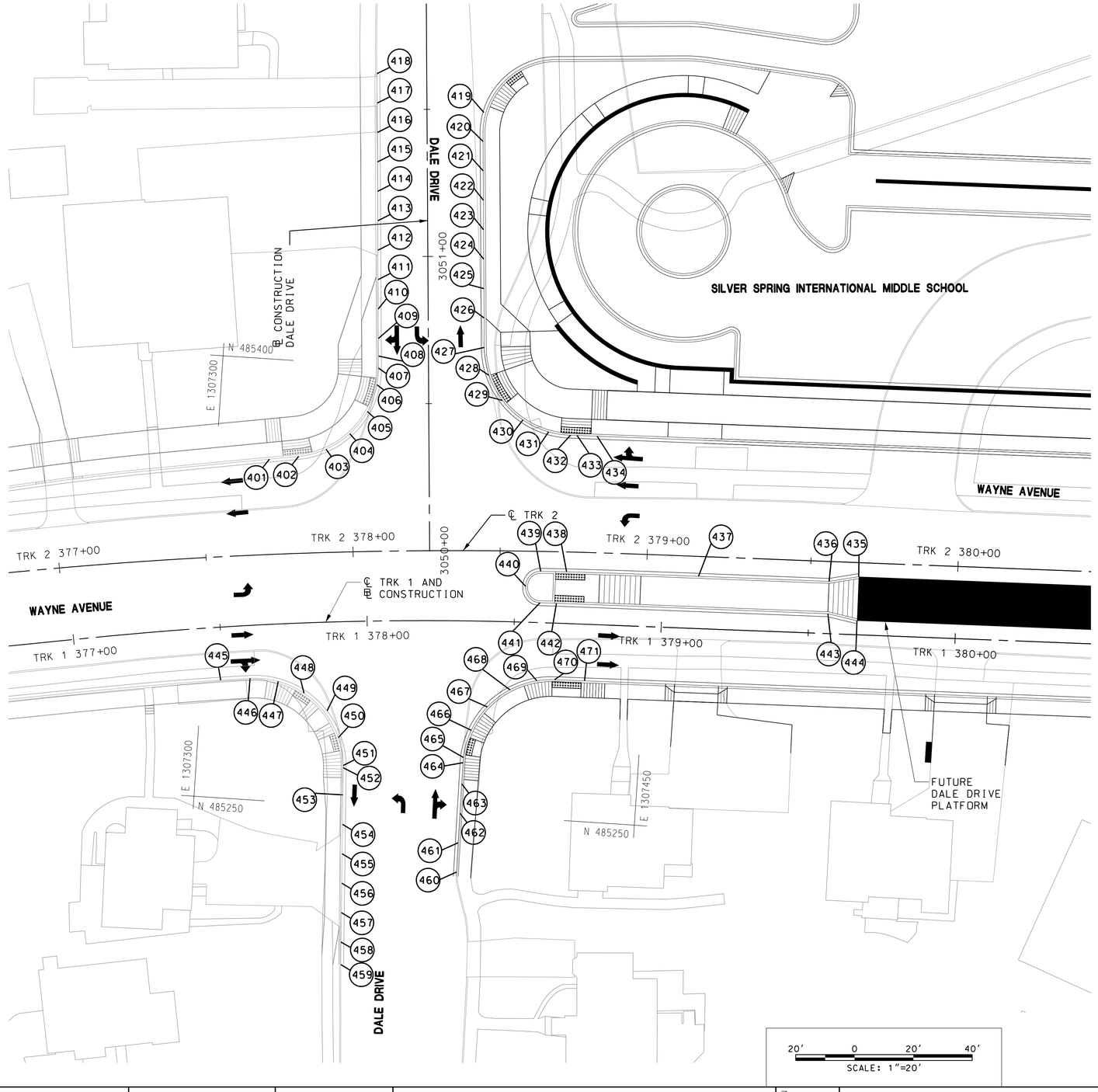
12/10/2013

DALE DRIVE

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
401	TRK 2 377+72.84	-32.36	273.02	POB
402	TRK 2 377+82.60	-32.94	272.67	PC
403	TRK 2 377+91.79	-35.09	272.38	POC
404	TRK 2 377+99.80	-40.15	272.13	POC
405	TRK 2 378+05.76	-47.58	272.08	POC
406	3050+56.48	-17.55	272.24	POC
407	3050+62.19	-17.00	272.46	PT
408	3050+66.25	-17.00	272.66	POT
409	3050+72.21	-17.00	272.95	POT
410	3050+82.21	-16.99	273.58	POT
411	3050+92.21	-16.99	274.32	POT
412	3051+02.21	-16.99	275.20	POT
413	3051+12.21	-16.98	276.04	POT
414	3051+22.21	-16.98	276.81	POT
415	3051+32.21	-16.98	277.56	POT
416	3051+42.21	-16.97	278.31	POT
417	3051+52.21	-16.97	279.05	POT
418	3051+62.21	-16.97	279.81	POE
419	3051+48.81	19.35	278.92	POB
420	3051+38.97	19.00	278.02	POT
421	3051+28.97	19.00	277.14	POT
422	3051+18.97	19.00	276.26	POT
423	3051+08.97	19.00	275.40	POT
424	3050+98.97	19.00	274.46	POT
425	3050+88.97	19.00	273.56	POT
426	3050+78.97	19.00	272.78	POT
427	3050+68.97	19.00	272.14	PC
428	3050+59.46	20.55	271.57	POC
429	3050+50.93	25.03	271.03	POC
430	TRK 2 378+57.12	-44.59	270.56	POC
431	TRK 2 378+65.69	-40.67	270.27	POC
432	TRK 2 378+72.95	-39.72	270.10	PT
433	TRK 2 378+75.13	-39.69	270.06	POT
434	TRK 2 378+81.81	-39.61	269.79	POE
435	TRK 2 379+66.44	4.76	267.51	POB
436	TRK 2 379+56.44	6.76	267.72	PI
437	TRK 2 379+12.04	6.76	268.61	PST
438	TRK 2 378+72.76	6.76	269.48	PSC
439	TRK 2 378+63.92	6.76	269.70	PCC
440	TRK 2 378+58.88	11.99	269.88	PCC
441	TRK 1 378+58.53	-6.76	269.76	PCS
442	TRK 1 378+64.12	-6.78	269.62	PST
443	TRK 1 379+56.44	-6.76	267.72	PI
444	TRK 1 379+66.44	-4.76	267.51	POE
445	TRK 1 377+49.02	18.00	272.22	POB
446	TRK 1 377+59.18	18.00	271.83	PC
447	TRK 1 377+68.87	19.51	271.45	POC
448	TRK 1 377+77.64	23.89	271.06	POC
449	TRK 1 377+85.43	30.15	270.73	POC
450	TRK 1 377+89.09	39.34	270.82	POC
451	TRK 1 377+90.55	48.87	271.23	POC
452	TRK 1 377+90.53	49.61	271.28	PT
453	TRK 1 377+90.14	58.83	271.95	POT
454	TRK 1 377+89.72	68.82	272.93	POT
455	TRK 1 377+89.29	78.81	273.98	POT
456	TRK 1 377+88.85	88.81	275.02	POT
457	TRK 1 377+88.40	98.80	275.93	POT
458	TRK 1 377+87.94	108.79	276.71	POT
459	TRK 1 377+87.59	116.43	277.20	POE
460	TRK 1 378+31.28	85.38	274.13	POB
461	TRK 1 378+31.81	75.39	273.06	POT
462	TRK 1 378+32.33	65.39	272.01	POT
463	TRK 1 378+32.83	55.39	271.05	POT
464	TRK 1 378+33.19	48.19	270.52	PC
465	TRK 1 378+33.33	46.42	270.41	POC
466	TRK 1 378+35.96	37.14	269.93	POC
467	TRK 1 378+41.45	29.10	269.70	POC
468	TRK 1 378+49.17	23.13	269.46	POC
469	TRK 1 378+58.34	19.80	269.37	POC
470	TRK 1 378+64.40	19.22	269.26	PT
471	TRK 1 378+74.68	19.24	269.06	POE



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Gannett Fleming — WR&A

JACOBS

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DESIGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
DALE DRIVE AND WAYNE AVENUE
DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-11
SHEET NO. 221 OF 691

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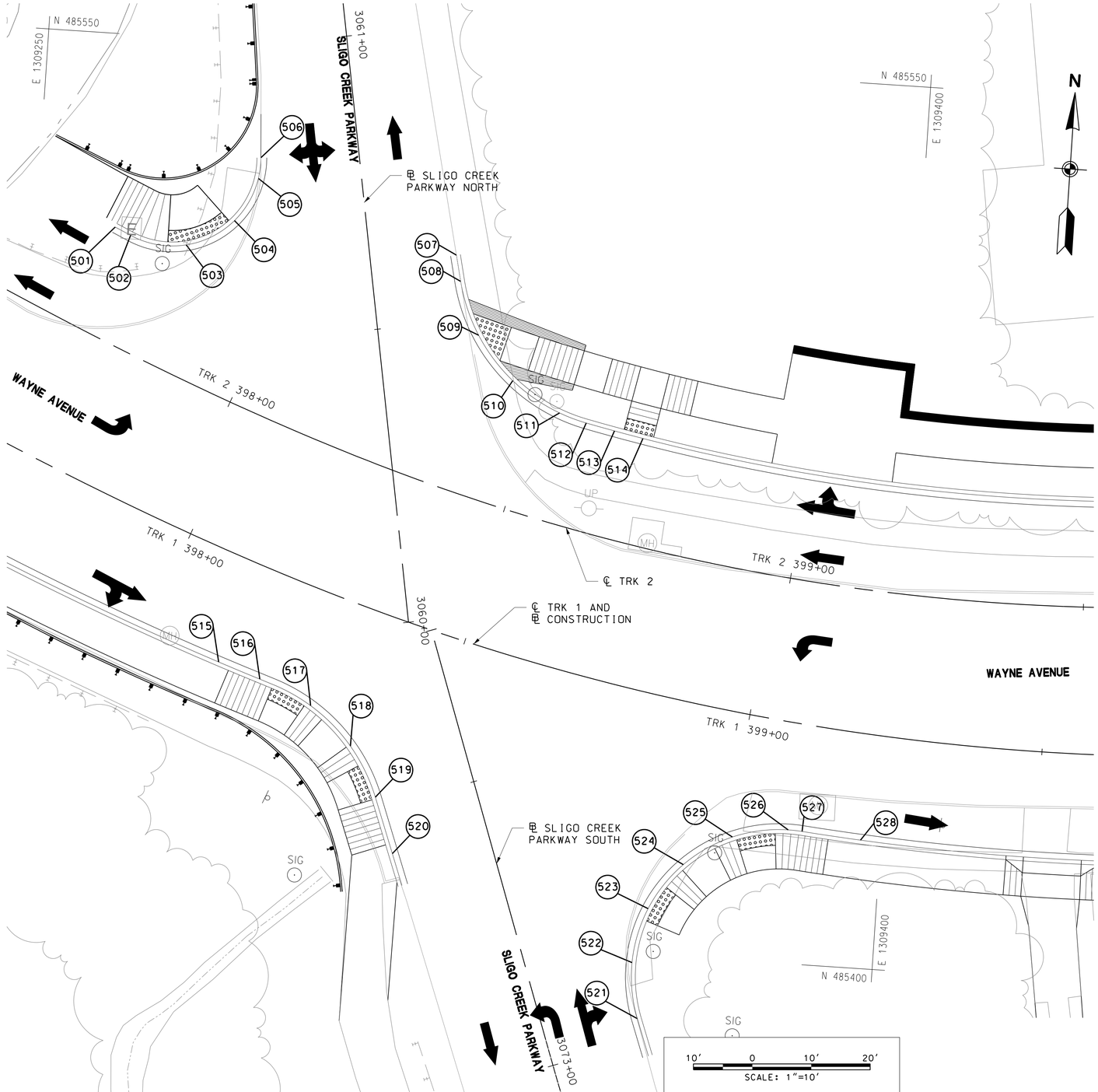
12/10/2013

SLIGO CREEK PARKWAY

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
501	TRK 2 397+68.96	-18.04	213.26	POB
502	TRK 2 397+72.00	-17.99	213.22	PC
503	TRK 2 397+81.42	-20.83	212.99	POC
504	TRK 2 397+87.17	-28.15	212.74	POC
505	3060+77.56	-17.43	212.54	POC
506	3060+81.02	-16.63	212.49	PT
507	3060+61.09	14.64	212.26	POB
508	3060+56.58	14.89	212.29	PC
509	3060+47.17	16.96	212.41	POC
510	TRK 2 398+44.46	-21.16	212.55	POC
511	TRK 2 398+54.21	-18.36	212.69	POC
512	TRK 2 398+59.30	-18.00	212.77	PT
513	TRK 2 398+64.54	-18.00	212.85	POT
514	TRK 2 398+69.80	-18.00	212.94	POE
515	TRK 1 398+12.89	18.00	214.37	POB
516	TRK 1 398+20.17	18.00	214.45	PC
517	TRK 1 398+29.44	19.01	214.58	POC
518	TRK 1 398+38.27	22.29	214.72	POC
519	3073+51.96	-16.79	214.84	PT
520	3073+41.96	-16.59	214.86	POT
521	3073+03.78	15.95	215.92	PC
522	3073+13.21	17.63	215.21	POC
523	3073+21.30	22.72	215.50	POC
524	TRK 1 398+94.08	27.19	215.80	POC
525	TRK 1 399+00.93	20.98	215.97	POC
526	TRK 1 399+09.63	18.12	216.20	POC
527	TRK 1 399+11.89	18.00	216.39	PT
528	TRK 1 399+21.48	18.00	216.58	POE



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

JACOBS

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESIGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
SLIGO CREEK PARKWAY AND WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T–1042–0220

DRAWING NO. ID–12

SHEET NO. 222 OF 691

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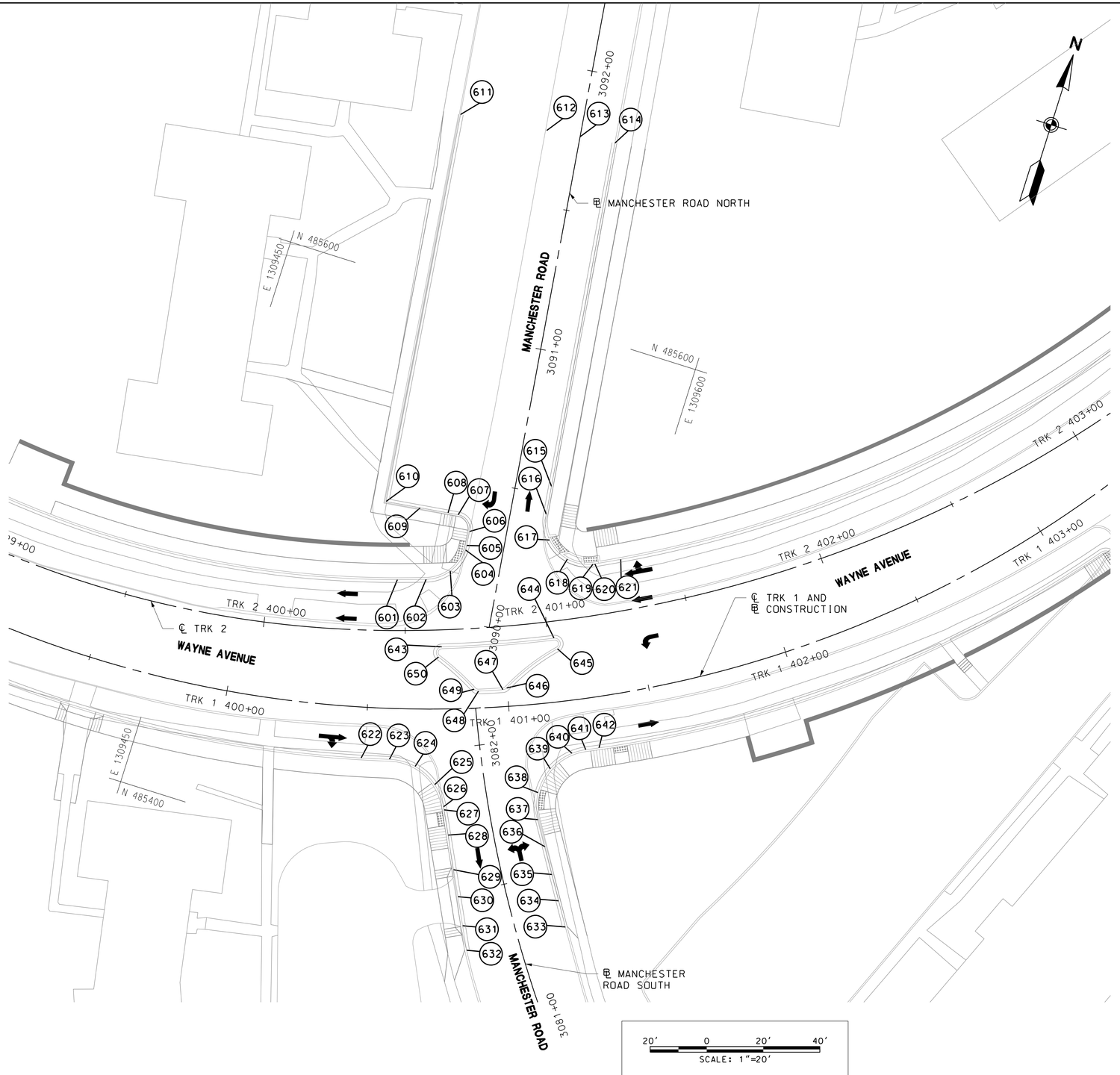
12/10/2013

MANCHESTER ROAD

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
601	TRK 2 400+47.20	-18.00	220.82	POB
602	TRK 2 400+57.83	-18.00	221.41	PC
603	TRK 2 400+66.84	-20.64	222.34	POC
604	3090+25.39	-13.21	223.45	POC
605	3090+27.02	-13.09	223.66	PT
606	3090+32.07	-13.00	224.31	PC
607	3090+37.16	-18.02	225.33	PT
608	3090+37.15	-21.67	225.47	POT
609	3090+37.12	-31.67	225.85	POT
610	3090+37.09	-43.97	226.29	POT
611	3091+76.45	-43.02	242.80	POE
612	3091+76.45	-12.00	242.76	PI
613	3091+76.45	0.00	243.43	PI
614	3091+76.45	12.50	242.74	POB
615	3090+53.04	12.59	228.21	POT
616	3090+43.00	12.57	227.04	PC
617	3090+34.25	15.39	226.10	POC
618	TRK 2 401+10.51	-21.11	225.56	POC
619	TRK 2 401+19.59	-18.01	225.03	PT
620	TRK 2 401+20.25	-18.00	225.05	POT
621	TRK 2 401+29.94	-18.00	225.65	POE
622	TRK 1 400+48.85	18.00	222.71	POB
623	TRK 1 400+58.44	18.00	223.24	PC
624	TRK 1 400+67.17	20.32	223.77	POC
625	TRK 1 400+73.73	26.72	224.30	POC
626	3081+80.50	-15.70	224.66	PT
627	3081+79.45	-15.71	224.73	POT
628	3081+70.69	-15.83	225.04	POT
629	3081+58.75	-16.29	226.05	POT
630	3081+49.47	-16.87	226.86	POT
631	3081+39.47	-17.72	227.92	POT
632	3081+31.08	-18.61	229.08	POE
633	3081+29.57	17.25	228.97	POB
634	3081+39.47	17.41	228.06	POT
635	3081+49.47	17.35	227.27	POT
636	3081+59.96	17.07	226.64	POT
637	3081+70.23	16.56	226.00	PC
638	3081+80.04	18.16	225.92	POC
639	TRK 1 401+12.43	23.27	226.15	POC
640	TRK 1 401+20.26	18.66	226.66	POC
641	TRK 1 401+25.01	18.00	226.92	PT
642	TRK 1 401+29.54	18.00	227.17	POE
643	TRK 2 400+62.75	6.00	222.98	PCC
644	TRK 2 401+02.04	6.00	225.25	PCC
645	TRK 1 401+19.52	-18.67	225.49	PCC
646	TRK 1 400+99.70	-6.52	225.01	PCC
647	TRK 1 400+98.33	-6.00	224.96	PCC
648	TRK 1 400+89.60	-6.00	224.17	PCC
649	TRK 1 400+88.04	-6.70	224.02	PCC
650	TRK 1 400+75.33	-18.40	223.03	PCC



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming WR&A

JACOBS

PROFESSIONAL CERTIFICATION

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License No. Expiration Date

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DESGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
MANCHESTER ROAD AND WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T–1042–0220

DRAWING NO. ID–13

SHEET NO. 223 OF 691

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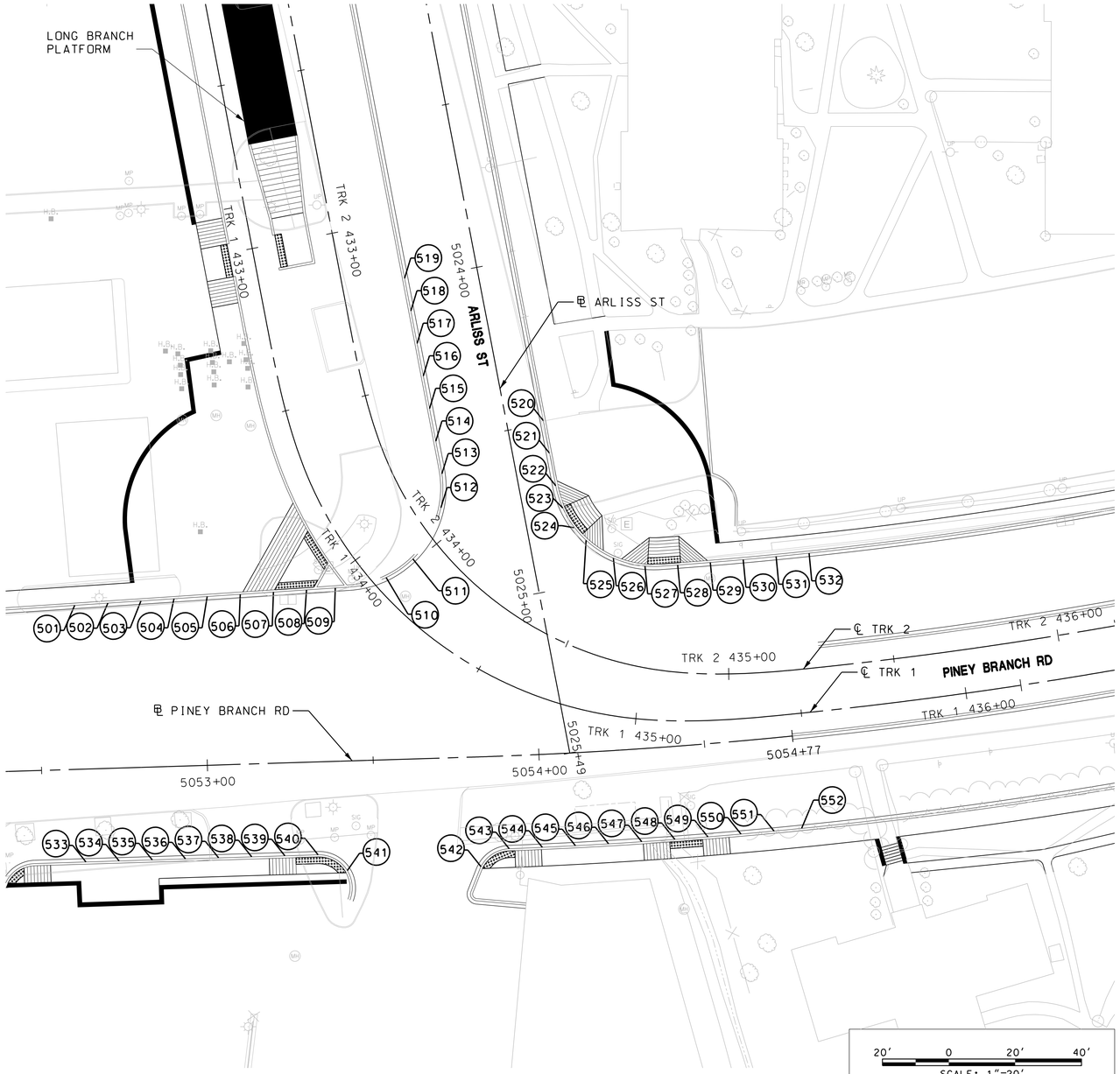
12/10/2013

PINEY BRANCH ROAD

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
501	5052+61.51	-48.63	280.33	POB
502	5052+71.51	-48.99	280.09	POT
503	5052+81.51	-49.34	279.84	POT
504	5052+91.51	-49.70	279.62	POT
505	5053+01.51	-50.06	279.38	POT
506	5053+11.51	-50.41	279.14	POT
507	5053+21.51	-50.77	279.00	POT
508	5053+31.51	-51.12	278.67	POT
509	5053+41.51	-51.53	278.54	POC
510	5053+55.61	-54.04	278.43	POC
511	5024+83.62	34.99	278.15	POC
512	5024+69.15	23.19	277.88	POC
513	5024+59.15	21.00	277.89	POC
514	5024+49.15	21.00	277.90	POT
515	5024+39.15	21.00	277.87	POT
516	5024+29.15	21.00	277.84	POT
517	5024+19.15	21.00	277.78	POT
518	5024+09.15	21.00	277.68	POT
519	5023+99.15	21.00	277.57	POT
520	5024+49.15	-10.00	277.70	POT
521	5024+59.15	-10.00	277.61	POT
522	5024+69.15	-10.00	277.50	POT
523	5024+76.14	-12.61	277.34	POC
524	5024+82.51	-14.79	277.17	POC
525	5024+87.01	-27.15	276.73	POC
526	TRK 2 434+53.25	-25.91	276.44	POC
527	TRK 2 434+66.91	-26.58	276.05	POC
528	TRK 2 434+80.53	-28.77	275.56	POT
529	TRK 2 434+93.71	-30.26	275.02	POT
530	TRK 2 435+06.00	-30.96	274.53	POT
531	TRK 2 435+17.35	-31.20	274.01	POT
532	TRK 2 435+27.95	-31.23	273.51	POT
533	5052+62.51	27.00	280.86	POB
534	5052+72.51	27.00	280.63	POT
535	5052+82.51	27.00	280.40	POT
536	5052+92.51	27.00	280.17	POT
537	5053+02.51	27.00	279.94	POT
538	5053+12.51	27.00	279.71	POT
539	5053+22.51	27.00	279.48	POT
540	5053+32.51	27.00	279.34	PC
541	5053+41.19	31.24	278.96	POC
542	5053+81.43	31.27	277.91	POC
543	5053+89.92	27.00	277.74	PT
544	5053+99.73	27.00	277.42	POT
545	5054+09.54	27.00	277.08	POT
546	5054+19.36	27.00	276.73	POT
547	5054+29.17	27.00	276.36	POC
548	5054+38.98	27.00	275.96	POC
549	5054+48.79	27.00	275.55	POC
550	5054+58.60	27.00	275.12	POC
551	5054+68.41	27.00	274.68	POC
552	5054+76.60	27.00	274.35	POC



MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

JACOBS

PROFESSIONAL CERTIFICATION
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DESIGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
PINEY BRANCH ROAD AND ARLISS STREET
DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-14
SHEET NO. 224 OF 691

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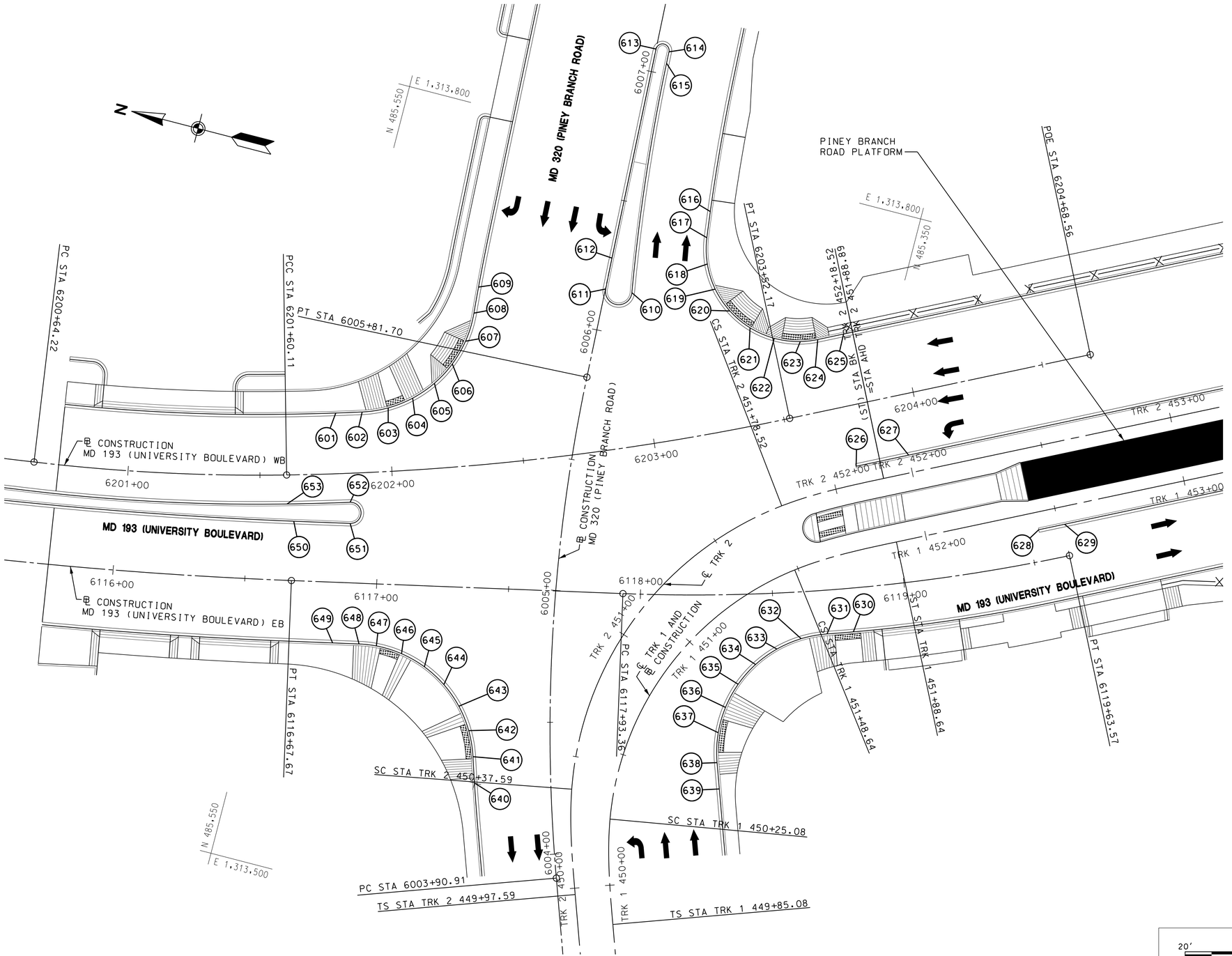
12/11/2013



MD 320 (PINEY BRANCH RD) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
601	MD 193 WB 6201+79.52	-23.00	260.13	POC
602	MD 193 WB 6201+89.76	-23.00	259.83	PC
603	MD 193 WB 6201+99.92	-24.06	259.44	POC
604	MD 193 WB 6202+09.65	-27.18	259.05	POC
605	MD 193 WB 6202+18.52	-32.23	258.67	POC
606	MD 320 6005+76.49	-50.94	258.28	POC
607	MD 320 6005+85.56	-47.80	257.89	POC
608	MD 320 6005+96.62	-46.87	257.46	POC
609	MD 320 6006+06.62	-47.21	257.41	POC
610	MD 320 6006+16.51	10.06	256.82	PRC
611	MD 320 6006+15.85	0.10	257.14	PCC
612	MD 320 6006+27.79	0.00	256.65	PT
613	MD 320 6007+08.71	0.00	252.77	PC
614	MD 320 6007+08.71	5.00	252.67	PT
615	MD 320 6007+04.27	5.00	252.94	PC
616	MD 320 6006+52.73	32.80	255.79	POB
617	MD 320 6006+42.76	33.57	256.51	PC
618	MD 320 6006+33.05	35.81	256.39	POC
619	MD 320 6006+24.36	40.69	256.85	POC
620	MD 320 6006+17.40	47.83	257.18	POC
621	MD 193 WB 6203+44.32	-36.63	257.41	POC
622	MD 193 WB 6203+52.73	-30.83	257.52	POC
623	MD 193 WB 6203+62.15	-27.63	257.52	POC
624	MD 193 WB 6203+68.76	-27.00	257.45	PC
625	MD 193 WB 6203+78.76	-27.00	257.32	POT
626	TRK 2 452+09.34	-6.69	258.42	POB
627	TRK 2 452+00.00	-6.67	258.10	POT
628	TRK 1 452+42.34	6.67	258.08	POB
629	TRK 1 452+52.34	6.67	257.28	POT
630	MD 193 EB 6118+79.30	16.58	257.96	POC
631	MD 193 EB 6118+69.54	16.58	257.88	PC
632	MD 193 EB 6118+59.87	17.74	257.88	POC
633	MD 193 EB 6118+50.76	21.18	257.82	POC
634	TRK 1 451+13.74	23.37	257.69	POC
635	TRK 1 451+01.14	24.34	257.50	POC
636	TRK 1 450+88.54	26.41	257.24	POC
637	TRK 1 450+75.94	29.54	256.91	POC
638	TRK 1 450+61.59	34.36	256.96	PT
639	TRK 1 450+48.23	38.63	256.59	POT
640	MD 320 6004+27.83	-28.91	257.06	POC
641	MD 320 6004+37.39	-29.26	257.34	PC
642	MD 320 6004+46.82	-30.80	257.69	POC
643	MD 320 6004+55.60	-34.60	258.07	POC
644	MD 193 EB 6117+26.92	37.11	258.50	POC
645	MD 193 EB 6117+19.30	30.66	258.94	POC
646	MD 193 EB 6117+10.46	26.04	259.32	POC
647	MD 193 EB 6117+00.81	23.49	259.65	POC
648	MD 193 EB 6116+94.19	23.00	259.83	PT
649	MD 193 EB 6115+84.19	23.00	260.08	POT
650	MD 193 EB 6116+89.04	-22.50	261.41	PT
651	MD 193 EB 6116+67.67	-22.50	260.91	PC
652	MD 193 WB 6201+83.73	11.00	260.71	PCC
653	MD 193 WB 6201+60.11	11.00	261.35	PCC

20′ 0 20′ 40′
SCALE: 1"=20′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

PROFESSIONAL CERTIFICATION
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License No. Expiration Date

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
PINEY BRANCH ROAD AT UNIVERSITY BLVD
DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220
DRAWING NO. ID-15
SHEET NO. 225 OF 691

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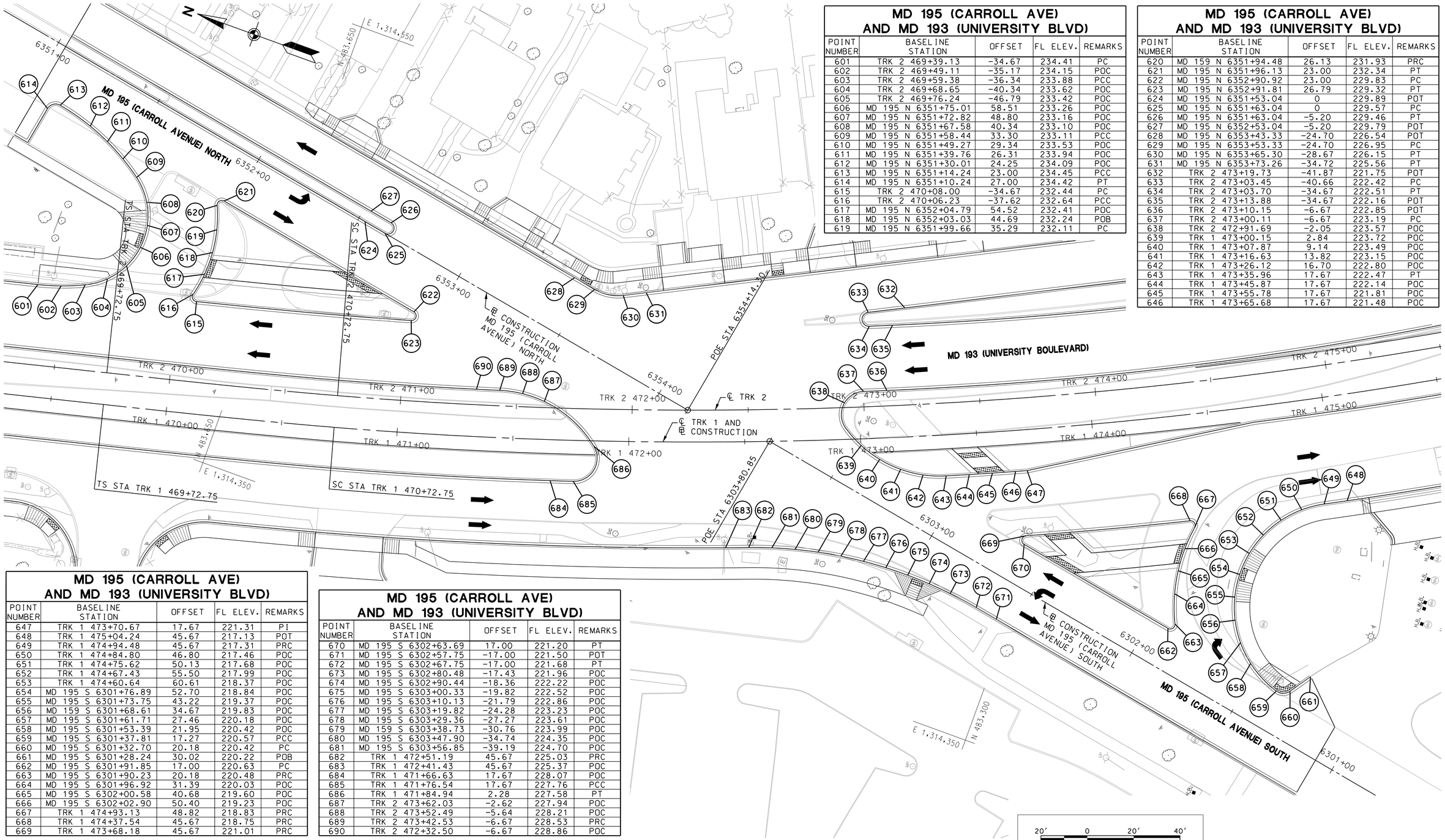
12/12/2013



MD 195 (CARROLL AVE) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
601	TRK 2 469+39.13	-34.67	234.41	PC
602	TRK 2 469+49.11	-35.17	234.15	POC
603	TRK 2 469+59.38	-36.34	233.88	PCC
604	TRK 2 469+68.65	-40.34	233.62	POC
605	TRK 2 469+76.24	-46.79	233.42	POC
606	MD 195 N 6351+75.01	58.51	233.26	POC
607	MD 195 N 6351+72.82	48.80	233.16	POC
608	MD 195 N 6351+67.58	40.34	233.10	POC
609	MD 195 N 6351+58.44	33.30	233.11	PCC
610	MD 195 N 6351+49.27	29.34	233.53	POC
611	MD 195 N 6351+39.76	26.31	233.94	POC
612	MD 195 N 6351+30.01	24.25	234.09	POC
613	MD 195 N 6351+14.24	23.00	234.45	PCC
614	MD 195 N 6351+10.24	27.00	234.42	PT
615	TRK 2 470+08.00	-34.67	232.44	PC
616	TRK 2 470+06.23	-37.62	232.64	PCC
617	MD 195 N 6352+04.79	54.52	232.41	POC
618	MD 195 N 6352+03.03	44.69	232.24	POB
619	MD 195 N 6351+99.66	35.29	232.11	PC

MD 195 (CARROLL AVE) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
620	MD 159 N 6351+94.48	26.13	231.93	PRC
621	MD 195 N 6351+96.13	23.00	232.34	PT
622	MD 195 N 6352+90.92	23.00	229.83	PC
623	MD 195 N 6352+91.81	26.79	229.32	PT
624	MD 195 N 6351+53.04	0	229.89	POT
625	MD 195 N 6351+63.04	0	229.57	PC
626	MD 195 N 6351+63.04	-5.20	229.46	PT
627	MD 195 N 6352+53.04	-5.20	229.79	POT
628	MD 195 N 6353+43.33	-24.70	226.54	POT
629	MD 195 N 6353+53.33	-24.70	226.95	PC
630	MD 195 N 6353+65.30	-28.67	226.15	PT
631	MD 195 N 6353+73.26	-34.72	225.56	PT
632	TRK 2 473+19.73	-41.87	221.75	POT
633	TRK 2 473+03.45	-40.66	222.42	PC
634	TRK 2 473+03.70	-34.67	222.51	PT
635	TRK 2 473+13.88	-34.67	222.16	POT
636	TRK 2 473+10.15	-6.67	222.85	POT
637	TRK 2 473+00.11	-6.67	223.19	PC
638	TRK 2 472+91.69	-2.05	223.57	POC
639	TRK 1 473+00.15	2.84	223.72	POC
640	TRK 1 473+07.87	9.14	223.49	POC
641	TRK 1 473+16.63	13.82	223.15	POC
642	TRK 1 473+26.12	16.70	222.80	POC
643	TRK 1 473+35.96	17.67	222.47	PT
644	TRK 1 473+45.87	17.67	222.14	POC
645	TRK 1 473+55.78	17.67	221.81	POC
646	TRK 1 473+65.68	17.67	221.48	POC

MD 195 (CARROLL AVE) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
647	TRK 1 473+70.67	17.67	221.31	PT
648	TRK 1 475+04.24	45.67	217.13	POT
649	TRK 1 474+94.48	45.67	217.31	PRC
650	TRK 1 474+84.80	46.80	217.46	POC
651	TRK 1 474+75.62	50.13	217.68	POC
652	TRK 1 474+67.43	55.50	217.99	POC
653	TRK 1 474+60.64	60.61	218.37	POC
654	MD 195 S 6301+76.89	52.70	218.84	POC
655	MD 195 S 6301+73.75	43.22	219.37	POC
656	MD 159 S 6301+68.61	34.67	219.83	POC
657	MD 195 S 6301+61.71	27.46	220.18	POC
658	MD 195 S 6301+53.39	21.95	220.42	POC
659	MD 195 S 6301+37.81	17.27	220.57	PCC
660	MD 195 S 6301+32.70	20.18	220.42	PC
661	MD 195 S 6301+28.24	30.02	220.22	POB
662	MD 195 S 6301+91.85	17.00	220.63	PC
663	MD 195 S 6301+90.23	20.18	220.48	PRC
664	MD 195 S 6301+96.92	31.39	220.03	POC
665	MD 195 S 6302+00.58	40.68	219.60	POC
666	MD 195 S 6302+02.90	50.40	219.23	POC
667	TRK 1 474+93.13	48.82	218.83	PRC
668	TRK 1 474+37.54	45.67	218.75	PRC
669	TRK 1 473+68.18	45.67	221.01	PRC

MD 195 (CARROLL AVE) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
670	MD 195 S 6302+63.69	17.00	221.20	PT
671	MD 195 S 6302+57.75	-17.00	221.50	POT
672	MD 195 S 6302+67.75	-17.00	221.68	PT
673	MD 195 S 6302+80.48	-17.43	221.96	POC
674	MD 195 S 6302+90.44	-18.36	222.22	POC
675	MD 195 S 6303+00.33	-19.82	222.52	POC
676	MD 195 S 6303+10.13	-21.79	222.86	POC
677	MD 195 S 6303+19.82	-24.28	223.23	POC
678	MD 195 S 6303+29.36	-27.27	223.61	POC
679	MD 159 S 6303+38.73	-30.76	223.99	POC
680	MD 195 S 6303+47.90	-34.74	224.35	POC
681	MD 195 S 6303+56.85	-39.19	224.70	POC
682	TRK 1 472+51.19	45.67	225.03	PRC
683	TRK 1 472+41.43	45.67	225.37	POC
684	TRK 1 471+66.63	17.67	228.07	POC
685	TRK 1 471+76.54	17.67	227.76	PCC
686	TRK 1 471+84.94	2.28	227.58	PT
687	TRK 2 473+62.03	-2.62	227.94	POC
688	TRK 2 473+52.49	-5.64	228.21	POC
689	TRK 2 473+42.53	-6.67	228.53	PRC
690	TRK 2 472+32.50	-6.67	228.86	POC

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL

UNIVERSITY BLVD AT CARROLL AVENUE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220

DRAWING NO. ID-16

SHEET NO. 226 OF 691

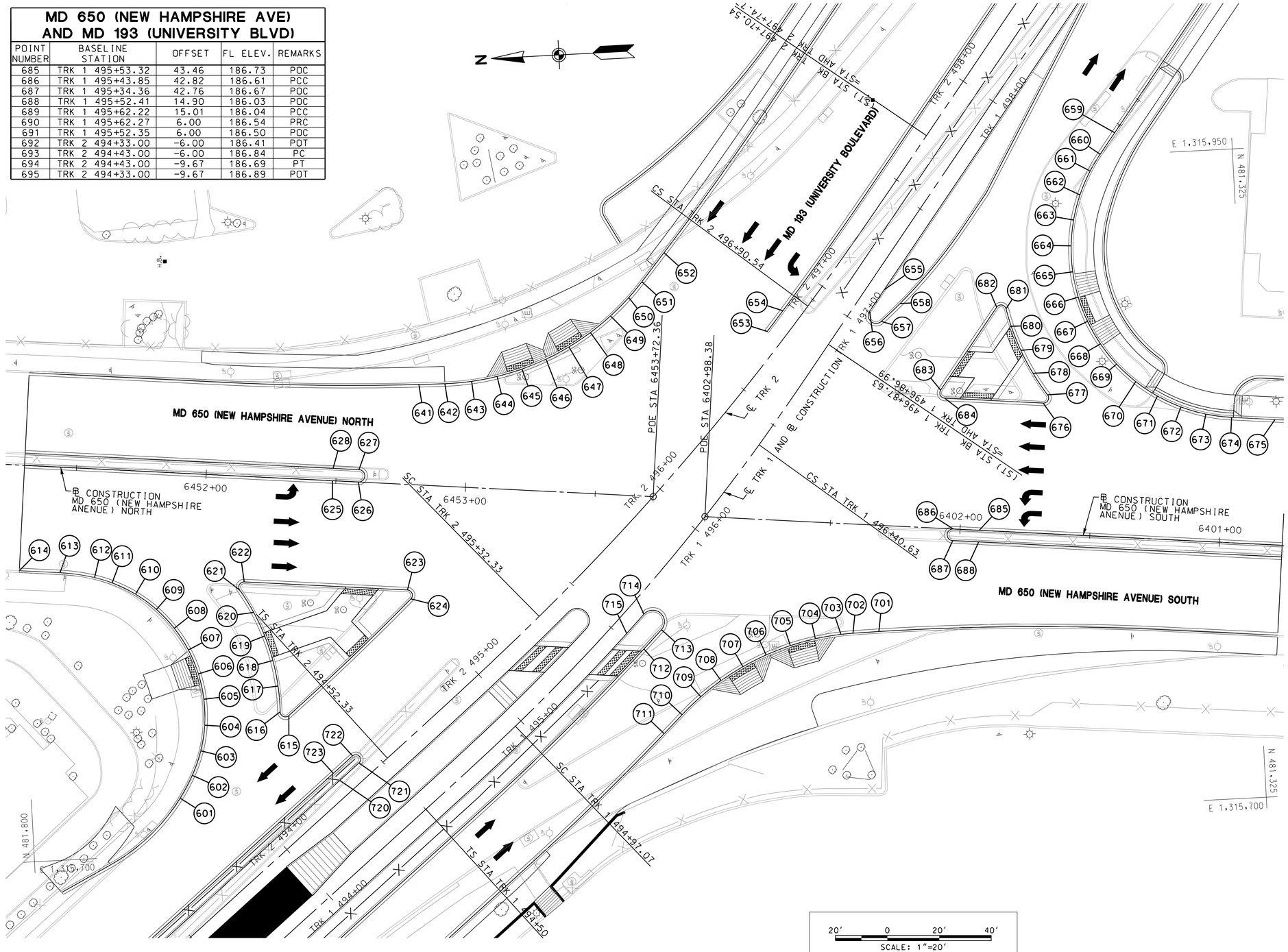
c:\pwworking\mtapw\stv-gregory wissman\d0106973\1042pTW9301.dgn
12/12/2013

MD 650 (NEW HAMPSHIRE AVE) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
601	TRK 2 493+82.90	-42.29	187.38	POC
602	TRK 2 493+92.31	-45.65	187.23	PCC
603	TRK 2 494+01.07	-50.44	187.09	POC
604	TRK 2 494+08.82	-56.74	186.94	POC
605	TRK 2 494+15.31	-64.33	186.79	POC
606	TRK 2 494+20.31	-72.97	186.64	POC
607	MD 650 N 6451+96.51	67.87	186.49	POC
608	MD 650 N 6451+90.66	59.78	186.34	POC
609	MD 650 N 6451+83.44	52.88	186.21	POC
610	MD 650 N 6451+75.09	47.40	186.14	POC
611	MD 650 N 6450+65.89	43.52	186.12	POC
612	MD 650 N 6451+59.04	41.82	186.14	PCC
613	MD 650 N 6451+45.64	40.61	186.26	PT
614	MD 650 N 6451+29.97	40.61	186.44	POE
615	TRK 2 494+35.31	-37.67	186.28	PC
616	TRK 2 494+33.80	-40.98	186.24	PRC
617	TRK 2 494+39.90	-48.90	186.17	POC
618	TRK 2 494+45.01	-57.48	186.02	POC
619	MD 650 N 6452+25.60	60.99	185.89	POC
620	MD 650 N 6452+20.91	52.16	185.75	POC
621	MD 650 N 6452+15.12	43.85	185.61	PRC
622	MD 650 N 6452+16.68	40.61	185.41	PT
623	MD 650 N 6452+79.61	40.61	184.86	PC
624	TRK 2 495+00.89	-39.08	185.01	PT
625	MD 650 N 6452+48.68	0.00	184.87	POT
626	MD 650 N 6452+58.68	0.00	184.69	PC
627	MD 650 N 6452+58.68	-4.75	185.23	PT
628	MD 650 N 6452+48.68	-4.75	185.45	POT
629	MD 650 N 6452+80.11	-38.65	184.04	POC
630	MD 650 N 6452+90.07	-39.46	184.00	PCC
631	MD 650 N 6453+00.31	-40.88	183.98	POC
632	MD 650 N 6453+10.02	-43.25	184.01	POC
633	MD 650 N 6453+19.44	-46.57	184.09	POC
634	MD 650 N 6453+28.49	-50.83	184.22	POC
635	MD 650 N 6453+37.07	-55.96	184.39	POC
636	TRK 2 496+29.03	-59.62	184.56	POC
637	TRK 2 496+39.46	-57.33	184.71	POC
638	TRK 2 496+50.01	-56.72	184.84	POC
639	TRK 2 496+58.39	-56.56	184.93	PT
640	TRK 2 496+73.29	-56.67	185.06	PC
641	TRK 2 496+73.29	-6.67	186.07	POB
642	TRK 2 496+83.36	-6.67	186.22	POT
643	TRK 1 497+16.42	6.00	186.72	POT
644	TRK 1 497+06.43	6.00	186.66	PC
645	TRK 1 497+05.70	11.91	186.82	PT
646	TRK 1 497+15.47	14.05	186.88	POC
647	TRK 1 498+16.26	45.67	186.90	POT
648	TRK 1 498+06.26	45.67	186.96	PT
649	TRK 1 497+98.75	46.10	187.01	POC
650	TRK 1 497+88.95	48.01	187.12	POC
651	TRK 1 497+79.55	51.41	187.29	POC
652	TRK 1 497+70.78	56.20	187.52	POC
653	TRK 1 497+62.86	62.28	187.80	PCC
654	TRK 1 497+55.95	69.50	188.12	POC
655	TRK 1 497+50.54	77.70	188.44	POC
656	MD 650 S 6401+49.55	74.03	188.76	POC
657	MD 650 S 6401+42.91	65.55	189.08	POC
658	MD 650 S 6401+35.24	60.17	189.40	POC
659	MD 650 S 6401+26.66	55.05	189.73	POC
660	MD 650 S 6401+17.40	51.30	190.05	POC
661	MD 650 S 6401+07.67	49.01	190.37	POC
662	MD 650 S 6401+97.71	48.25	190.69	PC
663	MD 650 S 6401+80.96	48.25	191.24	POB
664	MD 650 S 6401+70.46	50.14	188.28	PT
665	MD 650 S 6401+68.93	53.43	188.30	PRC
666	MD 650 S 6401+74.93	61.42	188.05	POC
667	TRK 1 497+26.60	62.67	187.79	POC
668	TRK 1 497+32.21	54.40	187.53	POC
669	TRK 1 497+36.65	48.99	187.32	PRC
670	TRK 1 497+35.15	45.67	187.17	PC
671	TRK 1 496+96.62	45.67	187.24	PT
672	TRK 1 496+94.87	48.64	187.46	PC
673	MD 650 S 6401+92.60	0.00	188.54	POT
674	MD 650 S 6402+02.60	0.00	188.24	PC
675	MD 650 S 6402+02.60	-4.50	188.21	PT
676	MD 650 S 6401+92.60	-4.50	188.50	POT
677	MD 650 S 6402+29.28	-40.87	187.52	POC
678	MD 650 S 6402+39.21	-42.03	187.41	PCC
679	MD 650 S 6402+43.82	-42.70	187.36	POC
680	MD 650 S 6402+53.58	-44.86	187.26	POC
681	MD 650 S 6402+63.07	-47.98	187.15	POC
682	TRK 1 495+80.38	-44.86	187.05	POC
683	TRK 1 495+71.70	48.03	186.94	POC
684	TRK 1 495+62.64	45.20	186.84	POC

MD 650 (NEW HAMPSHIRE AVE) AND MD 193 (UNIVERSITY BLVD)

POINT NUMBER	BASELINE STATION	OFFSET	FL ELEV.	REMARKS
685	TRK 1 495+53.32	43.46	186.73	POC
686	TRK 1 495+43.85	42.82	186.61	PCC
687	TRK 1 495+34.36	42.76	186.67	POC
688	TRK 1 495+52.41	14.90	186.03	POC
689	TRK 1 495+62.22	15.01	186.04	PCC
690	TRK 1 495+62.27	6.00	186.54	PRC
691	TRK 1 495+52.35	6.00	186.50	POC
692	TRK 2 494+33.00	-6.00	186.41	POT
693	TRK 2 494+43.00	-6.00	186.84	PC
694	TRK 2 494+43.00	-9.67	186.69	PT
695	TRK 2 494+33.00	-9.67	186.89	POT



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION

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License No. Expiration Date

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INTERSECTION DETAIL
UNIVERSITY BLVD AT NEW HAMPSHIRE AVE

DATE: DECEMBER 2013 SCALE: 1" = 20'

CONTRACT NO. T-1042-0220

DRAWING NO. ID-17

SHEET NO. 227 OF 691

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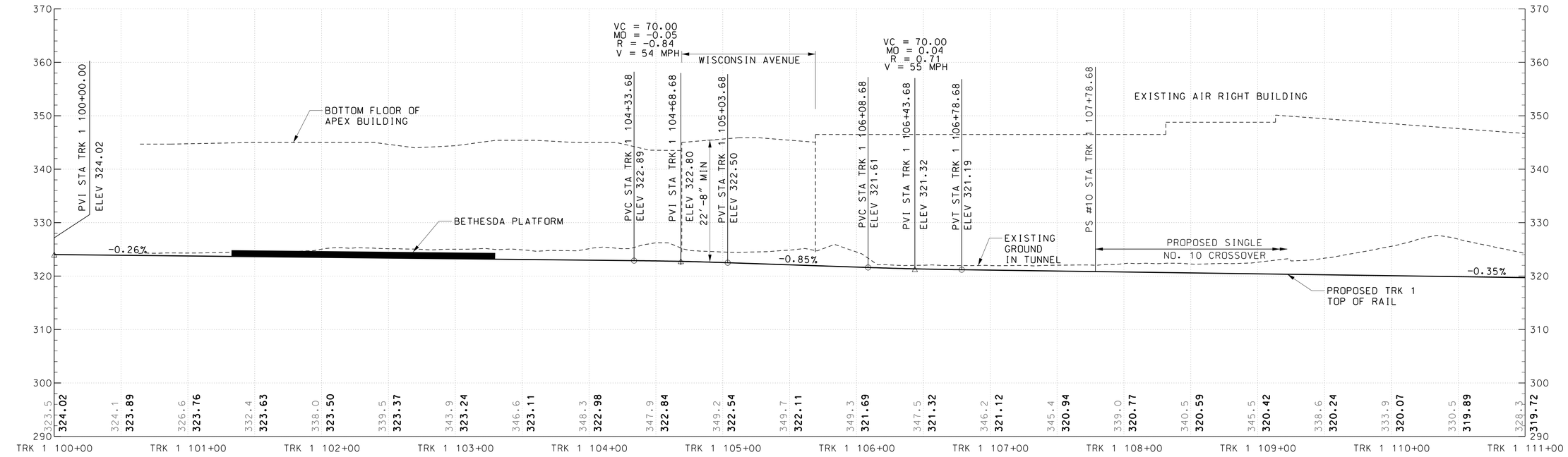
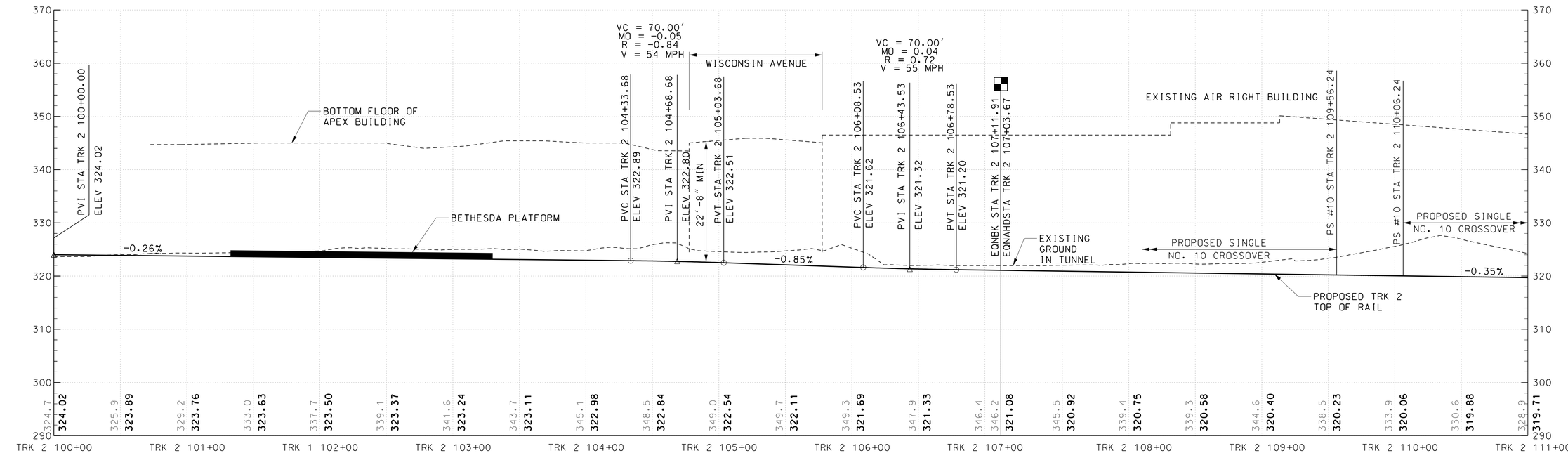
12/12/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 100+00 TO STA TRK 1 111+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-01
SHEET NO. 242 OF 691

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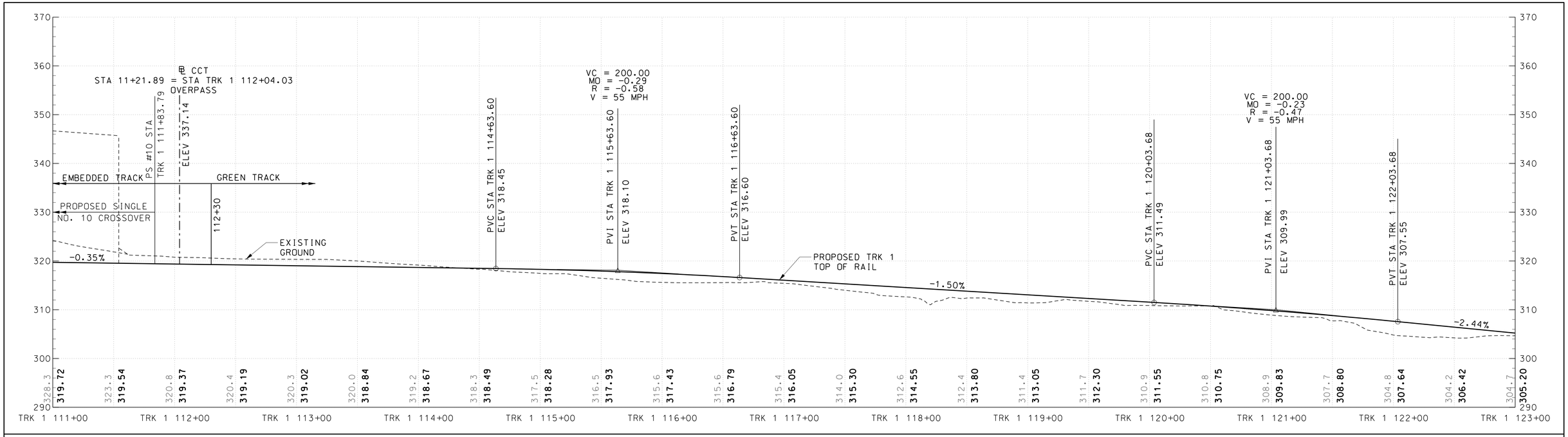
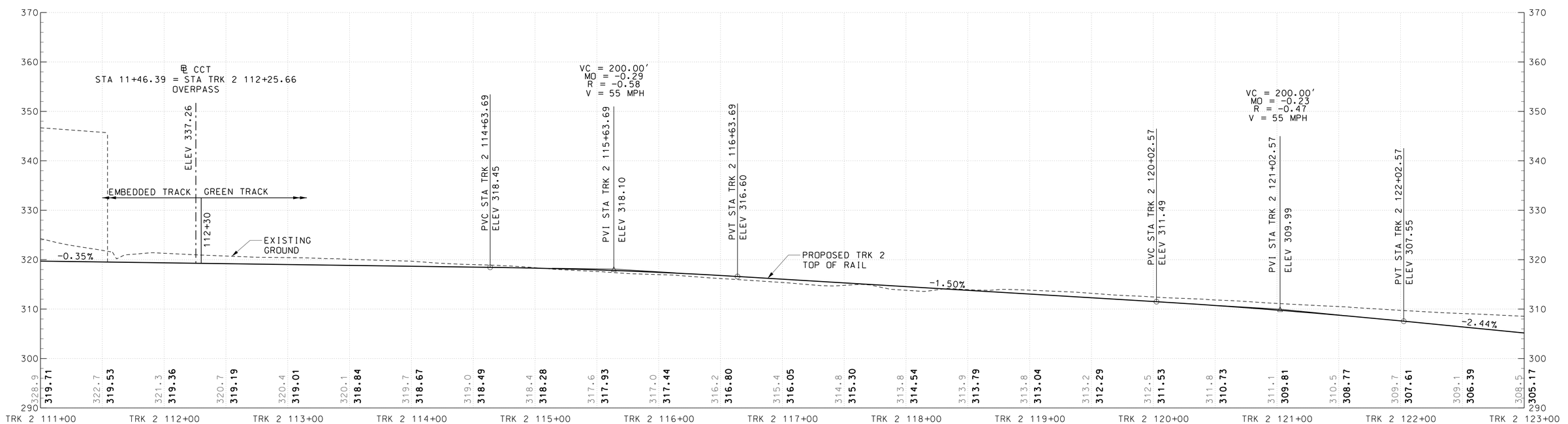
12/11/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 111+00 TO STA TRK 1 123+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-02
SHEET NO. 243 OF 691

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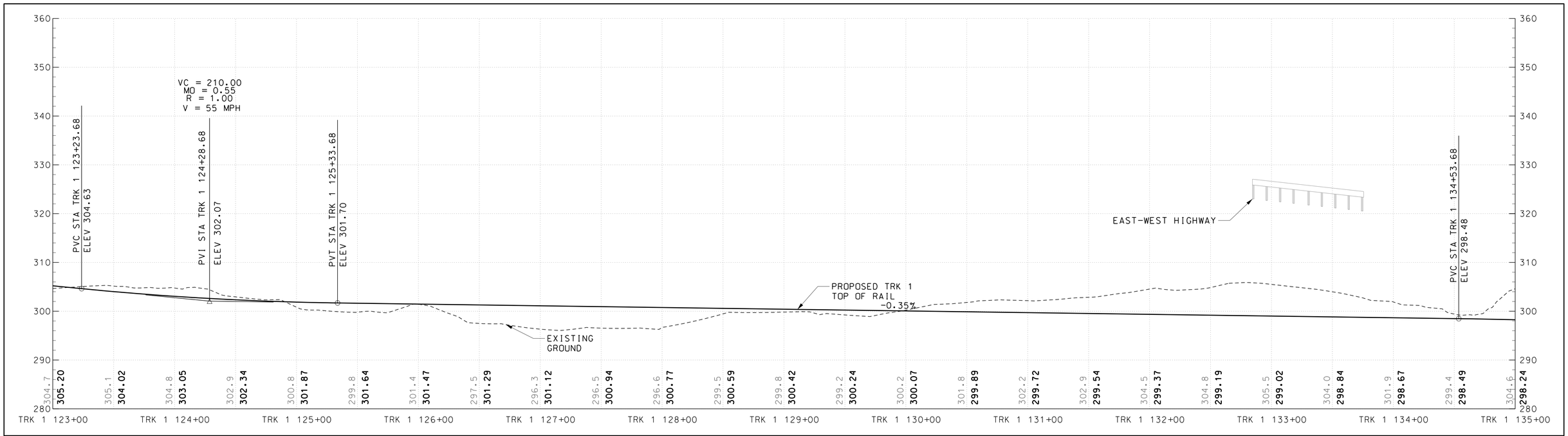
12/11/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

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DESGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 123+00 TO STA TRK 1 135+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–03
SHEET NO. 244 OF 691

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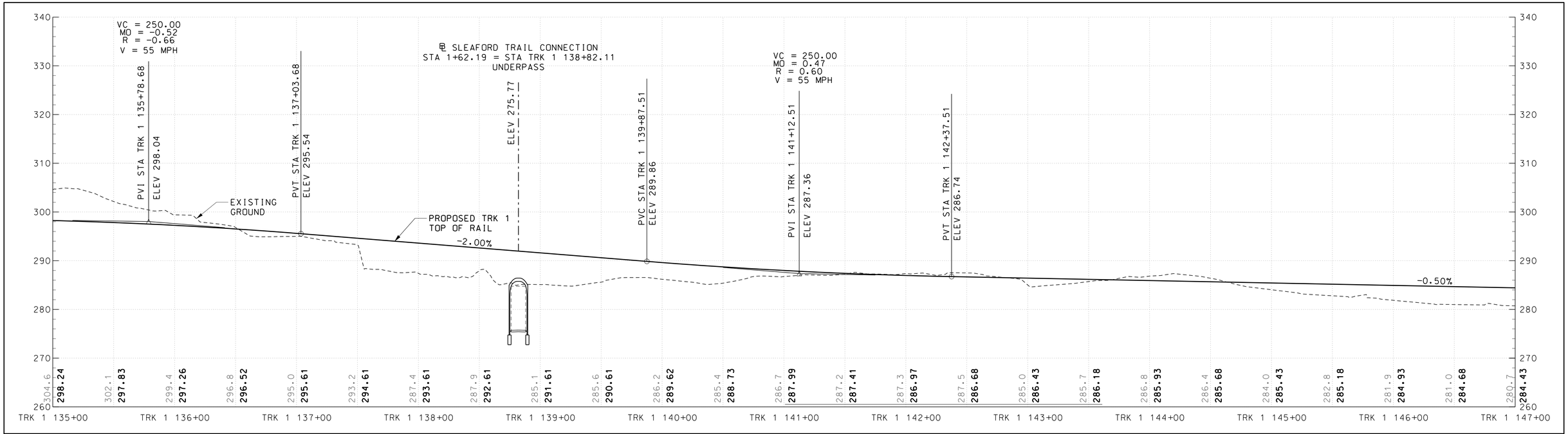
12/11/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 135+00 TO STA TRK 1 147+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–04
SHEET NO. 245 OF 691

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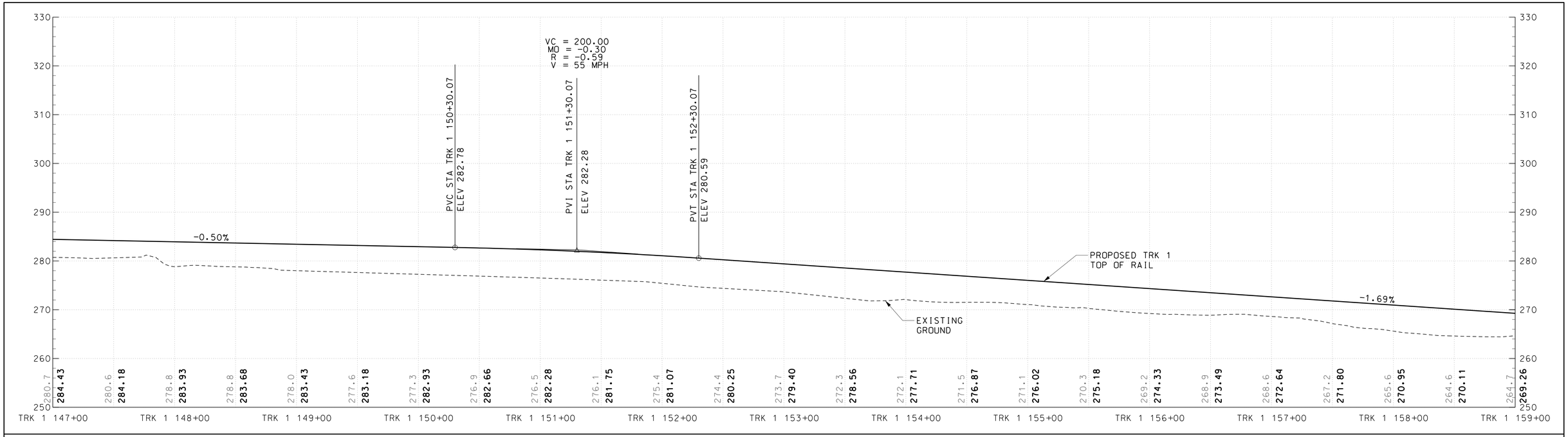
12/11/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 147+00 TO STA TRK 1 159+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–05
SHEET NO. 246 OF 691

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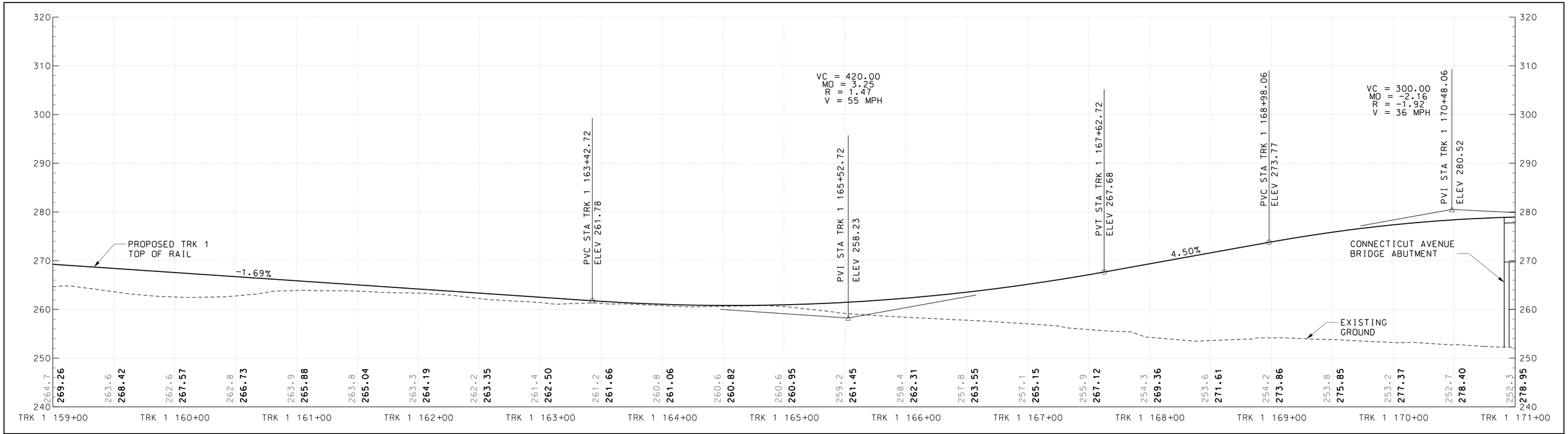
12/11/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 159+00 TO STA TRK 1 171+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–06
SHEET NO. 247 OF 691

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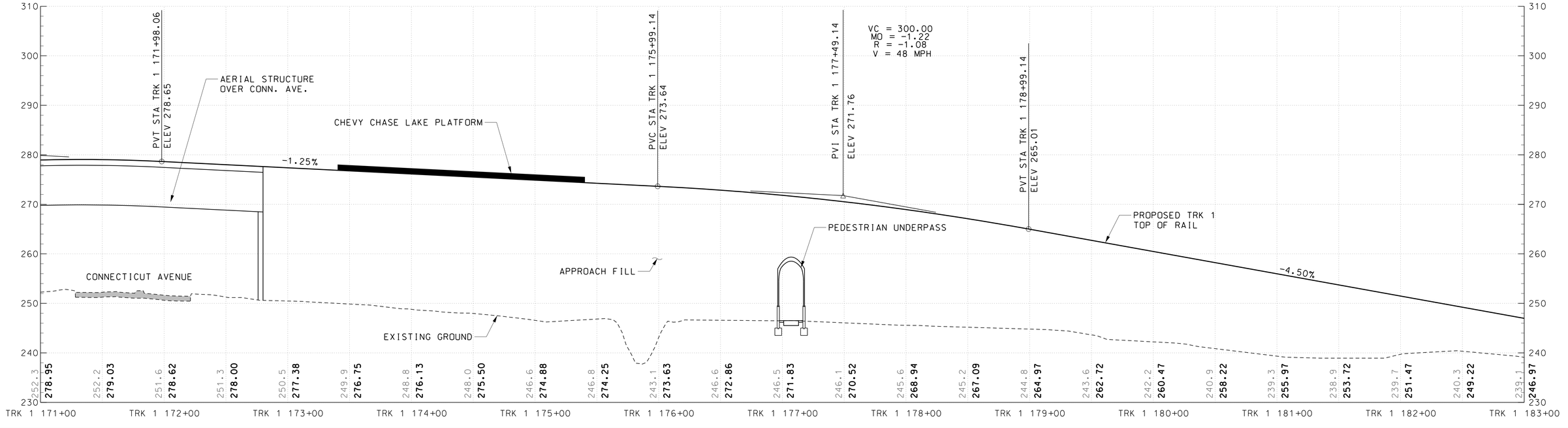
12/11/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

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DESGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 171+00 TO STA TRK 1 183+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–07
SHEET NO. 248 OF 691

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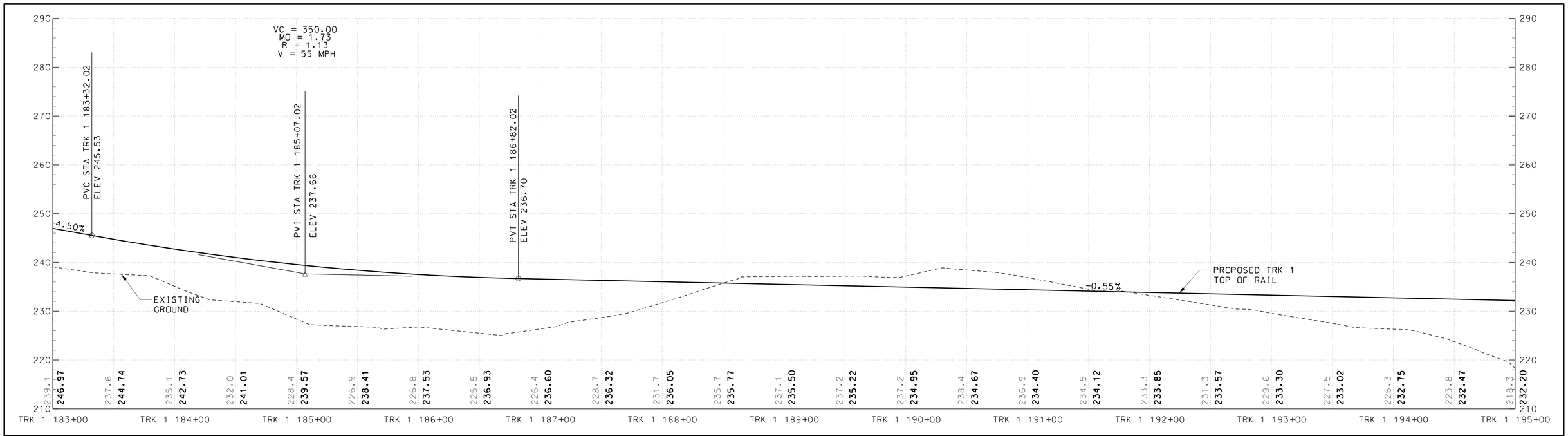
12/11/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 183+00 TO STA TRK 1 195+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–08
SHEET NO. 249 OF 691

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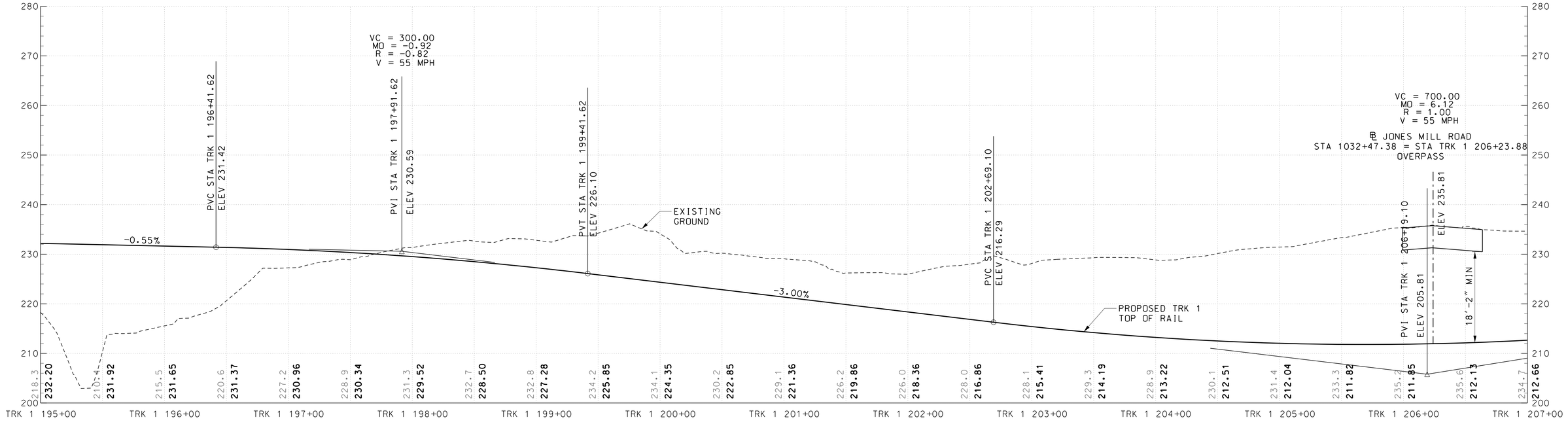
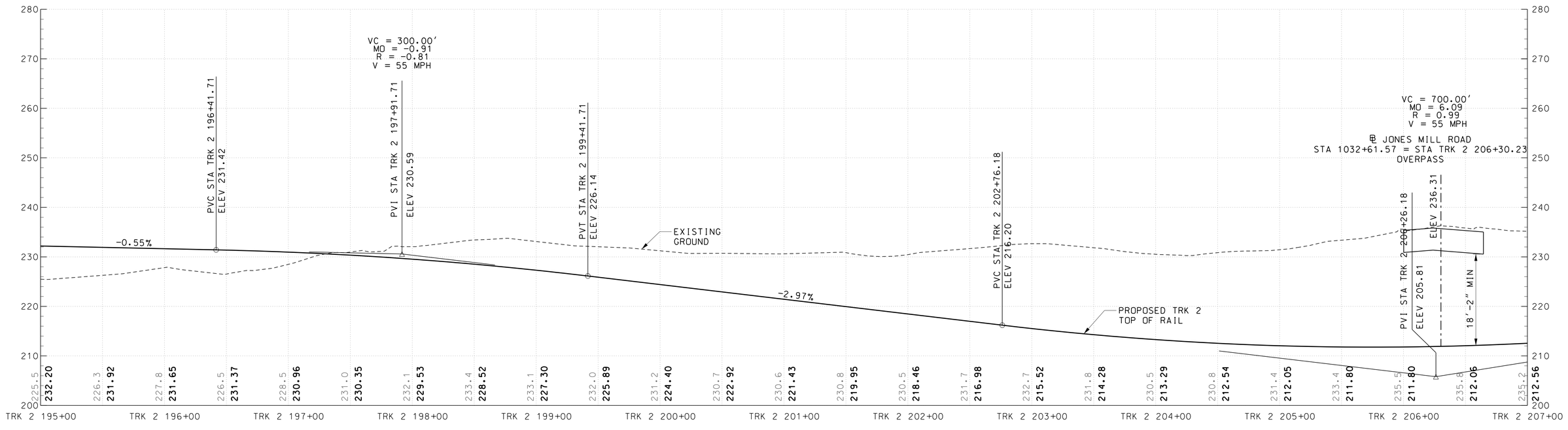
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 195+00 TO STA TRK 1 207+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-09
SHEET NO. 250 OF 691

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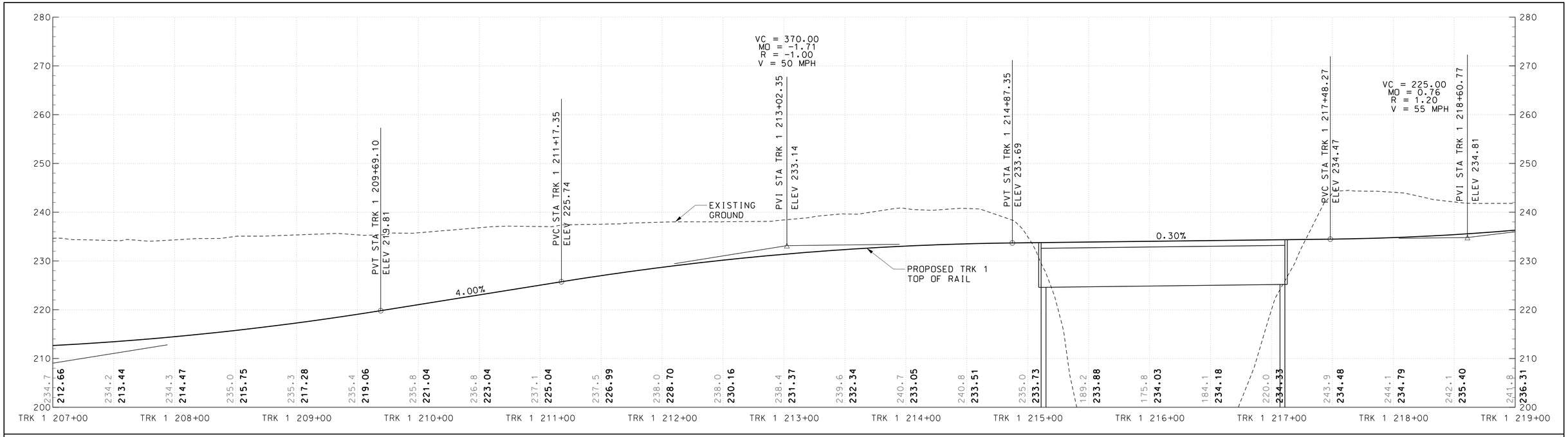
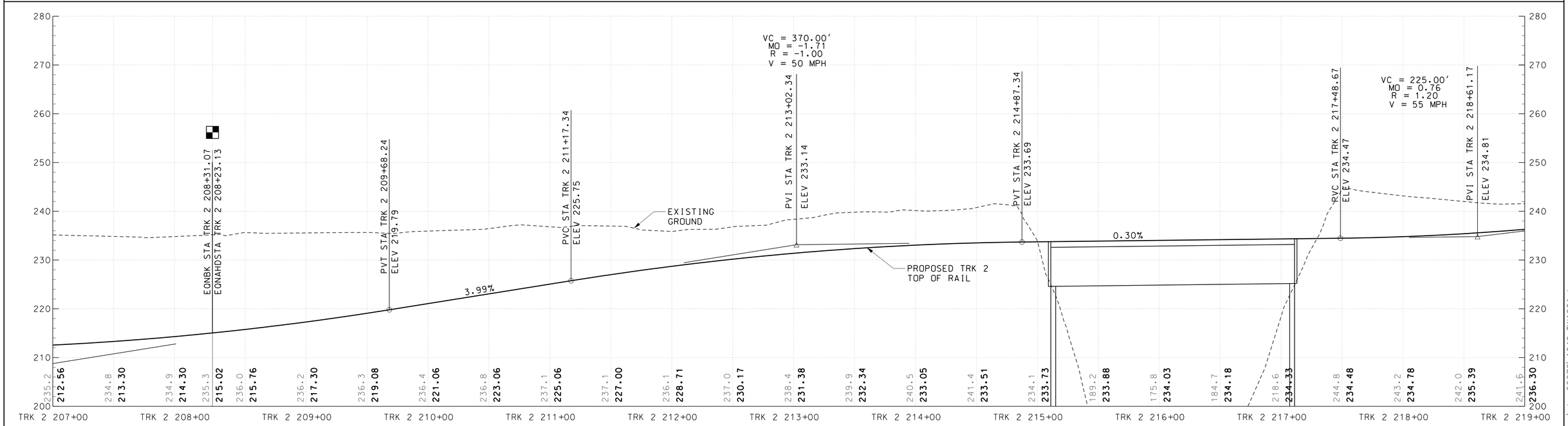
12/11/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

PROFESSIONAL CERTIFICATION

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 207+00 TO STA TRK 1 219+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-10
SHEET NO. 251 OF 691

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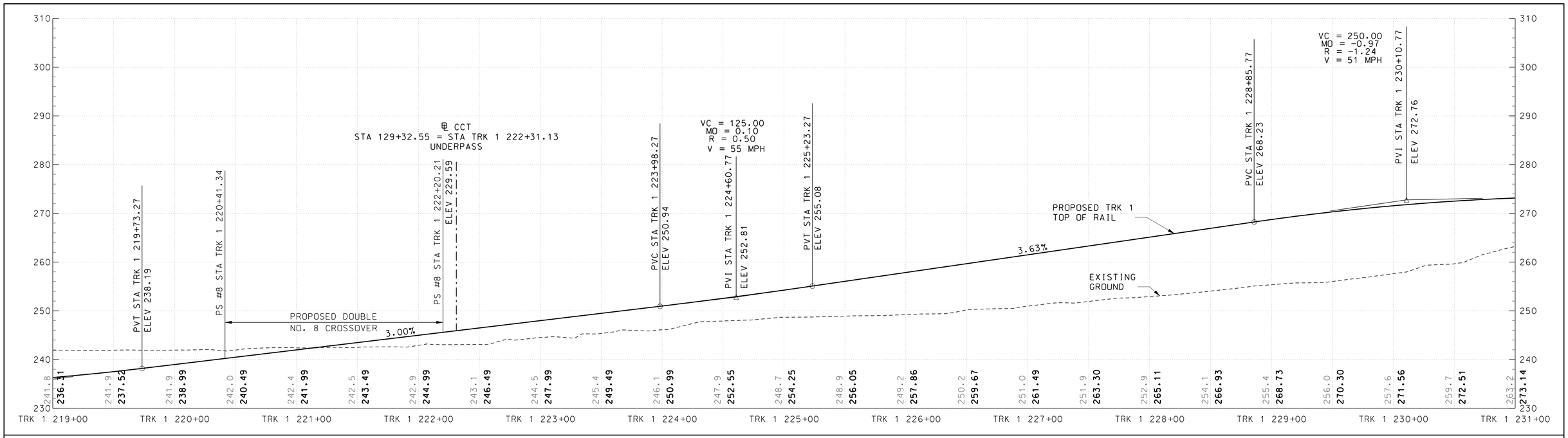
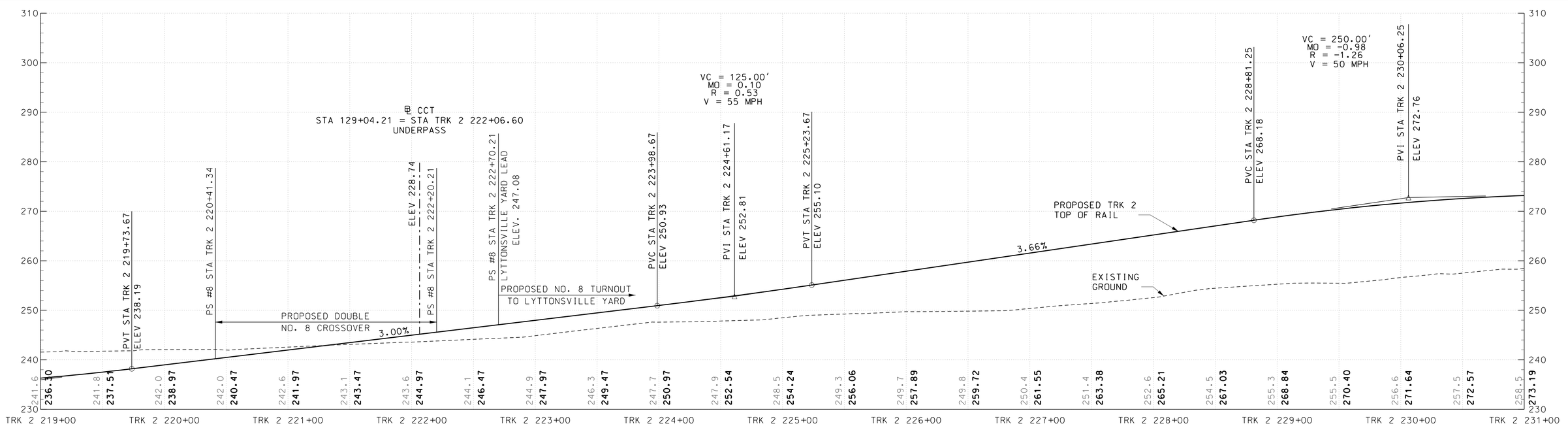
12/11/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 219+00 TO STA TRK 1 231+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-11
SHEET NO. 252 OF 691

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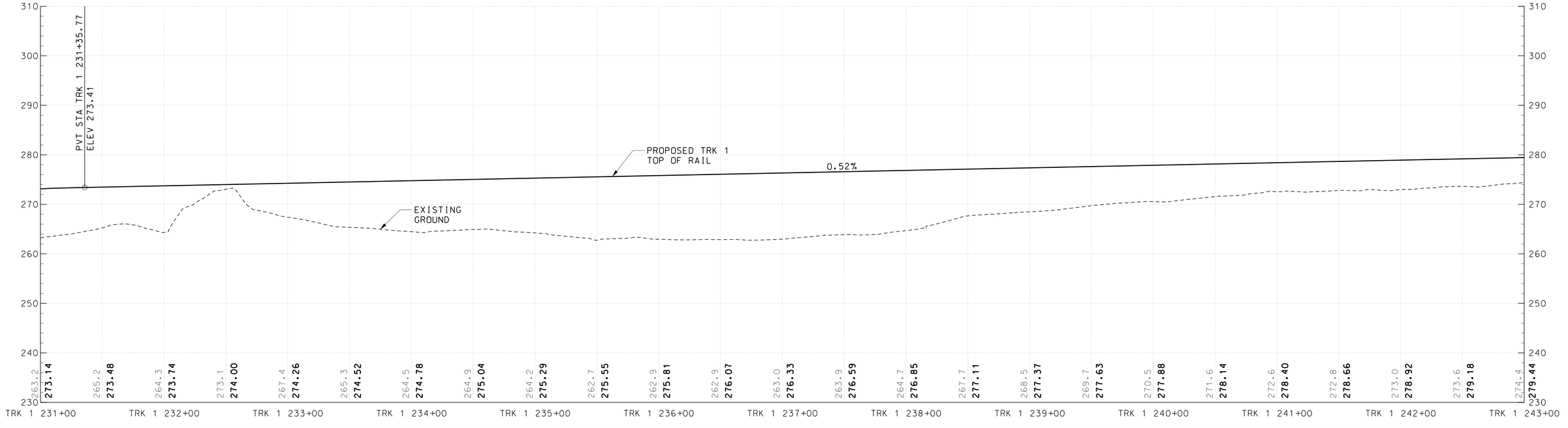
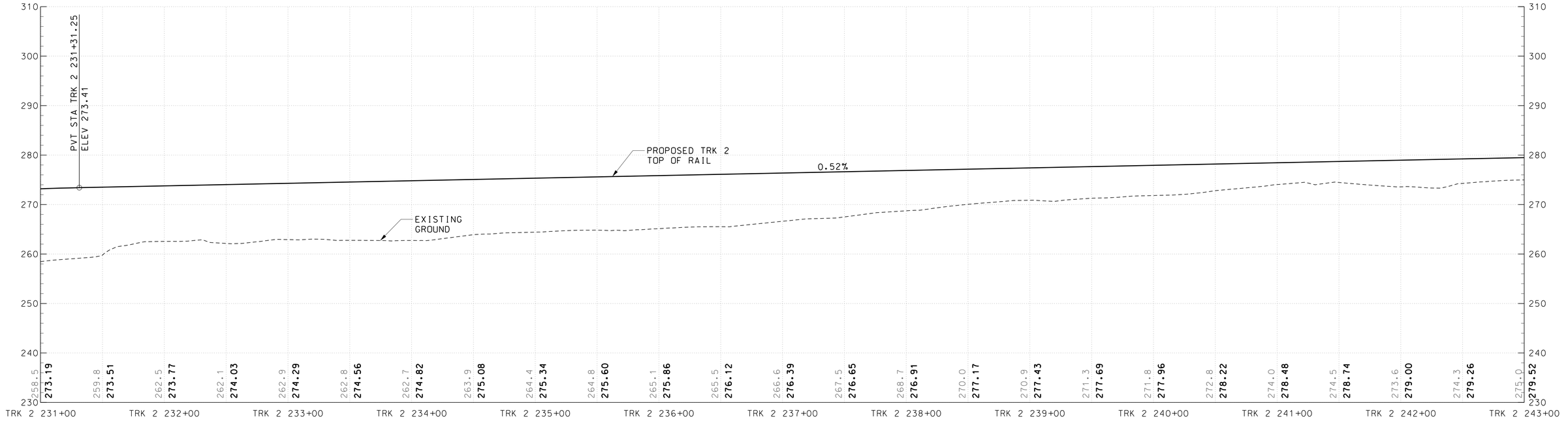
12/11/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 231+00 TO STA TRK 1 243+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–12
SHEET NO. 253 OF 691

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12/11/2013

℄ LYTTONSVILLE ROAD
STA 1056+19.97 = STA TRK 1 245+08.21
OVERPASS
VC = 200.00
MO = 0.30
R = 0.59
V = 55 MPH

ELEV 308.66

PVC STA TRK 1 243+60.77
ELEV 279.75

PVI STA TRK 1 244+60.77
ELEV 280.27

21'-0" MIN

PVT STA TRK 1 245+60.77
ELEV 281.97

PS #10 STA TRK 1 252+59.25
LYTTONSVILLE YARD LEAD
ELEV. 293.85

PROPOSED
NO. 10 TURNOUT
TO LYTTONSVILLE YARD
1.70%

LYTTONSVILLE PLATFORM

EXISTING
GROUND

PROPOSED TRK 1
TOP OF RAIL

0.52%

TRK 1 243+00	TRK 1 244+00	TRK 1 245+00	TRK 1 246+00	TRK 1 247+00	TRK 1 248+00	TRK 1 249+00	TRK 1 250+00	TRK 1 251+00	TRK 1 252+00	TRK 1 253+00	TRK 1 254+00	TRK 1 255+00
274.4 **279.44**	278.8 **279.70**	282.7 **280.00**	283.6 **280.45**	281.3 **281.05**	274.0 **281.79**	276.8 **282.64**	277.2 **283.49**	278.7 **284.34**	290.1 **285.19**	289.7 **286.04**	290.1 **286.89**	290.1 **287.74**
290.2 **288.59**	290.4 **289.44**	290.2 **290.29**	289.3 **291.14**	289.7 **291.99**	290.0 **292.84**	290.4 **293.69**	291.8 **294.54**	292.7 **295.39**	293.1 **296.24**	293.3 **297.09**	294.1 **297.94**	

℄ LYTTONSVILLE ROAD
STA 1056+49.12 = STA TRK 2 245+15.47
OVERPASS
VC = 200.00'
MO = 0.29
R = 0.59
V = 55 MPH

ELEV 309.04

PVC STA TRK 2 243+50.48
ELEV 279.75

EONBK STA TRK 2 243+85.20
EONAHDSTA TRK 2 244+02.77

PVI STA TRK 2 244+68.05
ELEV 280.27

21'-0" MIN

PVT STA TRK 2 245+68.05
ELEV 281.97

PS #10 STA TRK 2 252+28.28
LYTTONSVILLE YARD LEAD
ELEV. 293.19

PVC STA TRK 2 253+18.05
ELEV 294.72

PVI STA TRK 2 254+18.05
ELEV 296.42

VC = 200.00'
MO = 0.09
R = 0.19
V = 55 MPH

PROPOSED
NO. 10 TURNOUT
TO LYTTONSVILLE YARD

LYTTONSVILLE PLATFORM

EXISTING
GROUND

1.70%

PROPOSED TRK 2
TOP OF RAIL

0.52%

TRK 2 243+00	TRK 2 244+03	TRK 2 245+00	TRK 2 246+00	TRK 2 247+00	TRK 2 248+00	TRK 2 249+00	TRK 2 250+00	TRK 2 251+00	TRK 2 252+00	TRK 2 253+00	TRK 2 254+00	TRK 2 255+00
275.0 **279.52**	275.3 **279.79**	276.5 **280.03**	277.1 **280.45**	278.5 **281.05**	281.3 **281.80**	281.7 **282.65**	282.4 **283.50**	283.0 **284.35**	288.1 **285.20**	290.8 **286.05**	289.3 **286.90**	289.5 **287.75**
290.2 **288.60**	289.2 **289.45**	290.1 **290.30**	289.4 **291.15**	290.3 **292.00**	290.2 **292.85**	290.9 **293.70**	292.8 **294.55**	293.2 **295.41**	293.2 **296.32**	295.6 **297.28**	295.4 **298.28**	

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 243+00 TO STA TRK 1 255+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-13
SHEET NO. 254 OF 691

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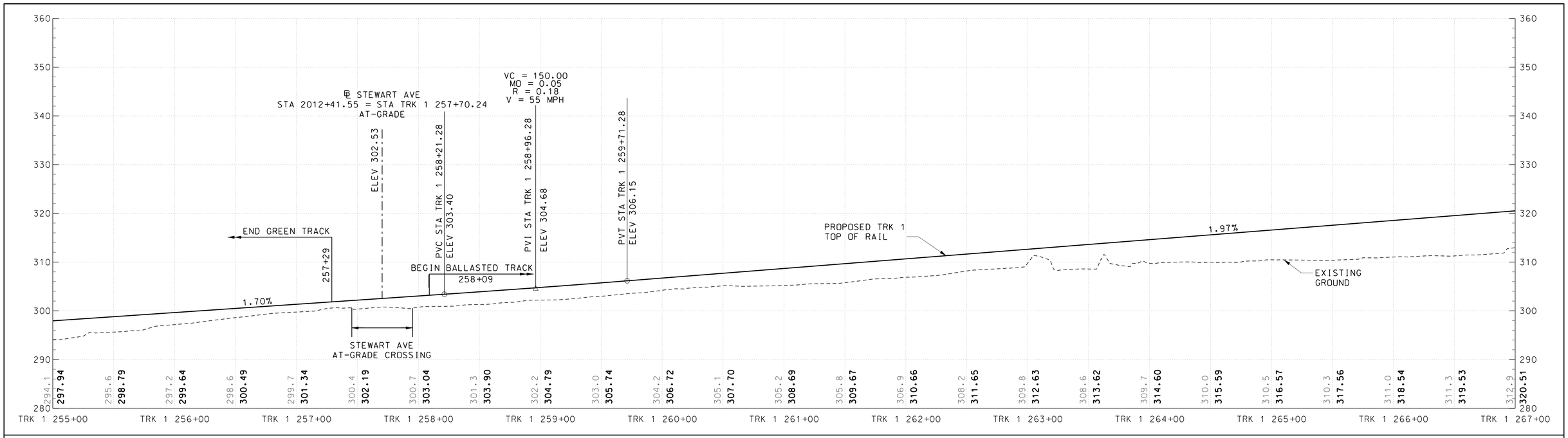
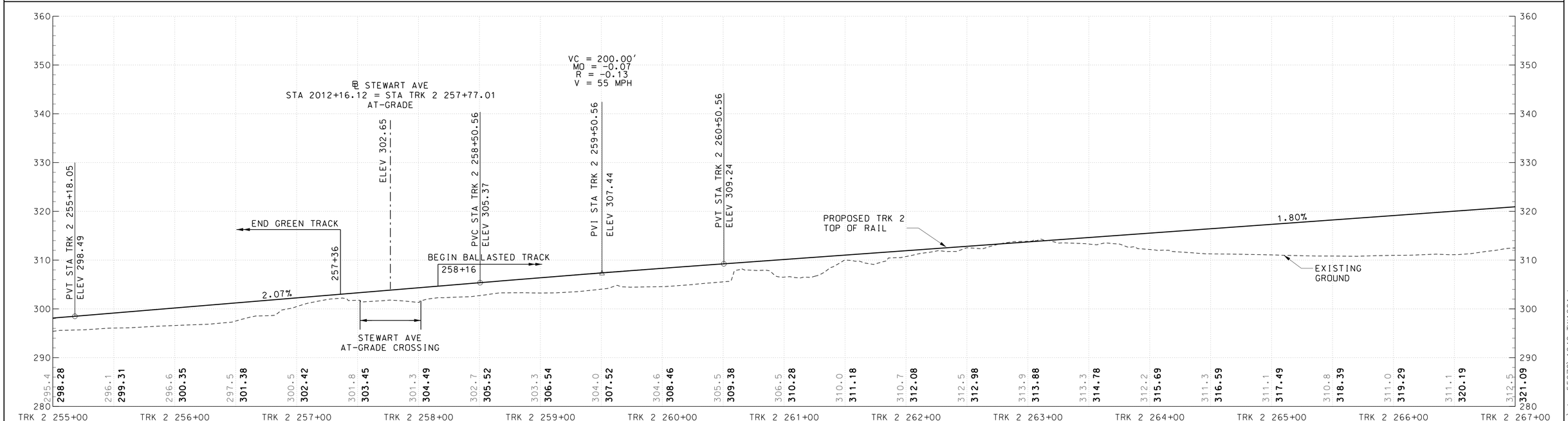
12/11/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 255+00 TO STA TRK 1 267+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-14
SHEET NO. 255 OF 691

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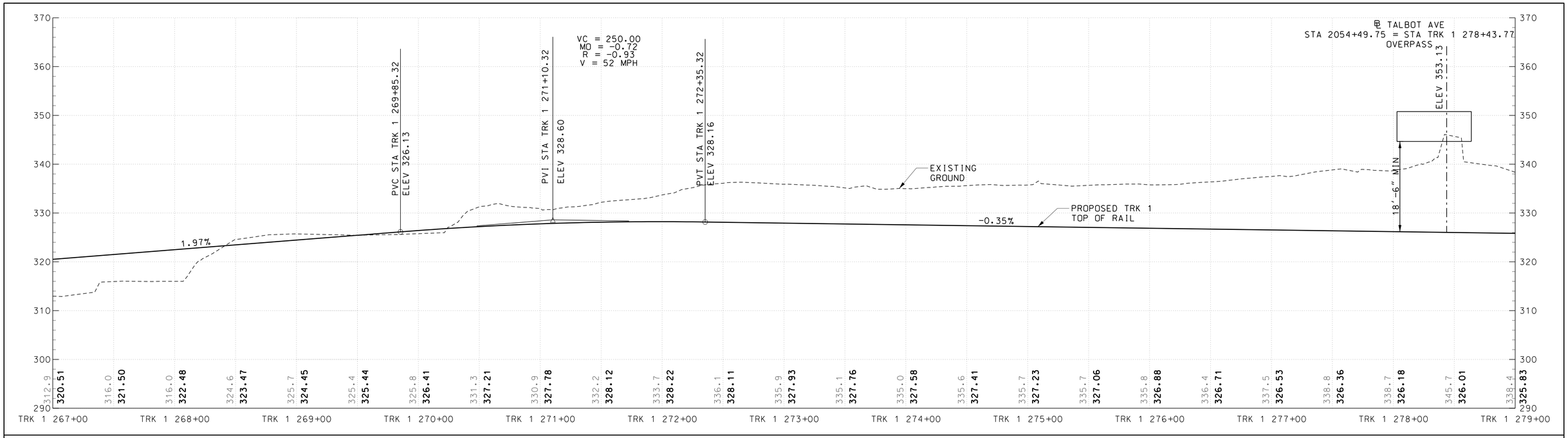
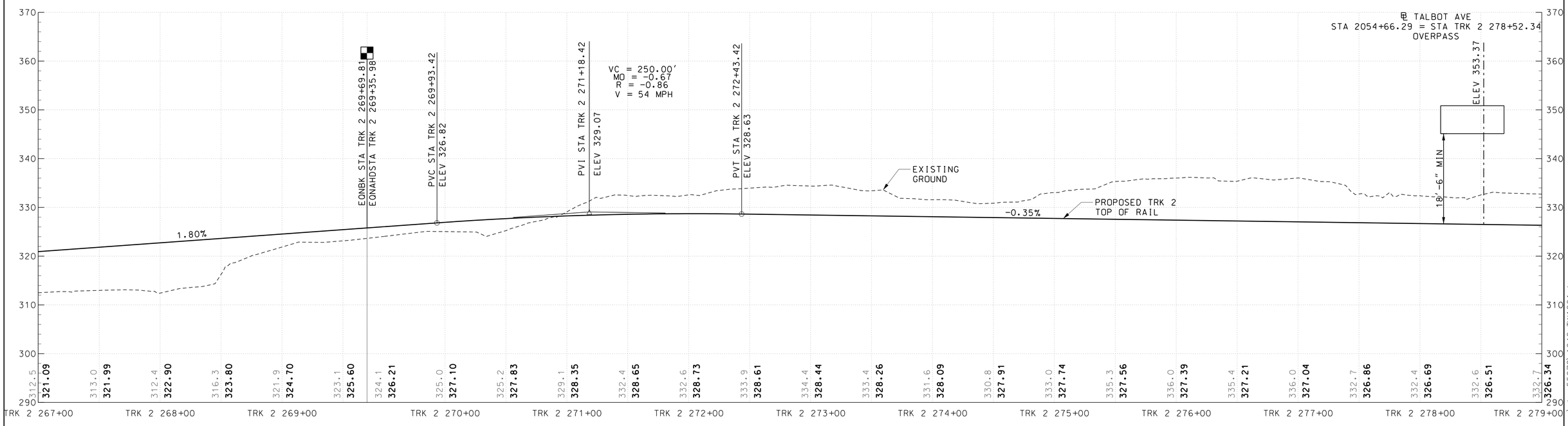
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 267+00 TO STA TRK 1 279+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-15
SHEET NO. 256 OF 691

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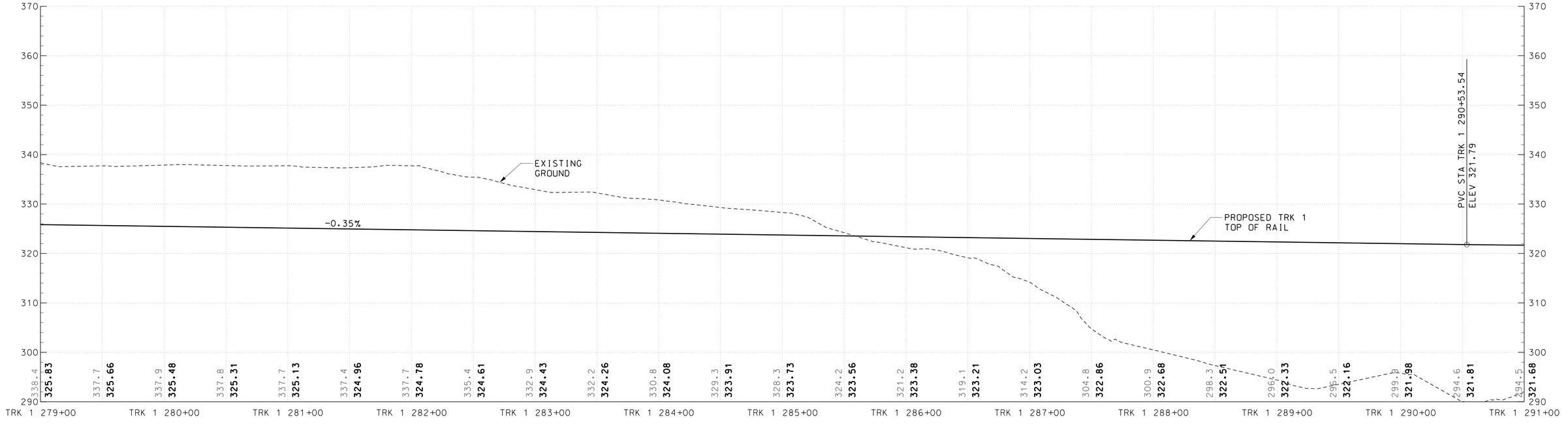
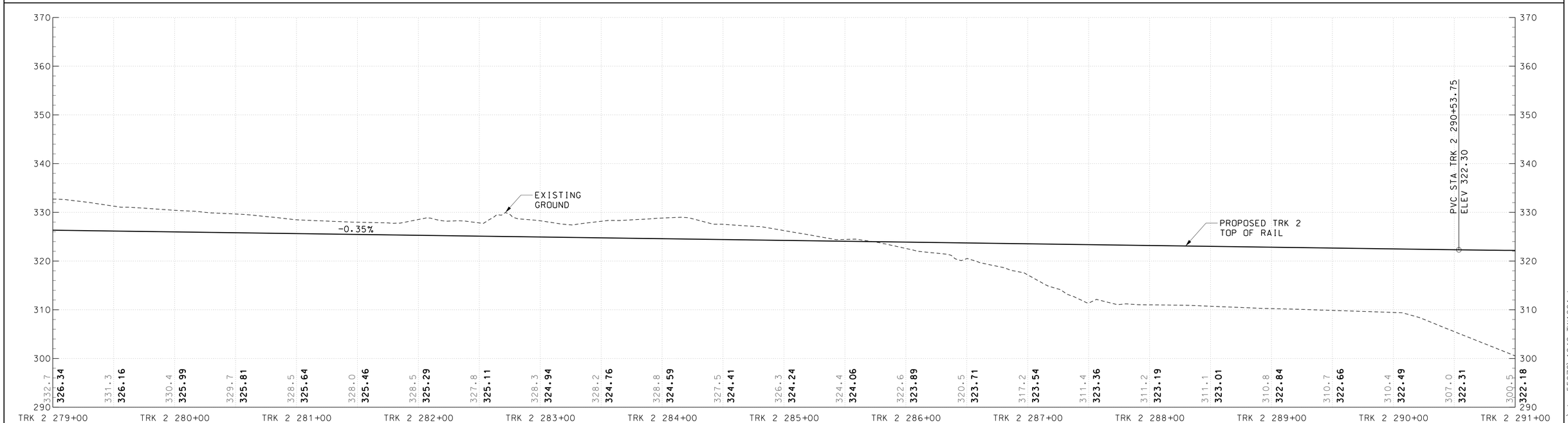
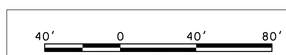
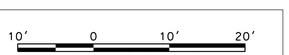
12/11/2013









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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 279+00 TO STA TRK 1 291+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–16
SHEET NO. 257 OF 691

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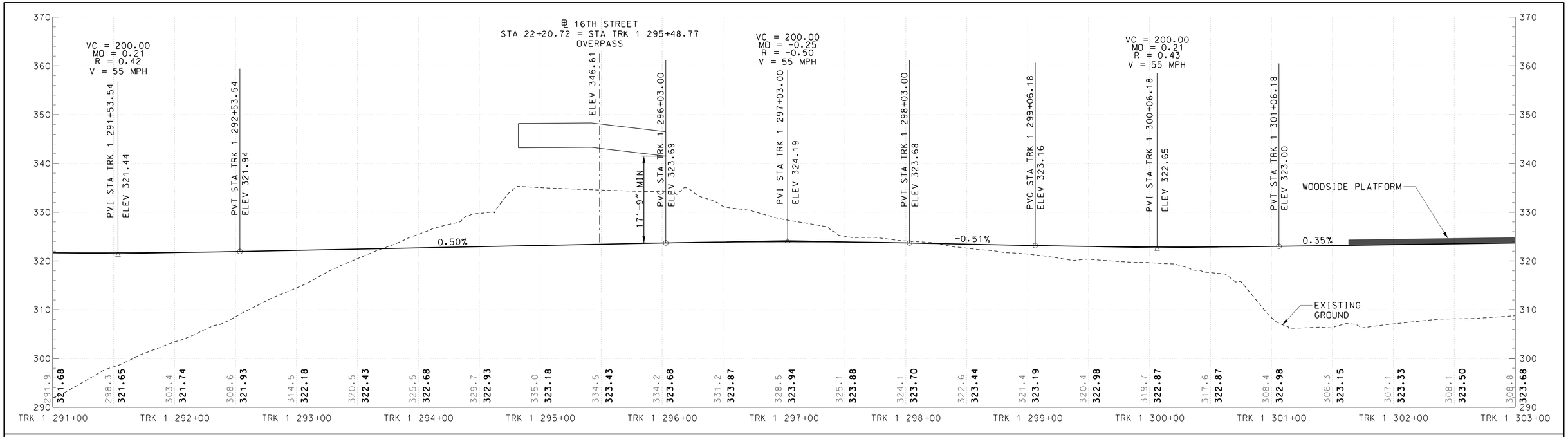
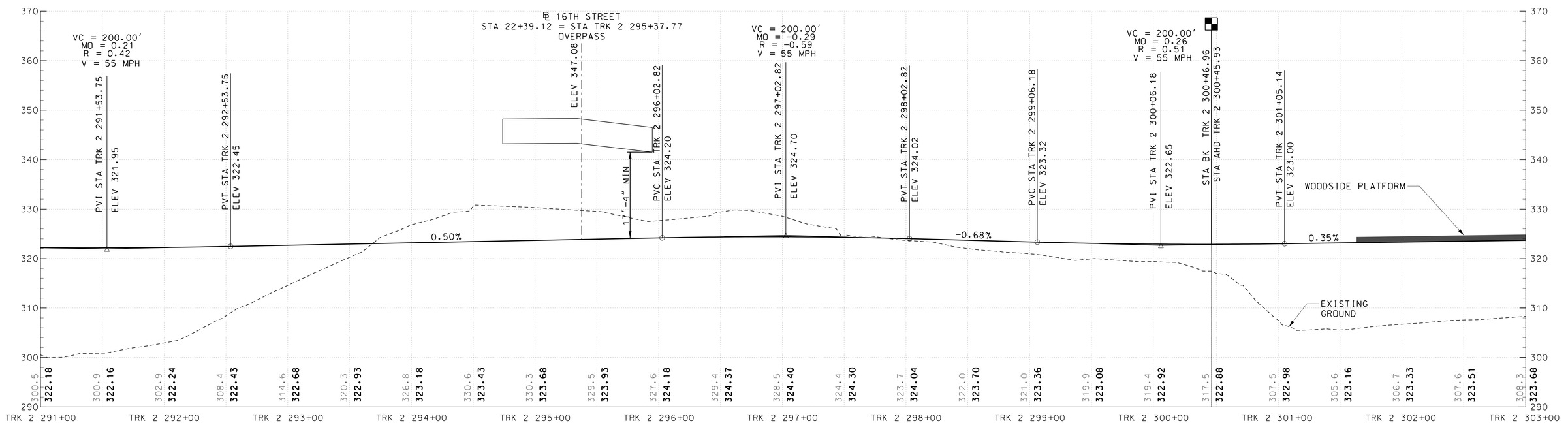
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 291+00 TO STA TRK 1 303+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-17
SHEET NO. 258 OF 691

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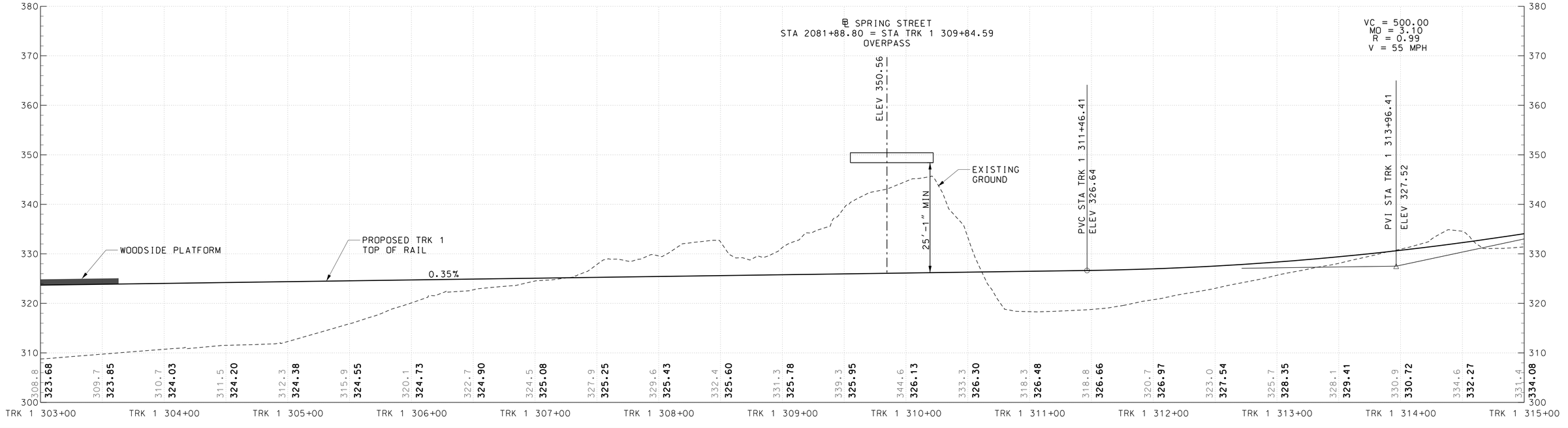
12/11/2013



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10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 303+00 TO STA TRK 1 315+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-18
SHEET NO. 259 OF 691

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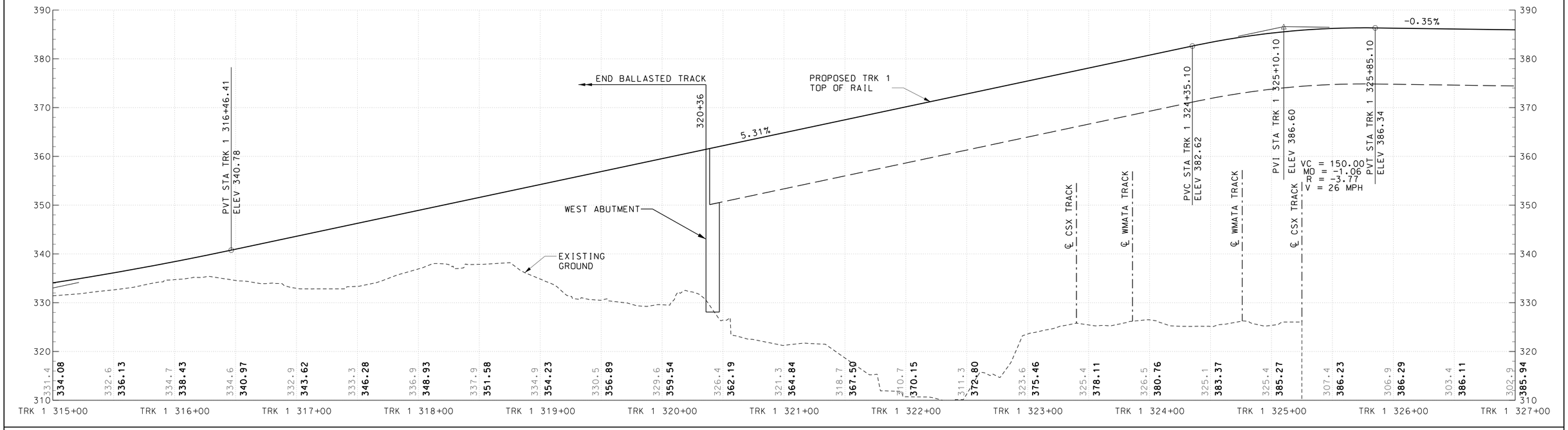
12/11/2013



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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE

STA TRK 1 315+00 TO STA TRK 1 327+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-19

SHEET NO. 260 OF 691

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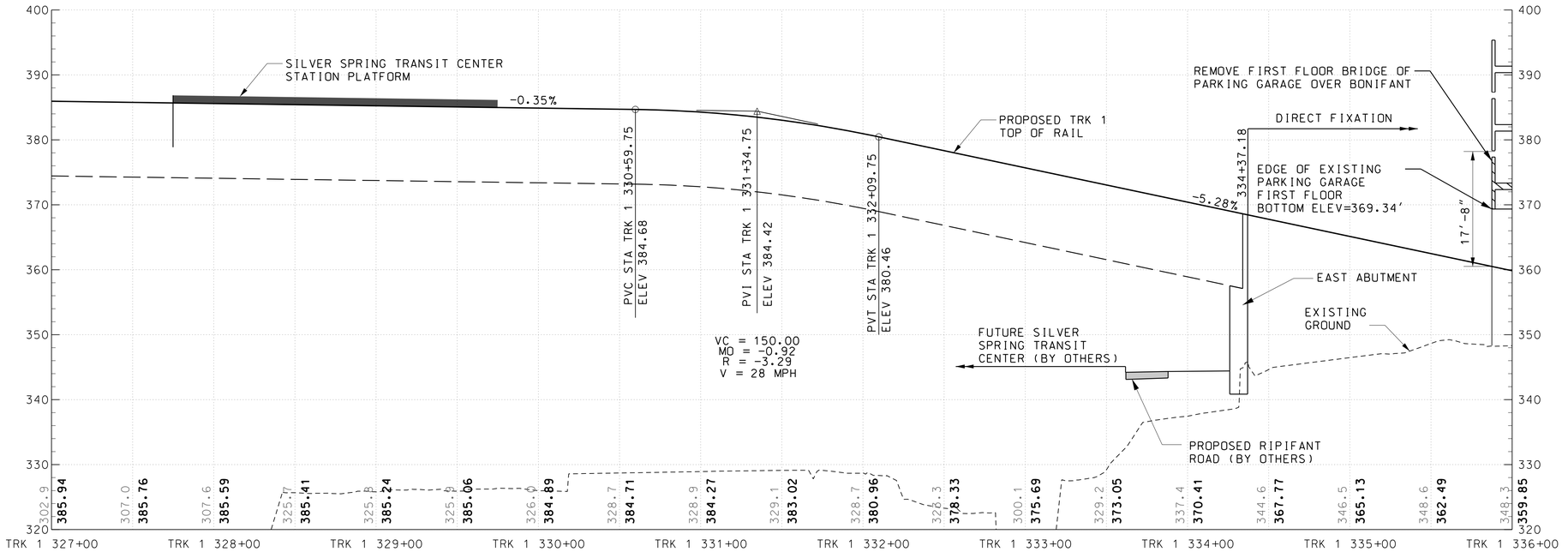
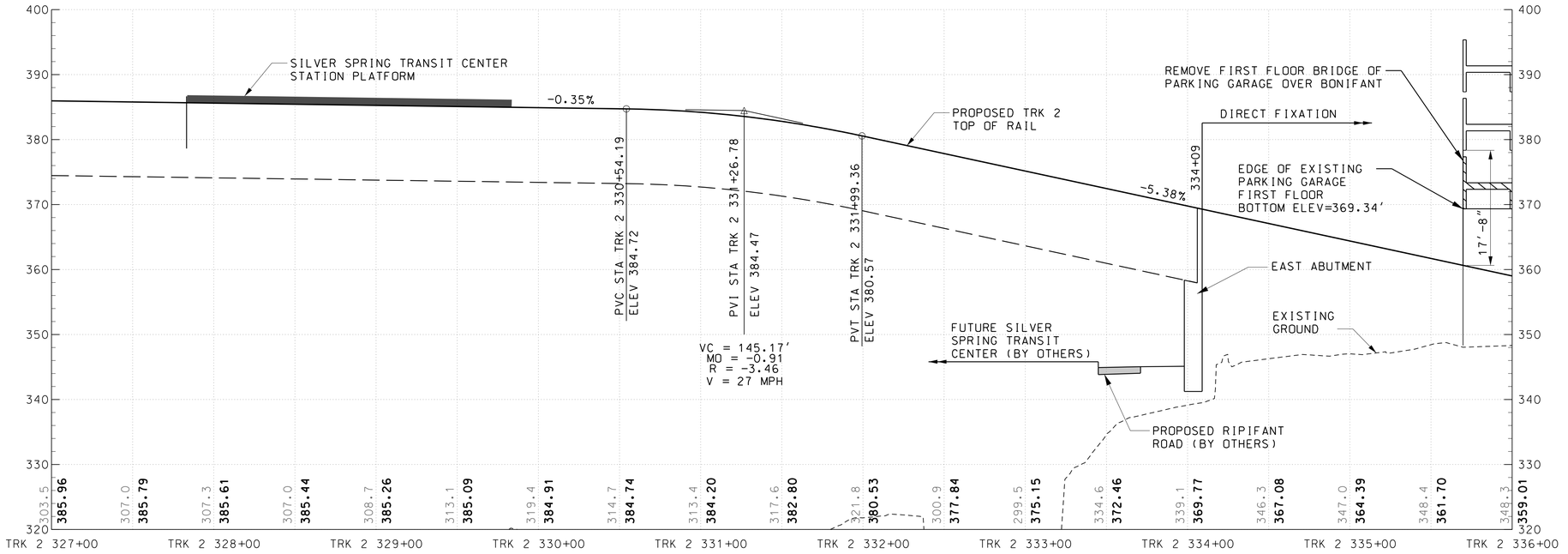
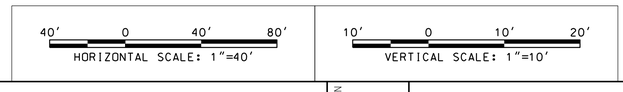
12/11/2013







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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE

STA TRK 1 327+00 TO STA TRK 1 336+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-20

SHEET NO. 261 OF 691

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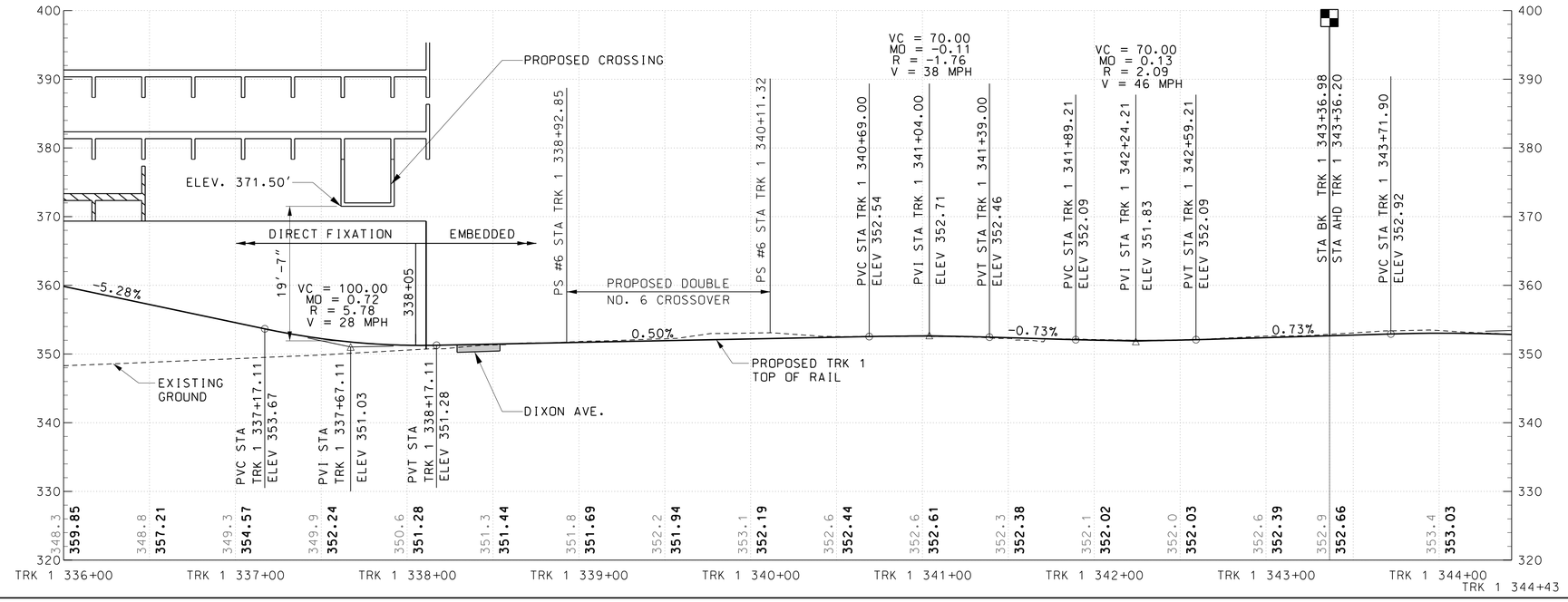
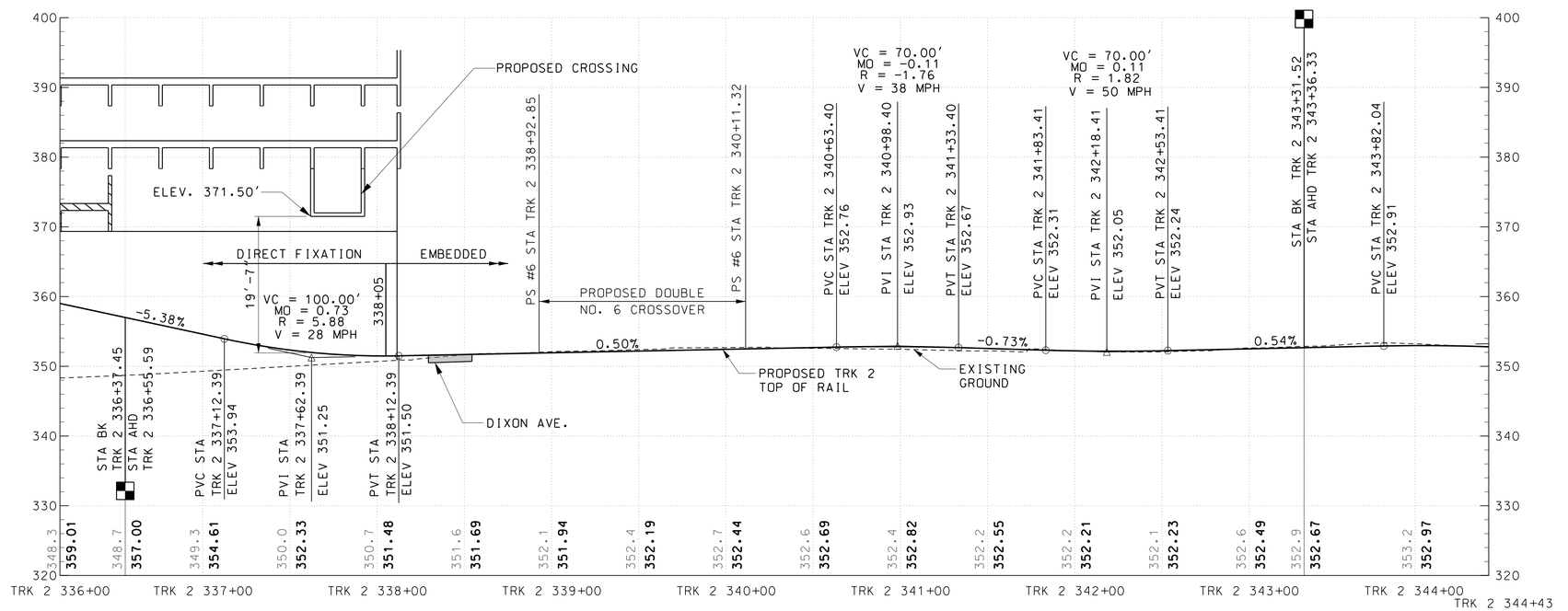
12/11/2013





HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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License No. _____ Expiration Date _____

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE
STA TRK 1 336+00 TO STA TRK 1 344+43

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-21

SHEET NO. 262 OF 691

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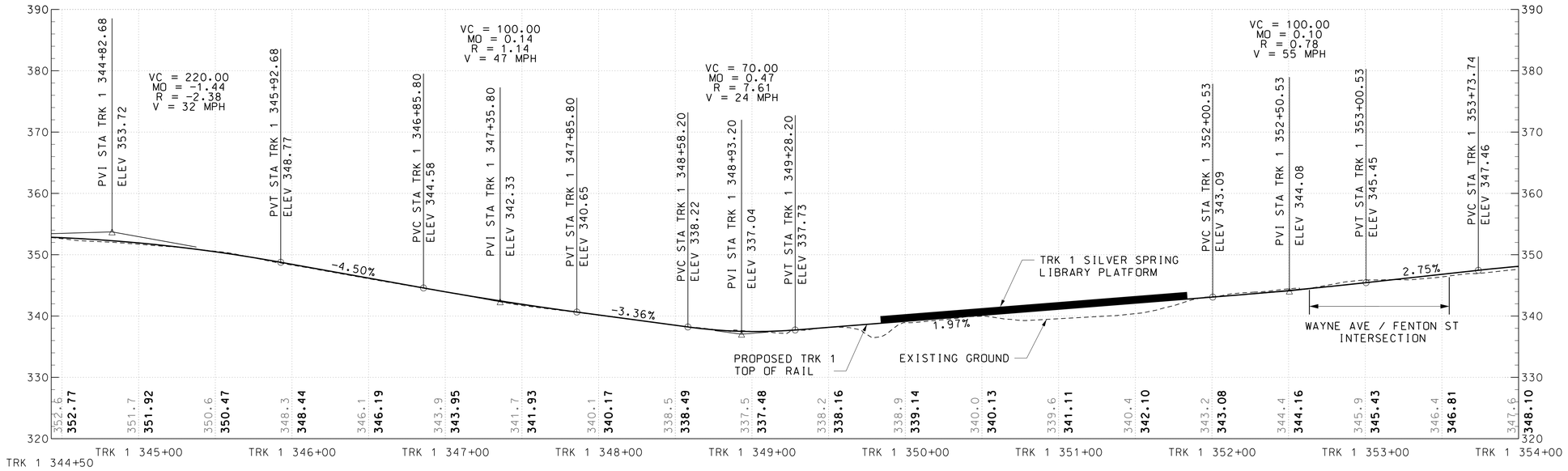
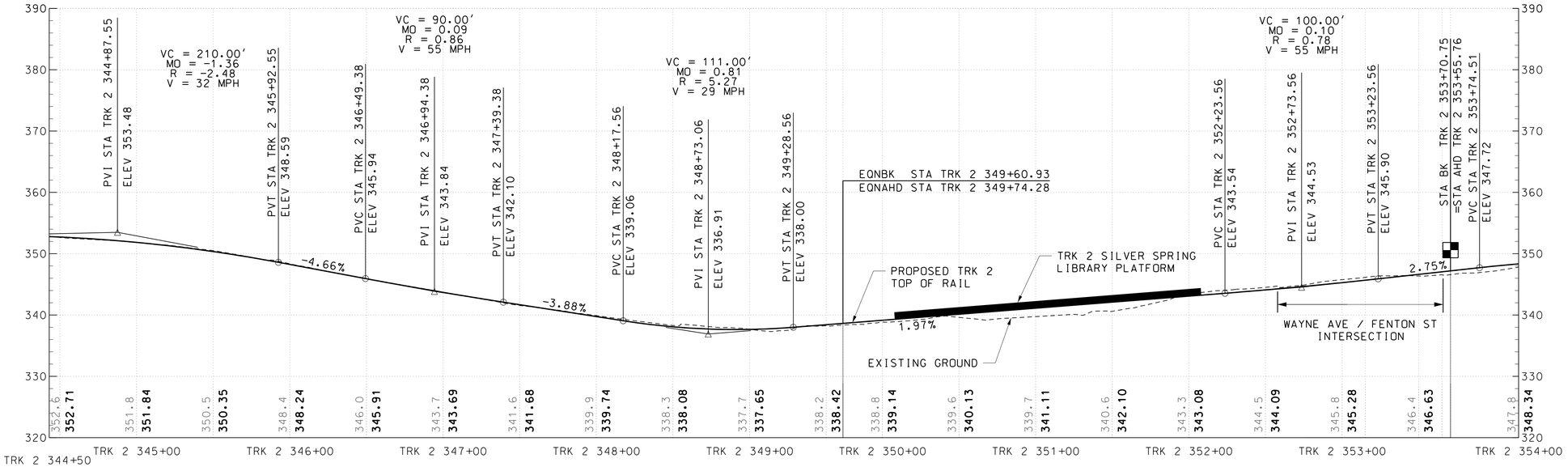
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

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DESIGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 344+43 TO STA TRK 1 354+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-22
SHEET NO. 263 OF 691

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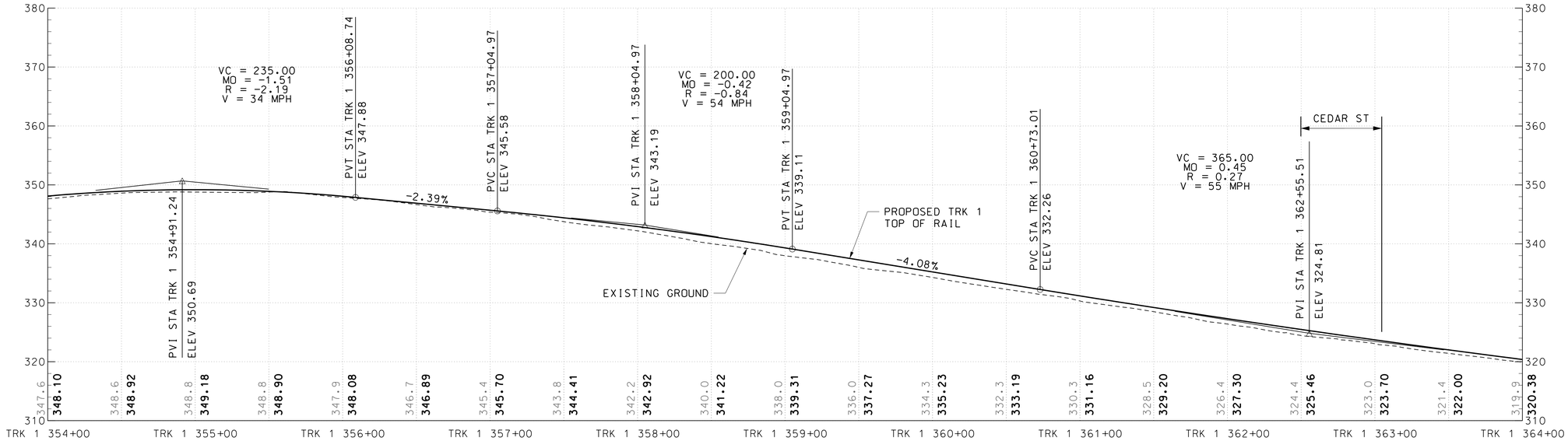
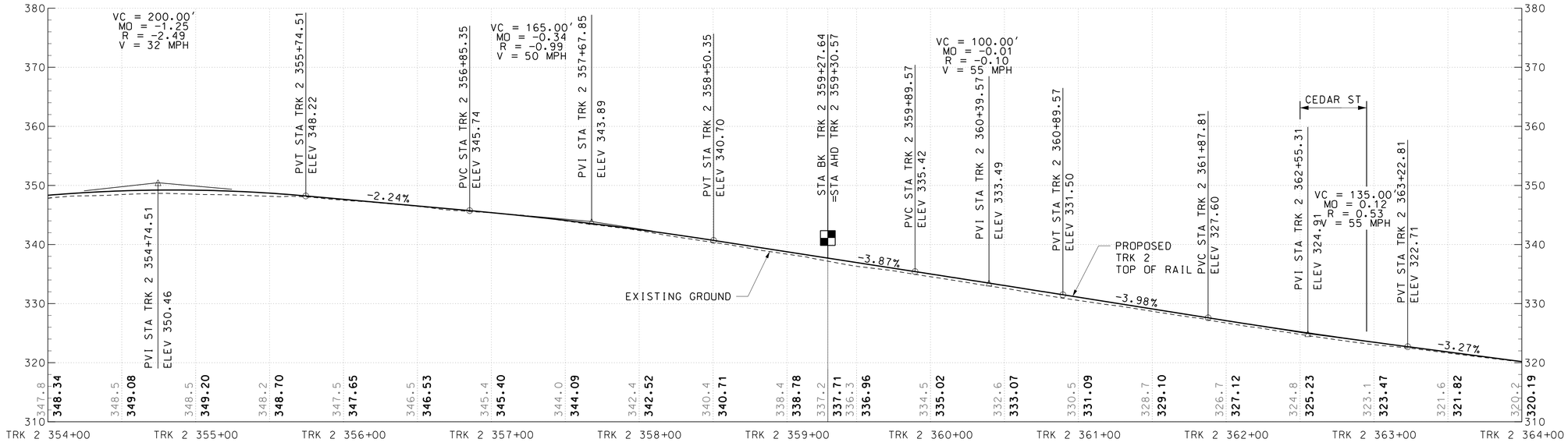
12/10/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 354+00 TO STA TRK 1 364+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-23
SHEET NO. 264 OF 691

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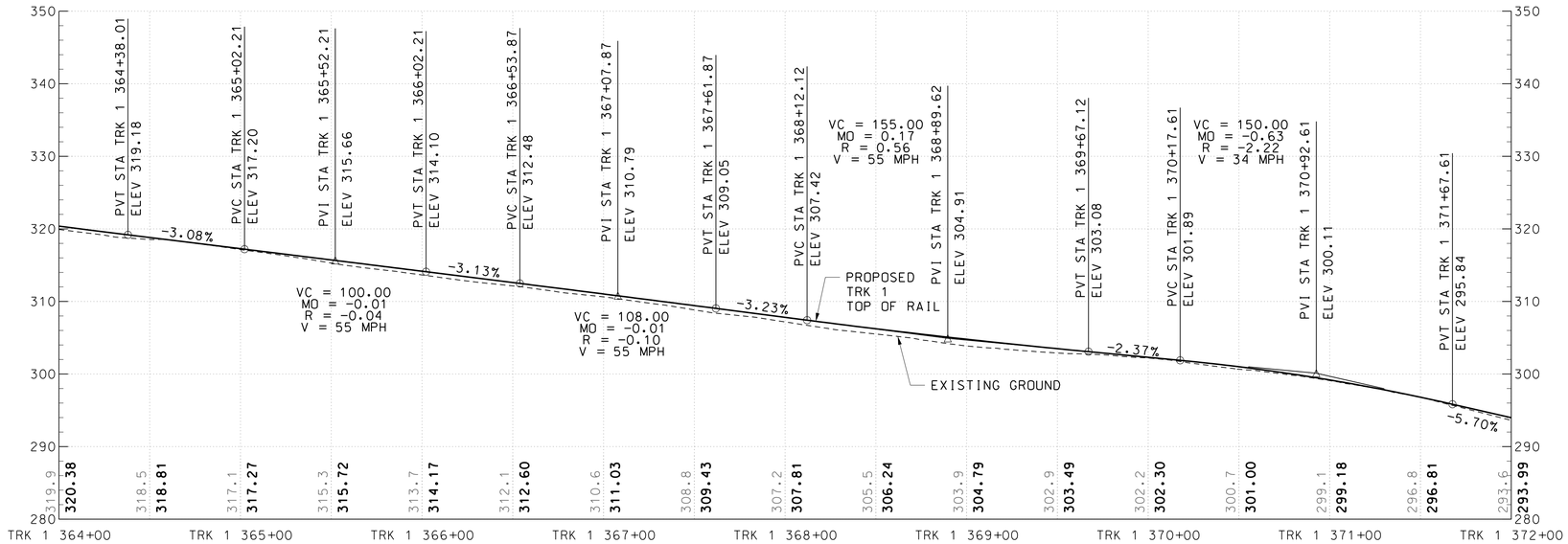
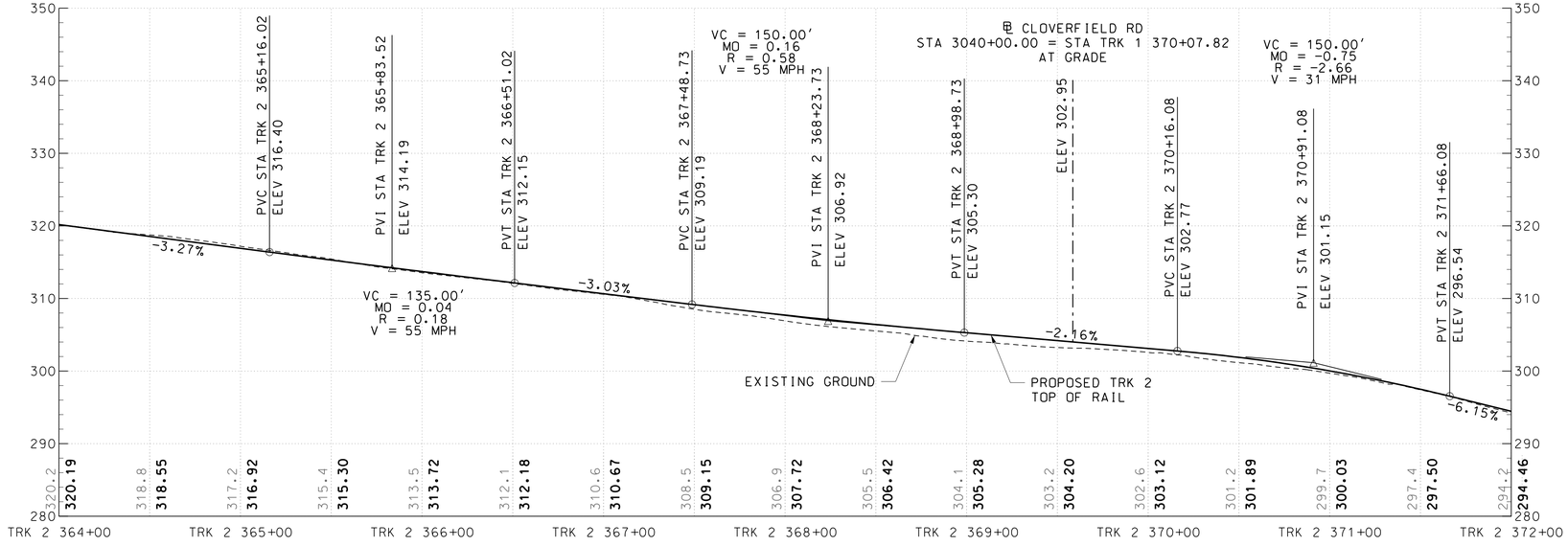
12/10/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 364+00 TO STA TRK 1 372+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-24
SHEET NO. 265 OF 691

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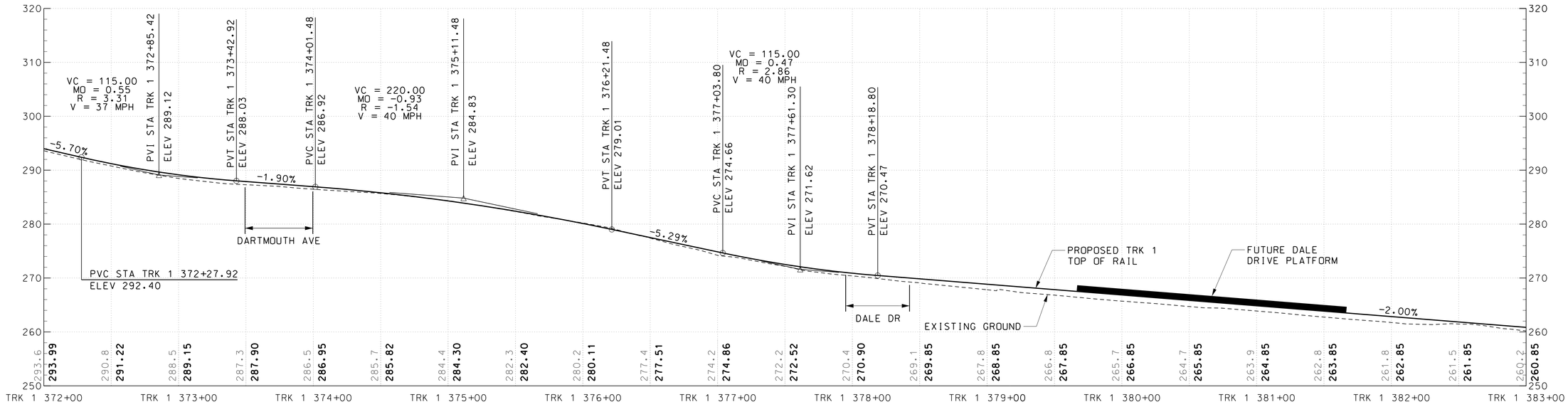
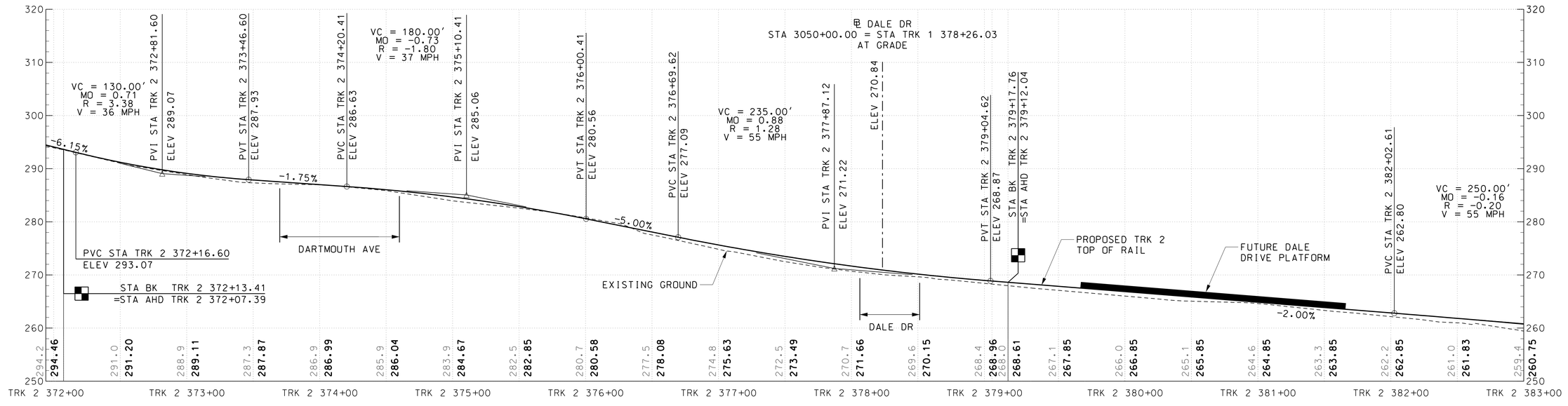
12/10/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 372+00 TO STA TRK 1 383+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-25
SHEET NO. 266 OF 691

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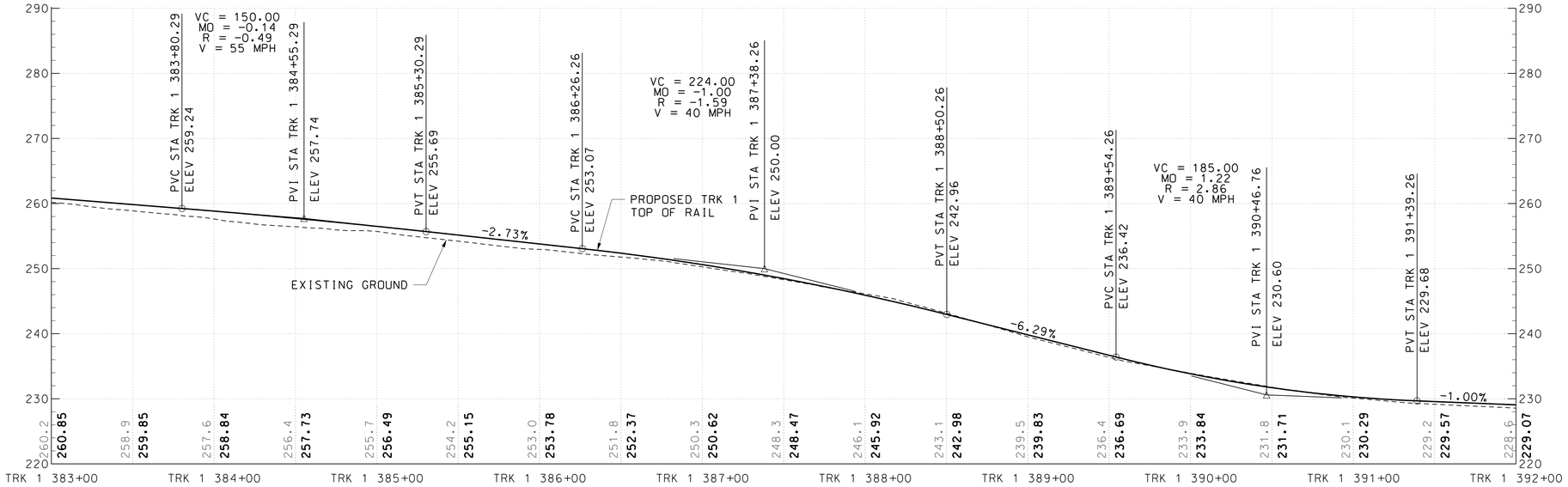
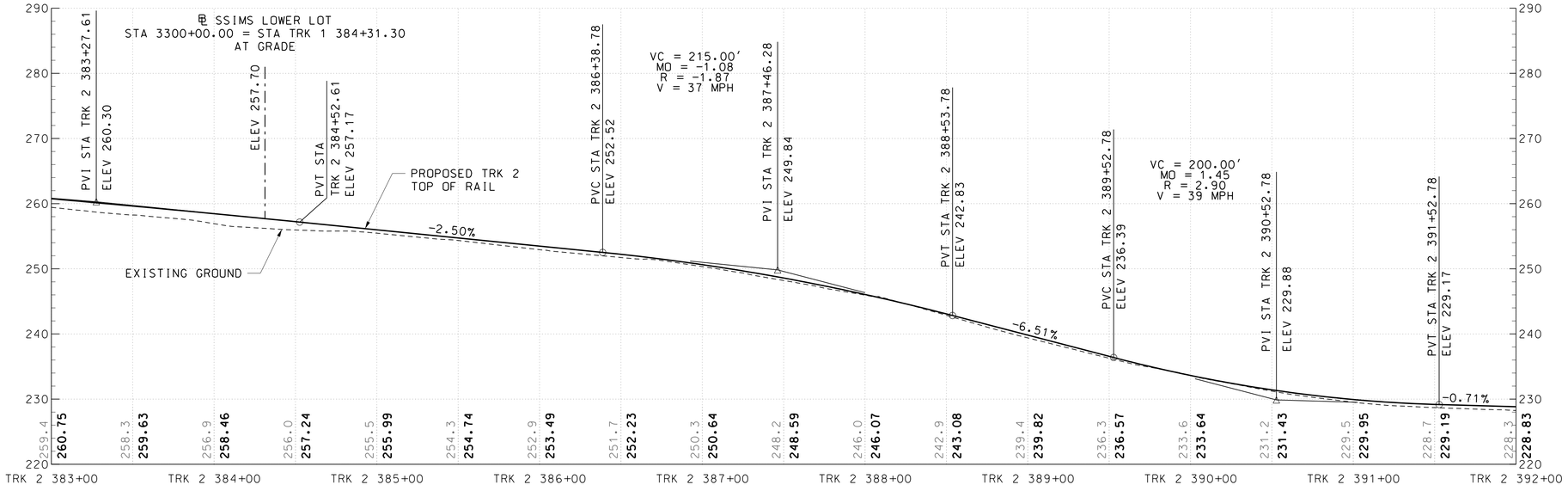
12/10/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 383+00 TO STA TRK 1 392+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-26
SHEET NO. 267 OF 691

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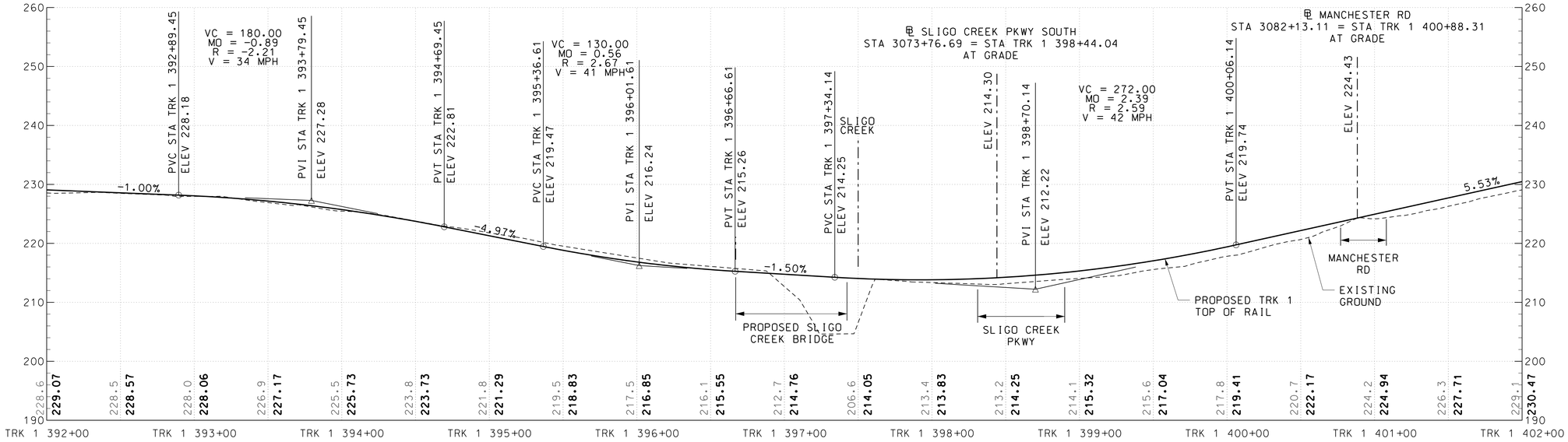
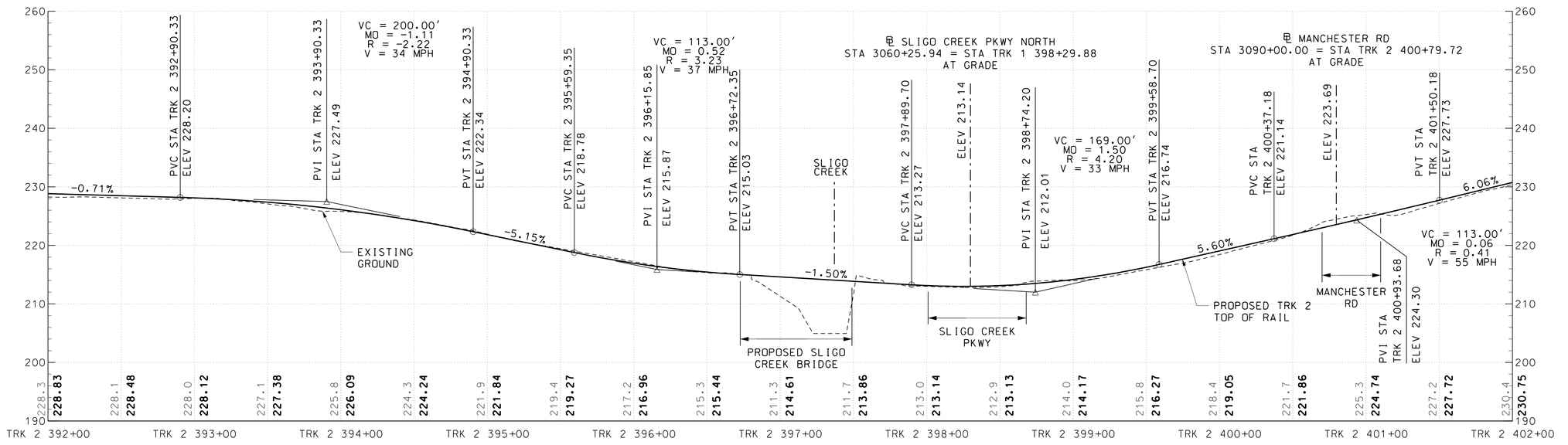
12/10/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESIGN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 392+00 TO STA TRK 1 402+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-27
SHEET NO. 268 OF 691

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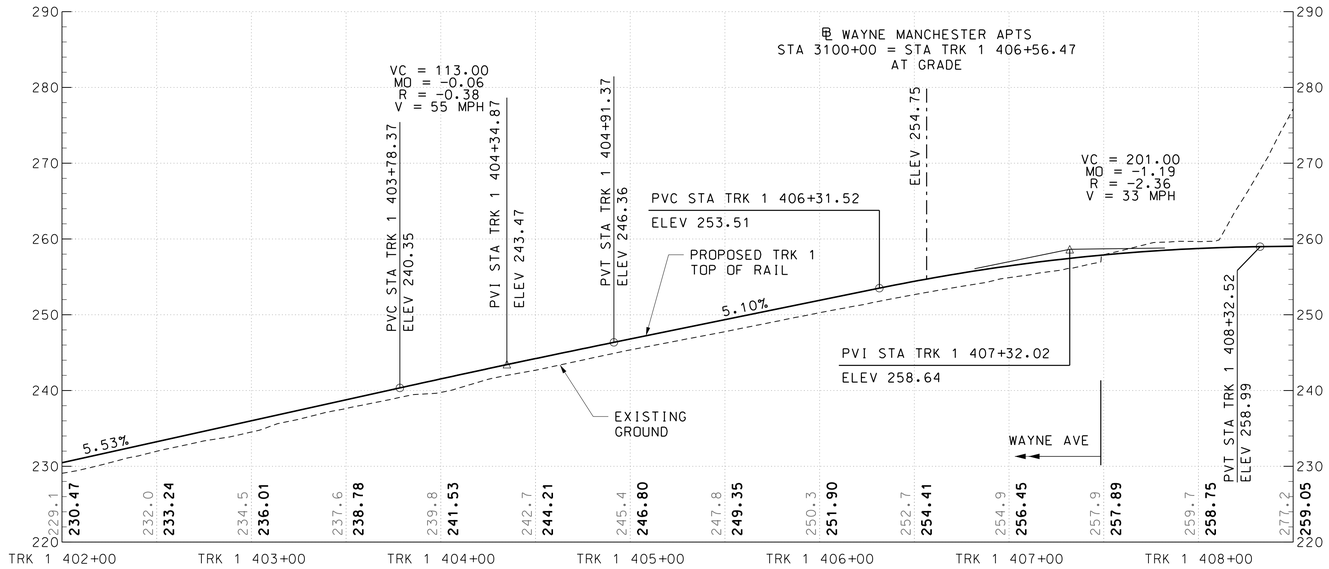
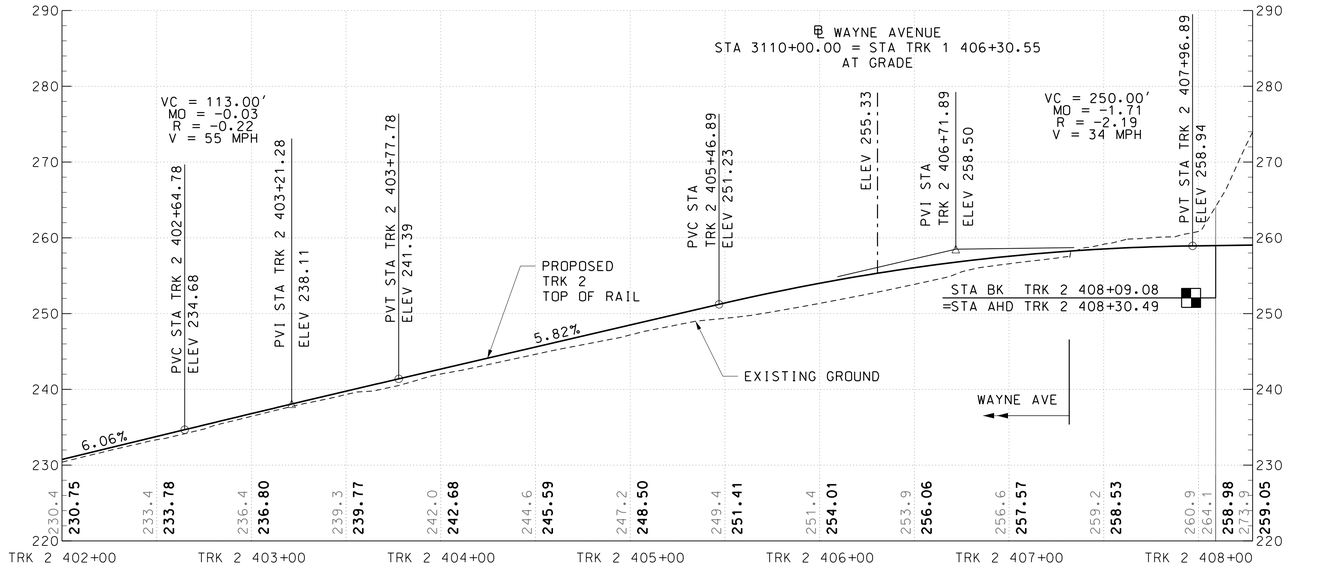
12/10/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
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DESN	BAF
DRAWN	BAF
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 402+00 TO STA TRK 1 408+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-28
SHEET NO. 269 OF 691

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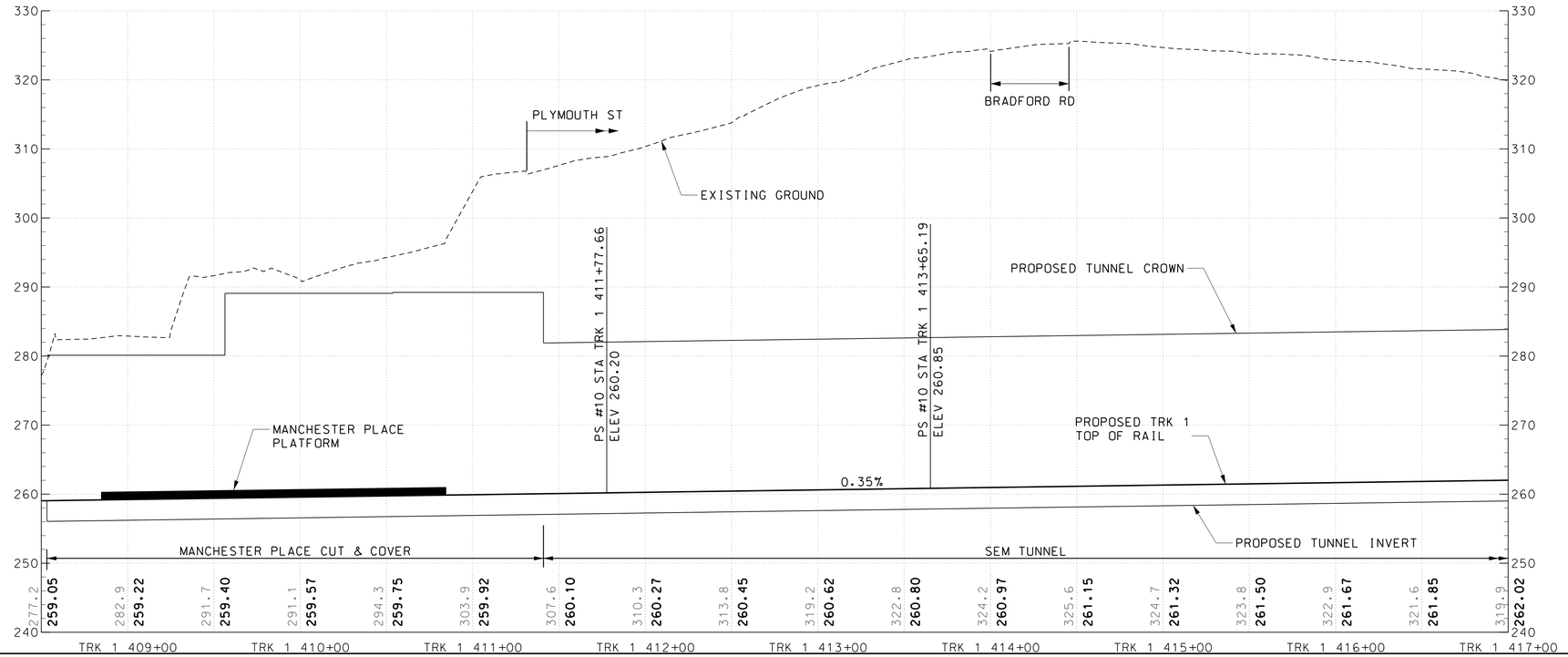
12/10/2013



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HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

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DESGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – WAYNE AVENUE
STA TRK 1 408+50 TO STA TRK 1 417+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO.
T–1042–0220

DRAWING NO.
PR–29

SHEET NO.
270 OF 691

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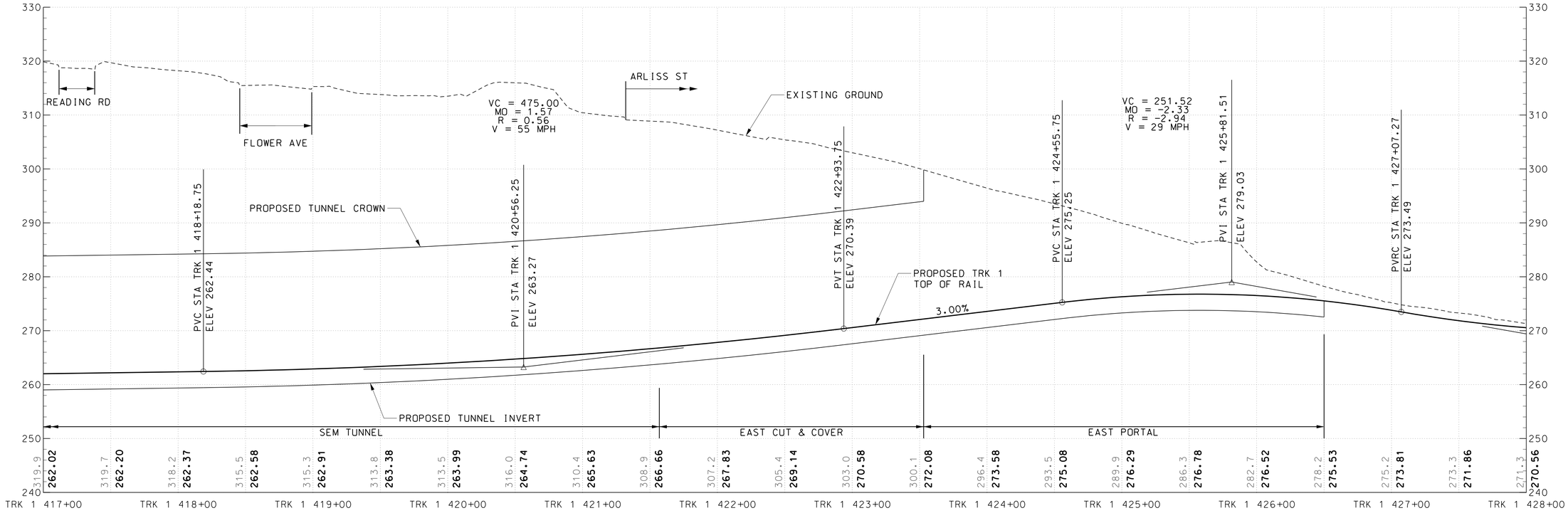
12/10/2013



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HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

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DESGN MAP
DRAWN MAP
CHECK FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRACK ALIGNMENT PROFILE – ARLISS STREET
STA TRK 1 417+00 TO STA TRK 1 428+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–30
SHEET NO. 271 OF 691

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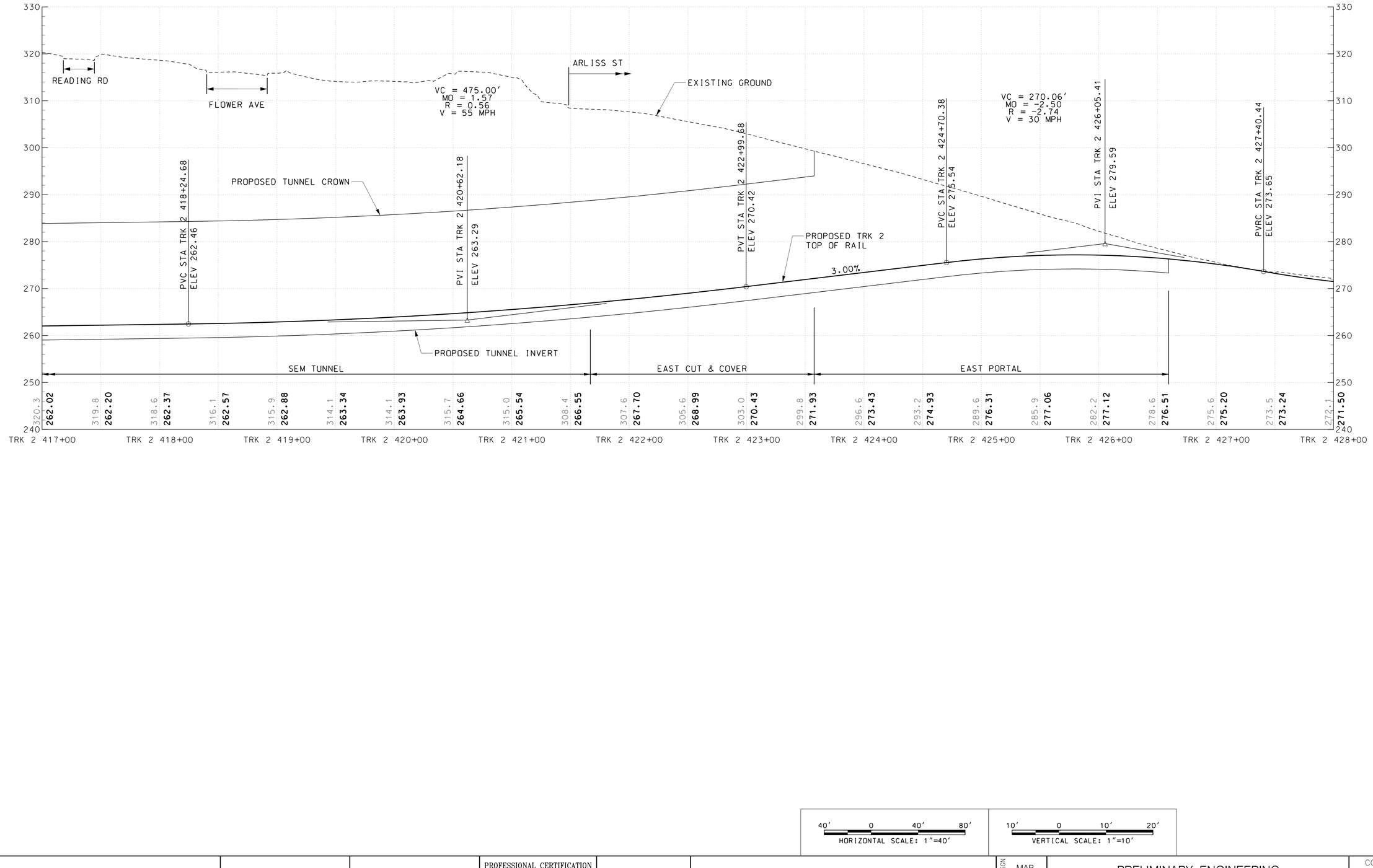
12/10/2013



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HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – ARLISS STREET
STA TRK 2 417+00 TO STA TRK 2 428+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-31
SHEET NO. 272 OF 691

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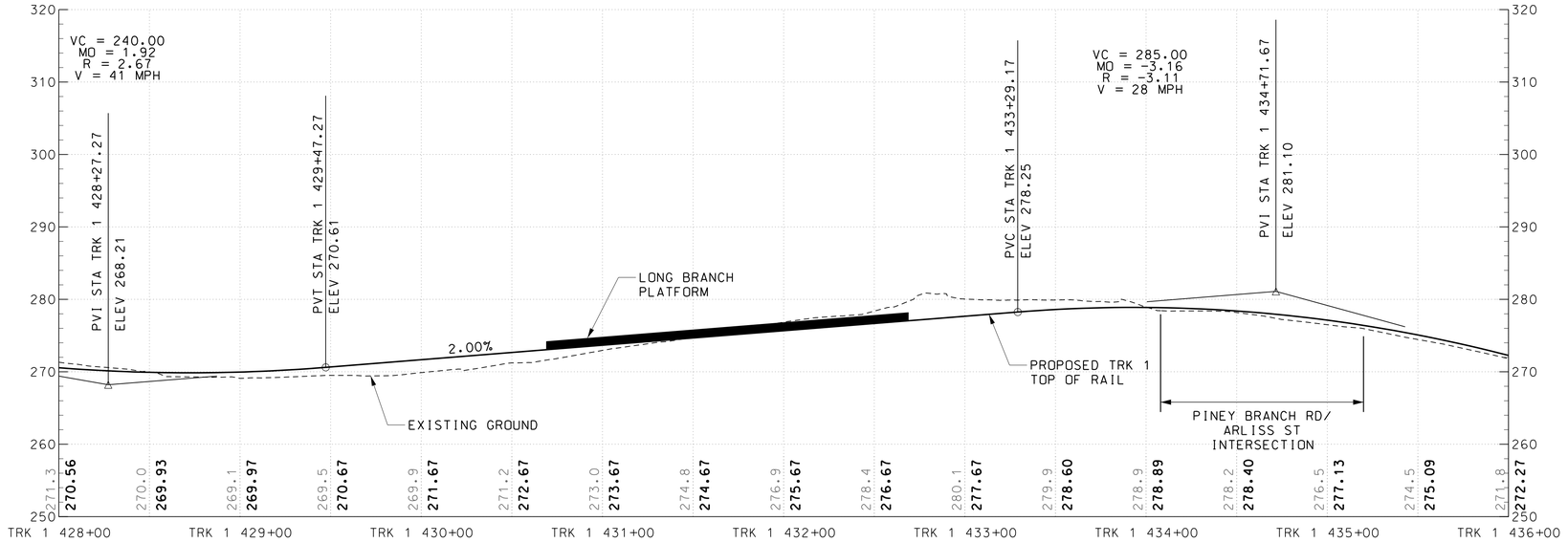
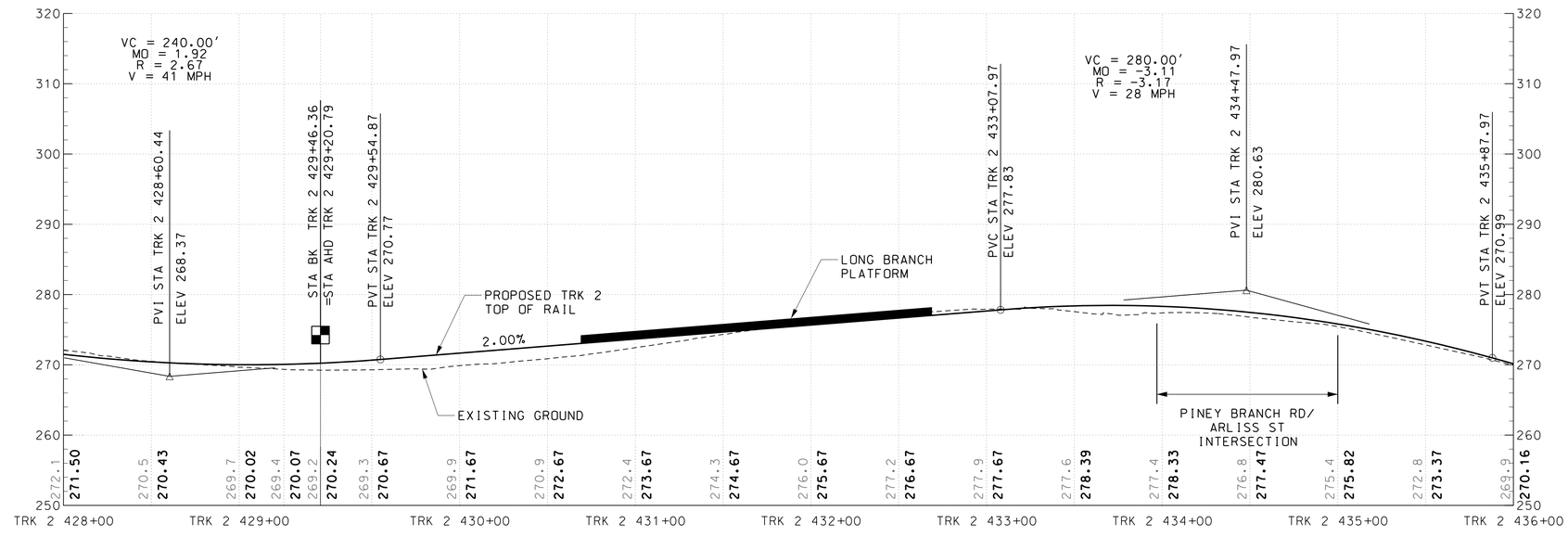
12/10/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

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MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESIGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – ARLISS STREET
STA TRK 1 428+00 TO STA TRK 1 436+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-32
SHEET NO. 273 OF 691

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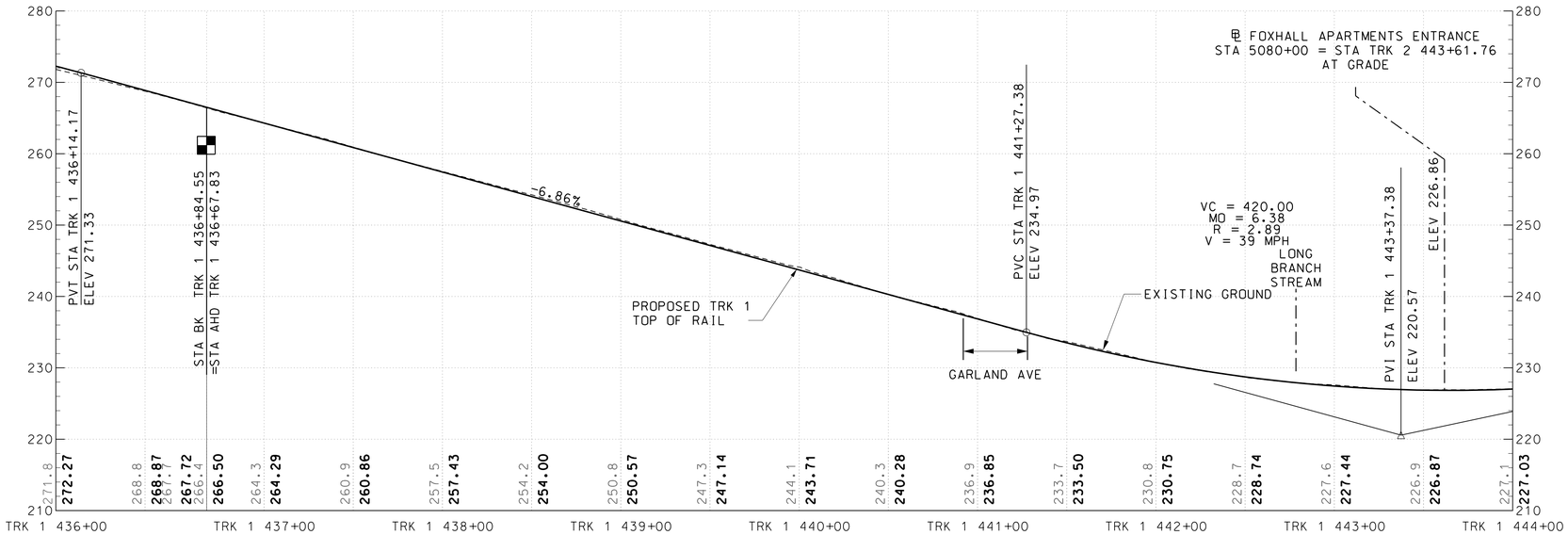
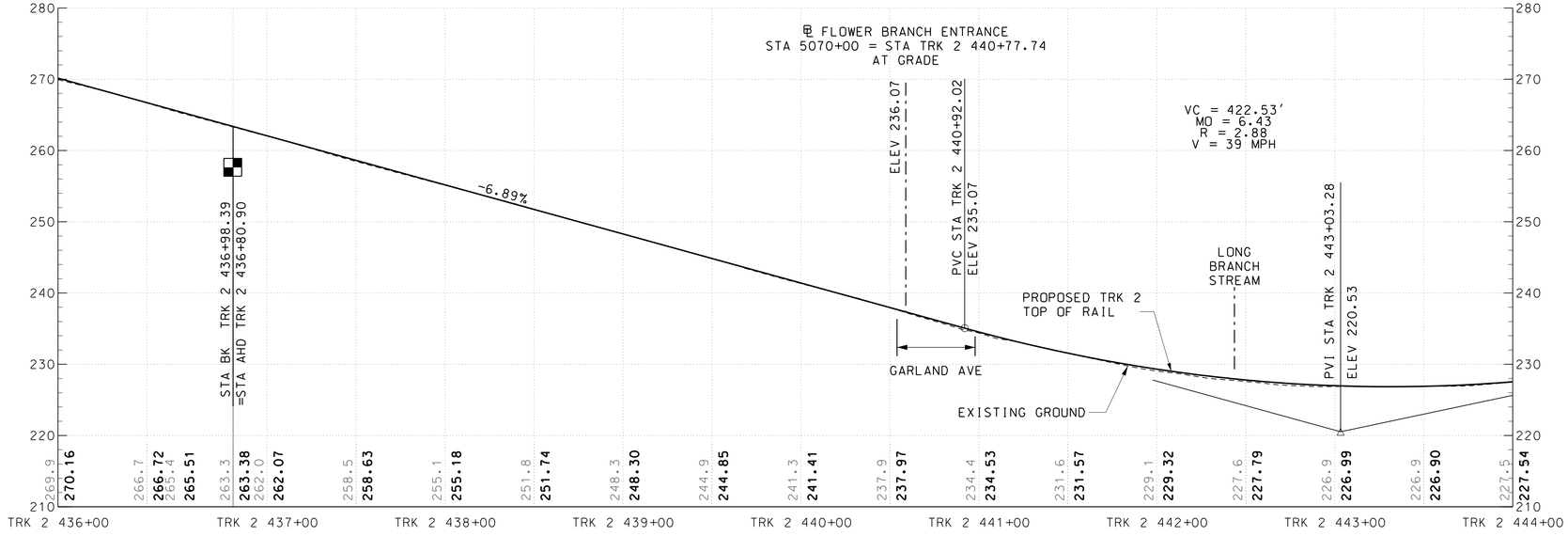
12/10/2013





HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming WR&A

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DESIGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – PINEY BRANCH RD

STA TRK 1 436+00 TO STA TRK 1 444+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-33

SHEET NO. 274 OF 691

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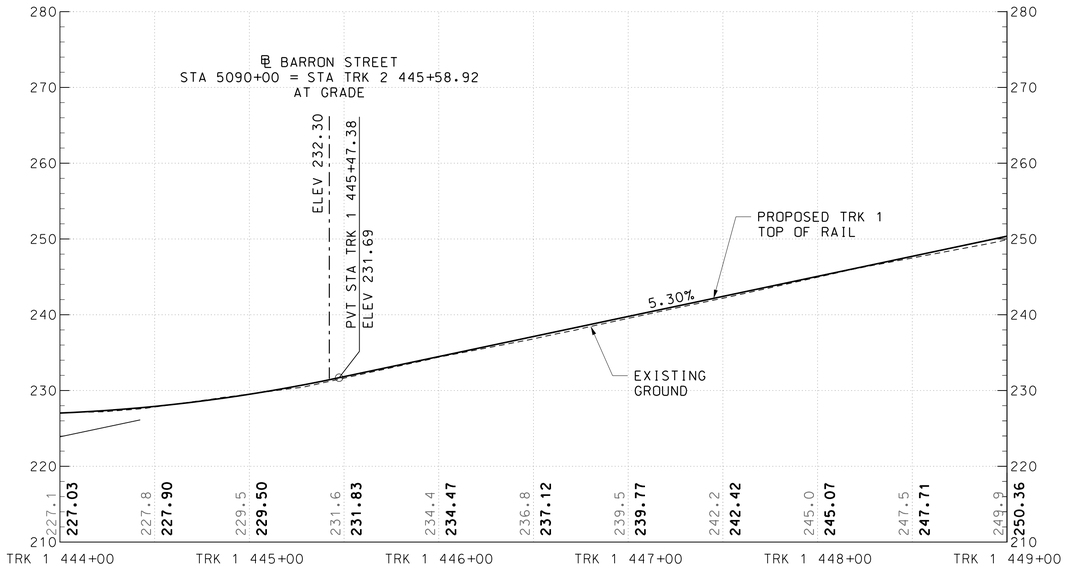
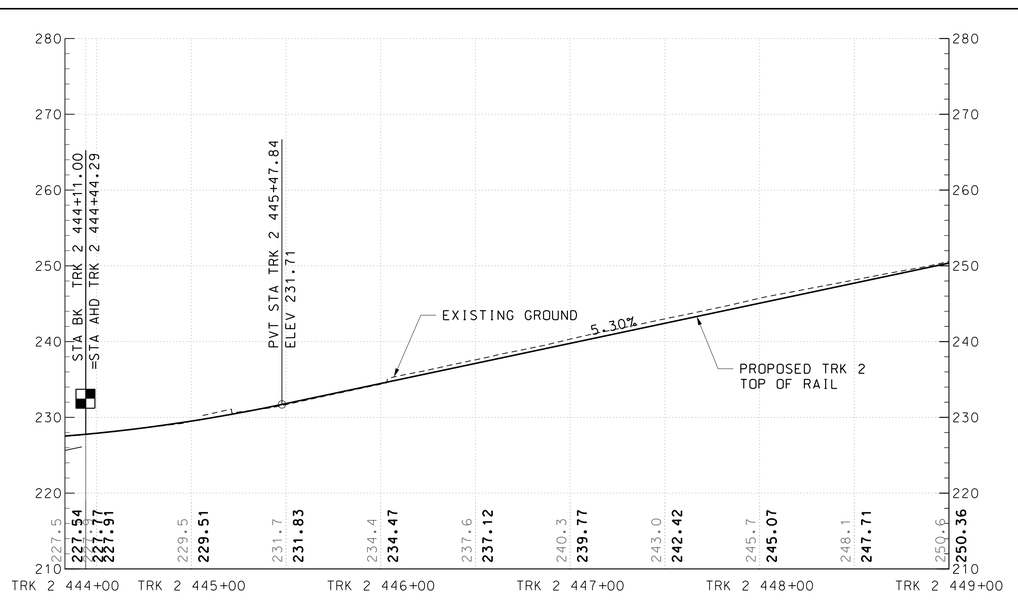
12/10/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

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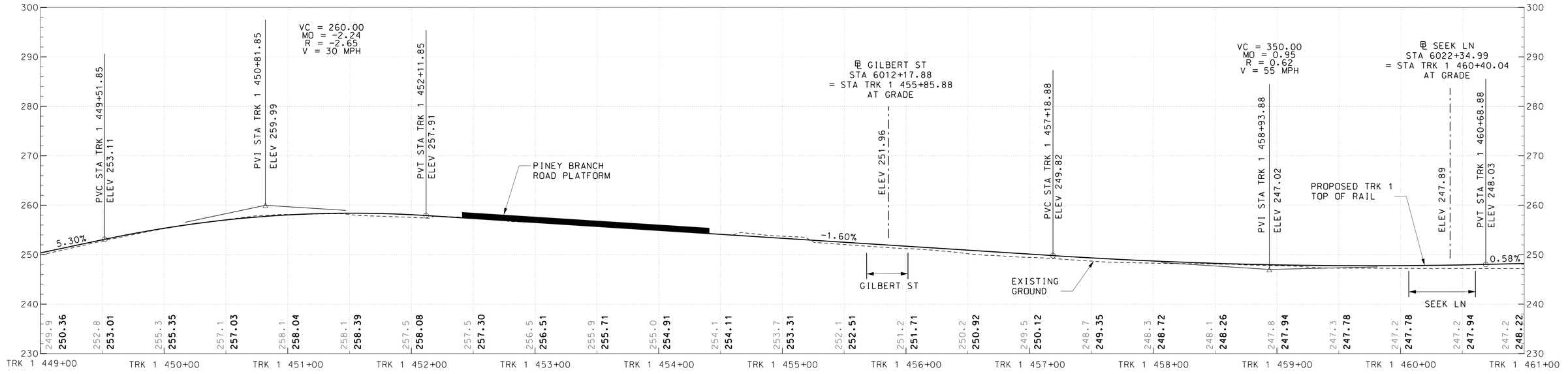
DESGN	MAP
DRAWN	MAP
CHECK	FJM
APPR	

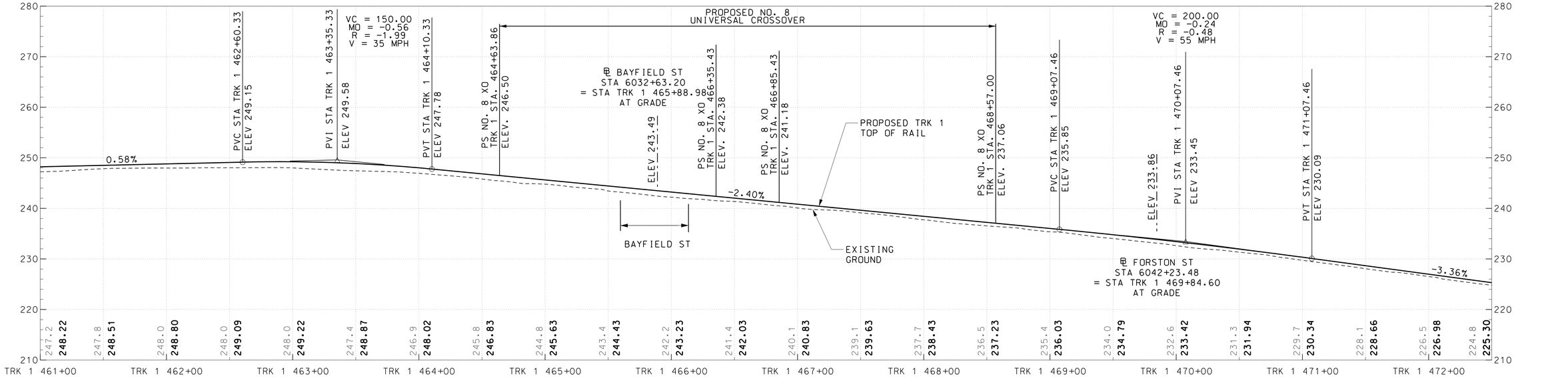
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – PINEY BRANCH RD
STA TRK 1 444+00 TO STA TRK 1 449+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-34
SHEET NO. 275 OF 691

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW3201.dgn
12/10/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – MD 193(UNIV BLVD)
STA TRK 1 449+00 TO STA TRK 1 472+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–35
SHEET NO. 276 OF 691

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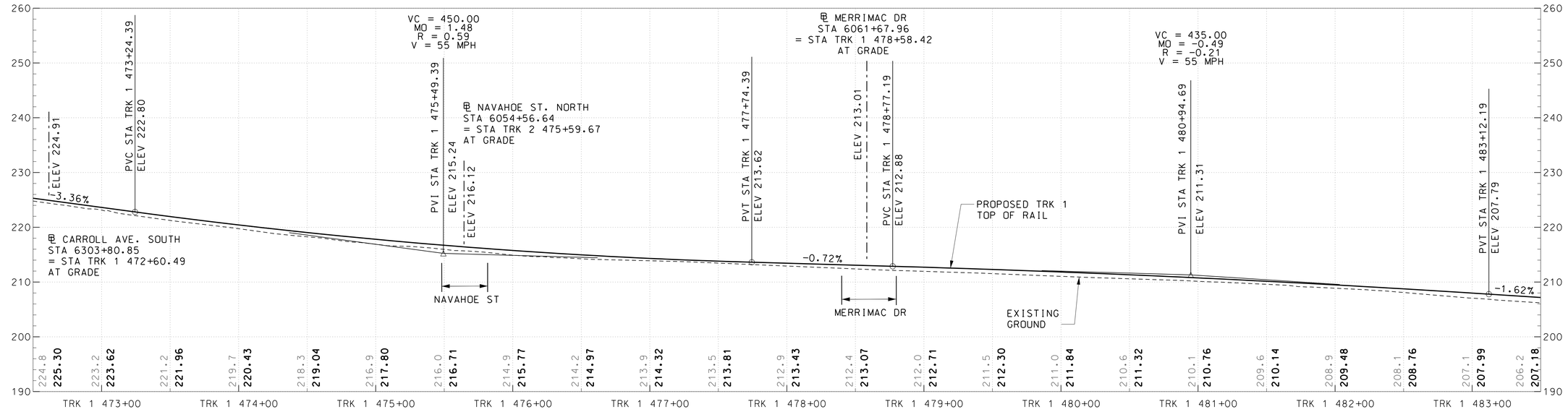
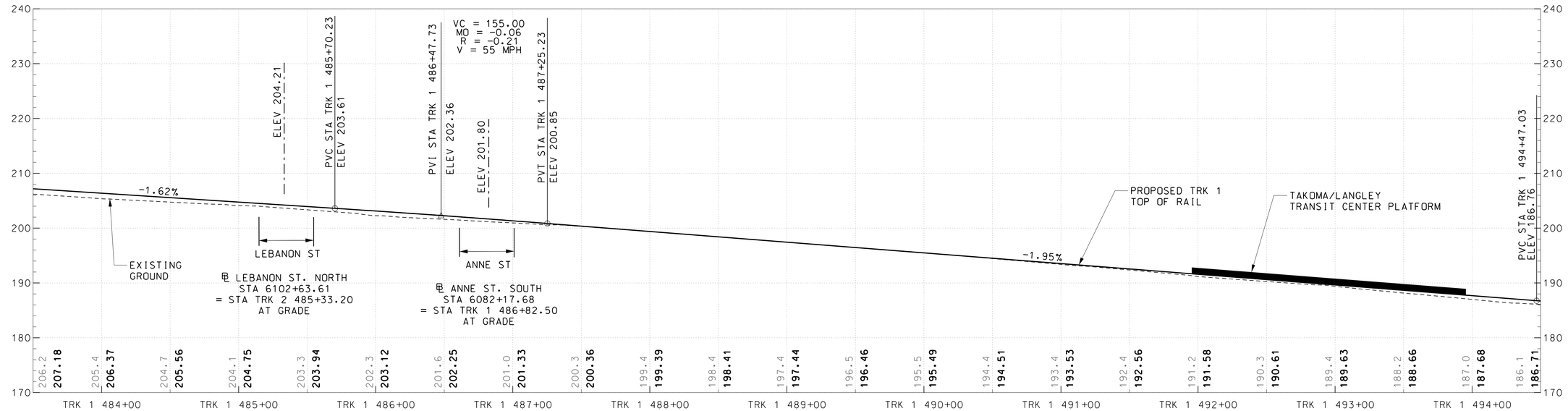
12/9/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

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DESGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – MD 193(UNIV BLVD)
STA TRK 1 472+50 TO STA TRK 1 494+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–36
SHEET NO. 277 OF 691

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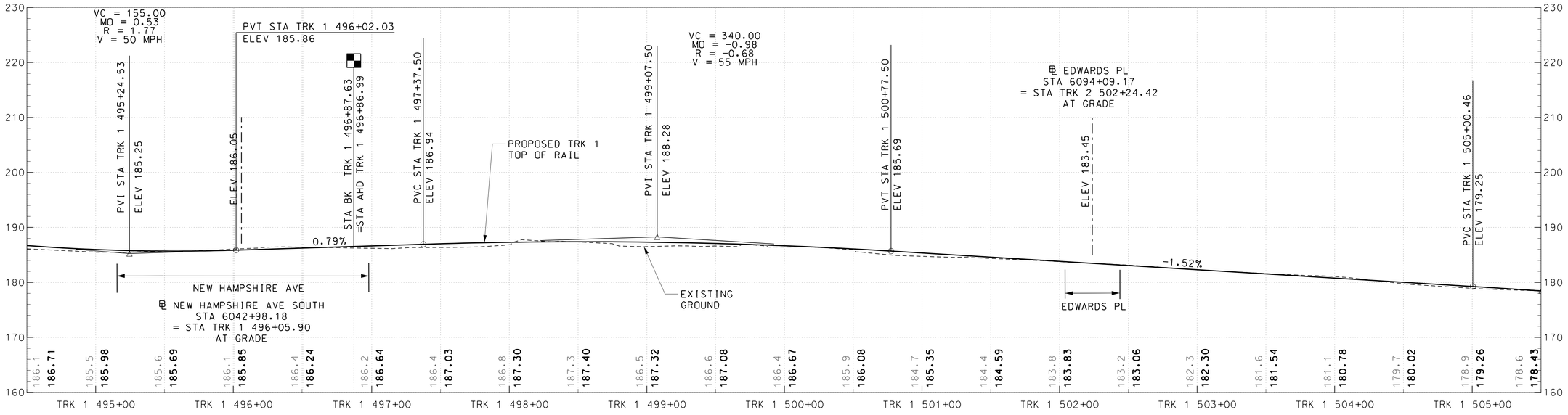
12/9/2013



40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	GSW
DRAWN	GSW
CHECK	JB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRACK ALIGNMENT PROFILE – MD 193(UNIV BLVD)
STA TRK 1 494+50 TO STA TRK 1 516+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–37
SHEET NO. 278 OF 691

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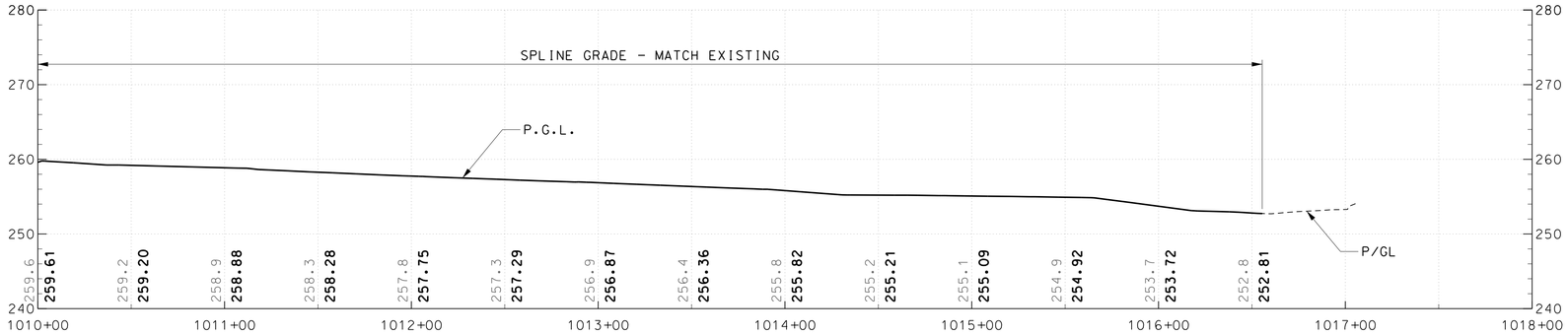
12/9/2013



NEWDALE RD

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – NEWDALE RD

STA 1010+00 TO STA 1017+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-71

SHEET NO. 312 OF 691

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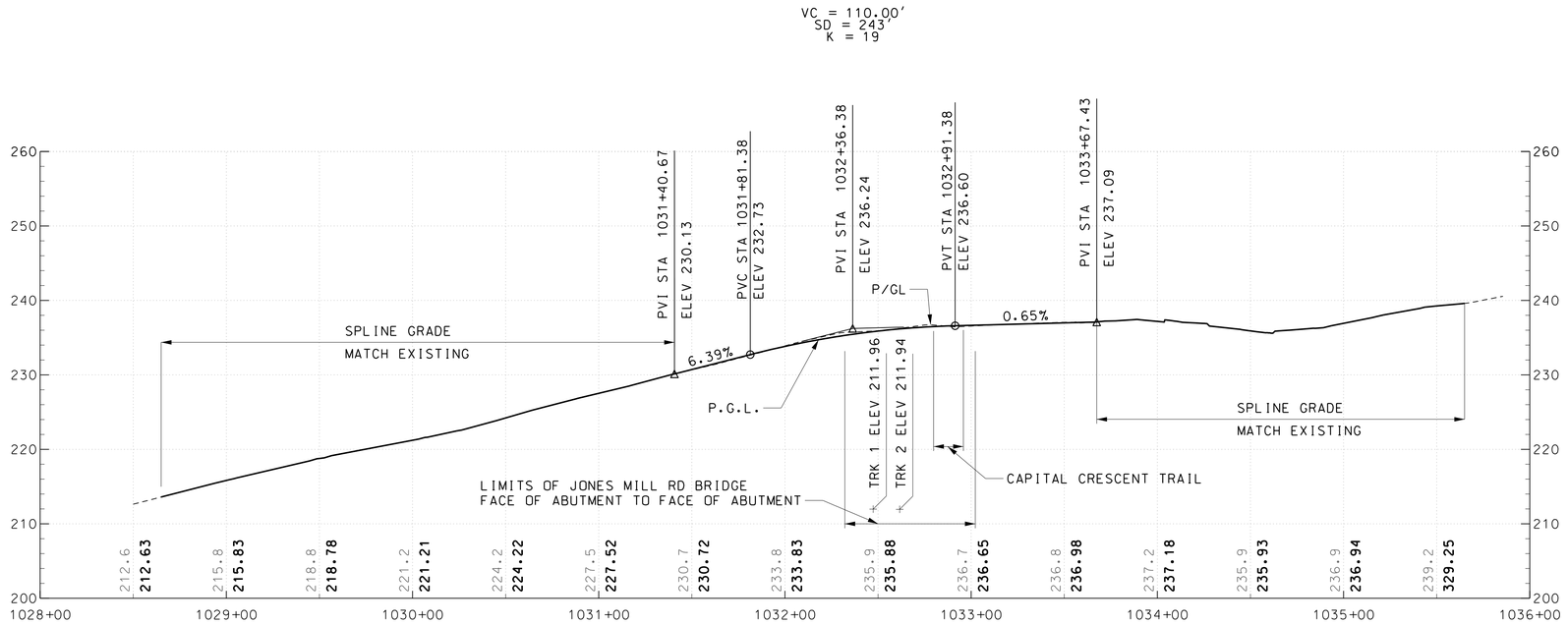
12/13/2013



JONES MILL ROAD

40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

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MTA Maryland

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – JONES MILL RD
STA 1028+50 TO STA 1036+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–72
SHEET NO. 313 OF 691

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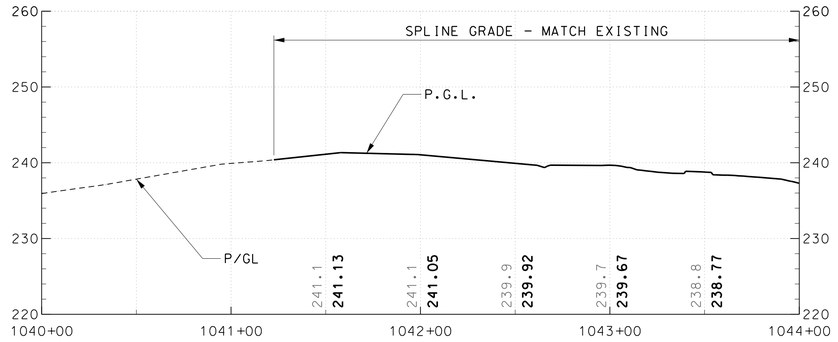
12/13/2013



JONES BRIDGE RD

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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MARYLAND TRANSIT ADMINISTRATION

MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – JONES BR RD

STA 1040+00 TO STA 1044+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-73

SHEET NO. 314 OF 691

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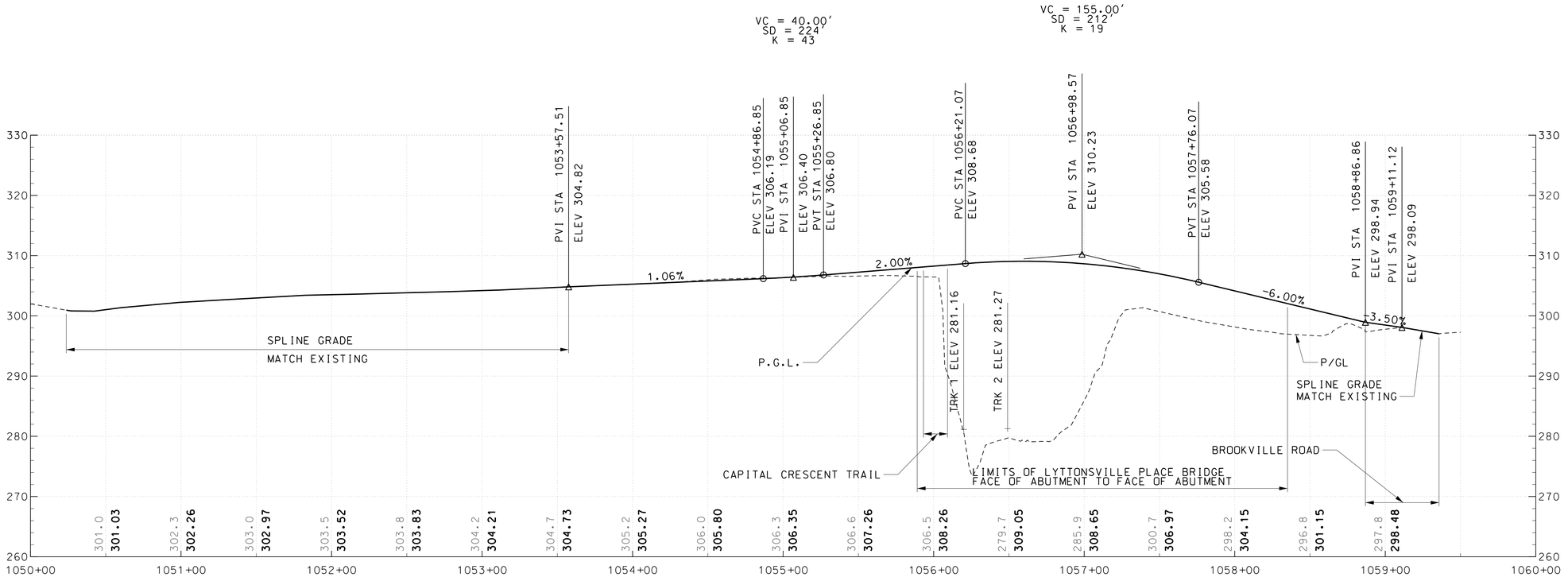
12/13/2013



LYTTONSVILLE PLACE

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE–LYTTONSVILLE PL
STA 1050+00 TO STA 1060+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–74
SHEET NO. 315 OF 691

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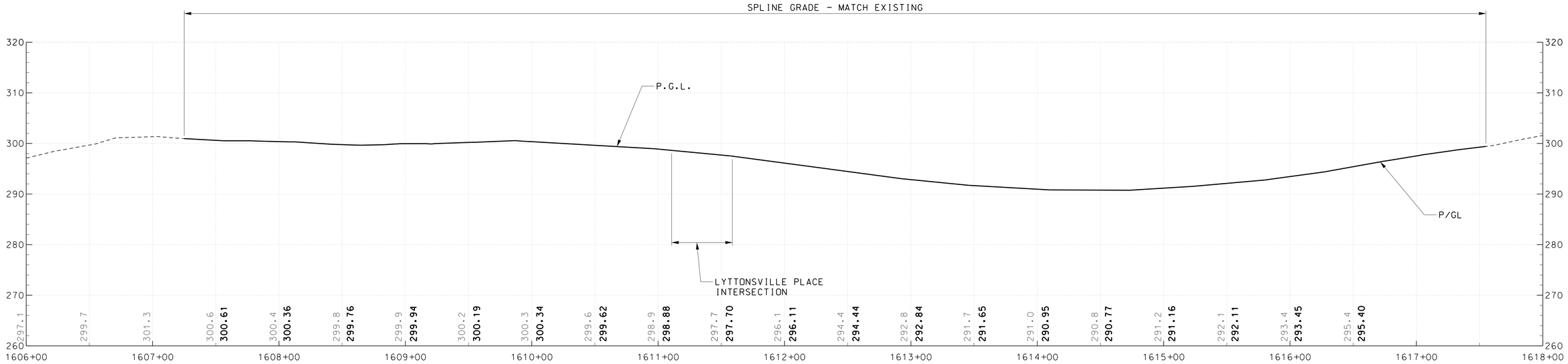
12/13/2013



BROOKVILLE ROAD

40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – BROOKVILLE RD
STA 1606+00 TO STA 1618+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-75
SHEET NO. 316 OF 691

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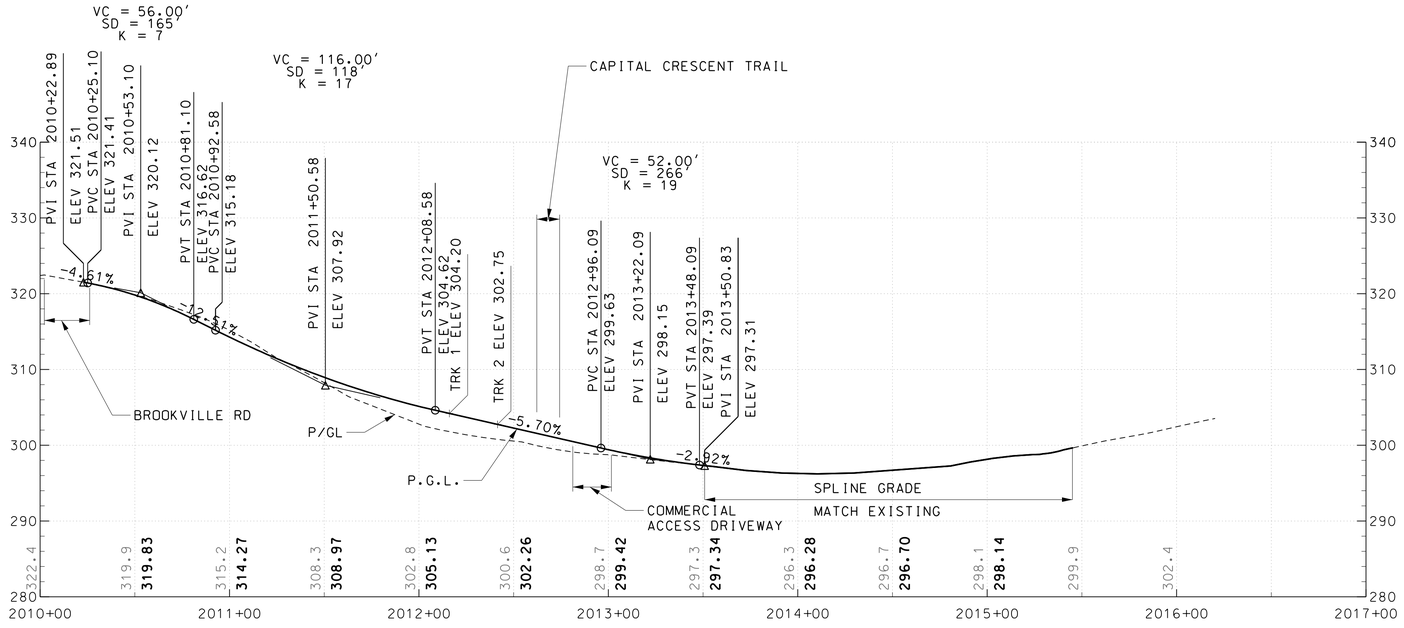
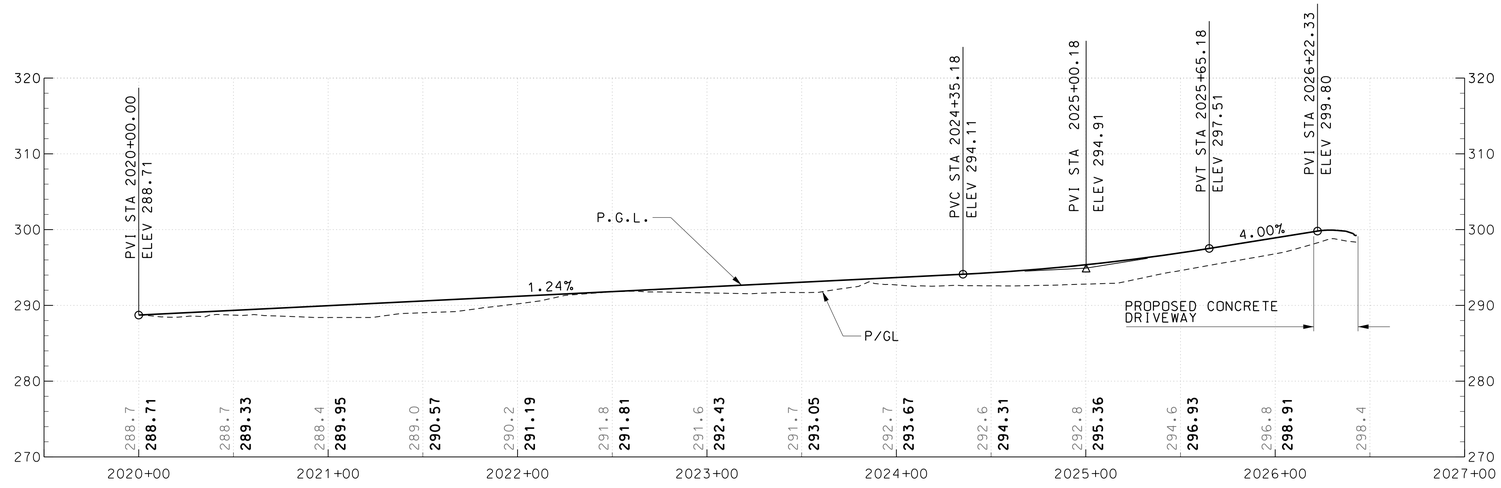
12/13/2013



STEWART AVE



CAMPANARO PROPERTY ACCESS DRIVEWAY

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
HIGHWAY ALIGNMENT PROFILE
STEWART AVENUE & CAMPANARO DRIVEWAY
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-76
SHEET NO. 317 OF 691

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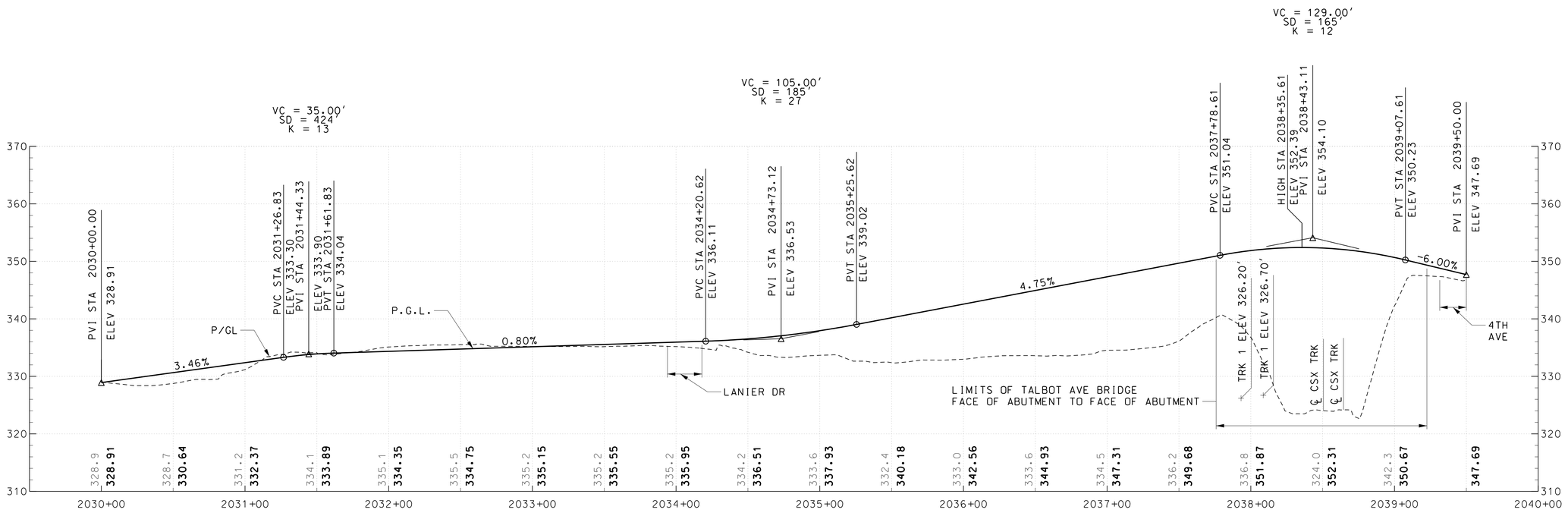
12/13/2013



TALBOT AVENUE

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
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MTA Maryland

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – TALBOT AVE
STA 2030+00 TO STA 204000

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. PR–77
SHEET NO. 318 OF 691

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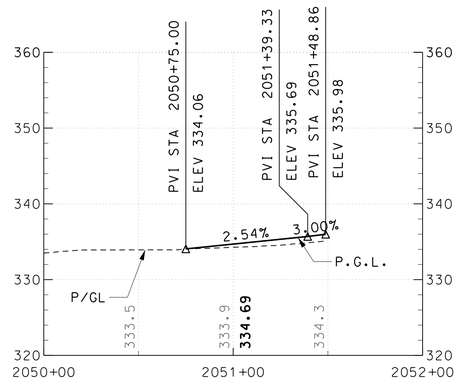
12/13/2013



LANIER DRIVE

40′ 0 40′ 80′
HORIZONTAL SCALE: 1″=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1″=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – LANIER DR
STA 2050+00 TO STA 2051+49

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-78
SHEET NO. 319 OF 691

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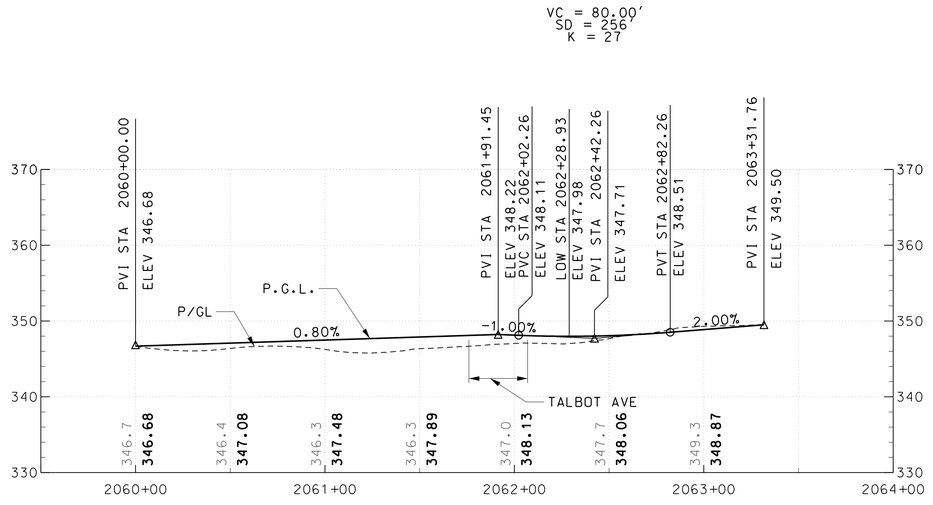
12/13/2013



4TH AVENUE

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – 4TH AVE

STA 2060+00 TO STA 2063+32

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-79

SHEET NO. 320 OF 691

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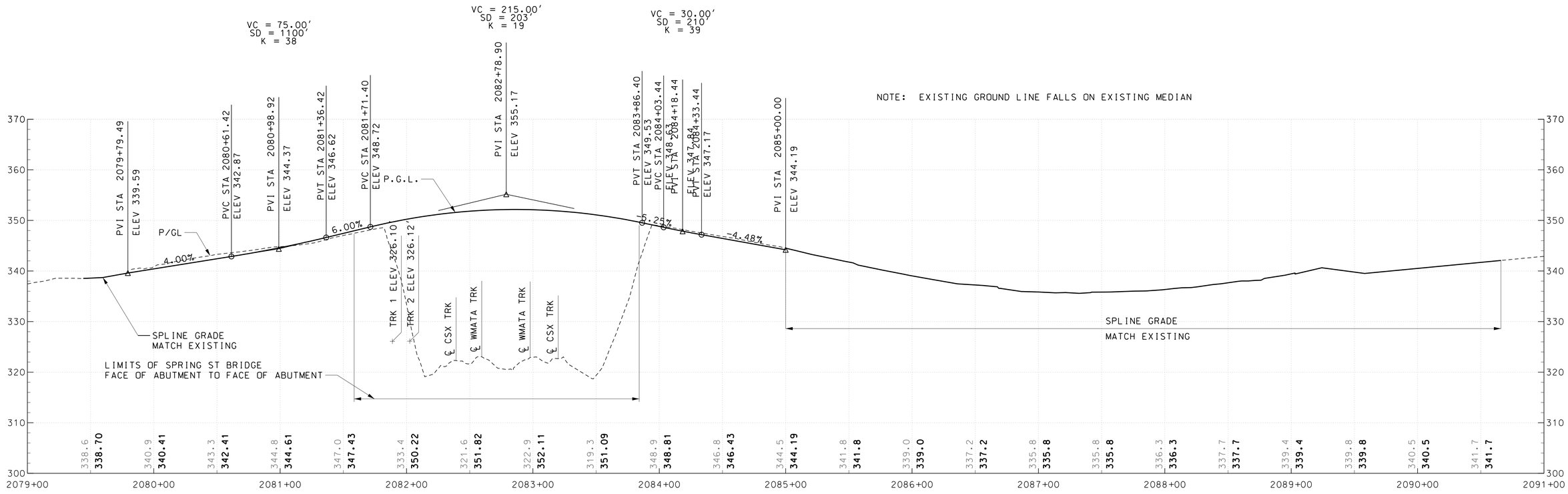
12/13/2013



SPRING ST

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE – SPRING STREET
STA 2079+00 TO STA 2091+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-80
SHEET NO. 321 OF 691

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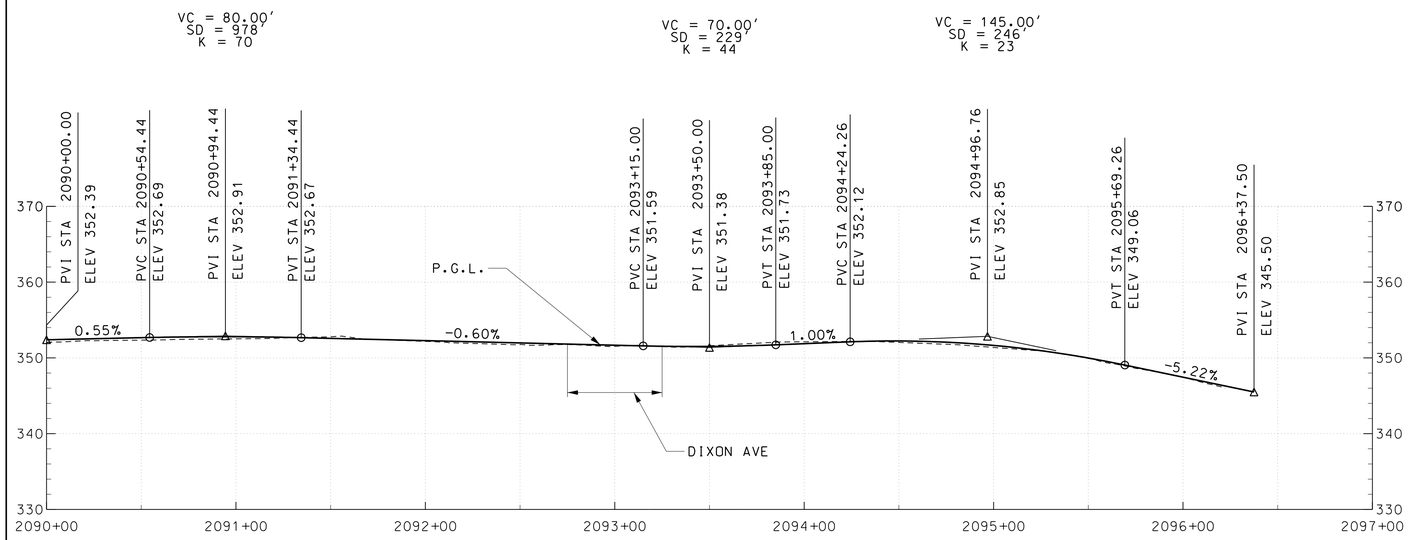
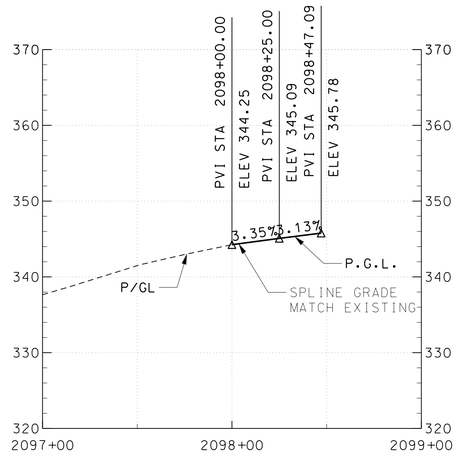
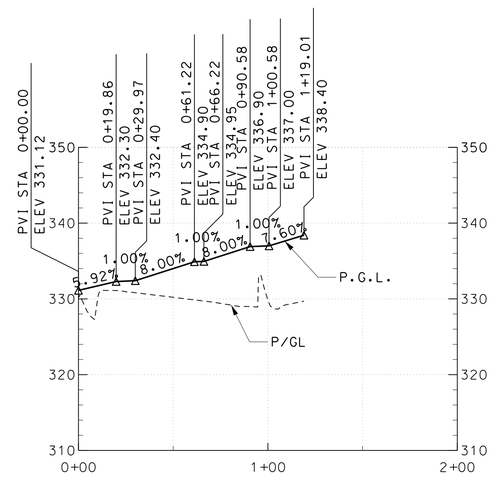
12/13/2013



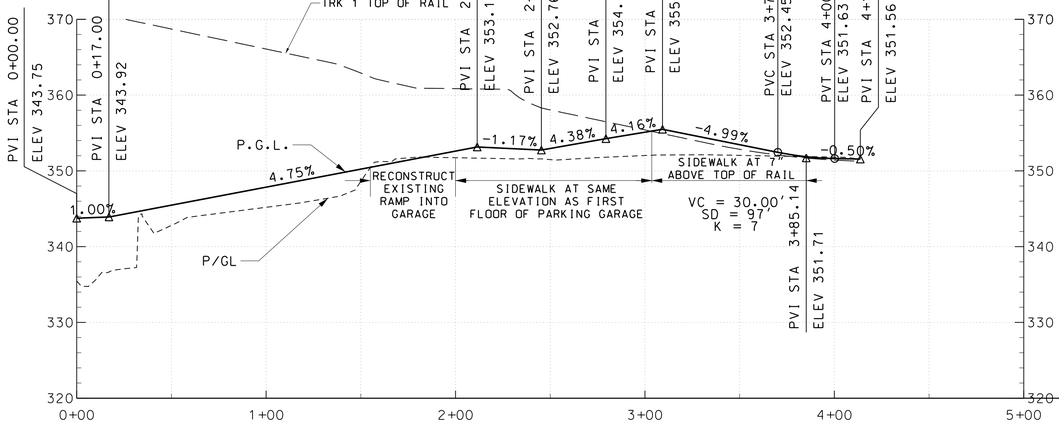
BONIFANT ST



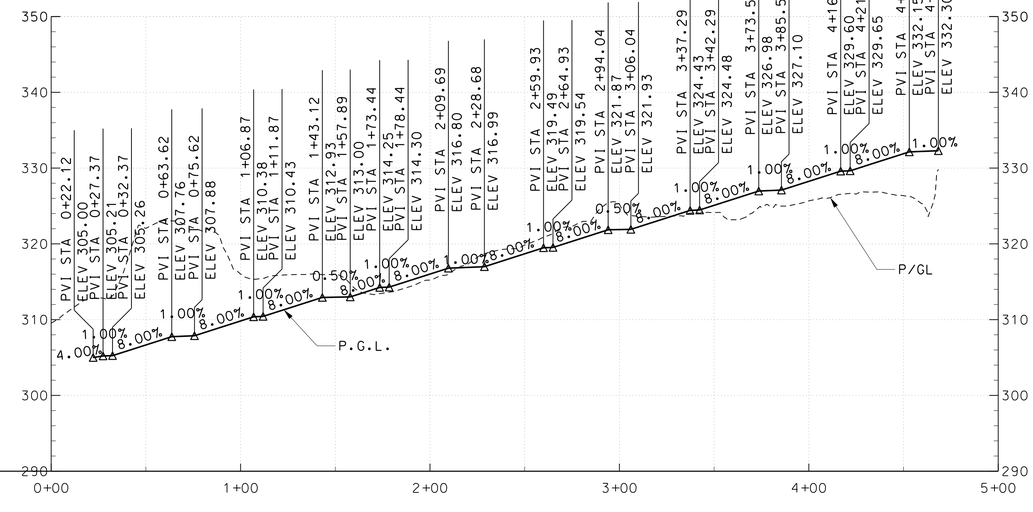
RAMSEY AVE



SILVER SPRING TRANSIT CENTER MARC RAMP



BONIFANT STREET SOUTH SIDEWALK



SILVER SPRING TRANSIT CENTER ADA RAMP

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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DESIGN	DTB
DRAWN	DTB
CHECK	PHD
APPR	

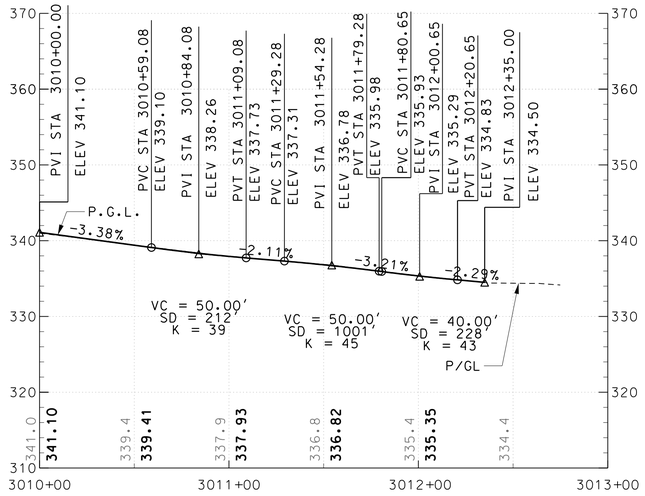
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE
MISC PROFILES ALONG BONIFANT STREET

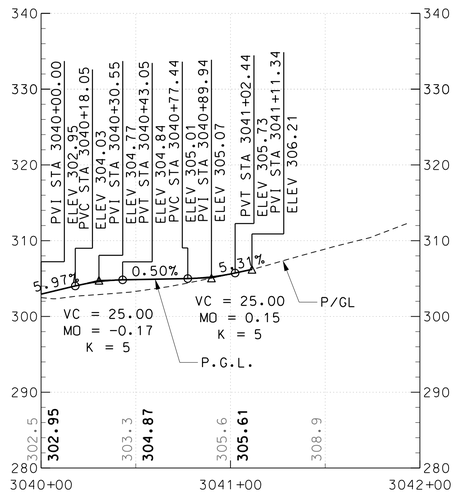
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-81
SHEET NO. 322 OF 691

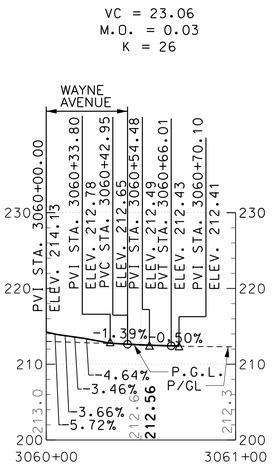
c:\pwworking\mtapw\wro-william minor\dms97874\1042pcv2224.dgn
12/13/2013



BONIFANT STREET EAST



CLOVERFIELD ROAD



SLIGO CREEK PARKWAY NORTH

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

JACOBS

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DESGN	MAH
DRAWN	MAHJC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG WAYNE AVE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-82
SHEET NO. 323 OF 691

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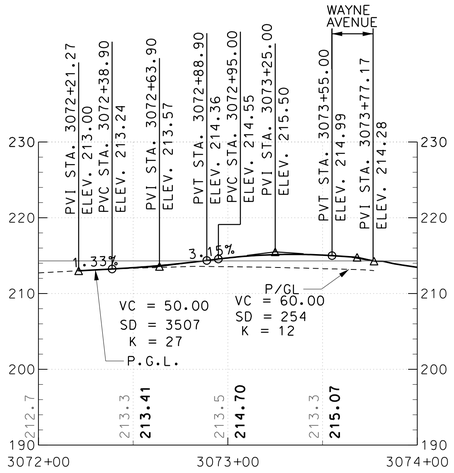
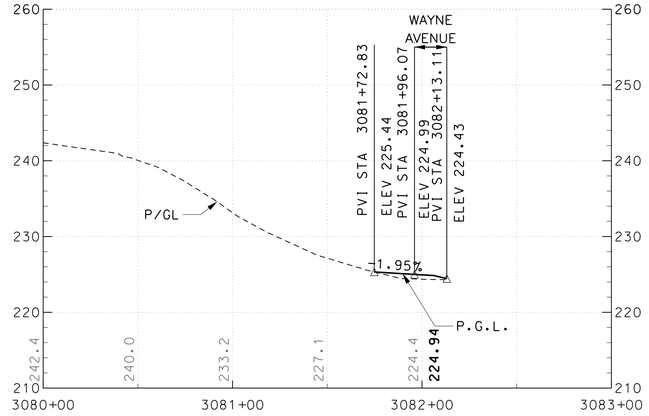
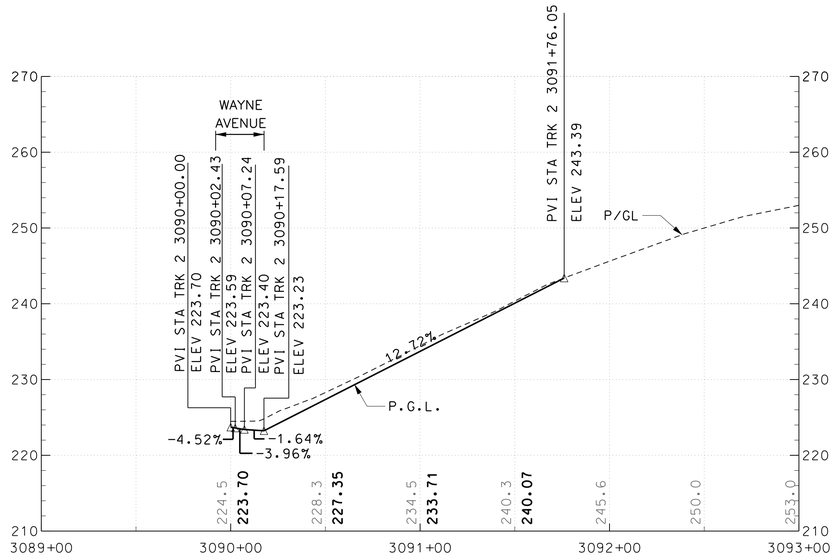
12/10/2013



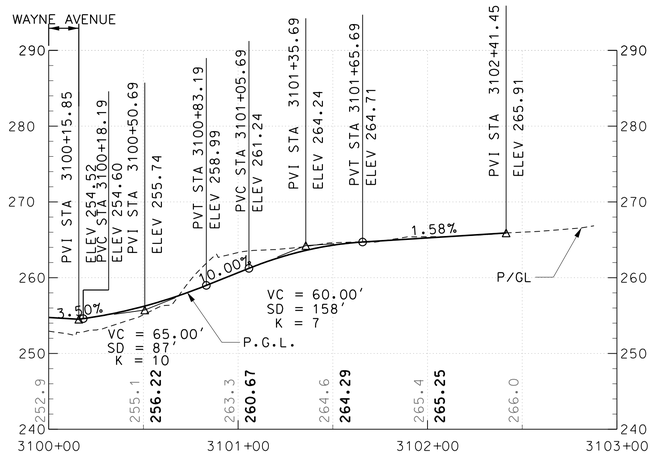
SLIGO CREEK PARKWAY SOUTH



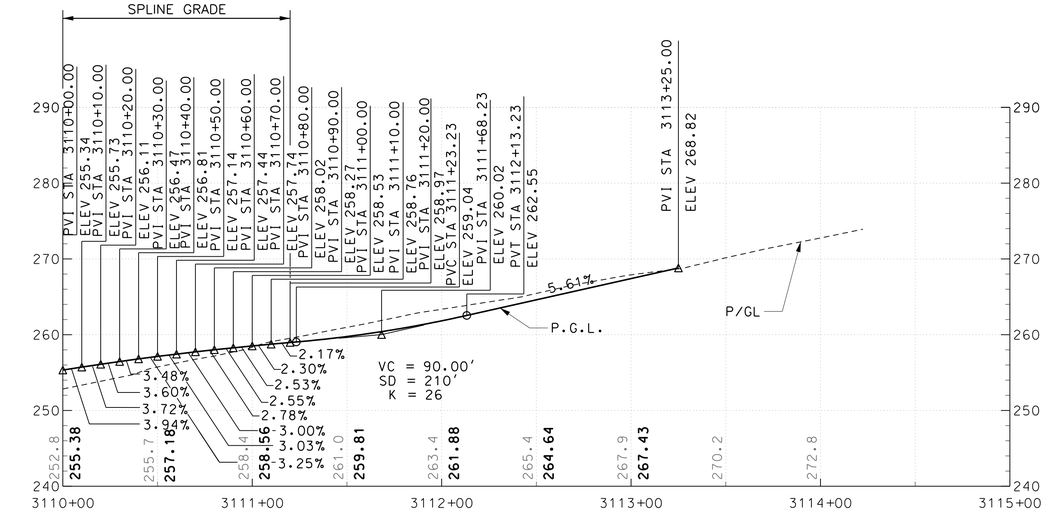
MANCHESTER ROAD SOUTH



MANCHESTER ROAD NORTH



WAYNE MANCHESTER TOWERS ENTRANCE



WAYNE AVENUE

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	MAH
DRAWN	MAH/JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE

MISC ROADS ALONG WAYNE AVE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-83

SHEET NO. 324 OF 691

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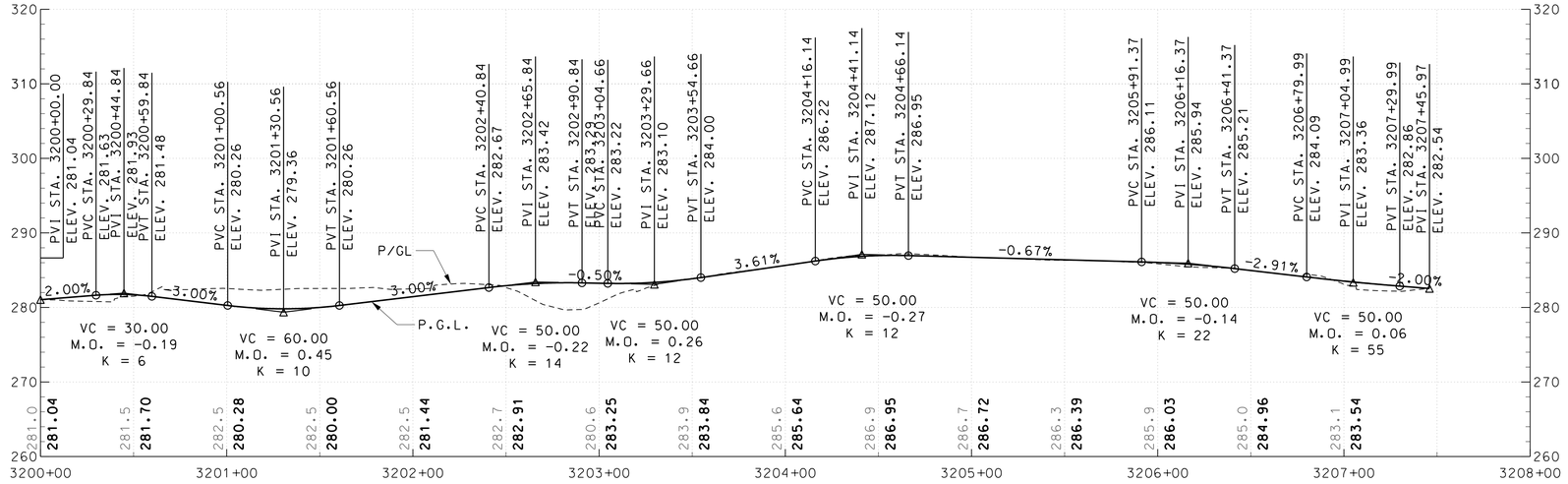
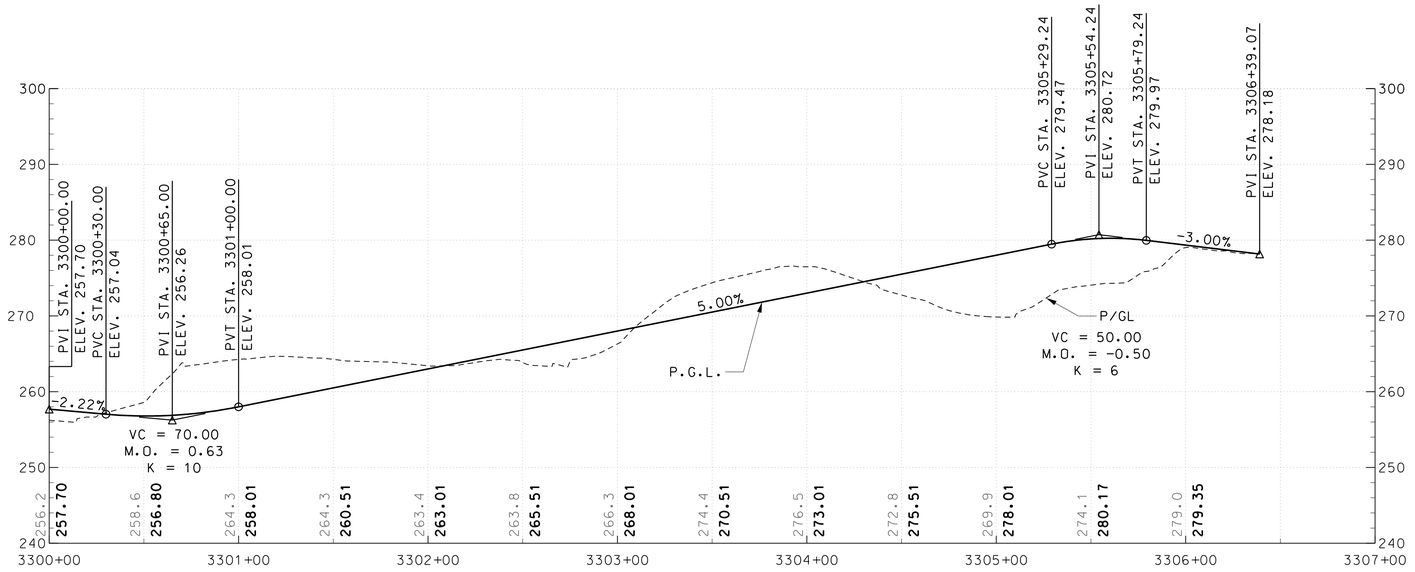
12/10/2013



INTERNATIONAL MIDDLE SCHOOL UPPER LOT



INTERNATIONAL MIDDLE SCHOOL LOWER LOT

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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DESIGN	MAH
DRAWN	MAH/JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG WAYNE AVE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-84

SHEET NO. 325 OF 691

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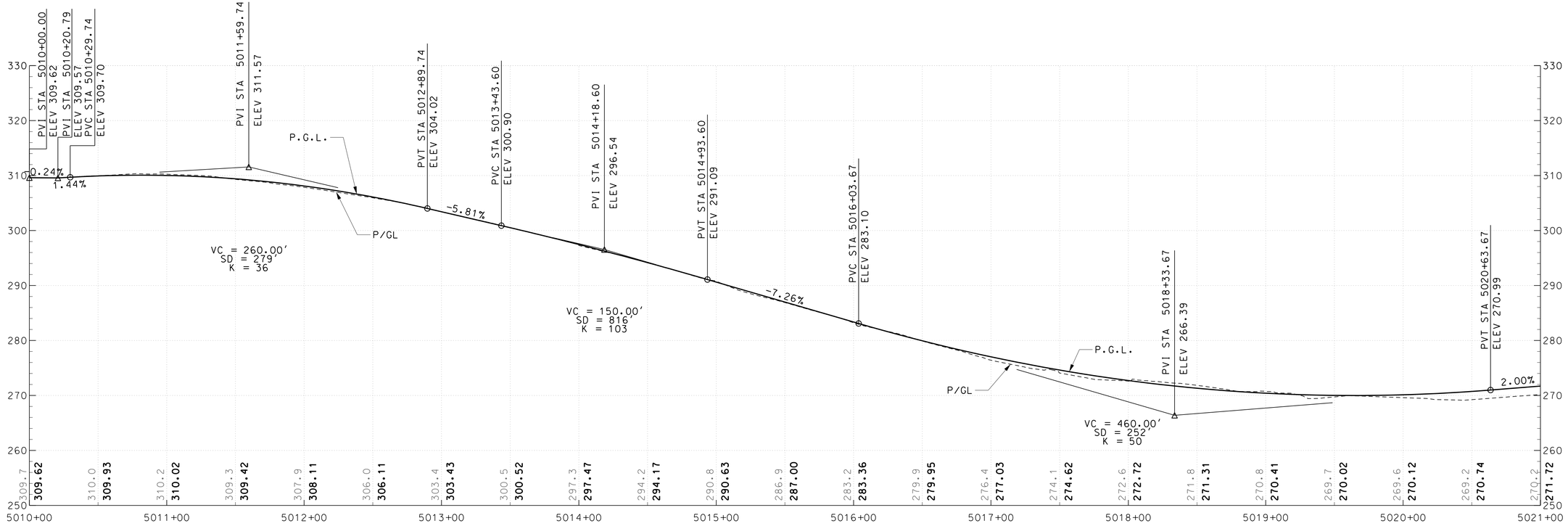
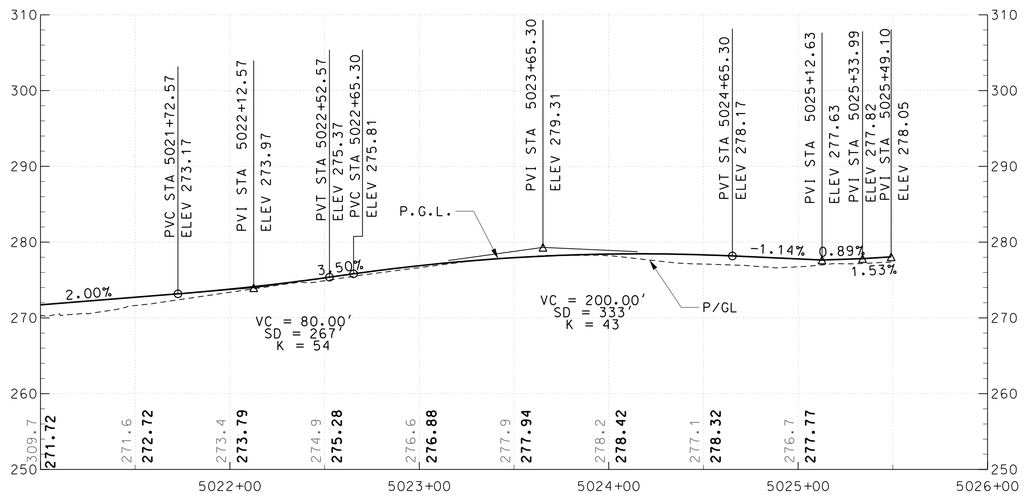
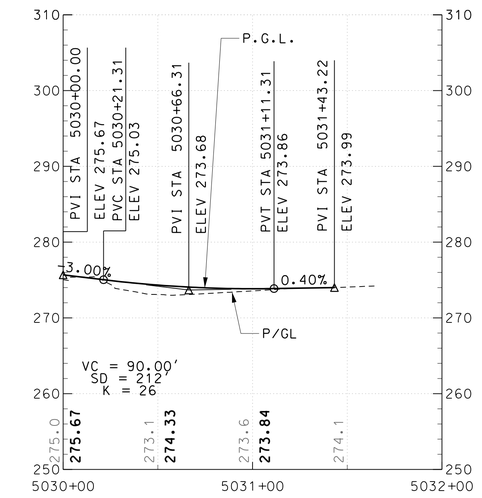
12/10/2013



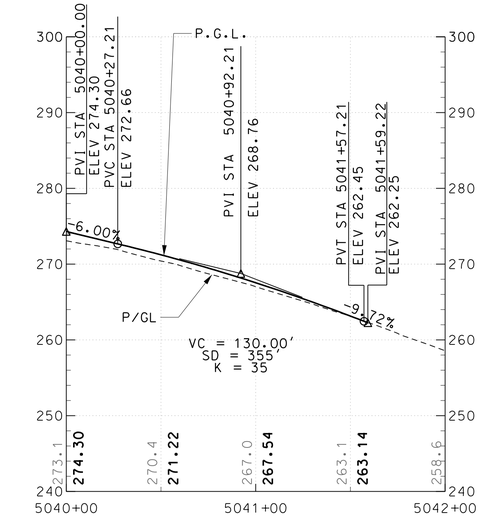
ARLISS STREET



ARLISS STREET (CONT.)



WALDEN ROAD



GARLAND AVENUE

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	MAH
DRAWN	MAH/JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG ARLISS STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-85

SHEET NO. 326 OF 691

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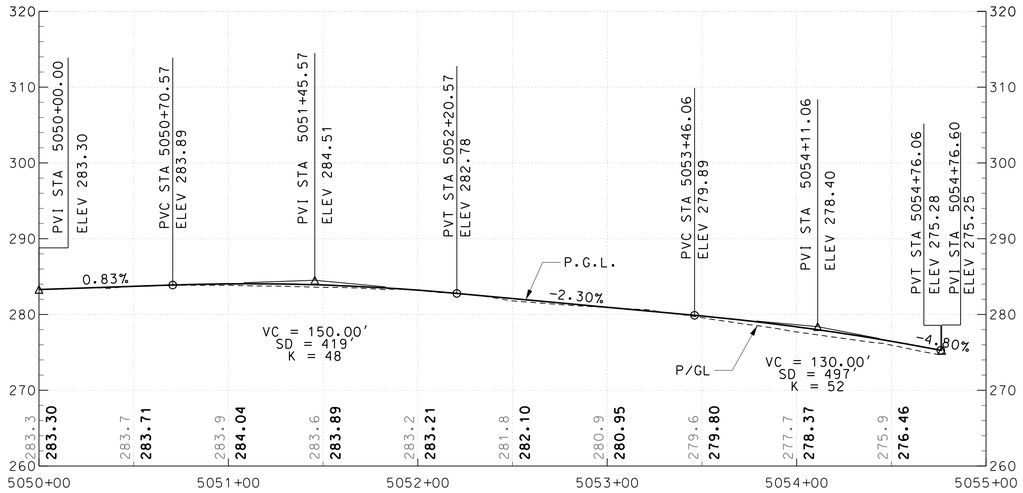
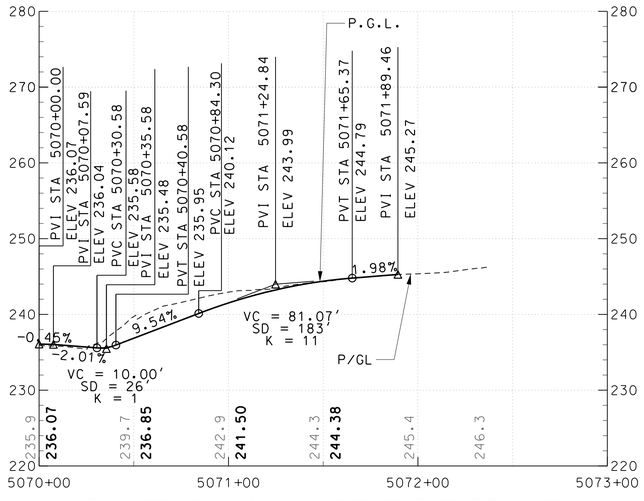
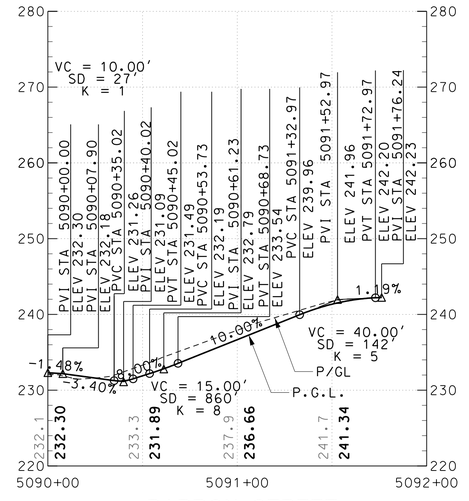
12/10/2013



PINEY BRANCH ROAD



FLOWER BRANCH APARTMENT ENTRANCE



BARRON STREET

HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

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DESIGN	MAH
DRAWN	MAH/JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE

MISC ROADS ALONG PINEY BRANCH ROAD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. PR-86

SHEET NO. 327 OF 691

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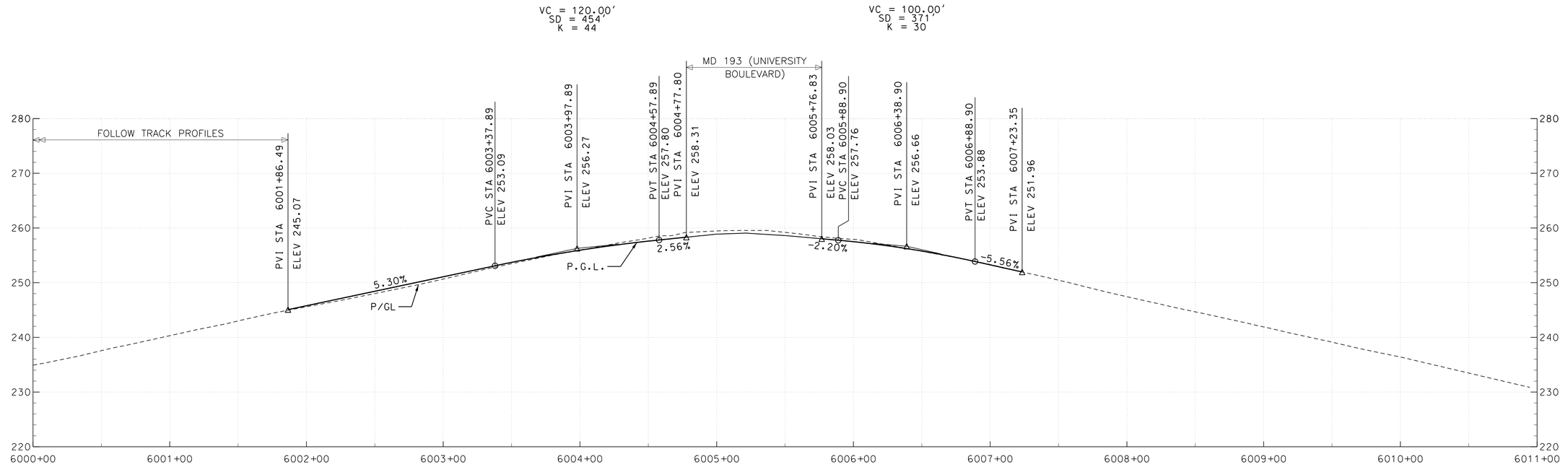
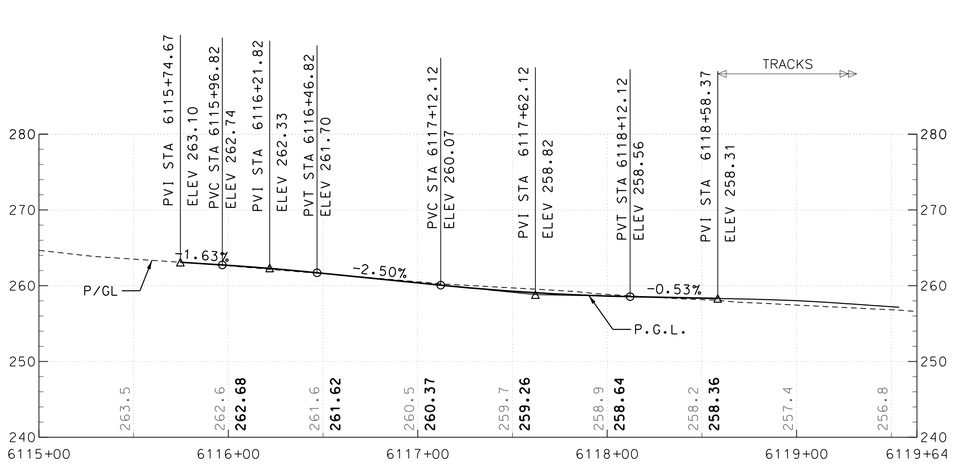
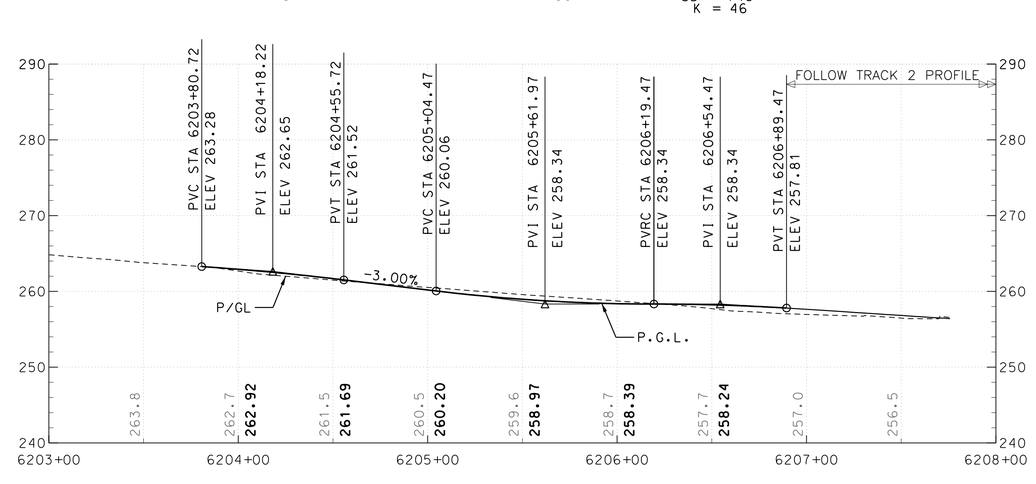
12/10/2013



MD 320 (PINEY BRANCH ROAD)



MD 193 (UNIVERSITY BOULEVARD EB)



MD 193 (UNIVERSITY BOULEVARD WB)

HORIZONTAL SCALE: 1"=40' (40' 0 40' 80')

VERTICAL SCALE: 1"=10' (10' 0 10' 20')

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG MD 193 (UNIVERSITY BLVD)

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-87
SHEET NO. 328 OF 691

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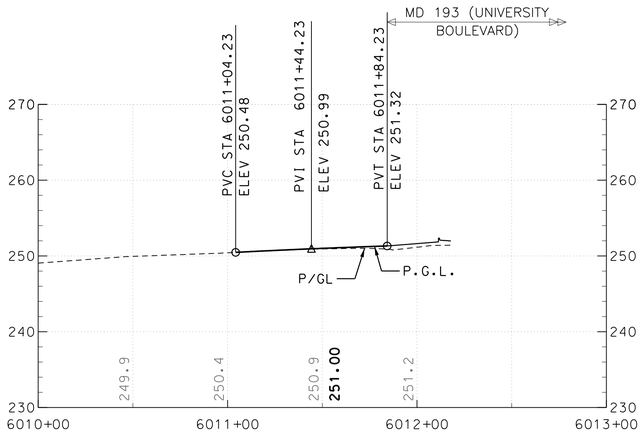
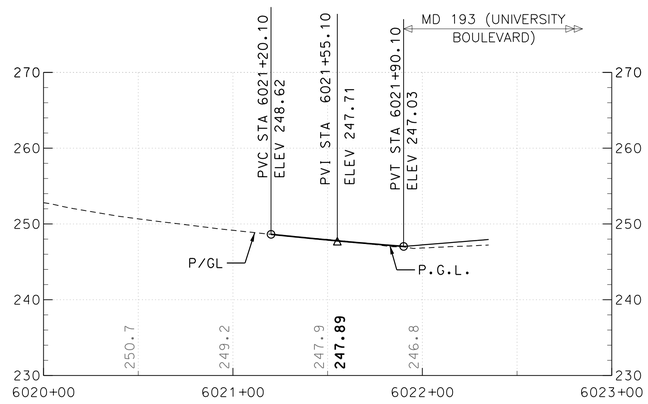
12/11/2013

VC = 80.00'
SD = 2448'
K = 179



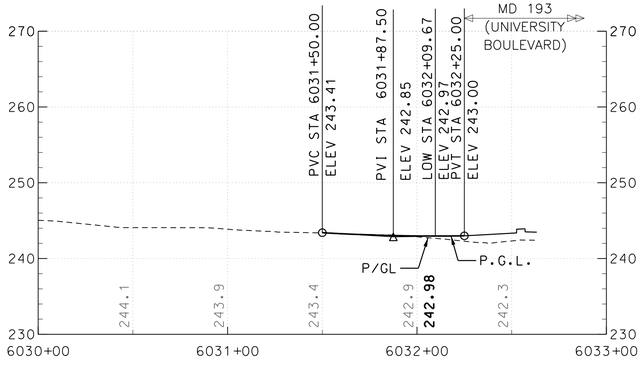
GILBERT STREET

VC = 70.00'
SD = 474'
K = 109



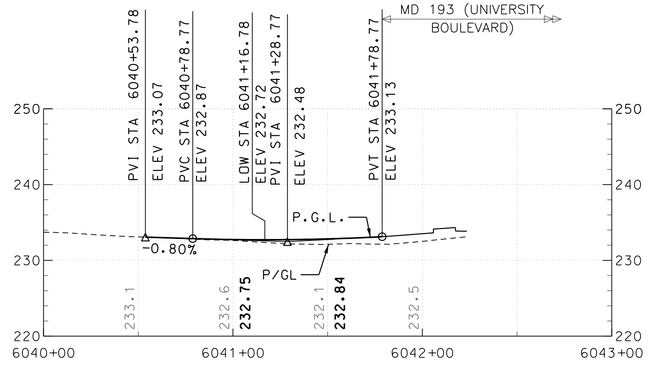
SEEK LANE

VC = 75.00'
SD = 2371'
K = 40



BAYFIELD STREET

VC = 100.00'
SD = 878'
K = 48



FORSTON STREET

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG MD 193 (UNIVERSITY BLVD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-88
SHEET NO. 329 OF 691

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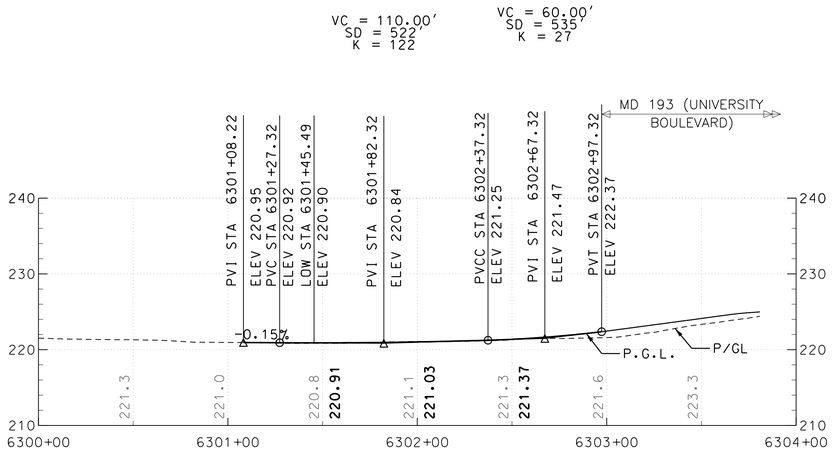
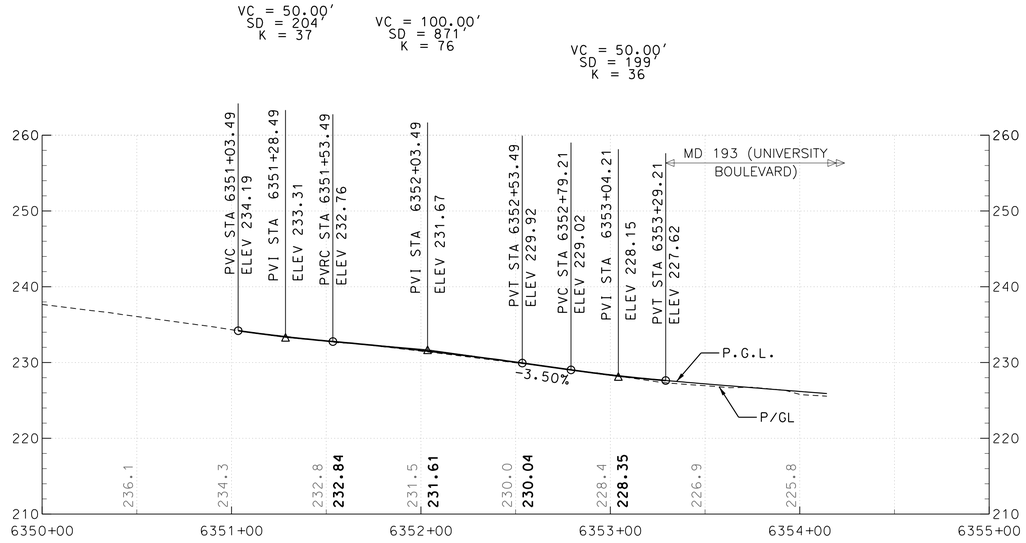
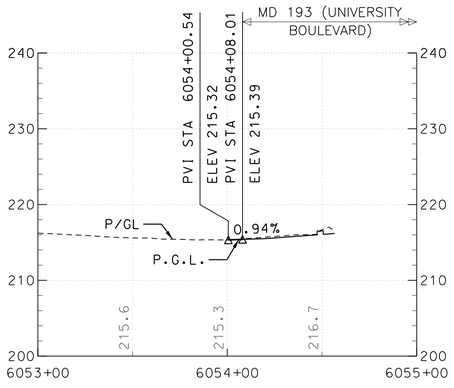
12/11/2013



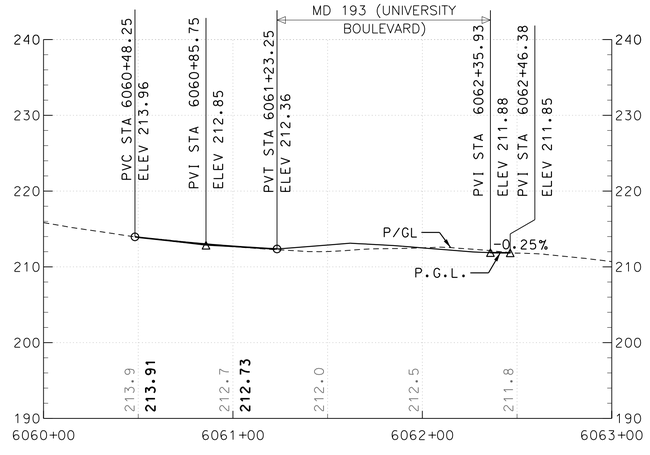
MD 195 (CARROLL AVENUE) SOUTH



MD 195 (CARROLL AVENUE) NORTH



NAVAHOE DRIVE



MERRIMAC DRIVE

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG MD 193 (UNIVERSITY BLVD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-89
SHEET NO. 330 OF 691

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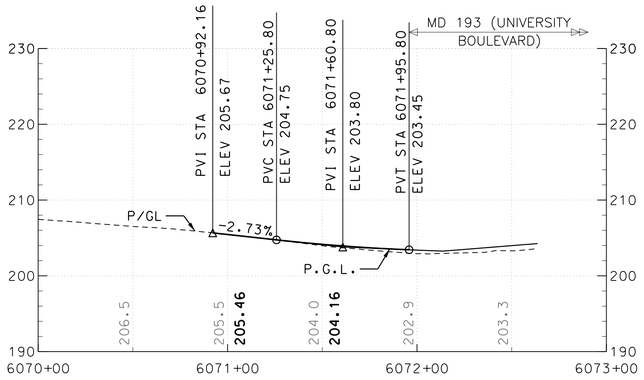
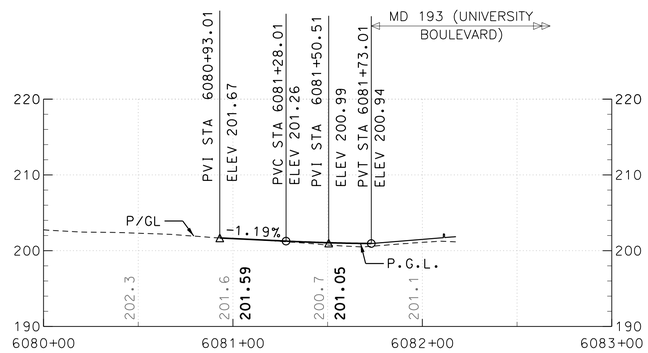
12/11/2013

VC = 70.00'
SD = 216'
K = 40



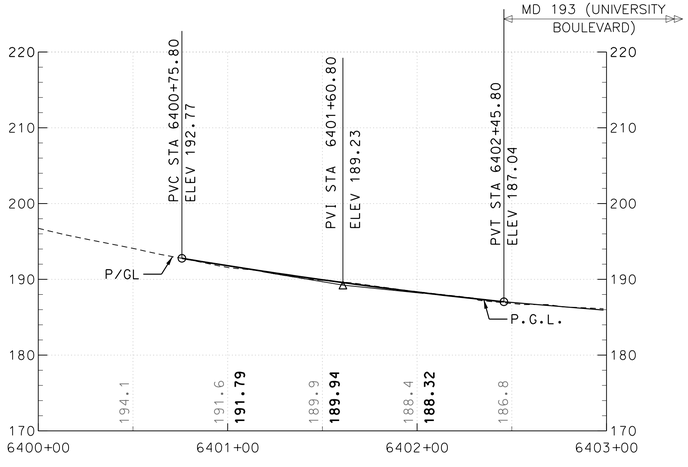
LEBANON STREET

VC = 45.00'
SD = 241'
K = 47



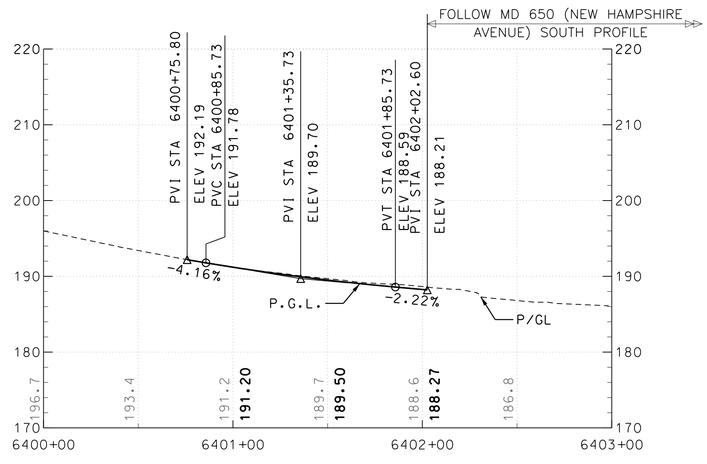
ANNE STREET

VC = 170.00'
SD = 468'
K = 108



MD 650 (NEW HAMPSHIRE AVENUE) SOUTH

VC = 100.00'
SD = 1548'
K = 51



MD 650 (NEW HAMPSHIRE AVENUE) SOUTH - LEFT MEDIAN FLOWLINE

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

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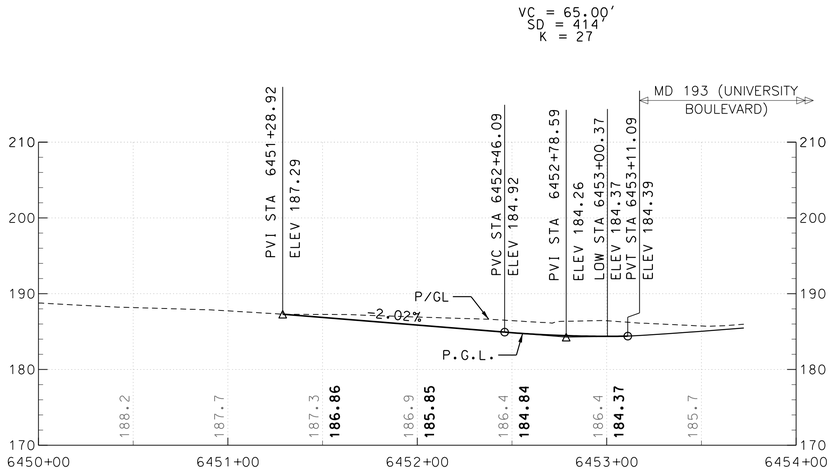
DESIGN NJD
DRAWN NJD
CHECK HMB
APPR

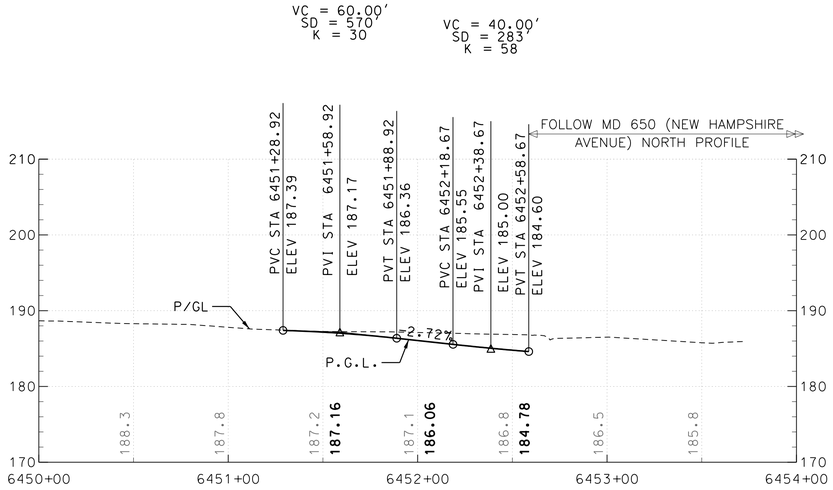
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG MD 193 (UNIVERSITY BLVD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. PR-90
SHEET NO. 331 OF 691

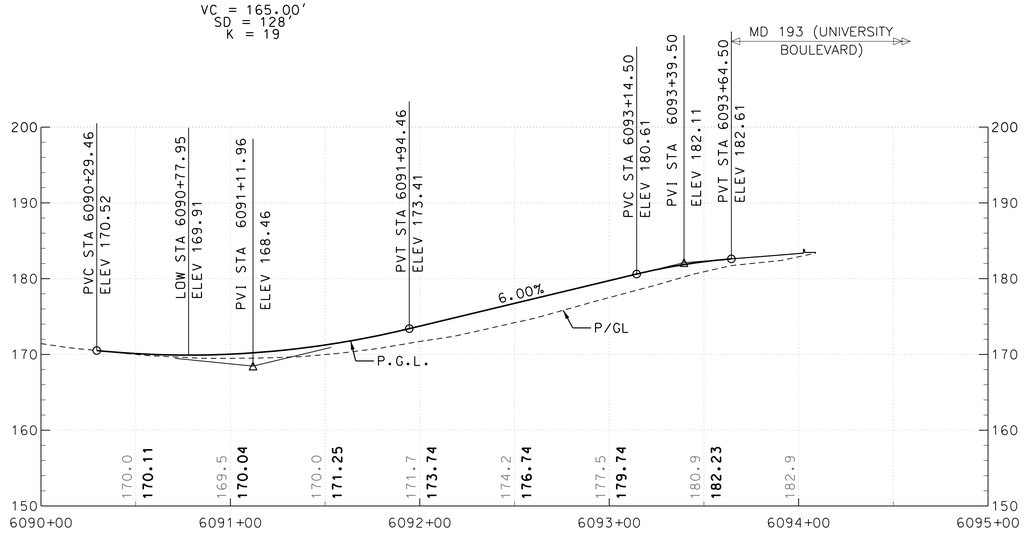
c:\pwworking\mtapw\stv-gregory wissman\dms98097\1042pCV6204.dgn
12/11/2013



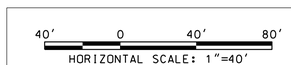
MD 650 (NEW HAMPSHIRE AVENUE) NORTH

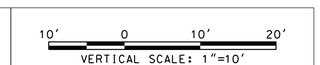


MD 650 (NEW HAMPSHIRE AVENUE) NORTH - LEFT MEDIAN FLOWLINE



EDWARDS PLACE





MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

License No. _____ Expiration Date _____

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DESIGN	NJD
DRAWN	NJD
CHECK	HMB
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HIGHWAY ALIGNMENT PROFILE
MISC ROADS ALONG MD 193 (UNIVERSITY BLVD)

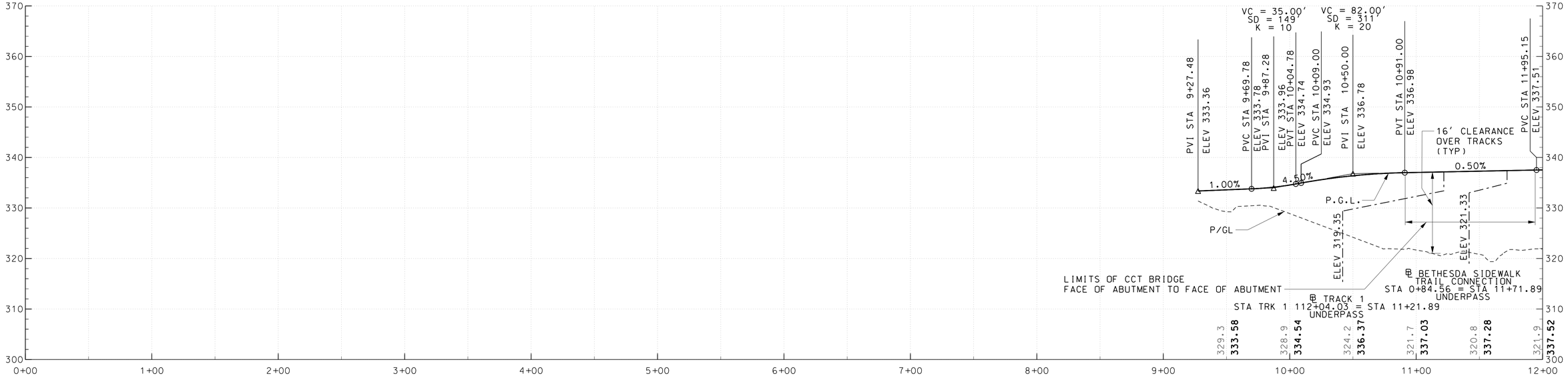
DATE: DECEMBER 2013 SCALE: AS SHOWN

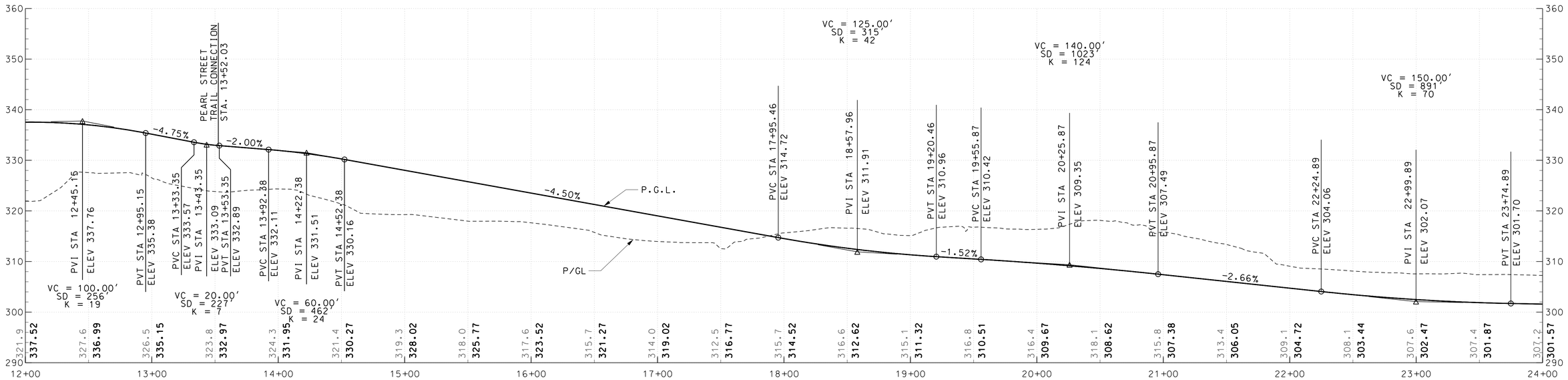
CONTRACT NO. T-1042-0220

DRAWING NO. PR-91

SHEET NO. 332 OF 691

c:\pwworking\mtapw\stv-gregory wissman\dms98097\1042pCV6205.dgn
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

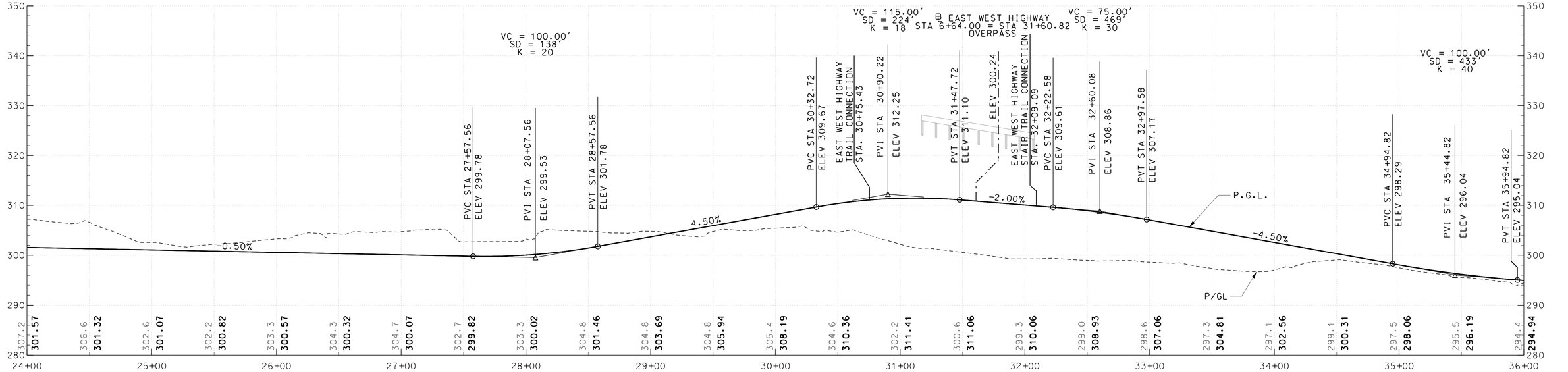
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

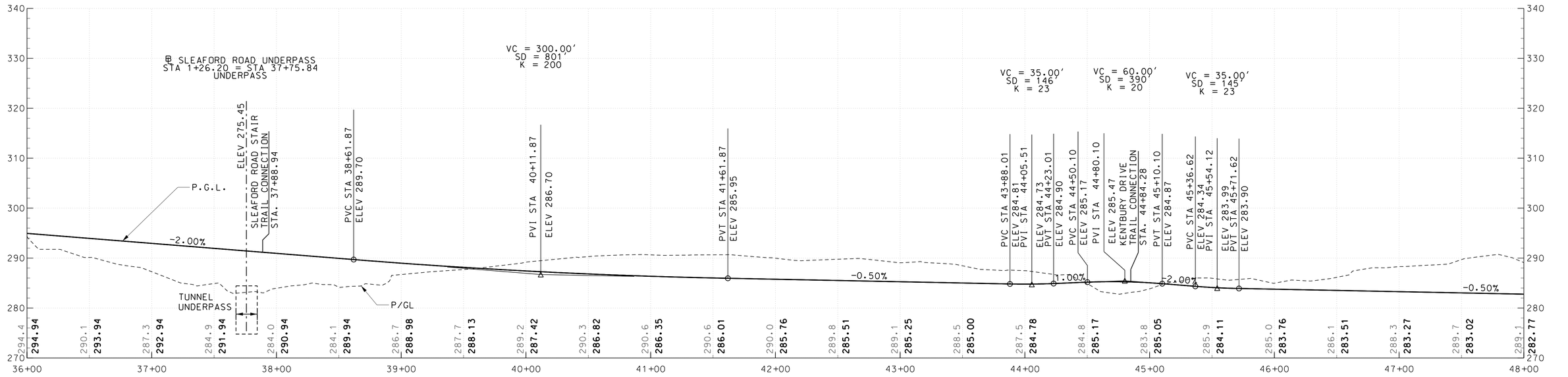
TRAIL ALIGNMENT PROFILE
STA 0+00 TO STA 24+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-01
SHEET NO. 367 OF 691

c:\pwworking\mtapw\wra-daniel beaver\d0104948\1042pCV1201.dgn
12/11/2013





40′ 0 40′ 80′
HORIZONTAL SCALE: 1"=40′

10′ 0 10′ 20′
VERTICAL SCALE: 1"=10′

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 24+00 TO STA 48+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-02
SHEET NO. 368 OF 691

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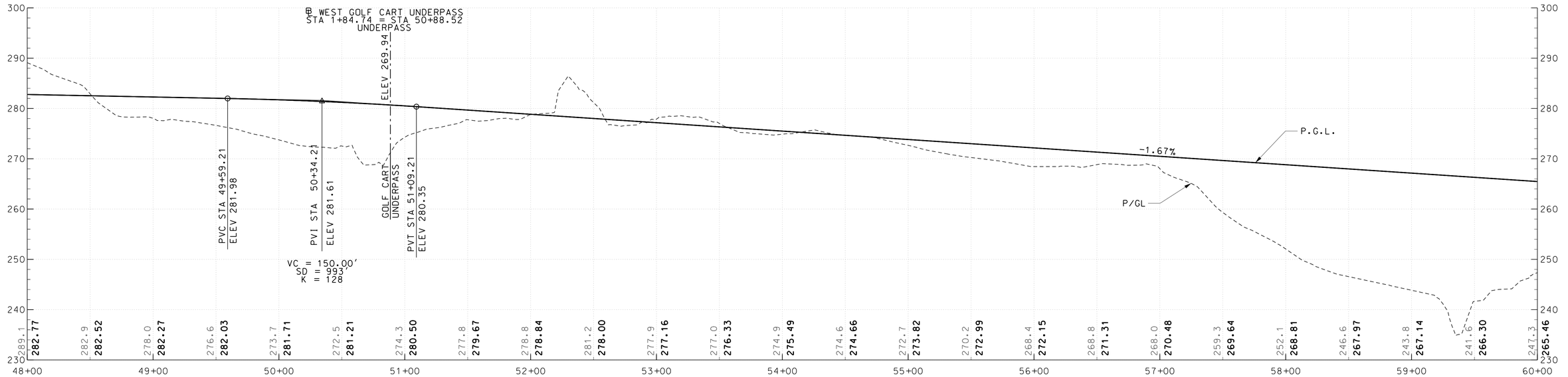
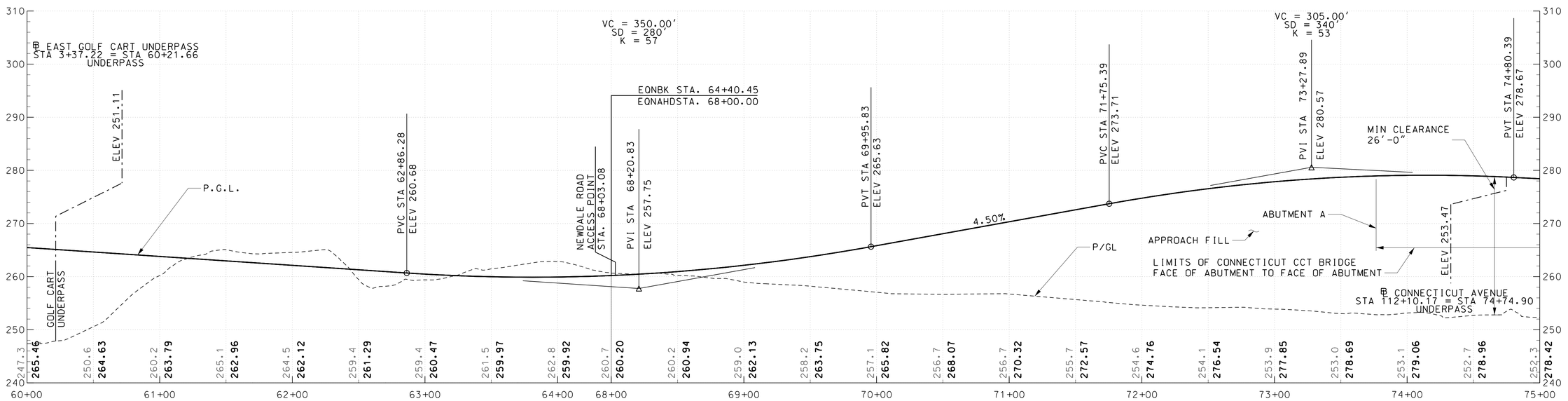
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming
WR&A

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License No. Expiration Date

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 48+00 TO STA 75+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-03
SHEET NO. 369 OF 691

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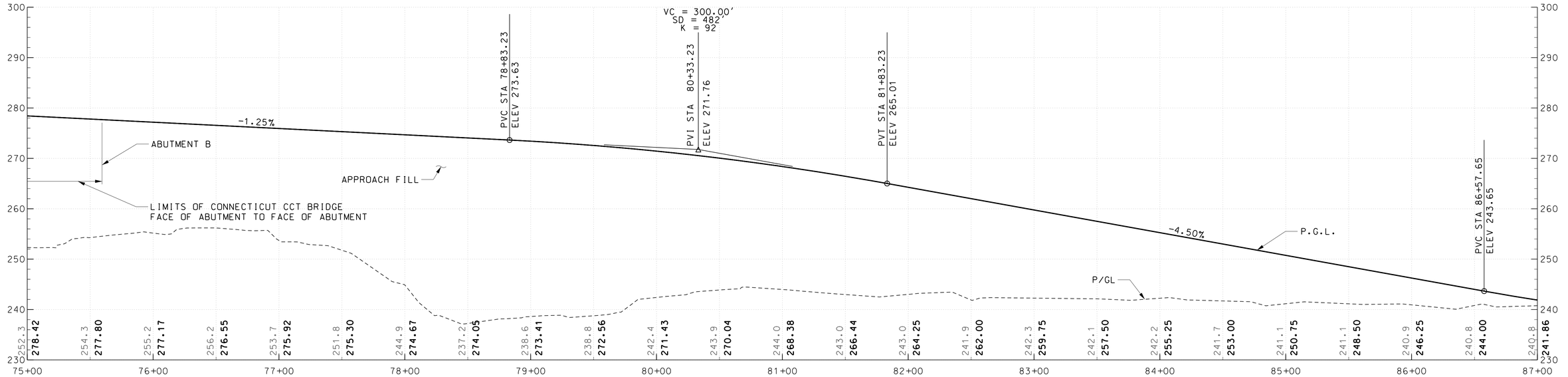
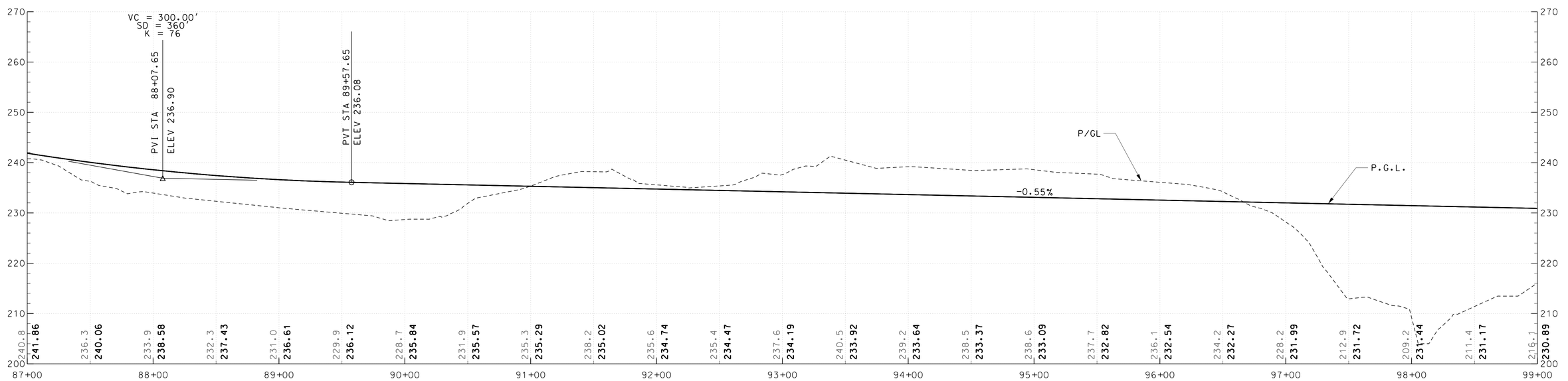
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 75+00 TO STA 99+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-04
SHEET NO. 370 OF 691

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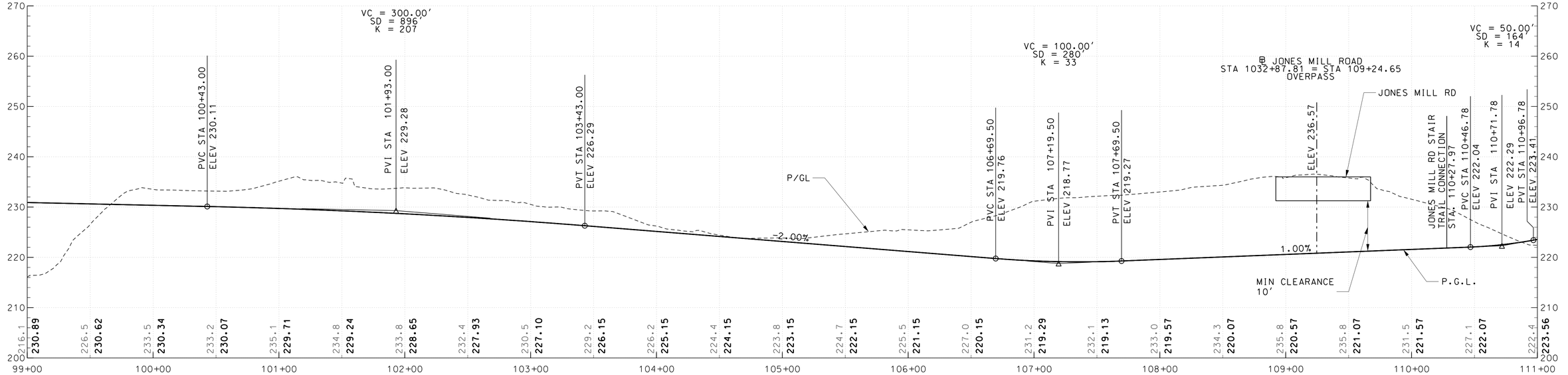
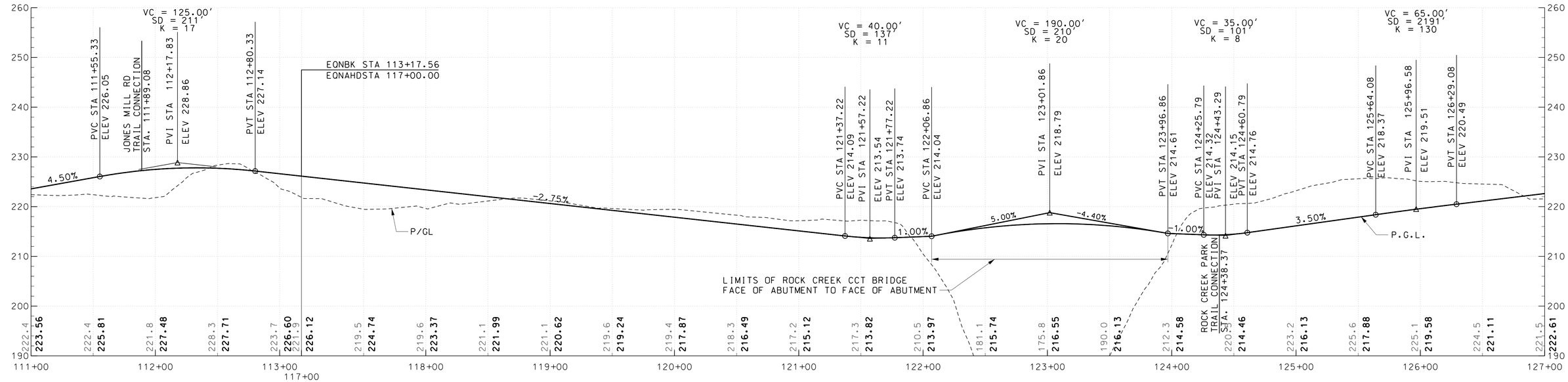
12/11/2013





HORIZONTAL SCALE: 1"=40'

VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming

WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE

STA 99+00 TO STA 127+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TR-05

SHEET NO. 371 OF 691

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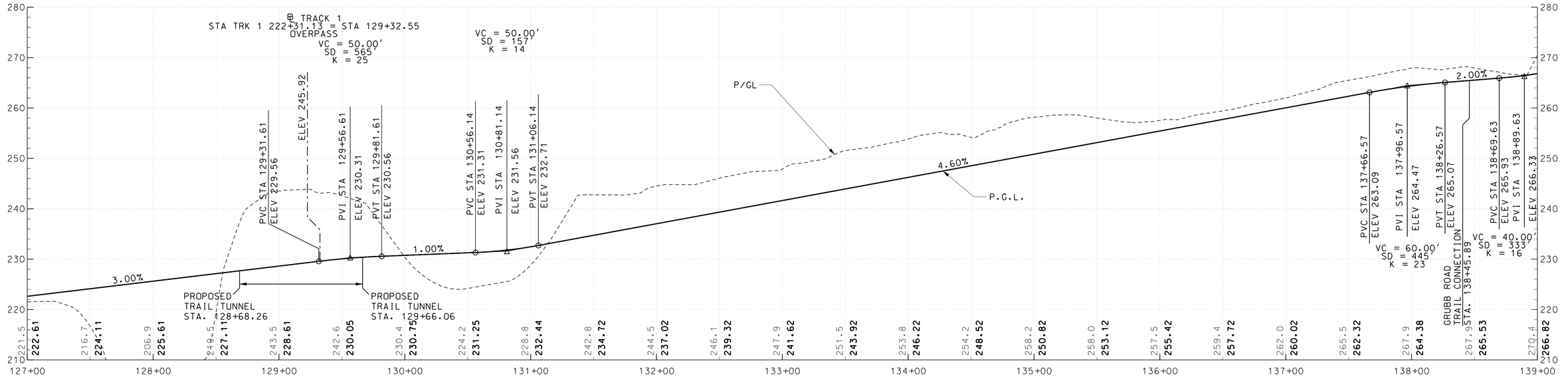
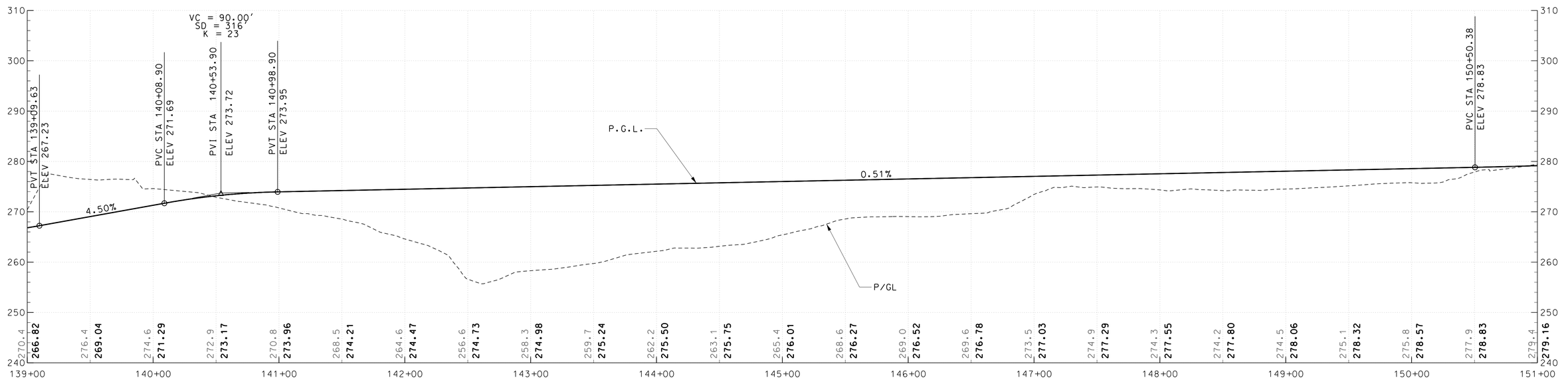
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 127+00 TO STA 151+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-06
SHEET NO. 372 OF 691

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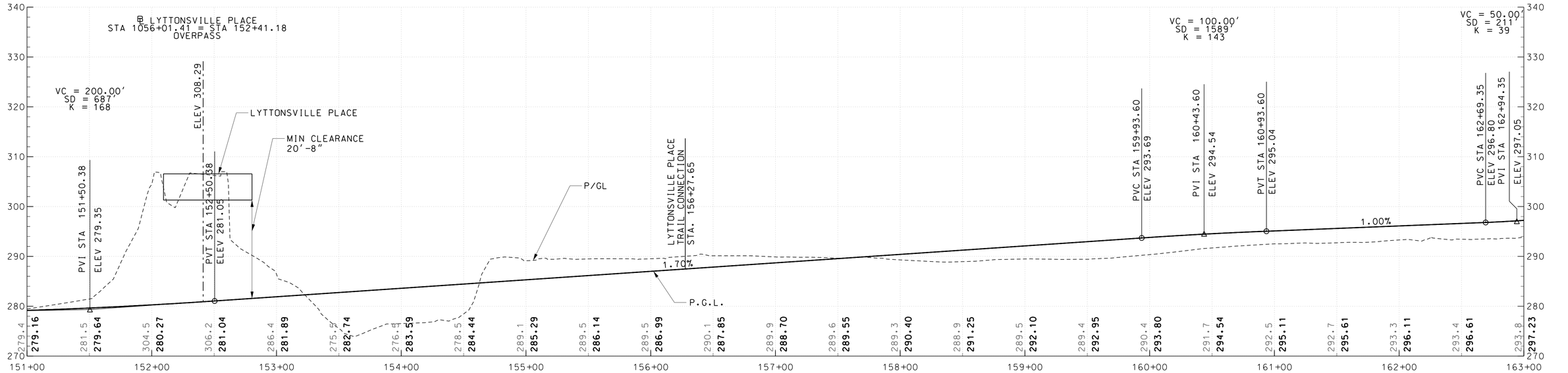
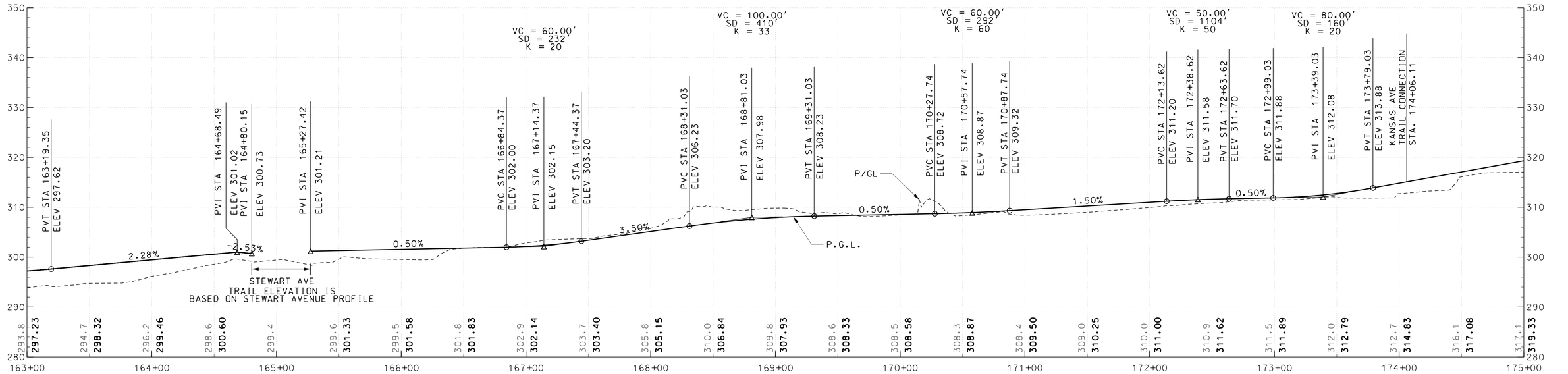
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 151+00 TO STA 175+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-07
SHEET NO. 373 OF 691

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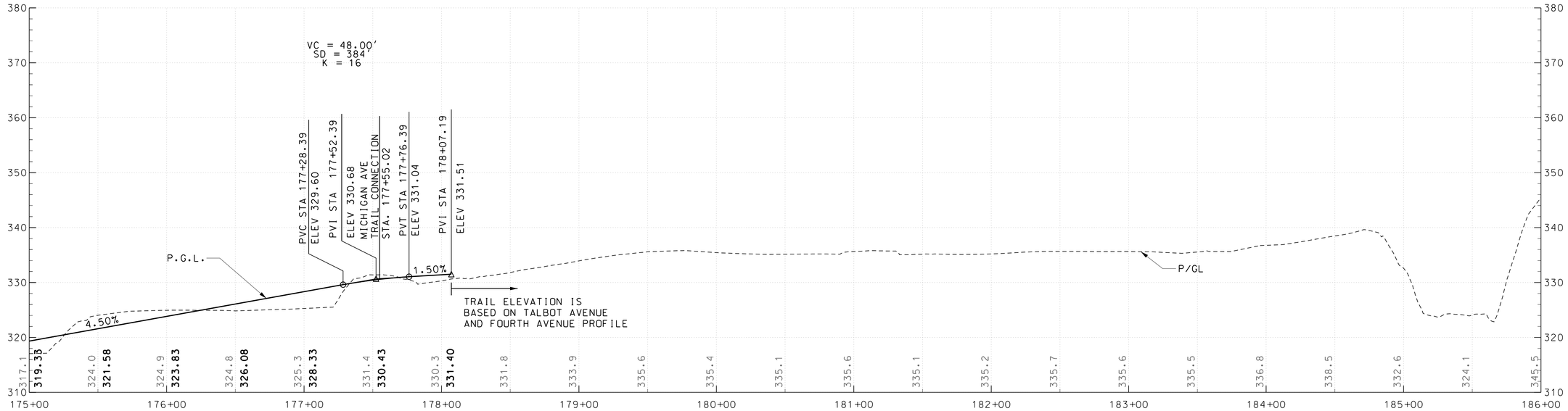
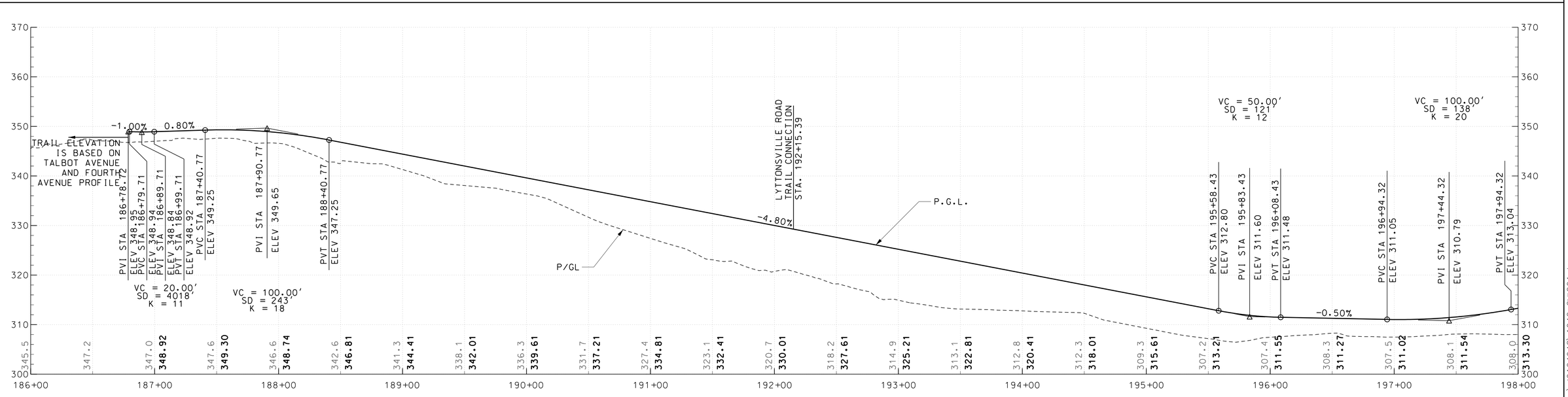
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 175+00 TO STA 198+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-08
SHEET NO. 374 OF 691

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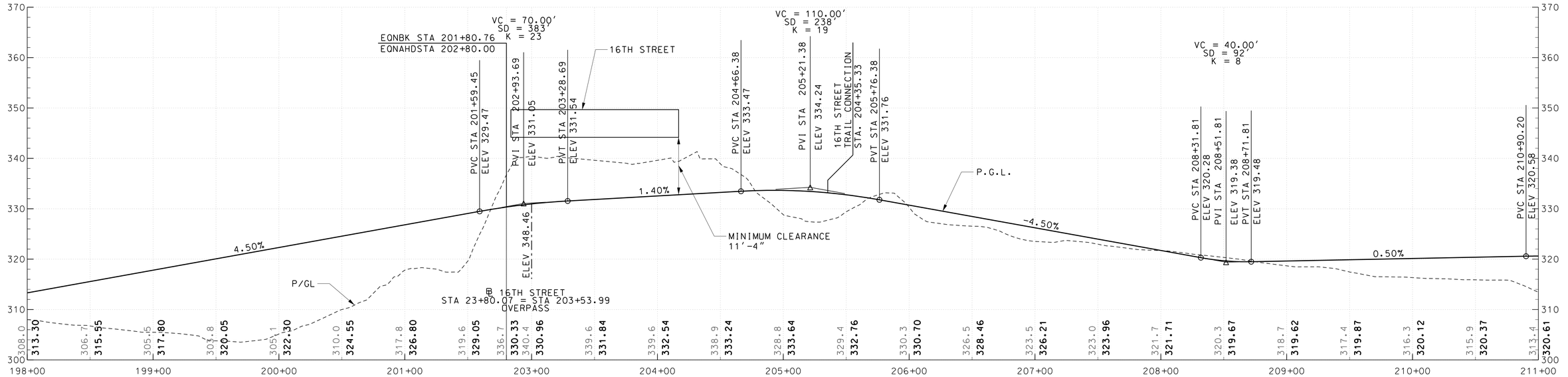
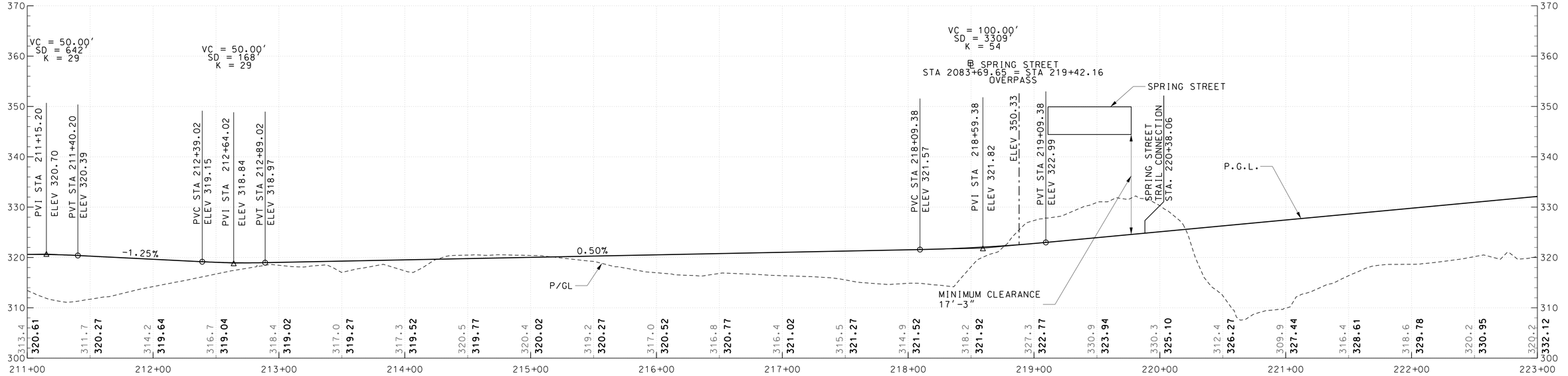
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN MJW
DRAWN MJW
CHECK VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 198+00 TO STA 223+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-09
SHEET NO. 375 OF 691

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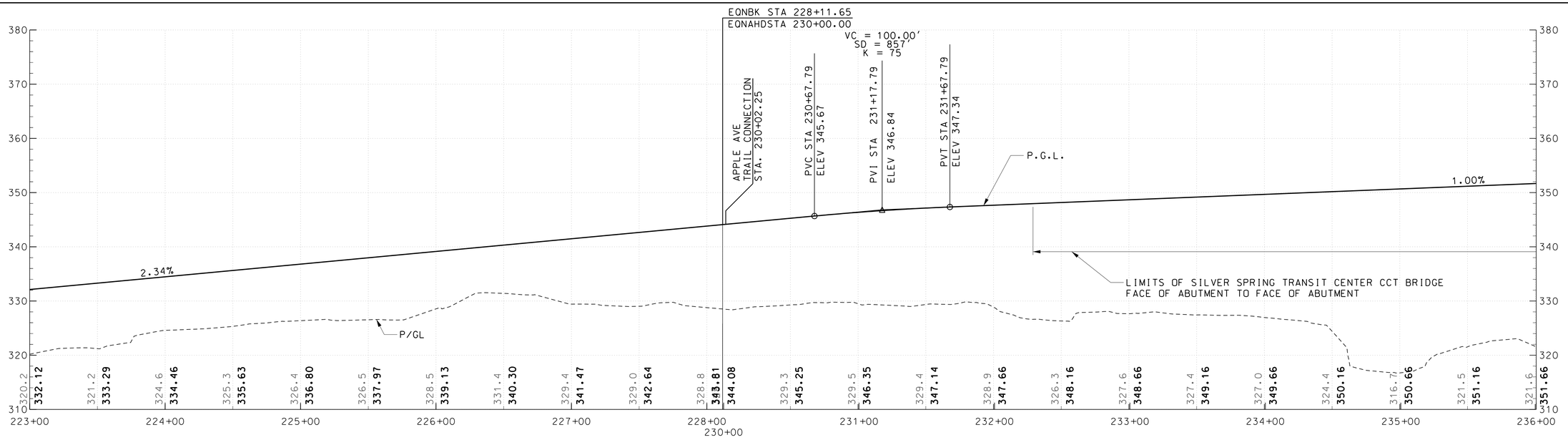
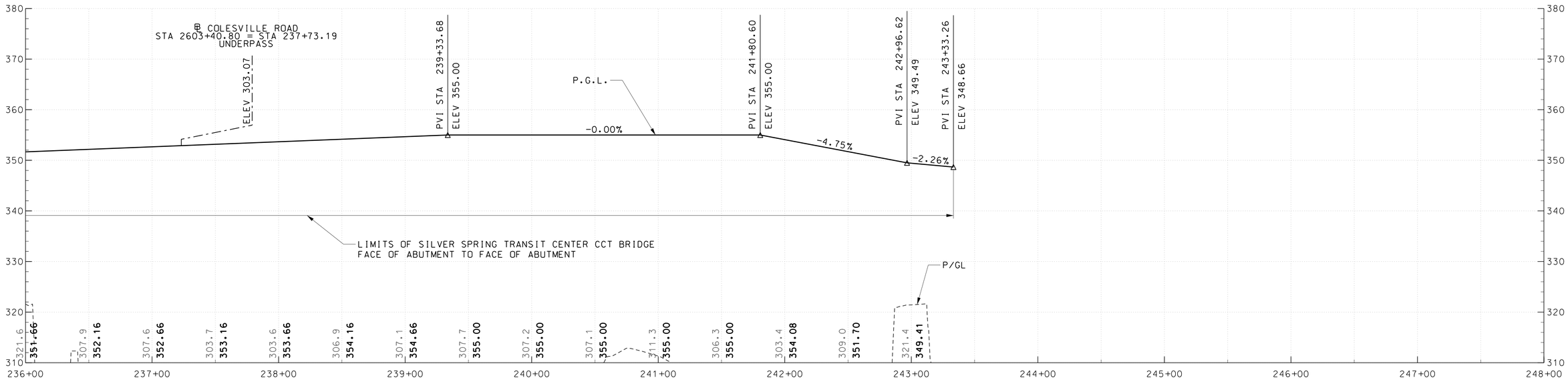
12/11/2013





40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
STA 223+00 TO STA 248+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-10
SHEET NO. 376 OF 691

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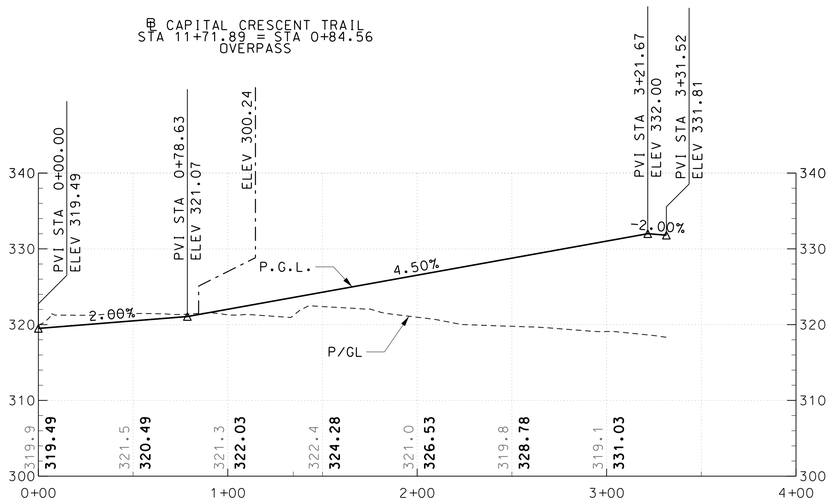
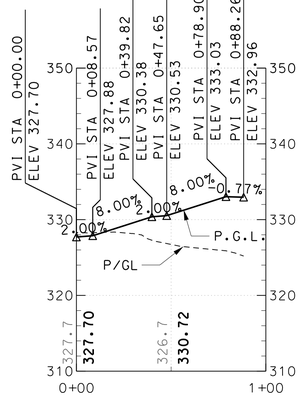
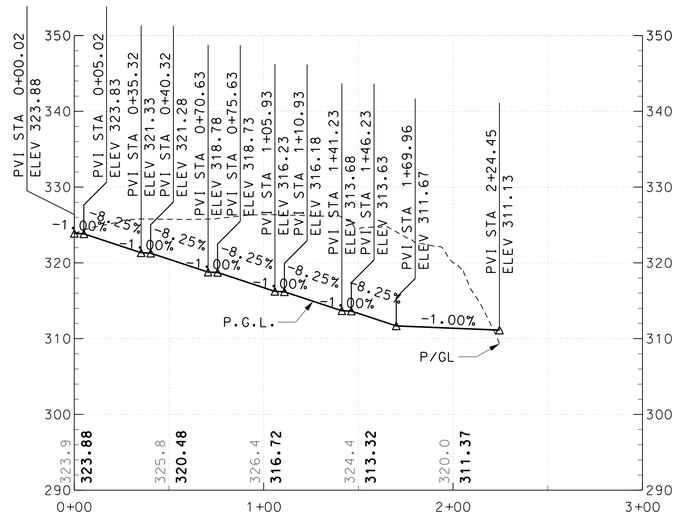
12/11/2013



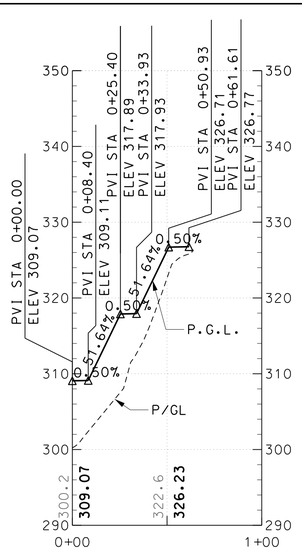
BETHESDA SIDEWALK RAMP TO CAPITAL CRESCENT TRAIL



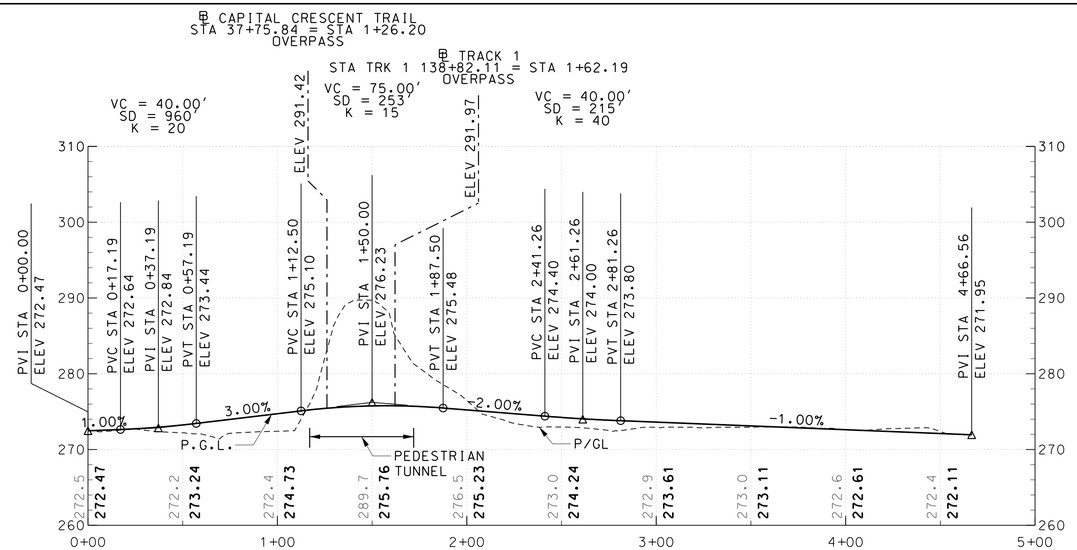
PEARL STREET TRAIL CONNECTION



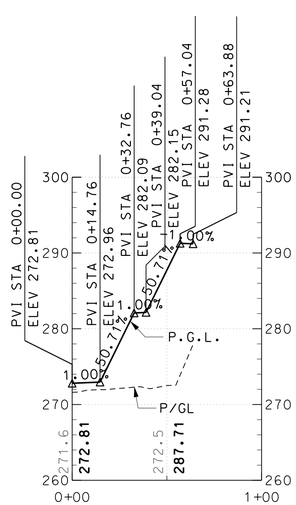
EAST WEST HIGHWAY TRAIL CONNECTION



EAST WEST HIGHWAY STAIR TRAIL CONNECTION



SLEAFORD ROAD UNDERPASS



SLEAFORD ROAD STAIR TRAIL CONNECTION

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
TRAIL CONNECTION PROFILES

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-11
SHEET NO. 377 OF 691

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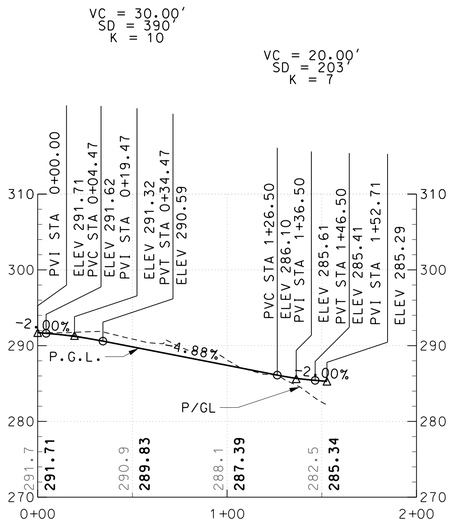
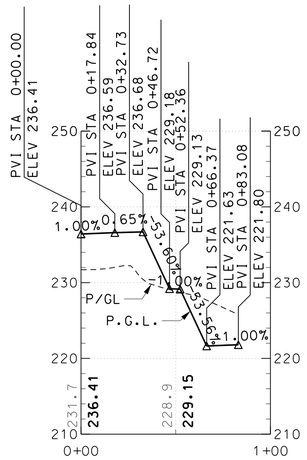
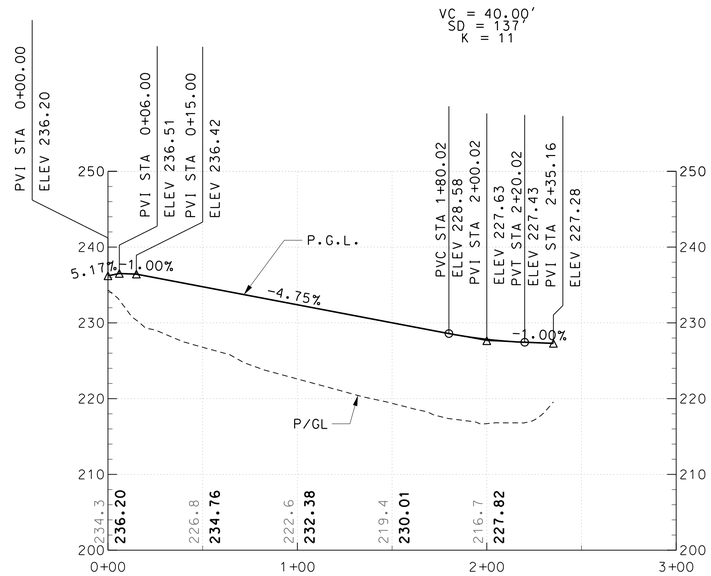
12/11/2013



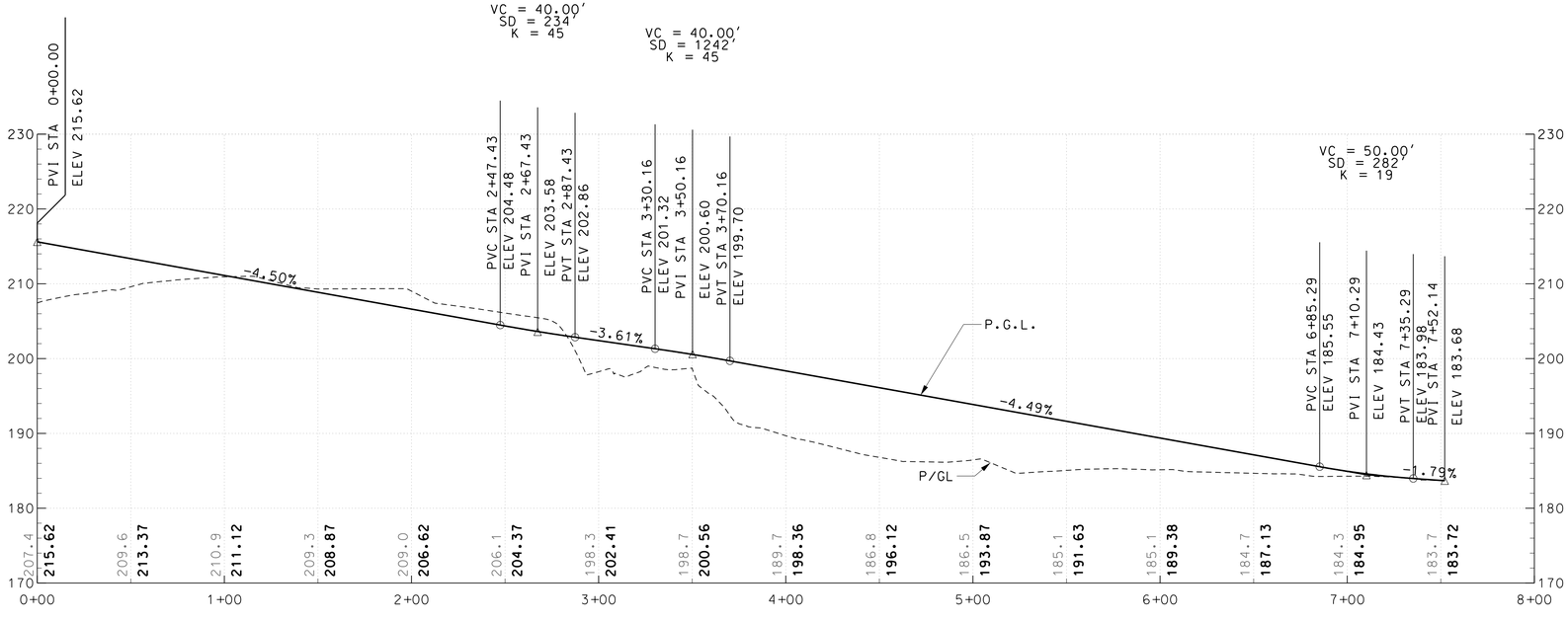
KENTBURY DRIVE
TRAIL CONNECTION



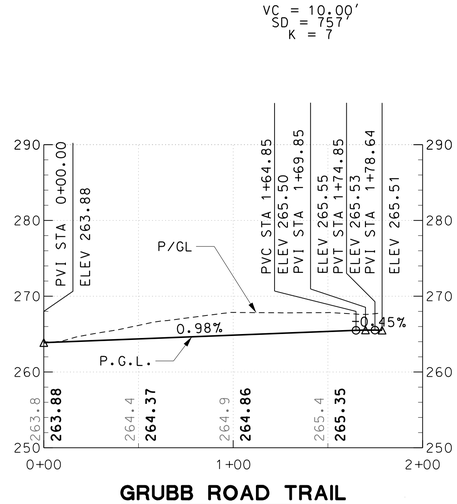
JONES MILL ROAD
STAIR TRAIL CONNECTION



JONES MILL ROAD
TRAIL CONNECTION



ROCK CREEK PARK TRAIL CONNECTION



GRUBB ROAD TRAIL
CONNECTION

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN MJW
DRAWN MJW
CHECK VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL ALIGNMENT PROFILE
TRAIL CONNECTION PROFILES
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-12
SHEET NO. 378 OF 691

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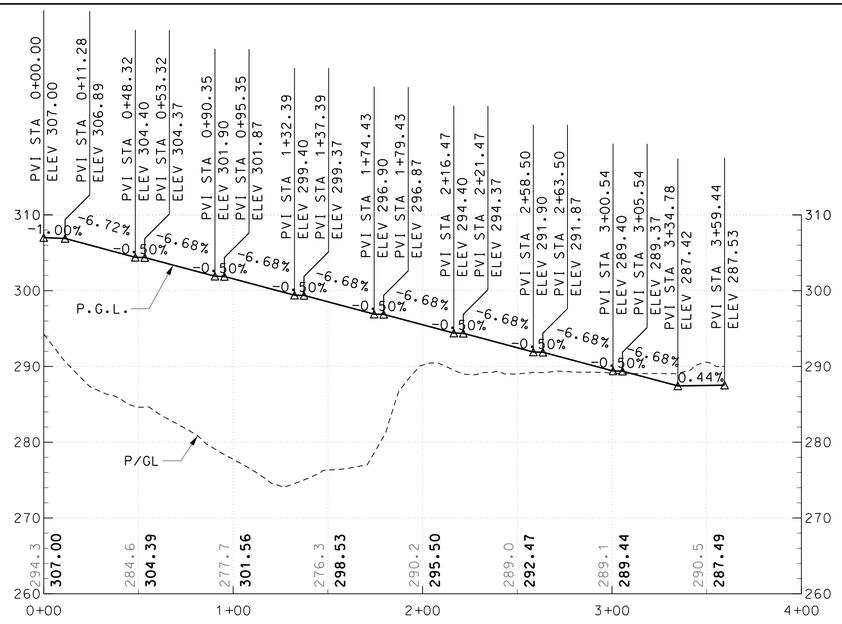
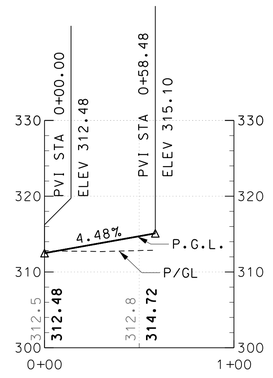
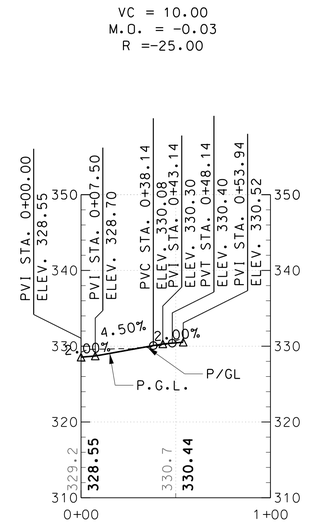
12/11/2013



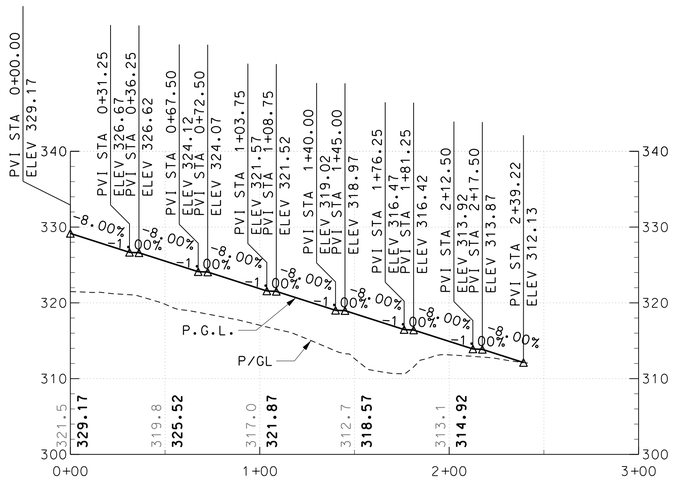
LYTTONSVILLE PLACE TRAIL CONNECTION



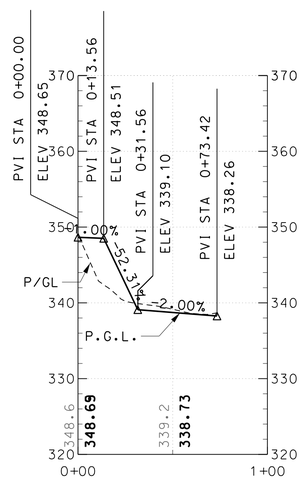
KANSAS AVENUE TRAIL CONNECTION



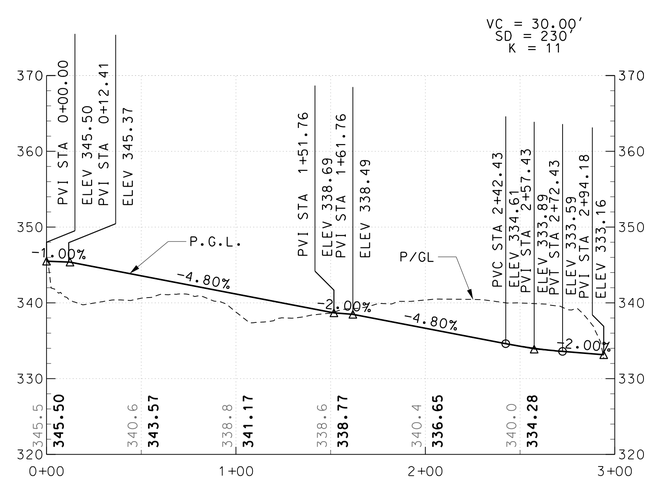
MICHIGAN AVENUE TRAIL CONNECTION



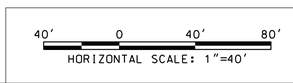
LYTTONSVILLE ROAD TRAIL CONNECTION

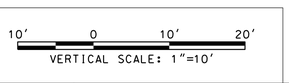


16TH STREET STAIR TRAIL CONNECTION



16TH STREET TRAIL CONNECTION





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MARYLAND TRANSIT ADMINISTRATION

MTA Maryland

Gannett Fleming

WR&A

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DESIGN	MJW
DRAWN	MJW
CHECK	VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
TRAIL CONNECTION PROFILES

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TR-13

SHEET NO. 379 OF 691

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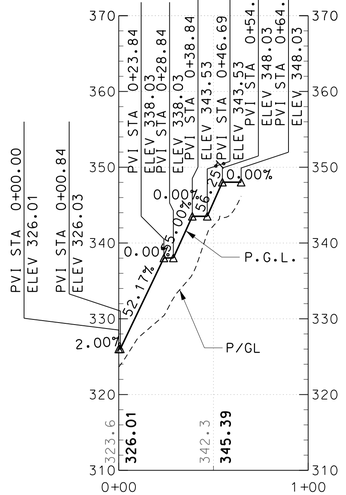
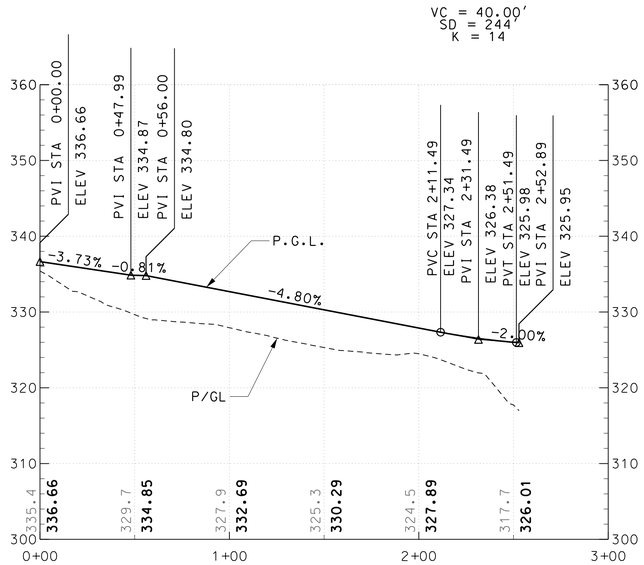
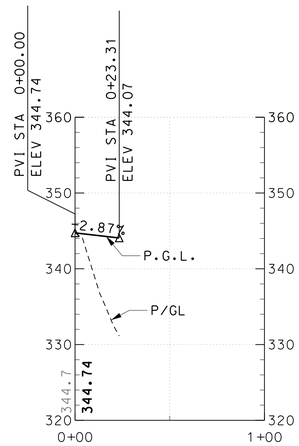
12/11/2013



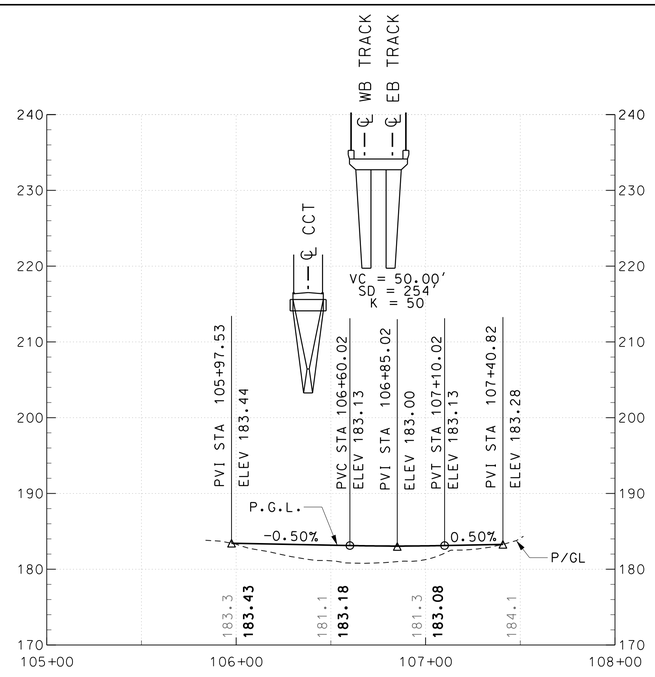
SPRING STREET STAIR TRAIL CONNECTION



SPRING STREET TRAIL CONNECTION



APPLE AVENUE TRAIL CONNECTION



ROCK CREEK TRAIL BOARDWALK

40' 0 40' 80'
HORIZONTAL SCALE: 1"=40'

10' 0 10' 20'
VERTICAL SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN MJW
DRAWN MJW
CHECK VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL ALIGNMENT PROFILE
TRAIL CONNECTION PROFILES

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TR-14
SHEET NO. 380 OF 691

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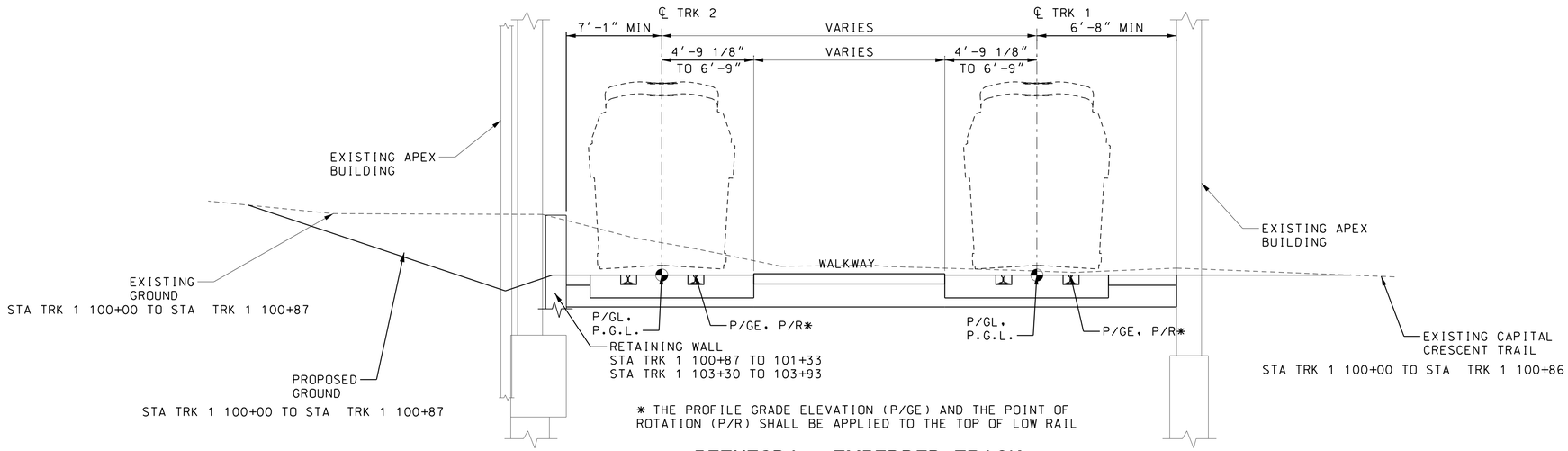
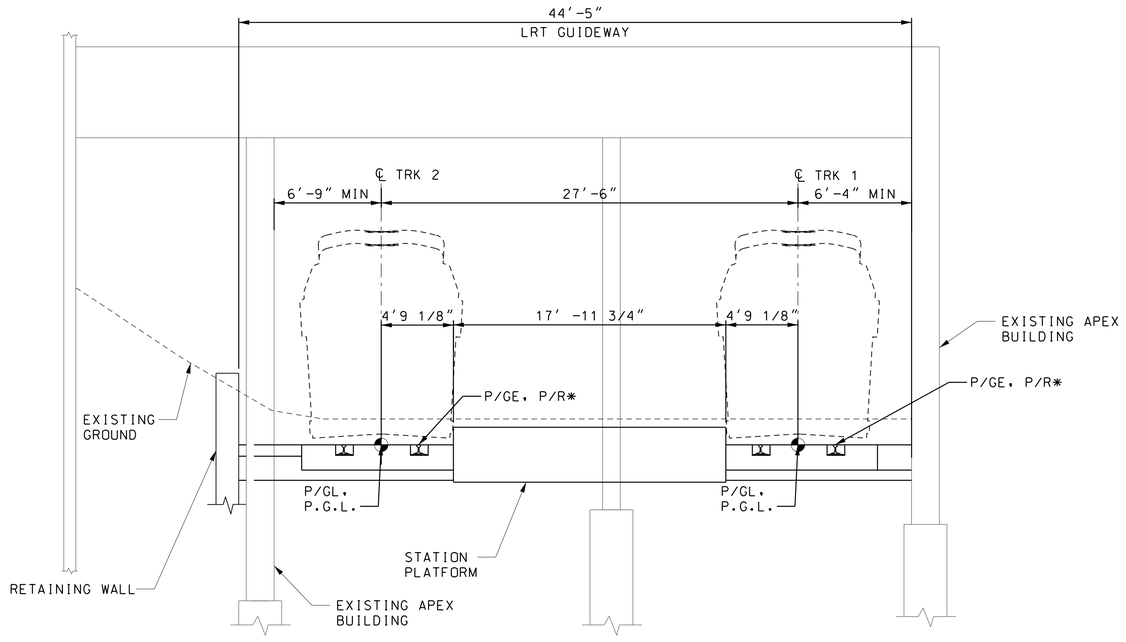
12/11/2013



* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

BETHESDA - EMBEDDED TRACK

STA TRK 1 100+00 TO STA TRK 1 101+33
STA TRK 1 103+30 TO STA TRK 1 103+93



BETHESDA STATION - EMBEDDED TRACK

STA TRK 1 101+33 TO STA TRK 1 103+30

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BETHESDA TUNNEL

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-001
SHEET NO. 381 OF 691

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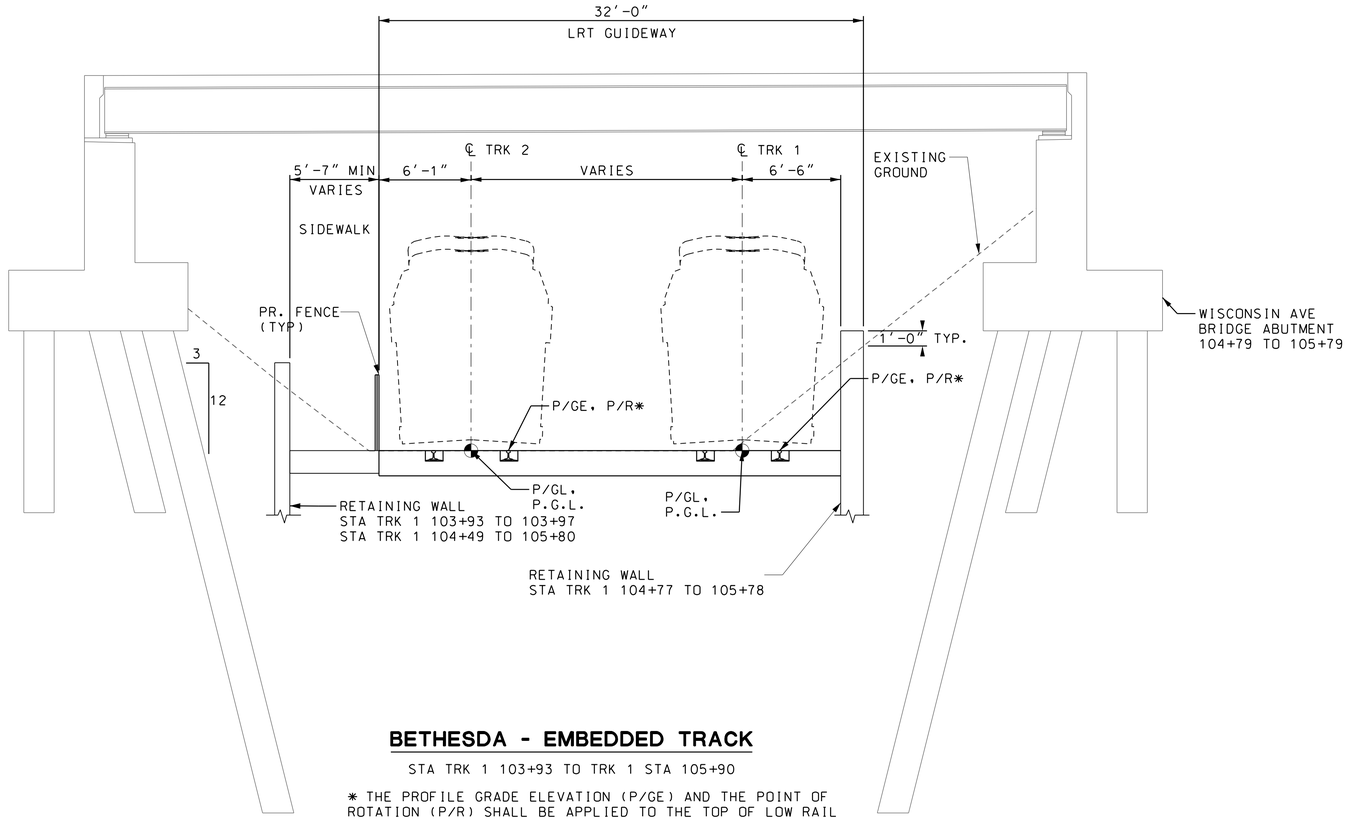

BETHESDA - EMBEDDED TRACK

STA TRK 1 103+93 TO TRK 1 STA 105+90

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BETHESDA TUNNEL

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-002
SHEET NO. 382 OF 691

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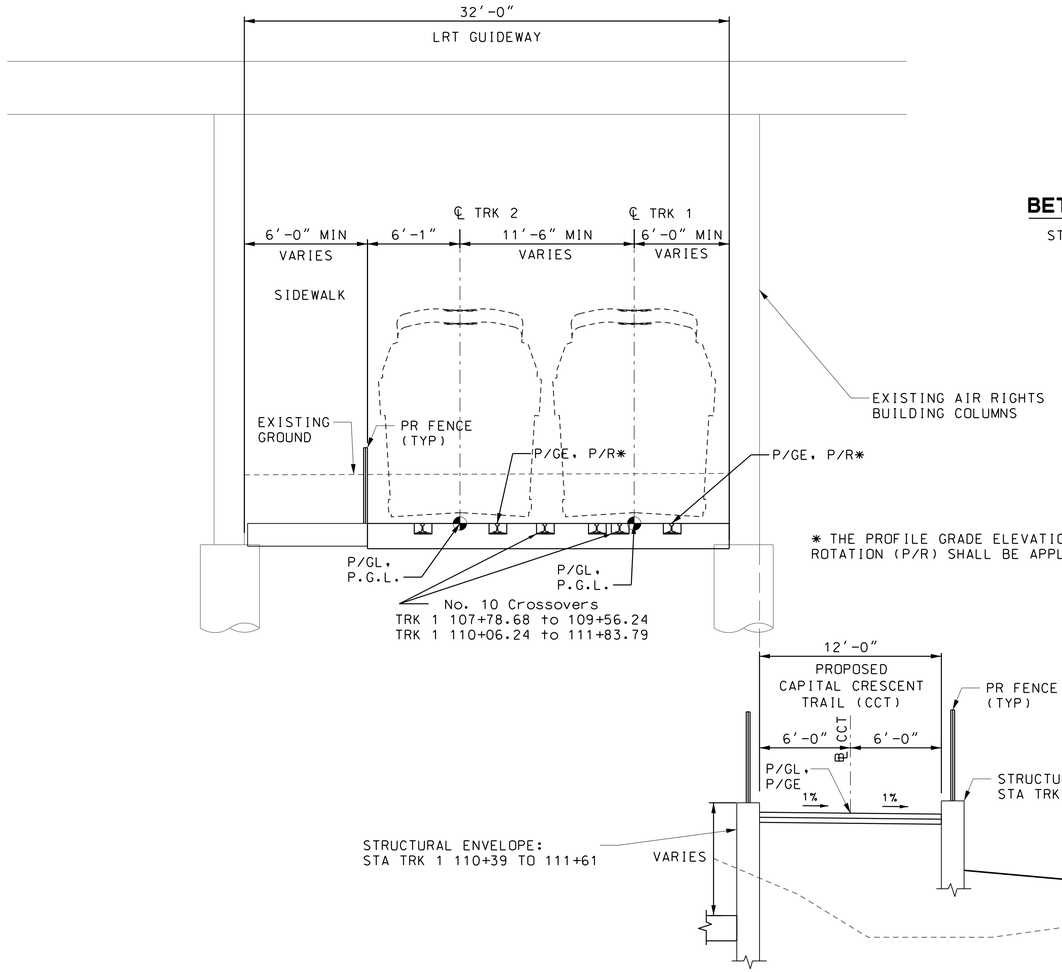
12/11/2013

BETHESDA - EMBEDDED TRACK

STA TRK 1 105+90 TO STA TRK 1 111+61



* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

STA TRK 1 110+39 TO STA TRK 1 111+61

5' 0 5' 10'

SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BETHESDA TUNNEL

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-003

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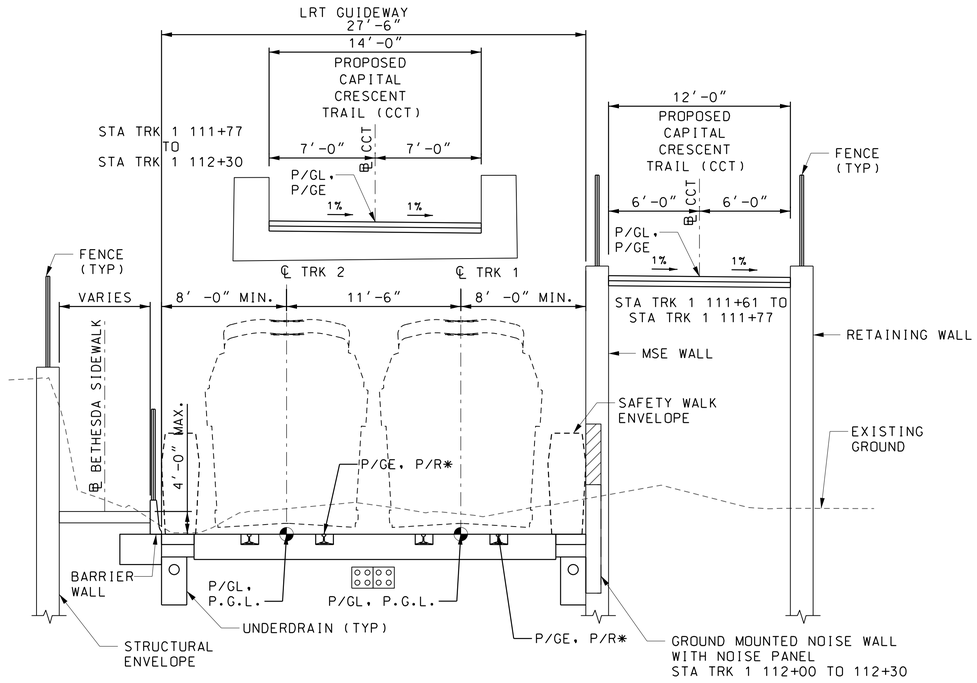

GEORGETOWN BRANCH - EMBEDDED TRACK

STA TRK 1 111+61 TO STA TRK 1 112+30

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–004
SHEET NO. 384 OF 691

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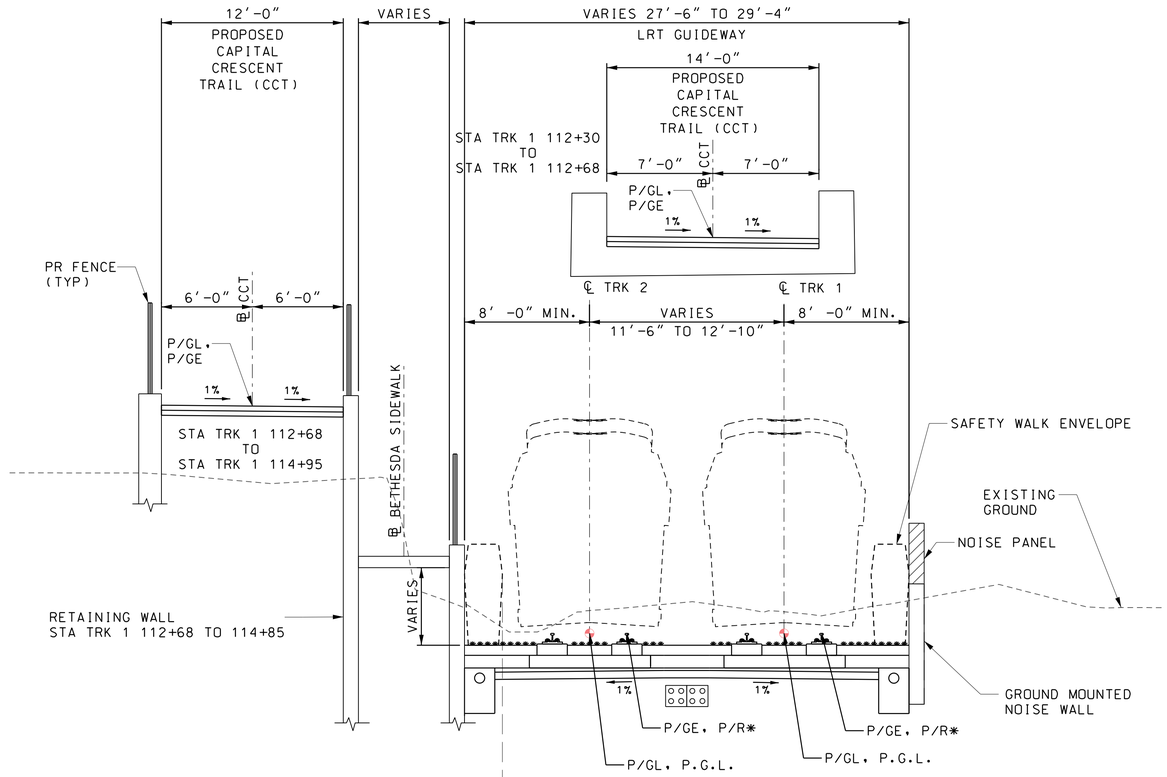
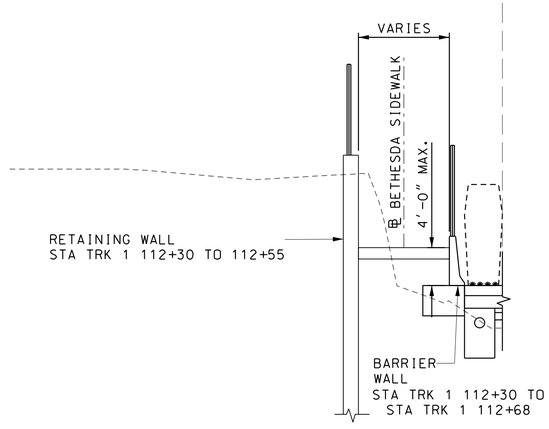
12/11/2013



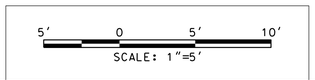
* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL



GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 112+30 TO STA TRK 1 114+95

NOTES: 1. SEE PLANS FOR NOISE PANELS AND PAVEMENT TYPE.



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DESGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-005
SHEET NO. 385 OF 691

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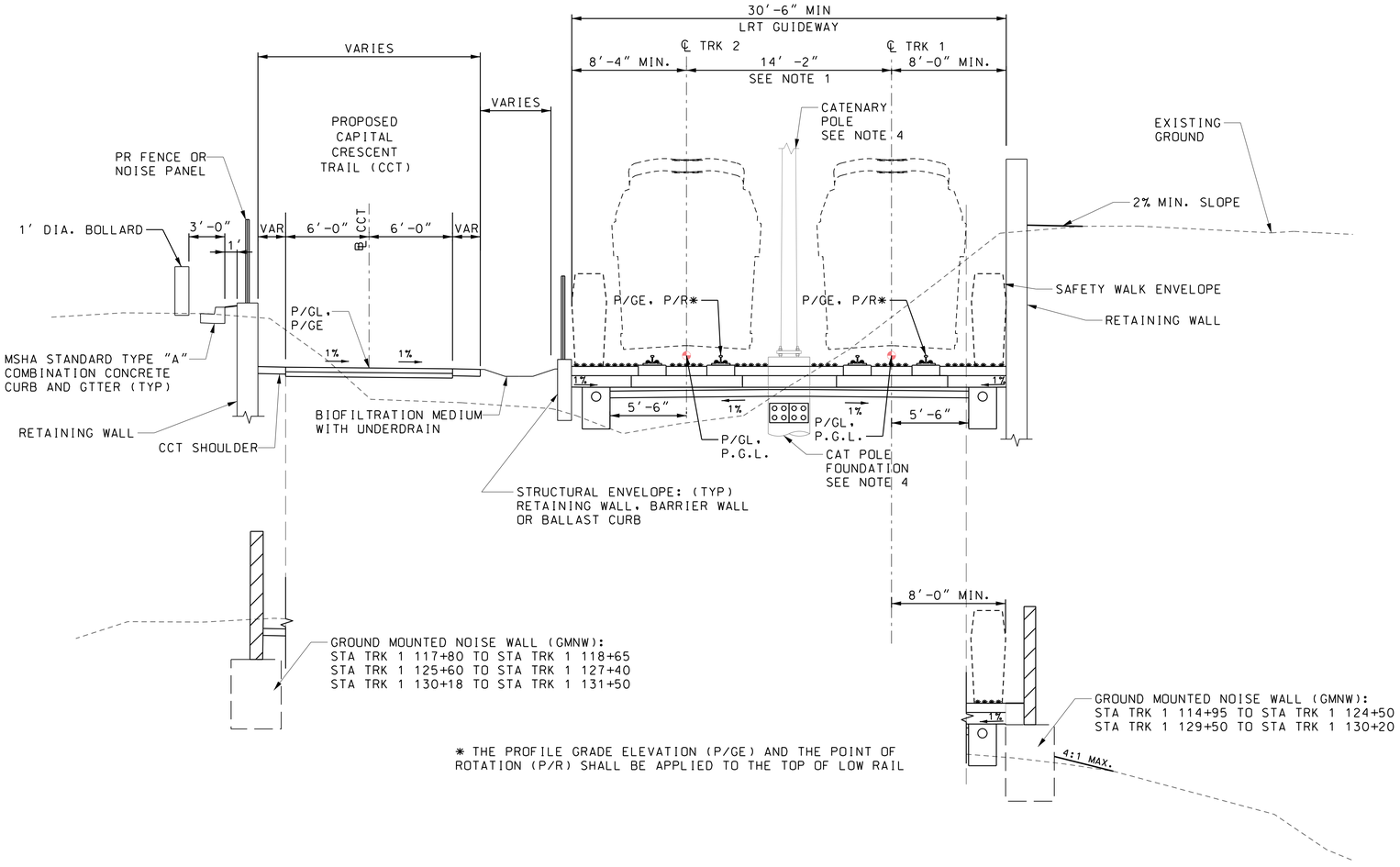
12/11/2013

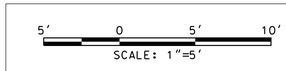


* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 114+95 TO STA TRK 1 132+04

NOTES:
1. TRACK CENTERS VARY FROM STA TRK 1 114+85 TO STA TRK 1 116+65
2. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.
3. CENTER CATENARY POLES START AT STATION TRK 1 115+34.
4. PLACE BOLLARDS WITH CURB AND GUTTER BEHIND TRAIL RETAINING WALL FROM STATION TRK 1 118+65 TO STATION TRK 1 126+30



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MTA Maryland

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-006
SHEET NO. 386 OF 691

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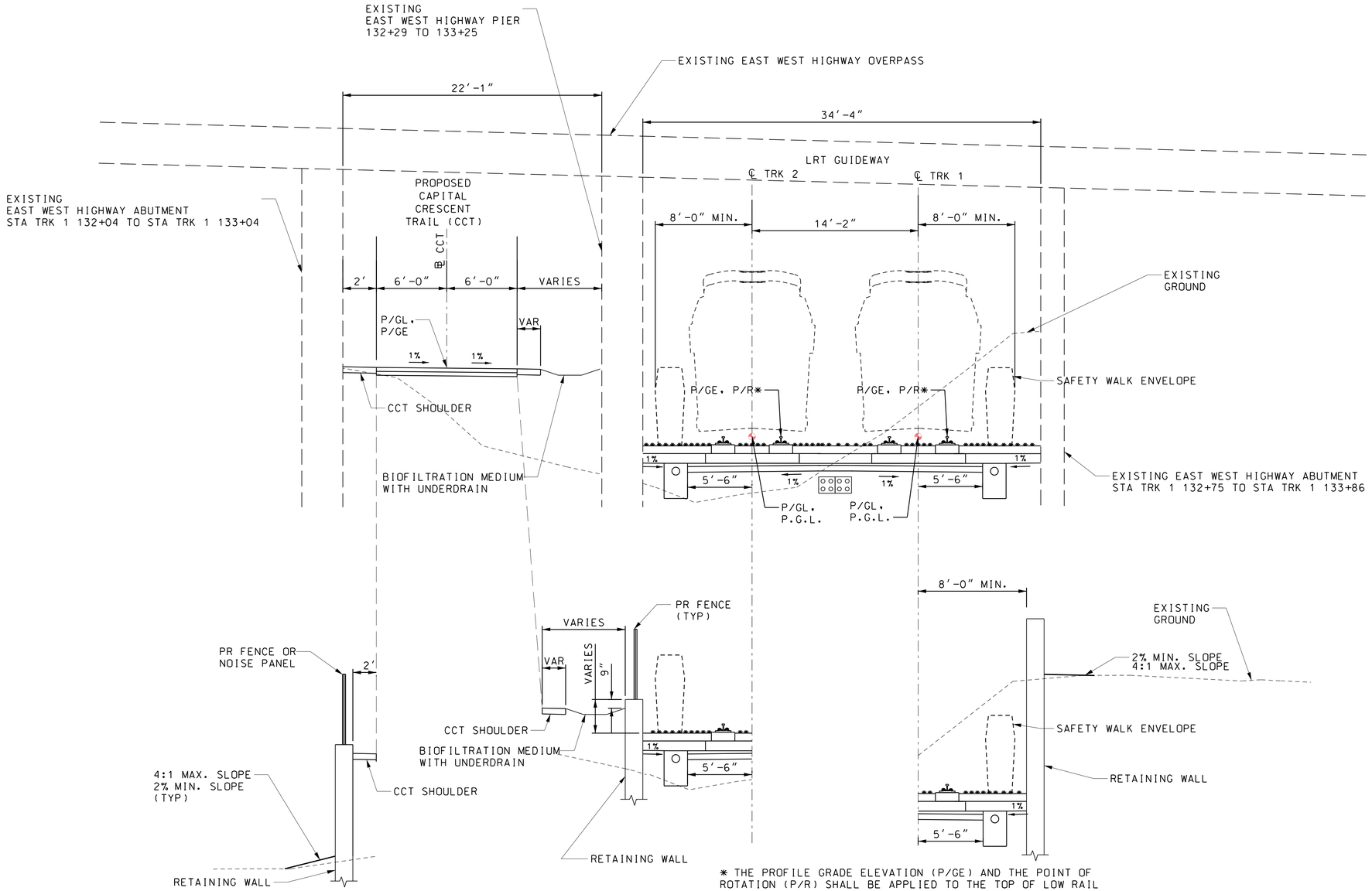
12/11/2013



* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 132+04 TO STA TRK 1 133+86

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.

5' 0 5' 10'
SCALE: 1"=5'

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MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION
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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-007
SHEET NO. 387 OF 691

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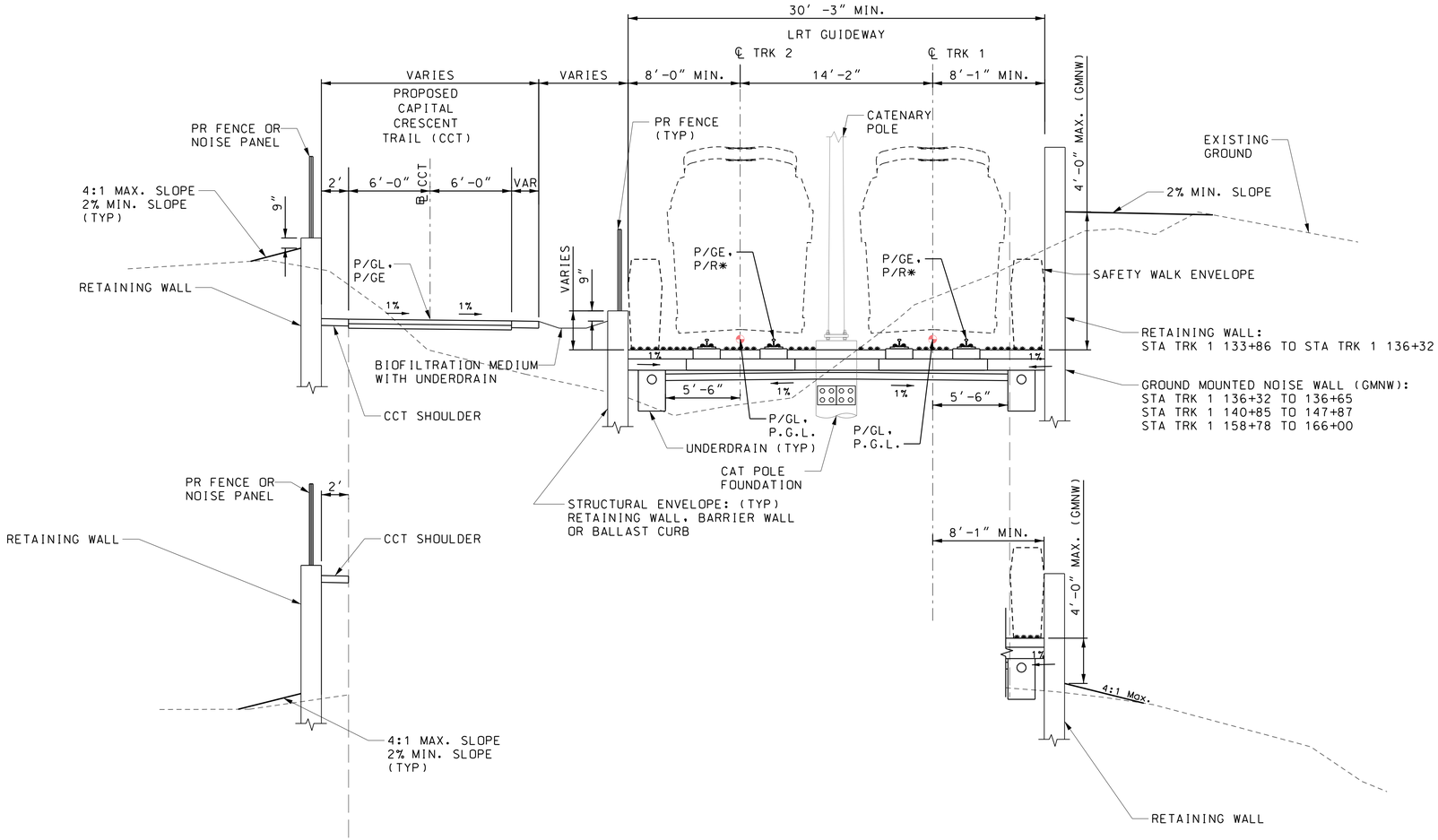

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 133+86 TO STA TRK 1 170+95

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

NOTES:
1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.
2. GREEN TRACK ENDS AT 170+95 AND DIRECT FIXATION TRACK BEGINS.
3. FROM STA TRK 1 170+95 TO 172+83 – SEE VOLUME 6 FOR SECTION ON CONNECTICUT AVE BRIDGE

5′ 0 5′ 10′
SCALE: 1″=5′

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-008
SHEET NO. 388 OF 691

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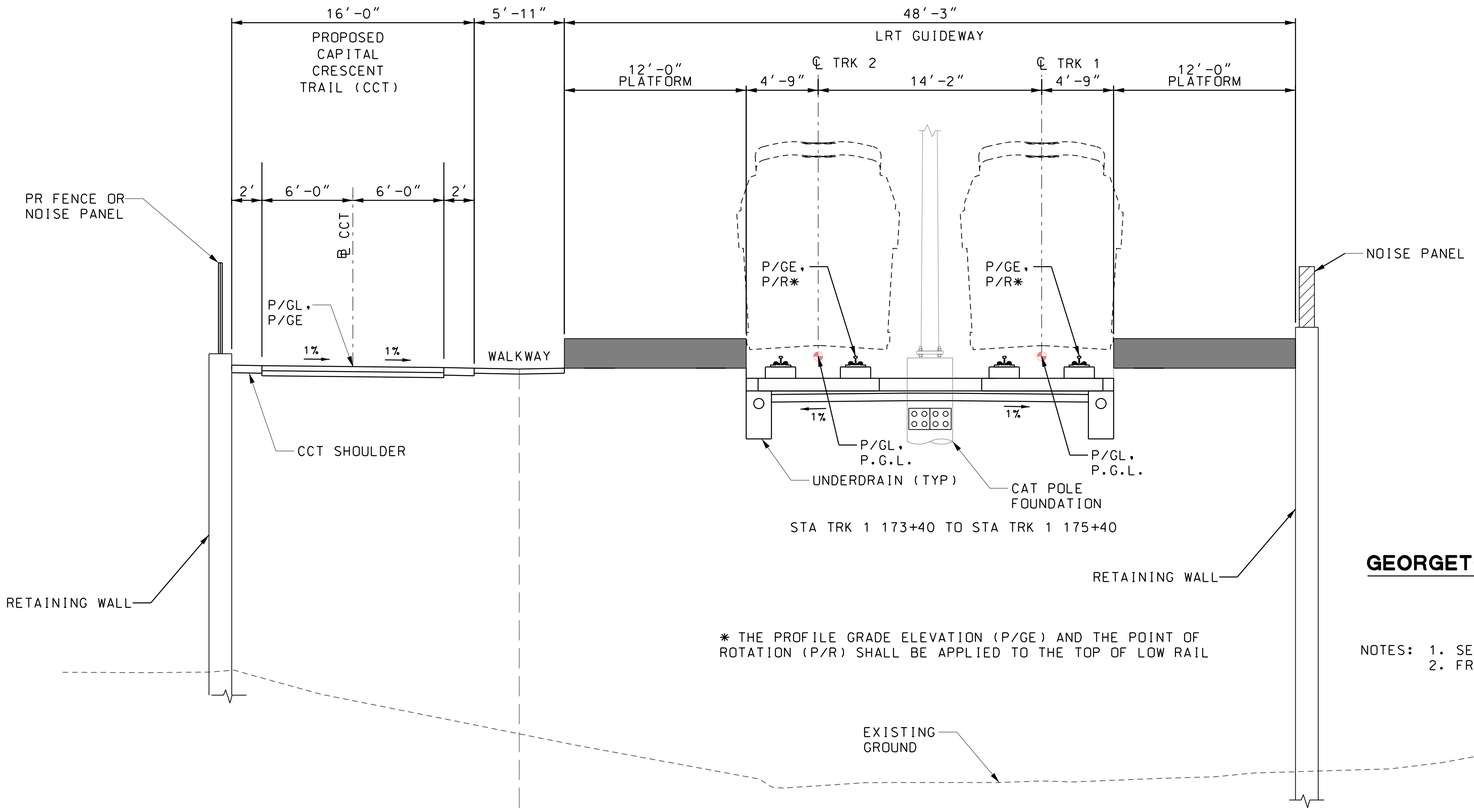
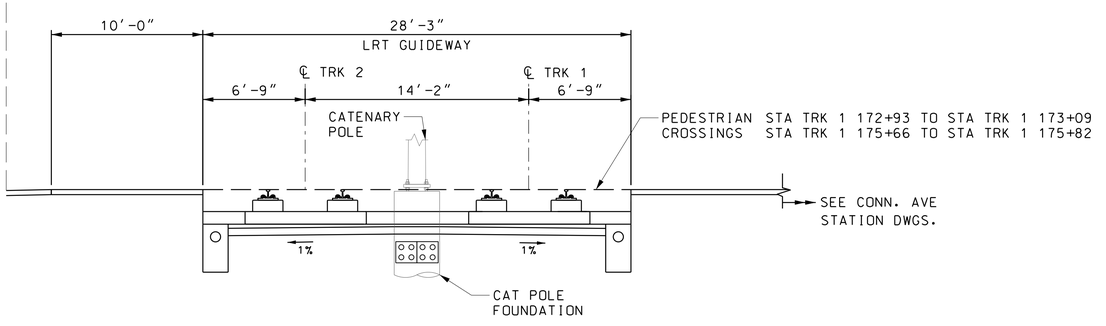


STA TRK 1 173+40 TO STA TRK 1 175+40

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL



STA TRK 1 172+83 TO STA TRK 1 173+40
STA TRK 1 175+40 TO STA TRK 1 175+82

GEORGETOWN BRANCH - DIRECT FIXATION TRACK

STA TRK 1 172+83 TO STA TRK 1 175+82

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.
2. FROM STA TRK 1 170+95 TO 172+83 - SEE VOLUME 6 FOR SECTION ON CONNECTICUT AVE BRIDGE

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–009
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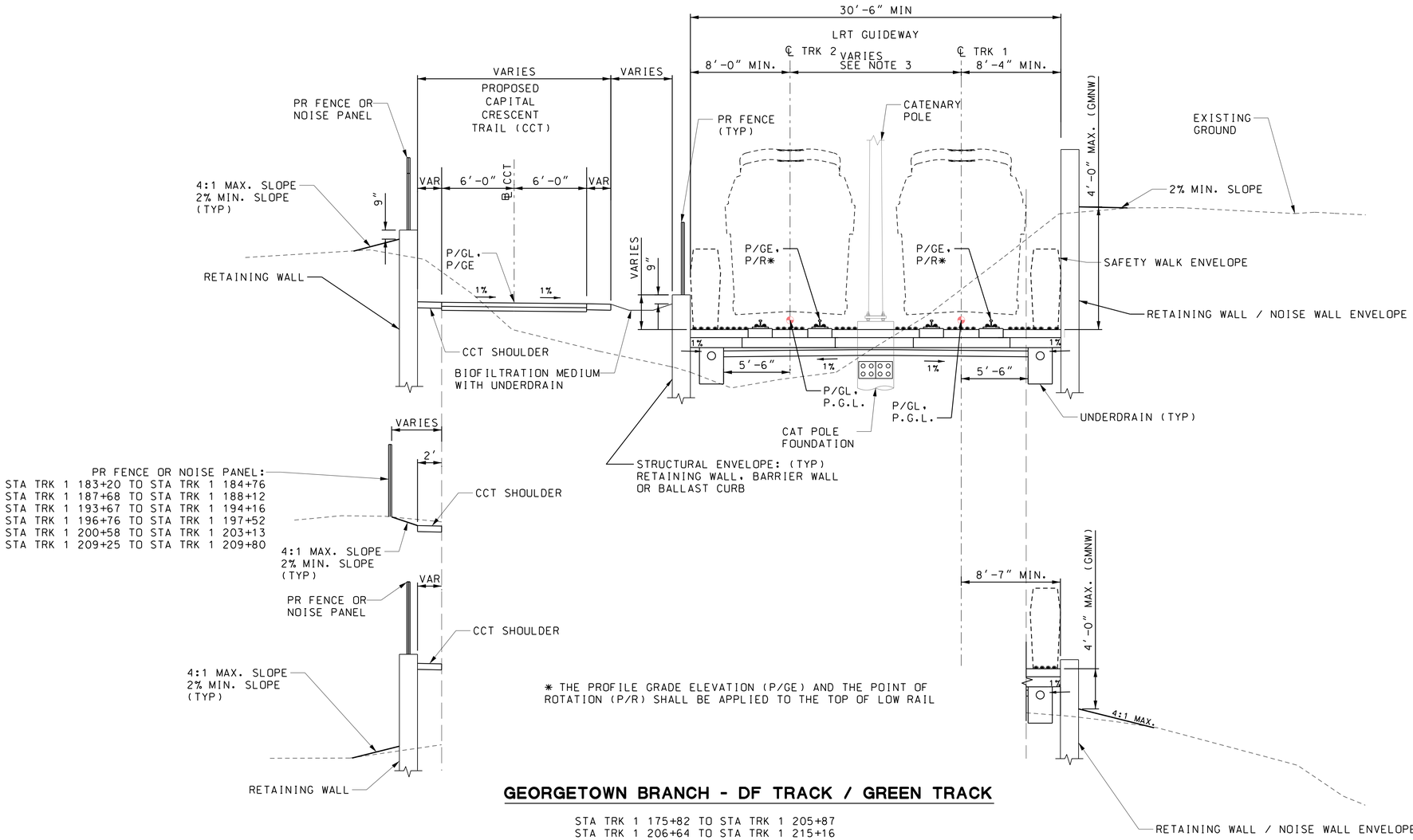

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

GEORGETOWN BRANCH - DF TRACK / GREEN TRACK

STA TRK 1 175+82 TO STA TRK 1 205+87
STA TRK 1 206+64 TO STA TRK 1 215+16
STA TRK 1 217+06 TO STA TRK 1 221+71

NOTES:
1. SEE STRUCTURES DWGS. FOR TYPICAL SECTIONS ON ROCK CREEK STRUCTURE FROM STA TRK 1 215+16 TO STA TRK 1 217+06
2. SEE PLANS FOR TRAIL SHOULDER LOCATIONS. NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.
3. TRACK CENTERS:
   175+82 TO 197+21 = 14'-2"
   197+21 TO 208+22 = VARIES 14'-2" TO 14'-8"
   208+22 TO 221+71 = 14'-8"
4. DIRECT FIXATION TRACK ENDS AT 176+98 AND GREEN TRACK BEGINS.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-010
SHEET NO. 390 OF 691

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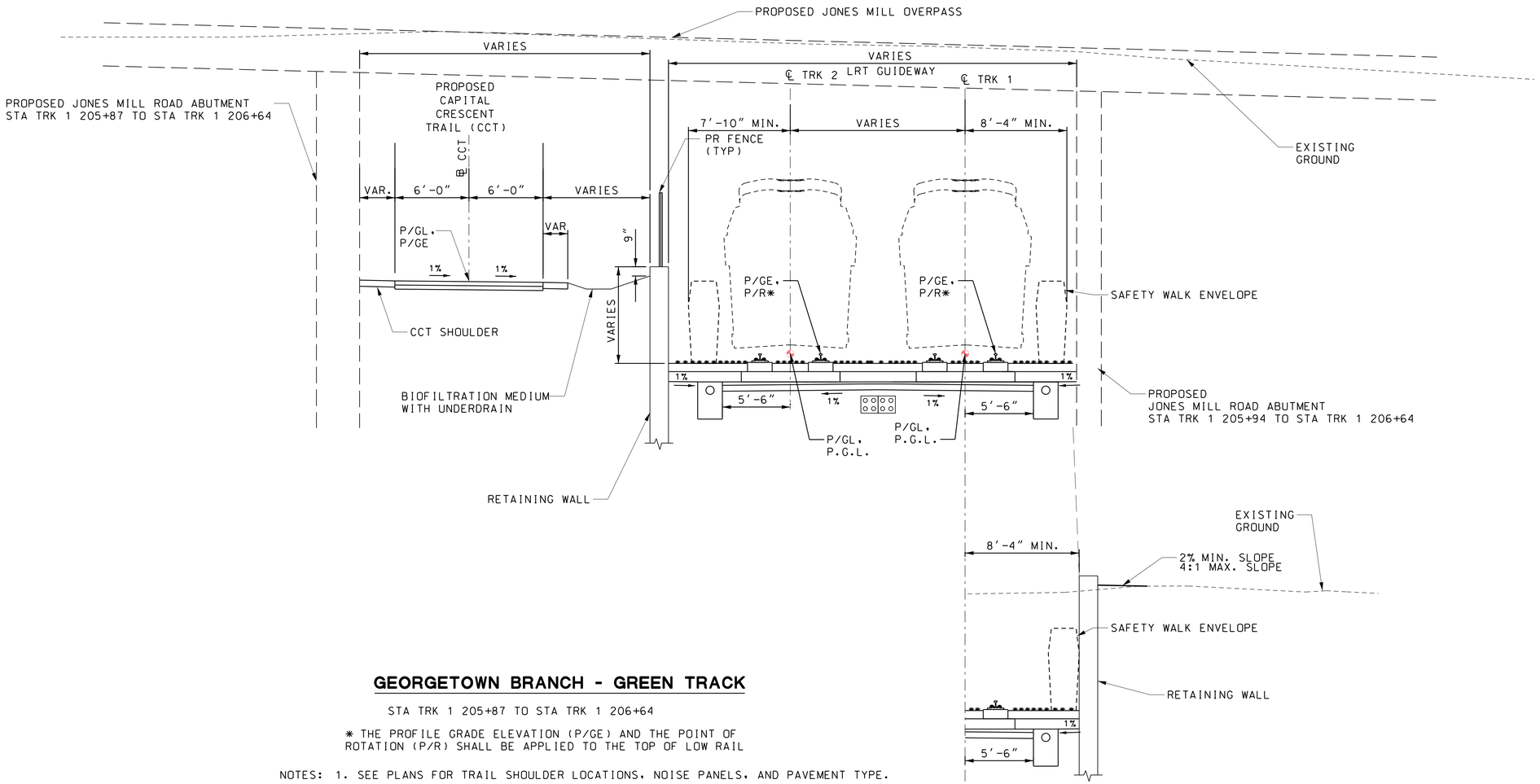

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 205+87 TO STA TRK 1 206+64

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–011
SHEET NO. 391 OF 691

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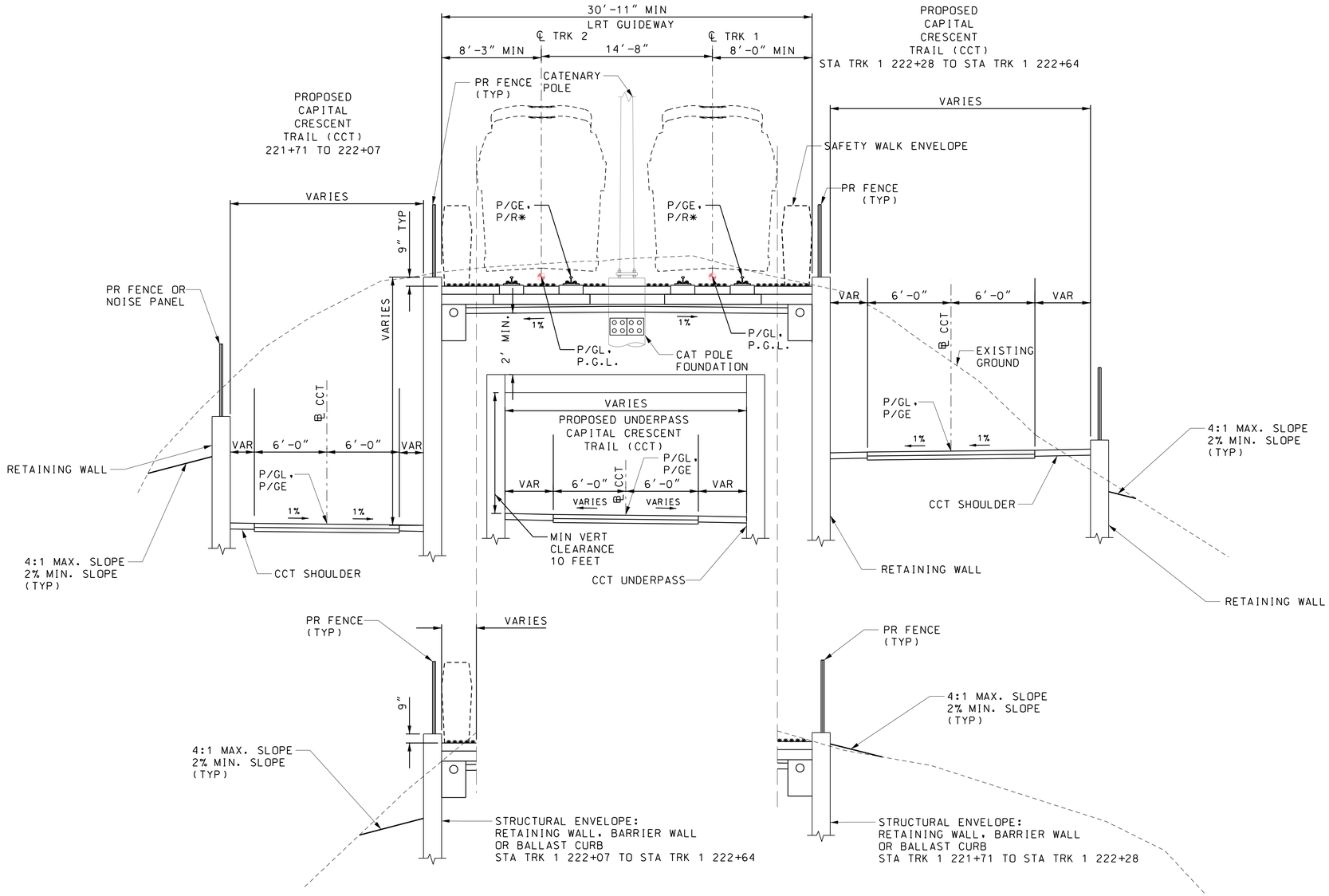

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 221+71 TO STA TRK 1 222+64

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–012
SHEET NO. 392 OF 691

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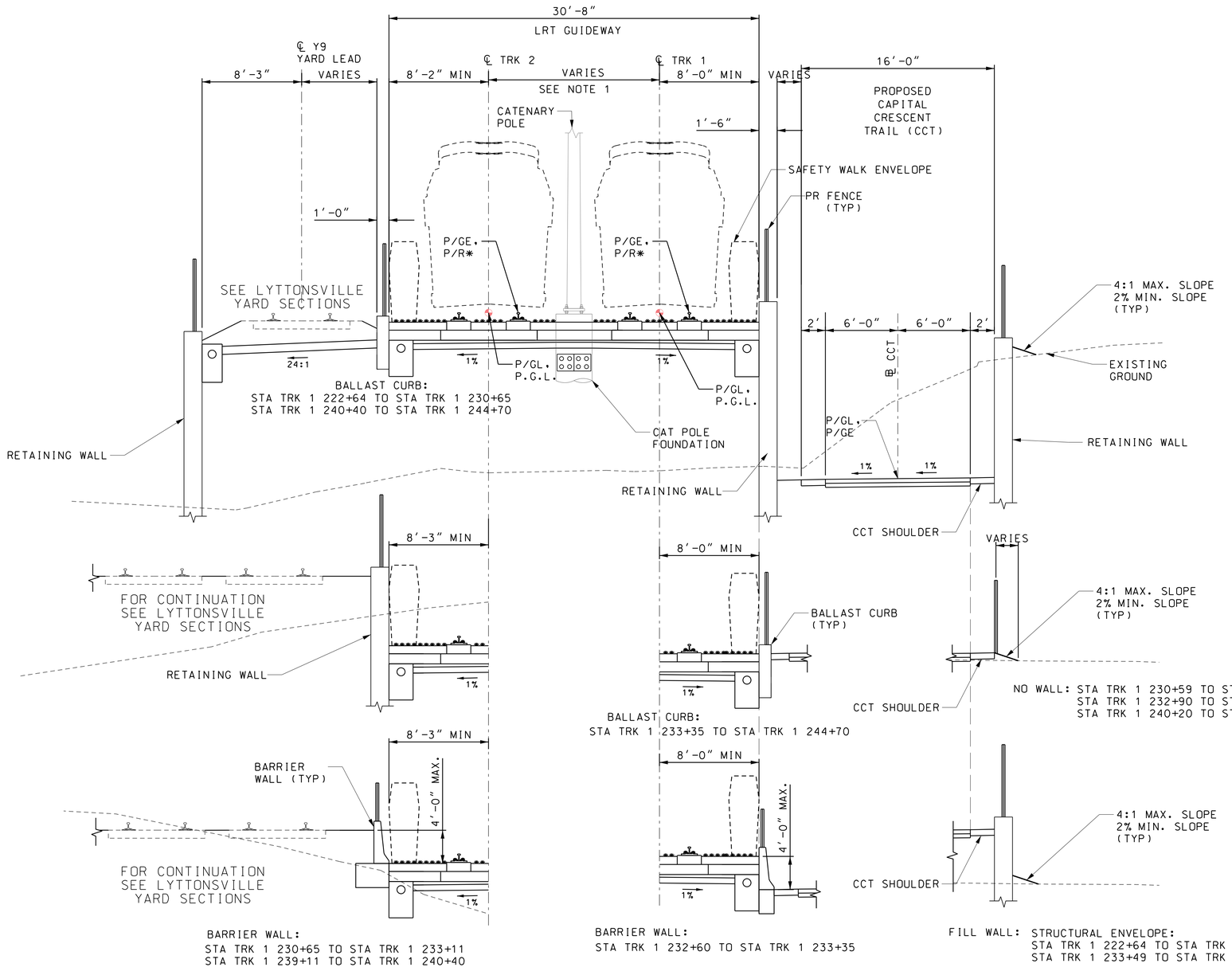

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 222+64 TO STA TRK 1 244+70

NOTES:
1. TRACK CENTERS = 14'-8" FROM STA TRK 1 222+64 TO STA TRK 1 224+39 OTHERWISE THEY VARY
2. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-013
SHEET NO. 393 OF 691

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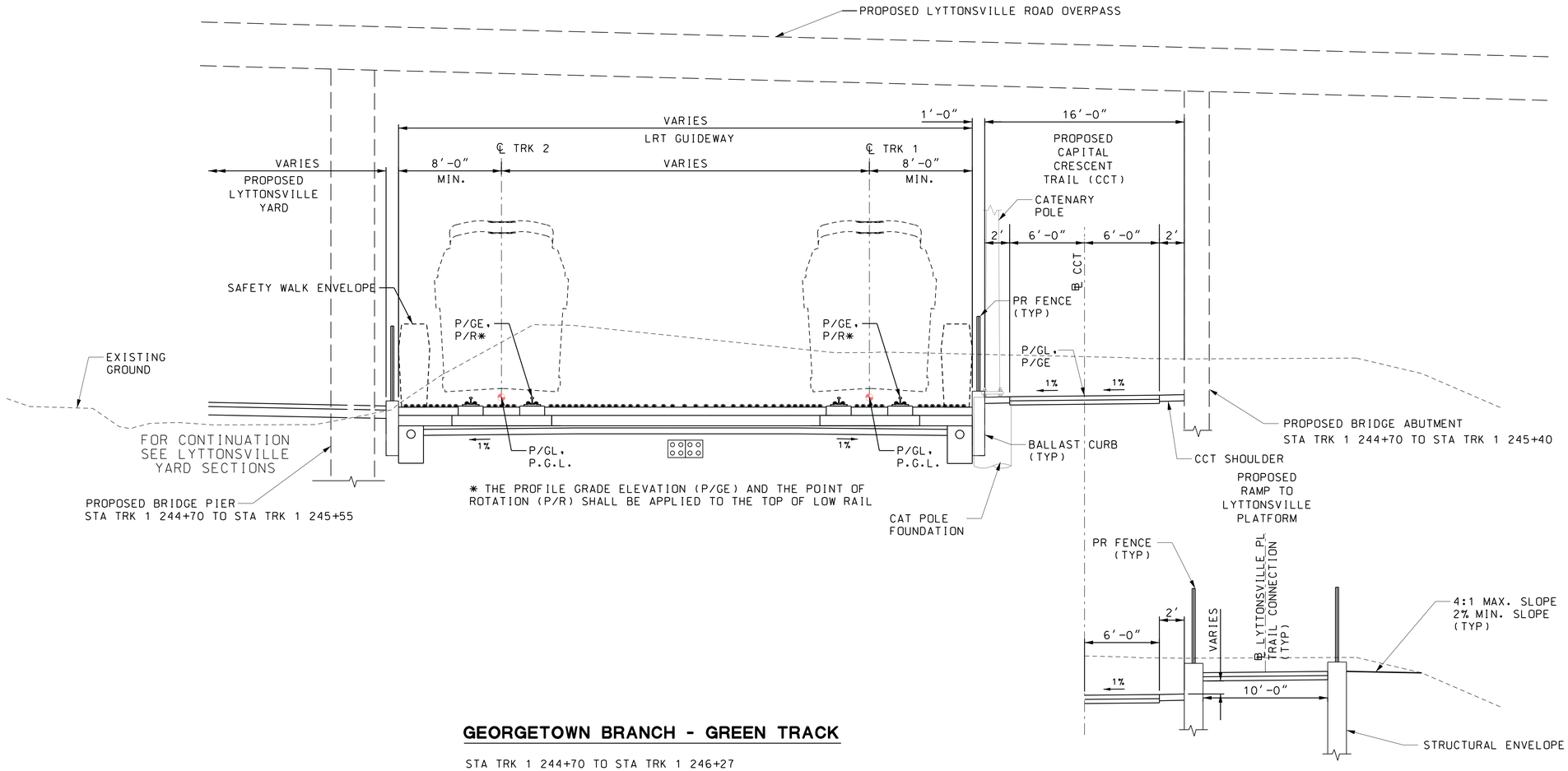

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 244+70 TO STA TRK 1 246+27

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-014
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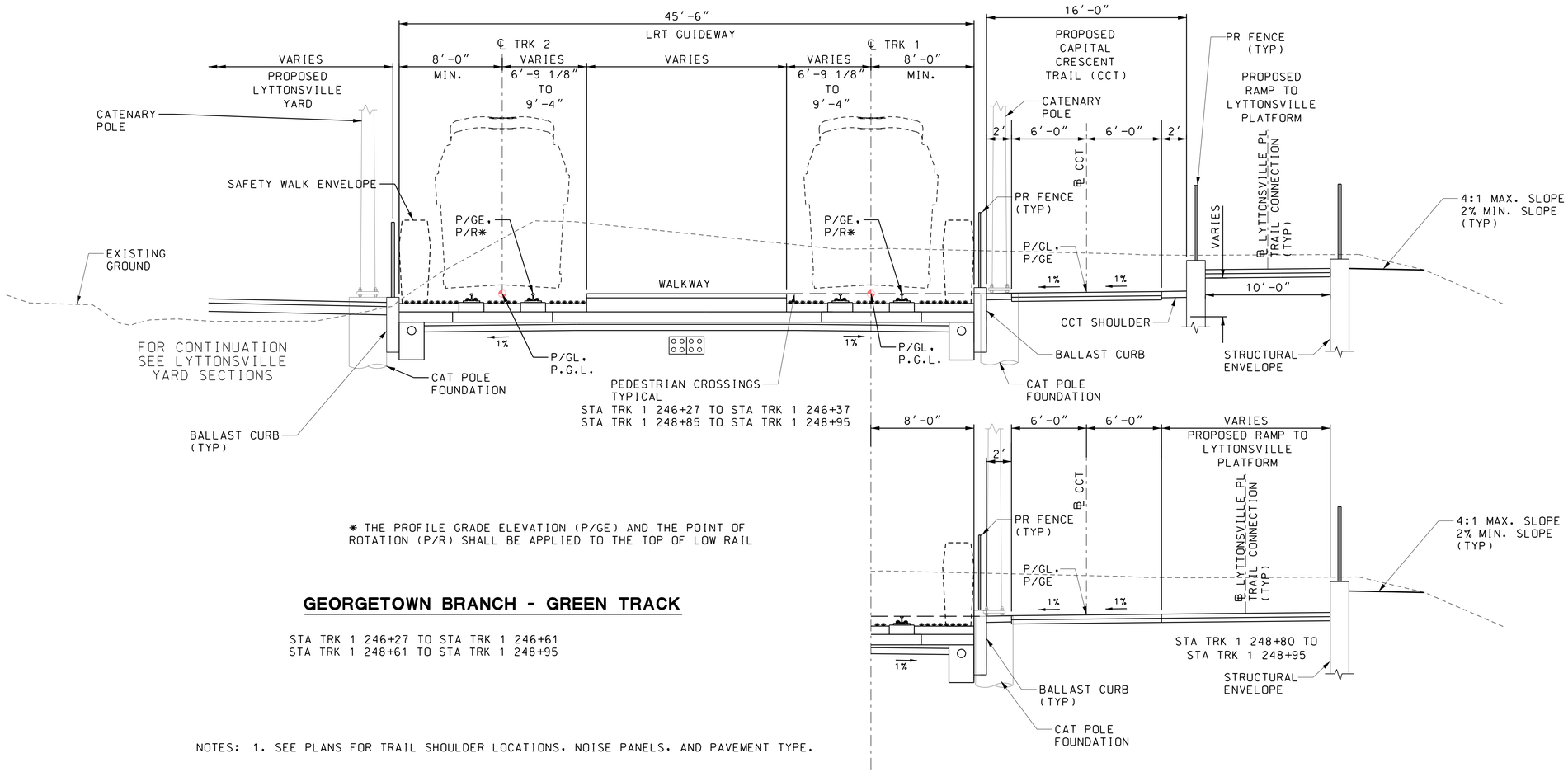

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 246+27 TO STA TRK 1 246+61
STA TRK 1 248+61 TO STA TRK 1 248+95

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-015
SHEET NO. 395 OF 691

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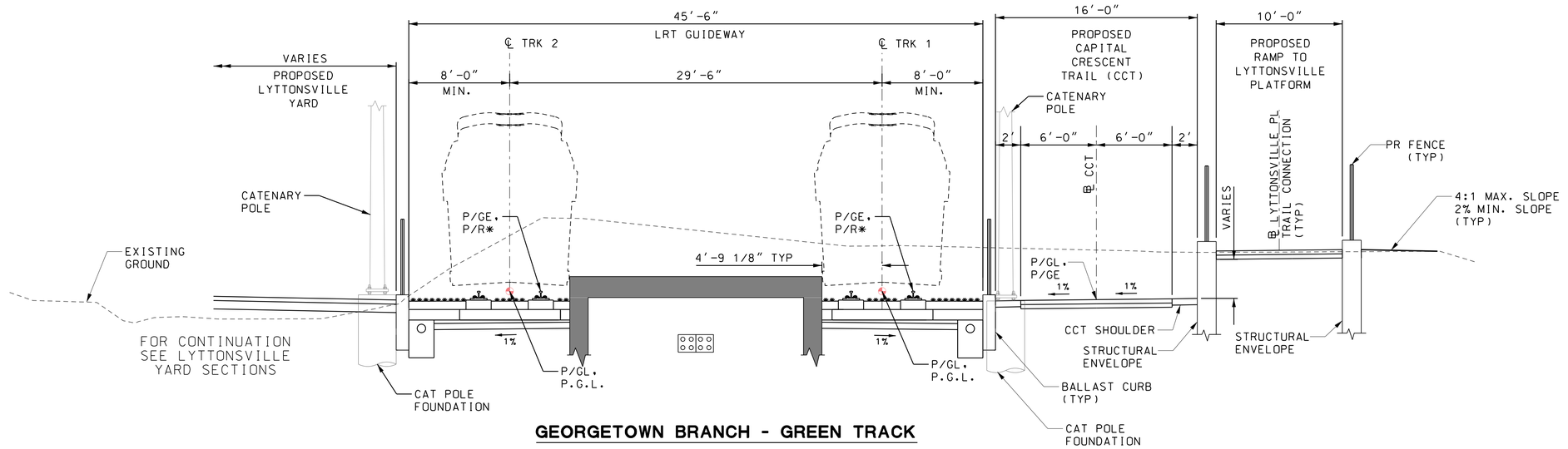

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 246+61 TO STA TRK 1 248+61

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–016
SHEET NO. 396 OF 691

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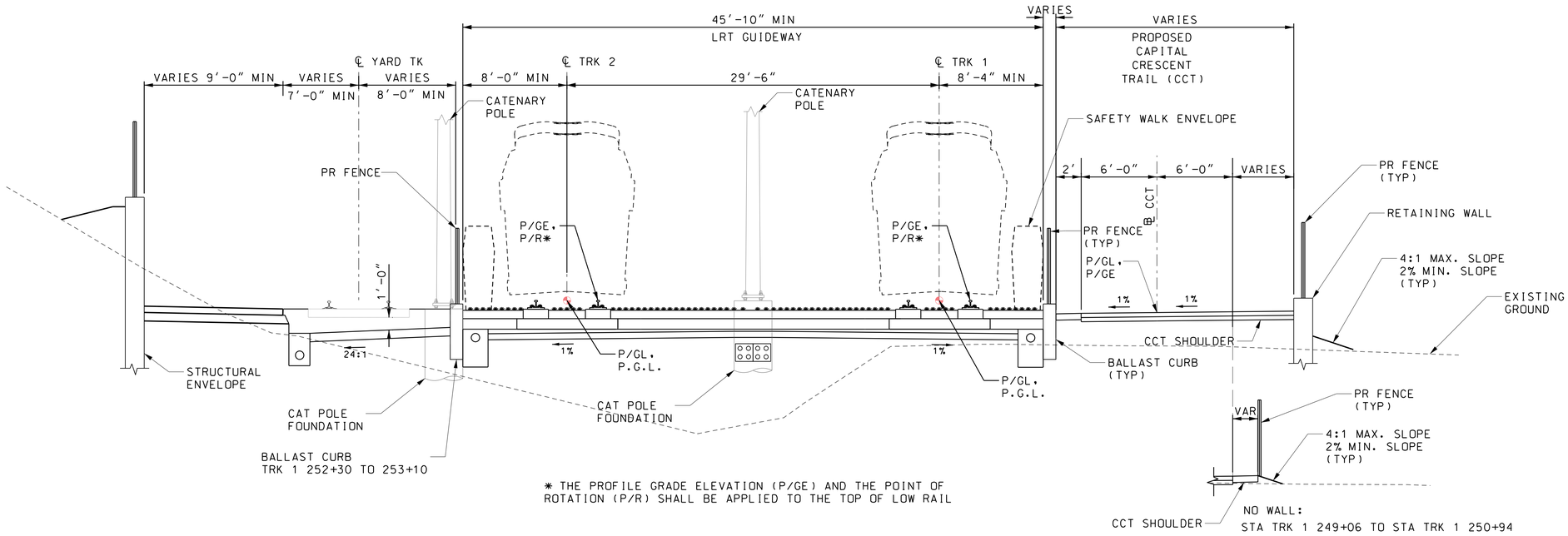

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 248+95 TO STA TRK 1 253+10

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-017
SHEET NO. 397 OF 691

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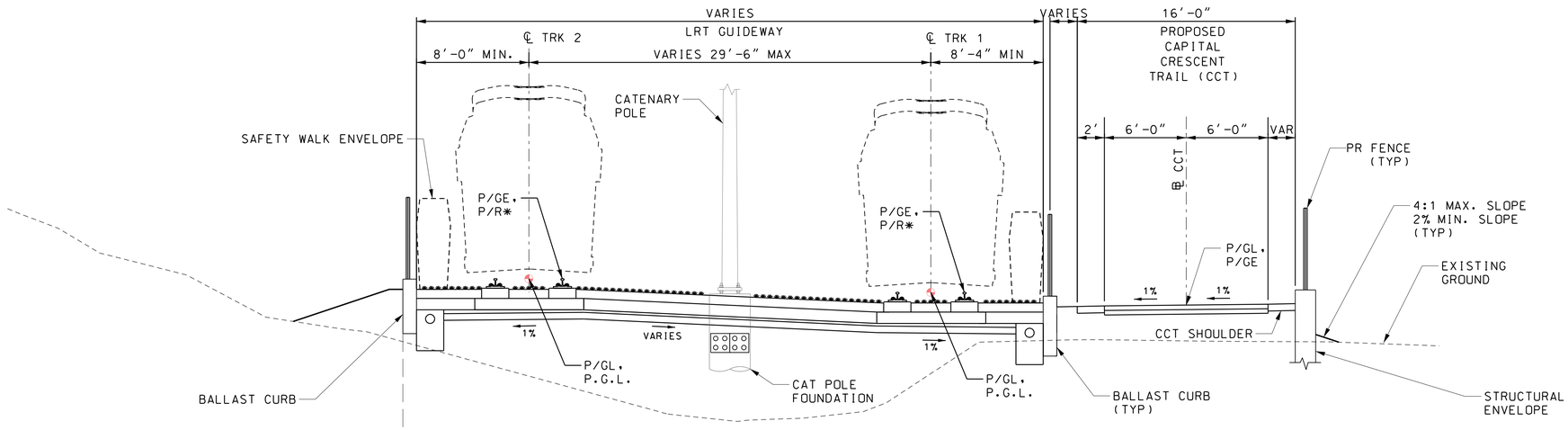
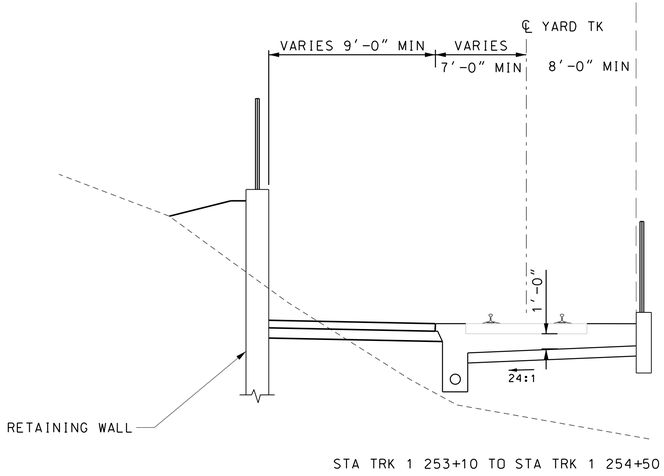




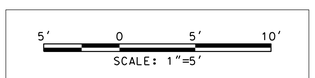
STA TRK 1 253+10 TO STA TRK 1 254+50

GEORGETOWN BRANCH - GREEN TRACK

STA TRK 1 253+10 TO STA TRK 1 257+36

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, AND PAVEMENT TYPE.

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL



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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
GEORGETOWN BRANCH – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–018
SHEET NO. 398 OF 691

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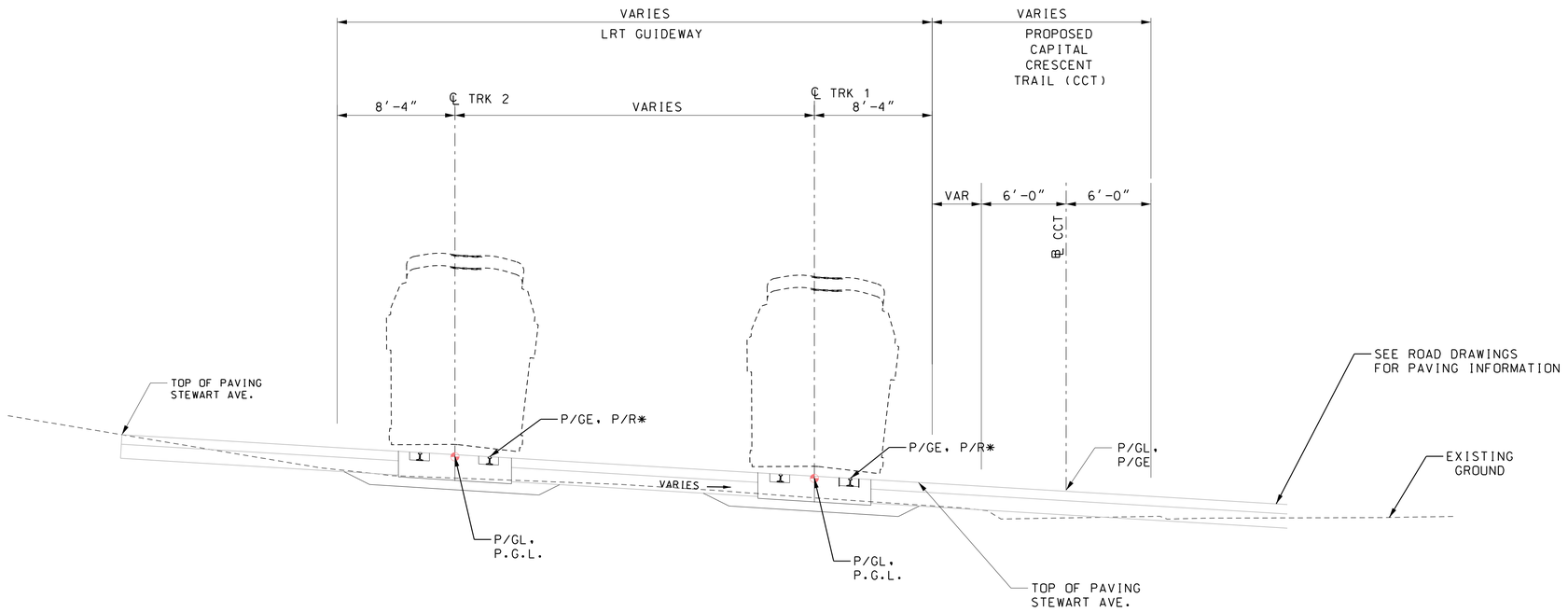

CSX CORRIDOR - EMBEDDED TRACK

STA TRK 1 257+36 TO STA TRK 1 258+11

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

NOTES: 1. SEE PLAN FOR SHOULDER LOCATION.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
STEWART AVENUE GRADE CROSSING
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-019
SHEET NO. 399 OF 691

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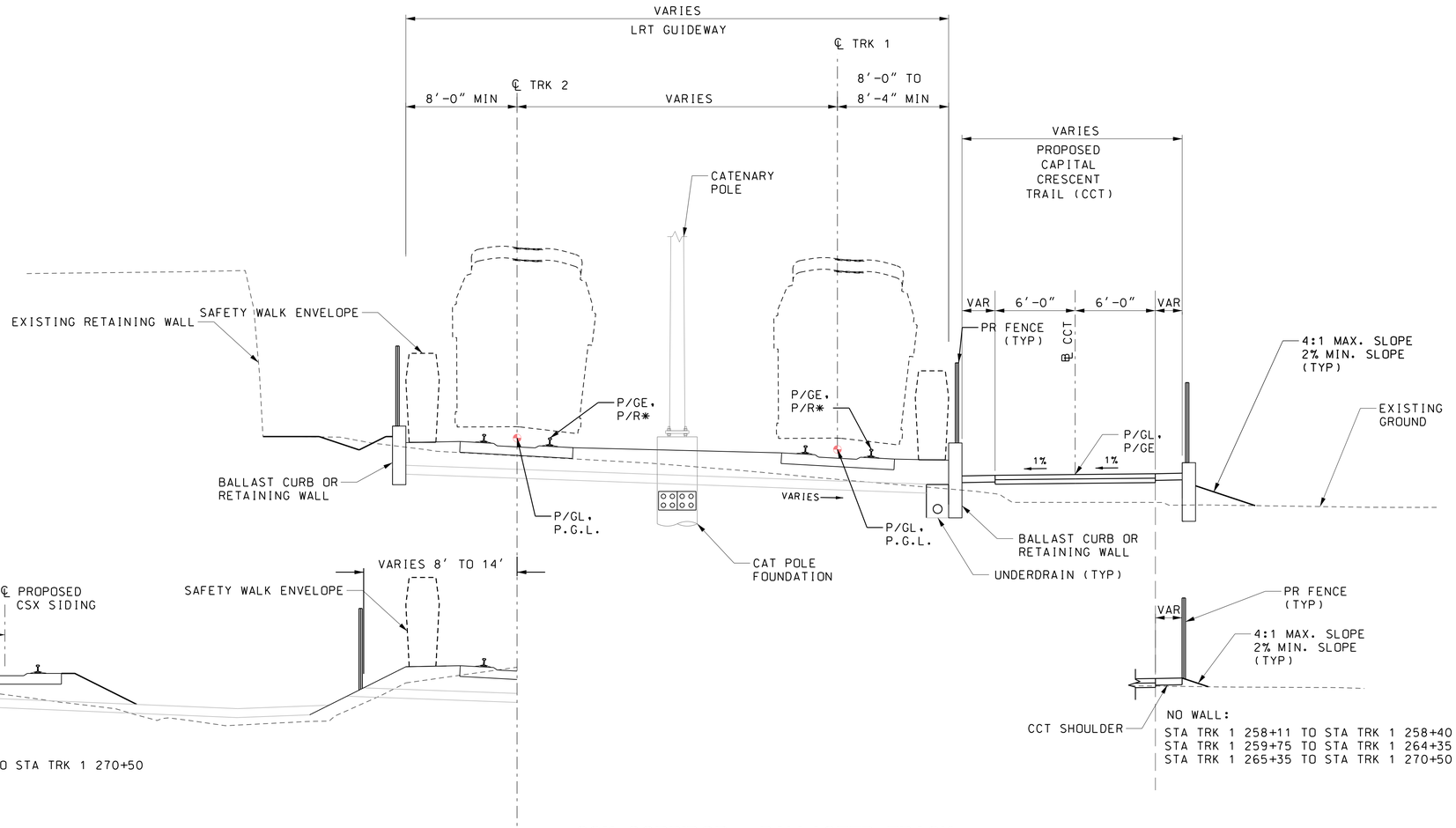
12/11/2013



CSX CORRIDOR - BALLASTED TRACK

STA TRK 1 258+11 TO STA TRK 1 270+50

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

PROFESSIONAL CERTIFICATION

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License No. Expiration Date

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
CSX CORRIDOR – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-020
SHEET NO. 400 OF 691

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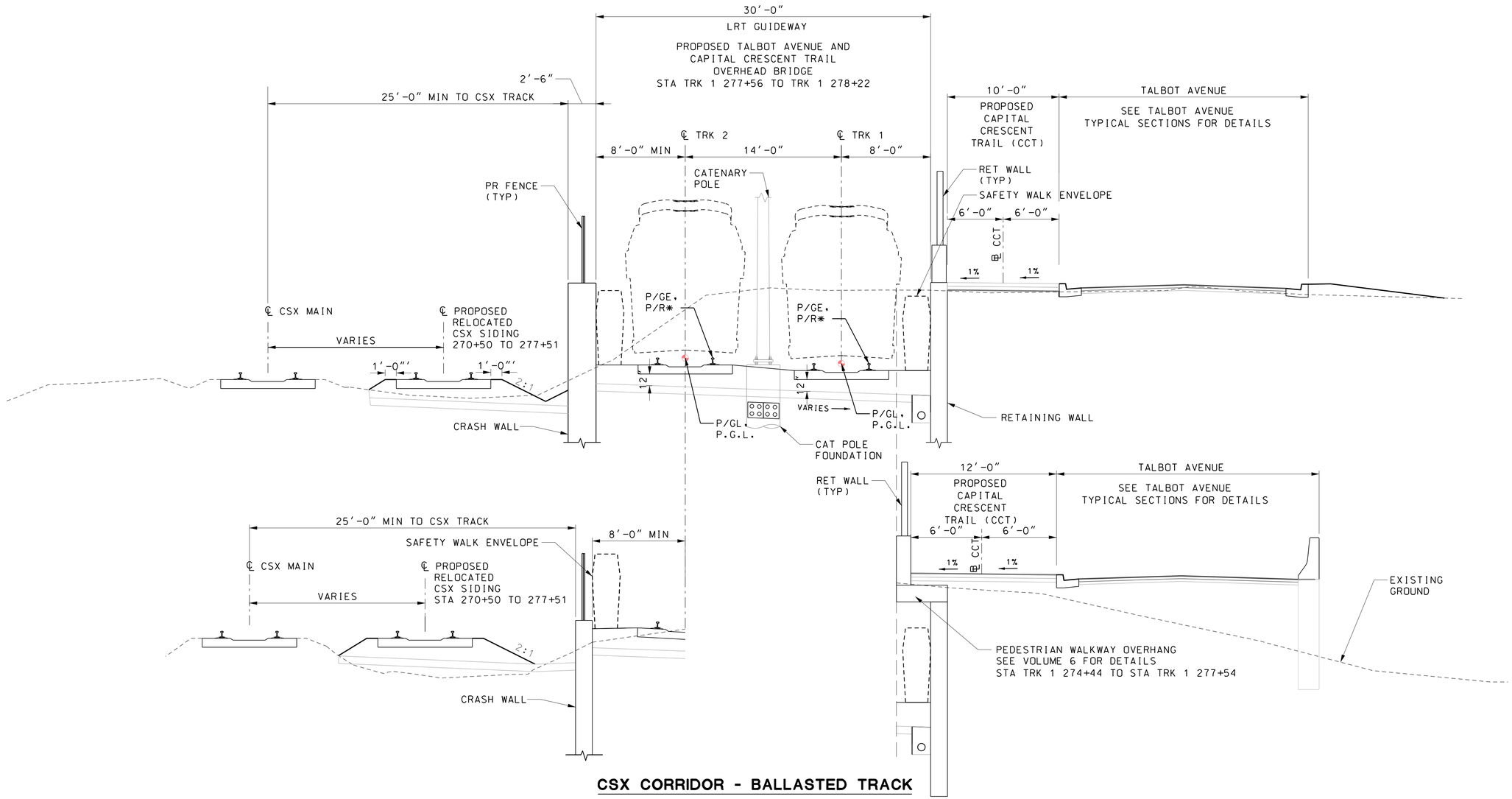
12/11/2013



CSX CORRIDOR - BALLASTED TRACK

STA TRK 1 270+50 TO STA TRK 1 278+60

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
CSX CORRIDOR – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-021
SHEET NO. 401 OF 691

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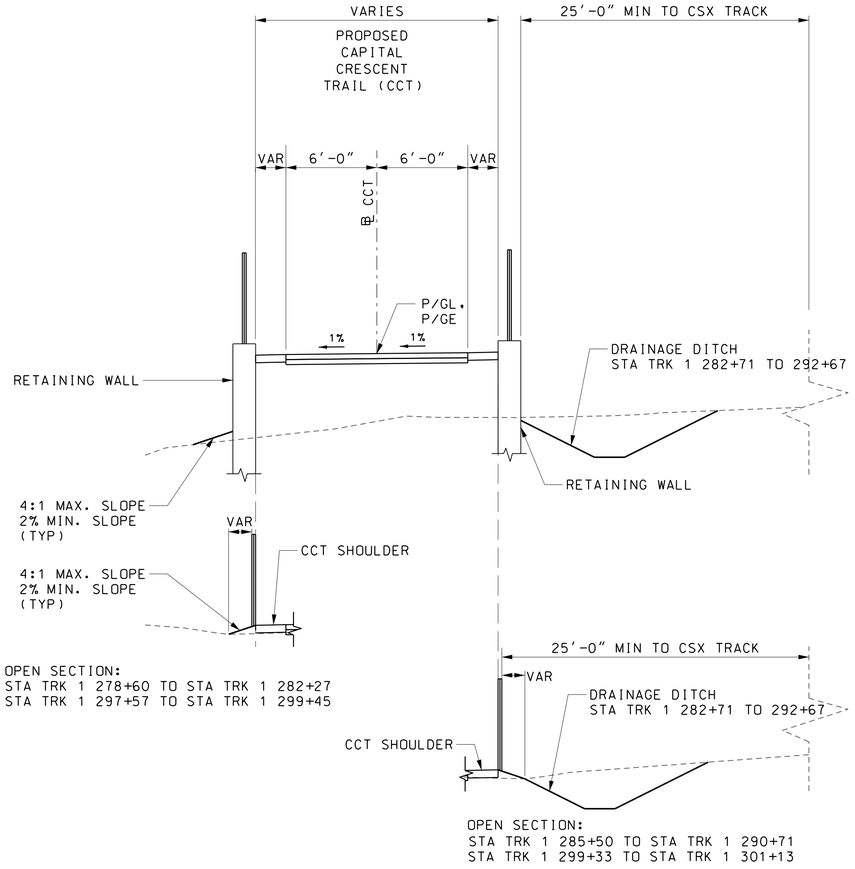
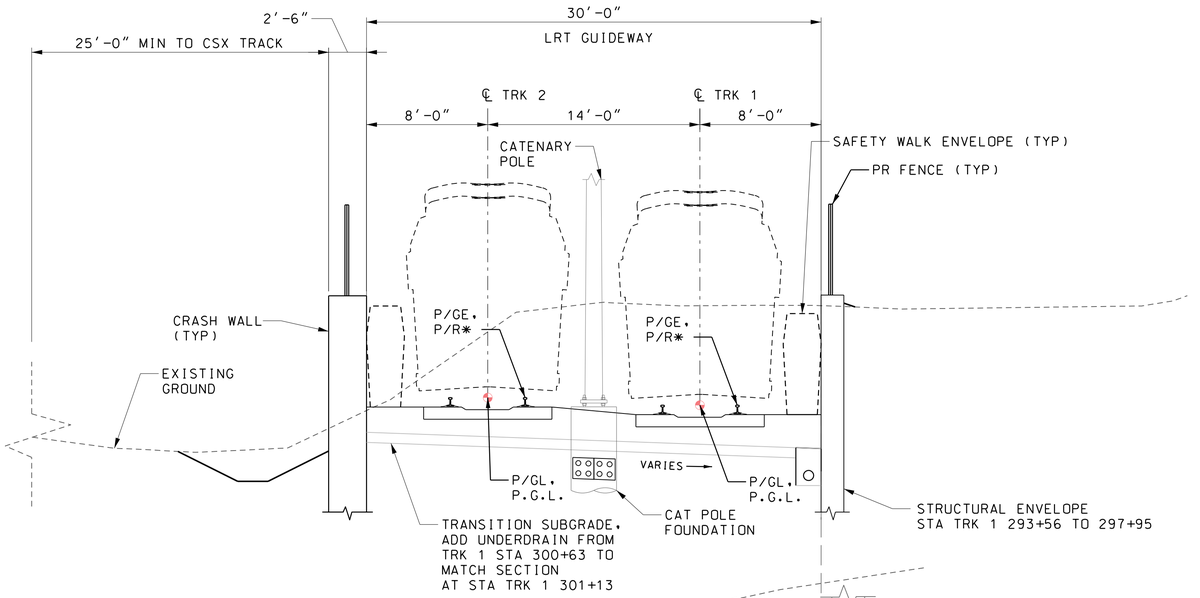
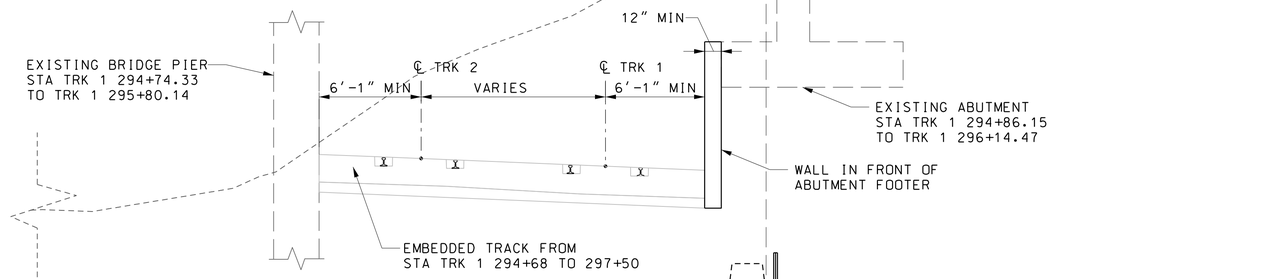
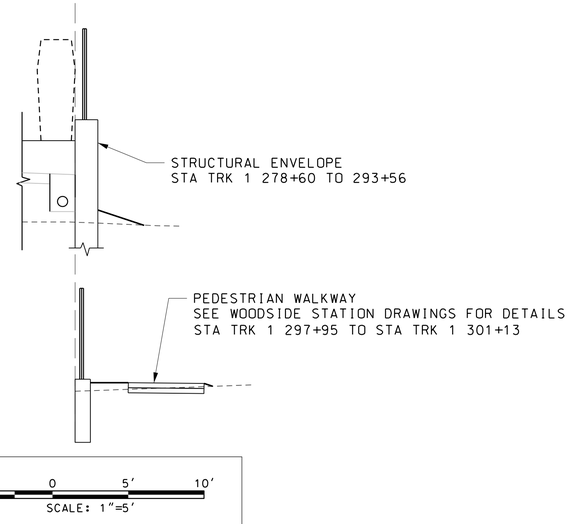
12/11/2013









CSX CORRIDOR - BALLASTED TRACK

STA TRK 1 278+60 TO STA TRK 1 294+68

STA TRK 1 297+50 TO STA TRK 1 301+13

CSX CORRIDOR - EMBEDDED TRACK

STA TRK 1 294+68 TO STA TRK 1 297+50

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.

2. 16TH STREET OVERHEAD BRIDGE STA TRK 1 294+69 TO STA TRK 1 296+13

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

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DESGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
CSX CORRIDOR – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220

DRAWING NO. TS–022

SHEET NO. 402 OF 691

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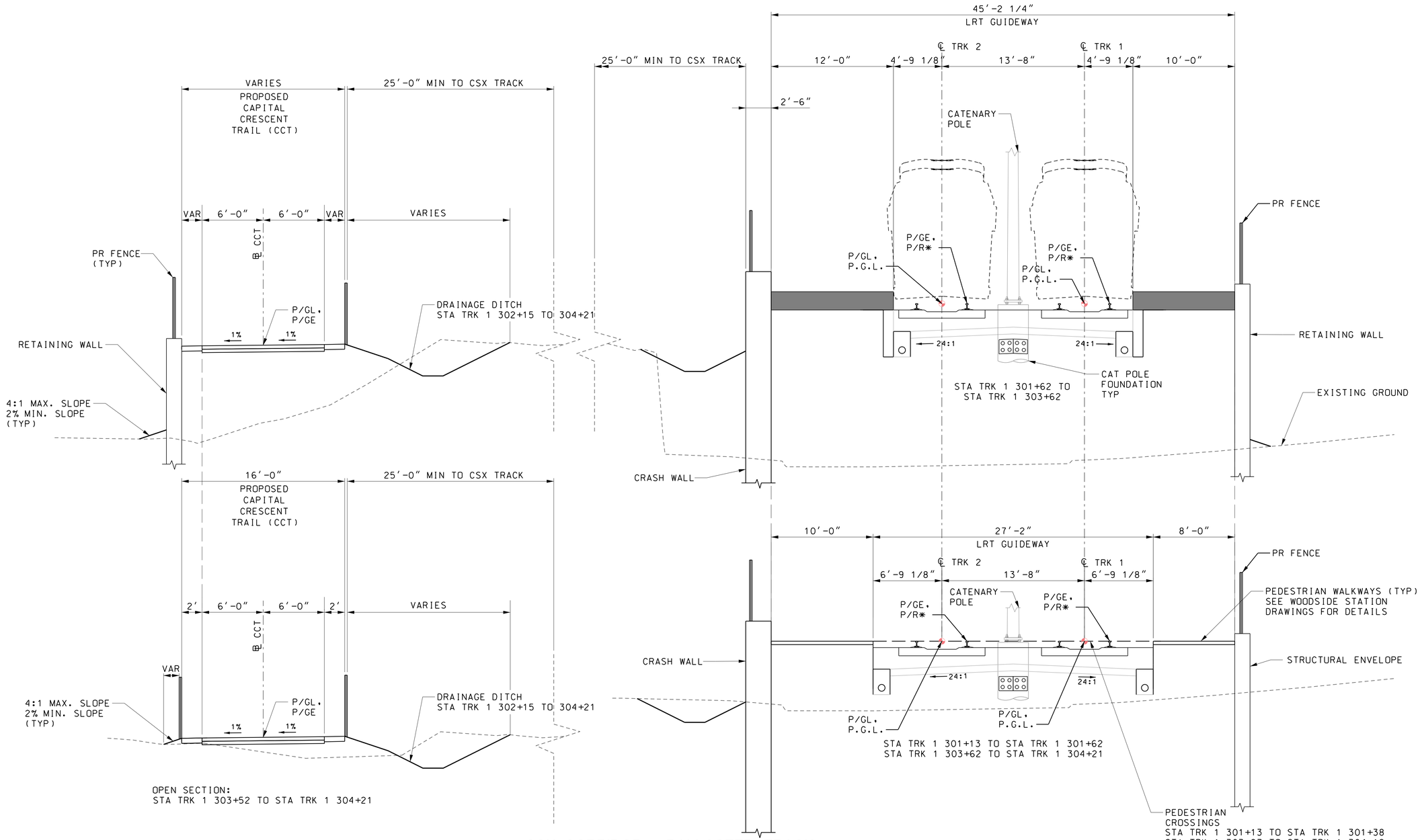
12/11/2013



CSX CORRIDOR - BALLASTED TRACK

STA TRK 1 301+13 to STA TRK 1 304+21

NOTES: 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESIGN SRT/MJW
DRAWN SRT/MJW
CHECK REJ/VAK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
CSX CORRIDOR – WOODSIDE
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-023
SHEET NO. 403 OF 691

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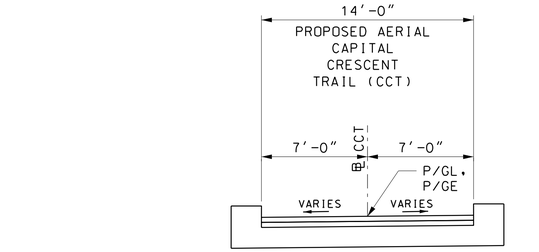
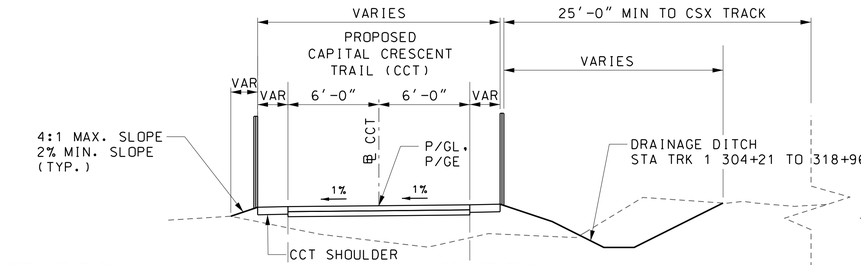
12/11/2013

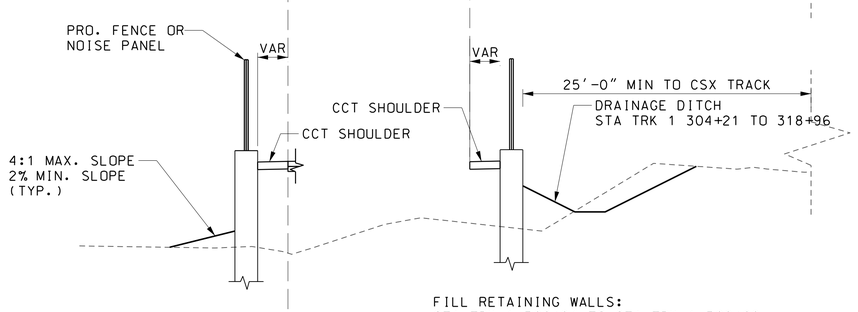


STA TRK 1 321+06 TO STA TRK 1 332+45



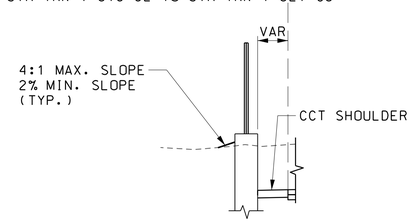
OPEN SECTION:
STA TRK 1 304+21 TO STA TRK 1 306+94
STA TRK 1 317+63 TO STA TRK 1 318+82

OPEN SECTION:
STA TRK 1 304+21 TO STA TRK 1 306+94

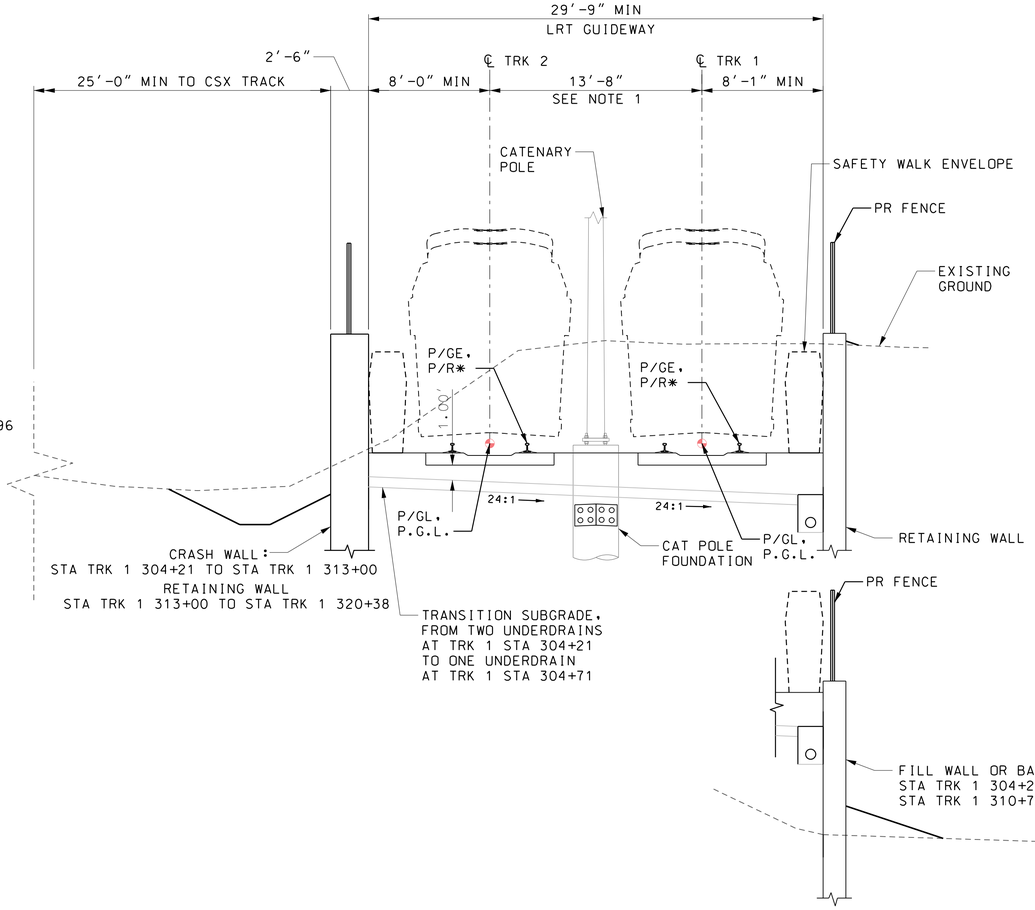


FILL RETAINING WALLS:
STA TRK 1 306+94 TO STA TRK 1 309+40
STA TRK 1 310+94 TO STA TRK 1 317+63
STA TRK 1 318+82 TO STA TRK 1 321+03

FILL RETAINING WALLS:
STA TRK 1 306+94 TO STA TRK 1 309+68
STA TRK 1 310+24 TO STA TRK 1 320+38



CUT REATAINING WALLS:
STA TRK 1 309+40 TO STA TRK 1 310+94



CSX CORRIDOR - BALLASTED TRACK

STA TRK 1 304+21 TO STA TRK 1 320+38

NOTES:
1. TRACK CENTERS VARY FROM STA TRK 1 304+21 TO STA TRK 1 308+64 AND FROM 317+21 TO 334+60
2. 1. SEE PLANS FOR TRAIL SHOULDER LOCATIONS, NOISE PANELS, DITCH LOCATIONS AND PAVEMENT TYPE.
3. SEE STRUCTURAL DWGS. FOR SECTIONS FROM STA TRK 1 320+38 TO 334+35
4. SPRING ST OVERHEAD BRIDGE STA TRK 1 309+58 TO STA TRK 1 310+24

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	SRT/MJW
DRAWN	SRT/MJW
CHECK	REJ/VAK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
CSX CORRIDOR – CCT

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-024
SHEET NO. 404 OF 691

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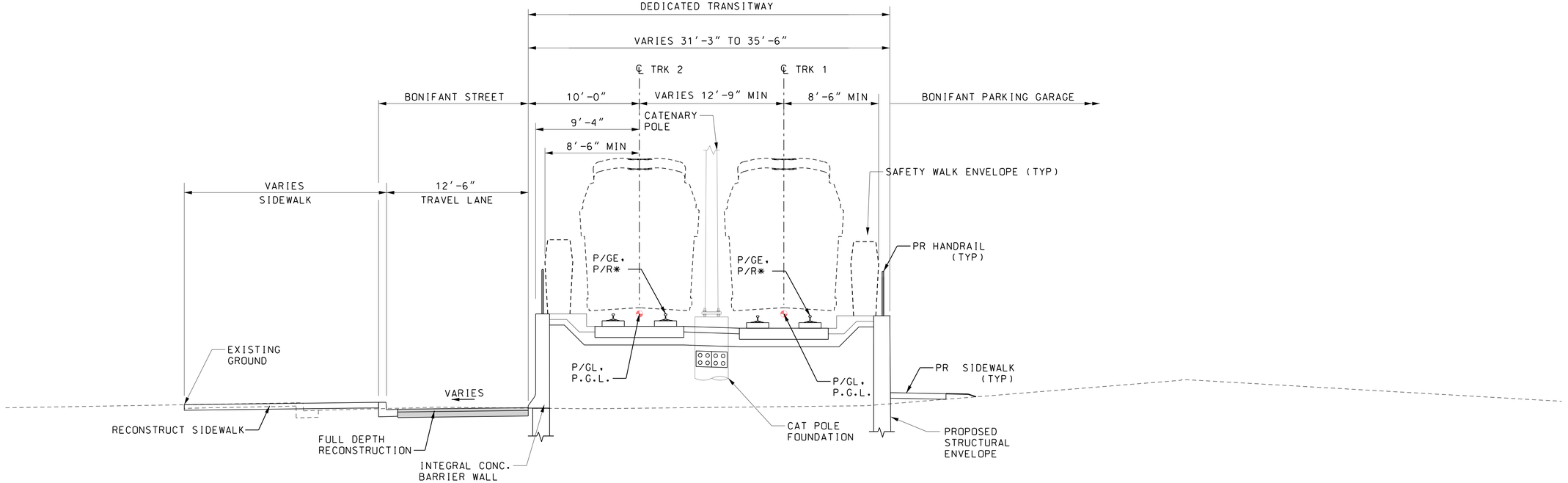
12/11/2013



BONIFANT STREET RETAINED FILL - DIRECT FIXATION TRACK

STA TRK 1 334+35 TO STA TRK 1 337+97

NOTES: 1. SEE STRUCTURAL DWGS. FOR SECTIONS FROM STA TRK 1 320+38 TO 334+35

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL

5' 0 5' 10'

SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BONIFANT STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-025

SHEET NO. 405 OF 691

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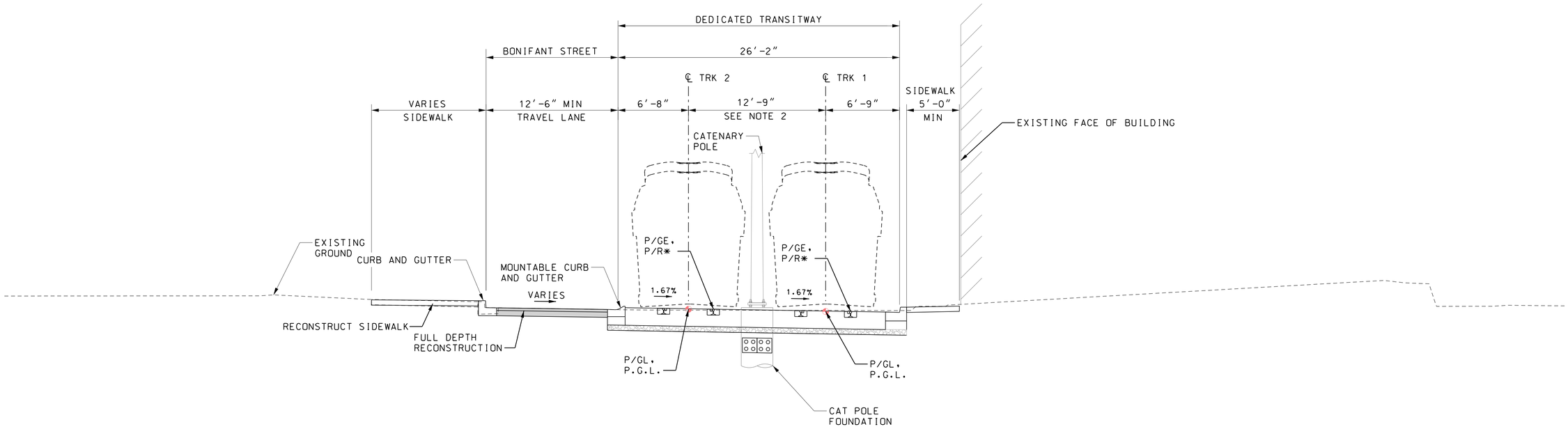
12/11/2013

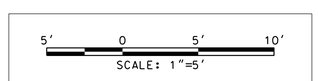


BONIFANT STREET - EMBEDDED TRACK

STA TRK 1 337+97 TO STA TRK 1 344+43

NOTES: 1. CURBS ARE REMOVED AT CROSS STREETS
2. TRACK CENTERS VARY BETWEEN 12'-9" AND 12'-6" FROM STA TRK 1 340+50.12 TO STA TRK 1 341+04.88

* THE PROFILE GRADE ELEVATION (P/GE) AND THE POINT OF ROTATION (P/R) SHALL BE APPLIED TO THE TOP OF LOW RAIL



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DESIGN	DTB
DRAWN	DTB
CHECK	REJ
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BONIFANT STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-026
SHEET NO. 406 OF 691

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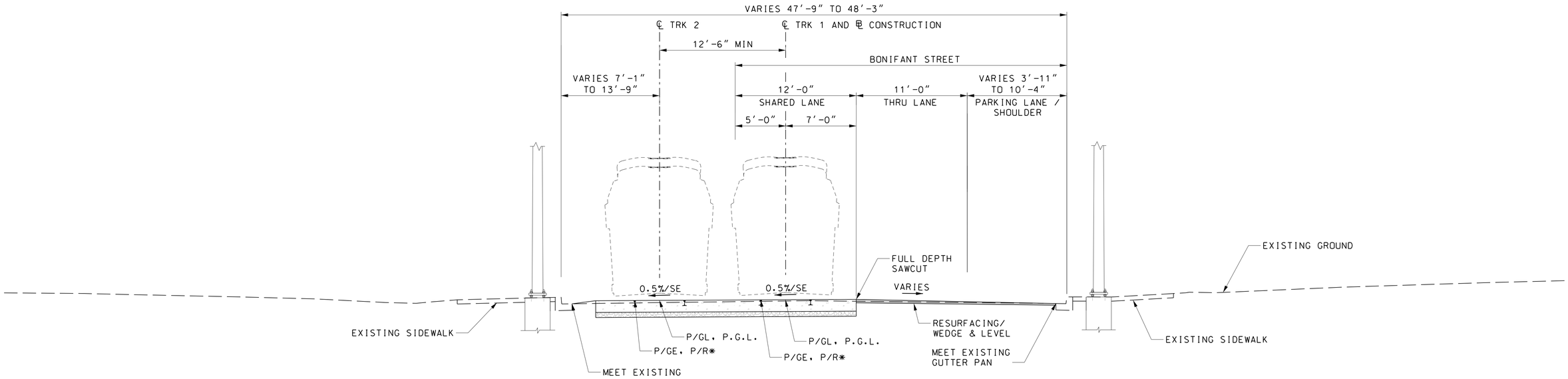
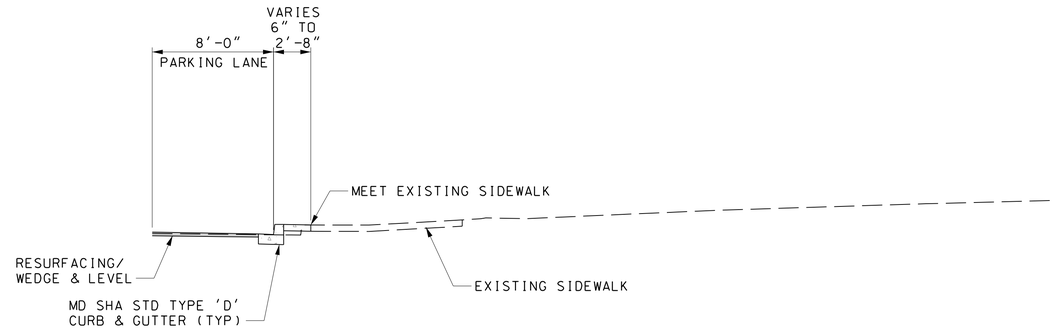
12/11/2013



BONIFANT STREET - EMBEDDED TRACK

STA TRK 1 344+43 TO STA TRK 1 347+73



STA TRK 1 344+43 TO STA TRK 1 346+78

* PGE, P/R APPLIED TO THE LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
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DESGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BONIFANT STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-027
SHEET NO. 407 OF 691

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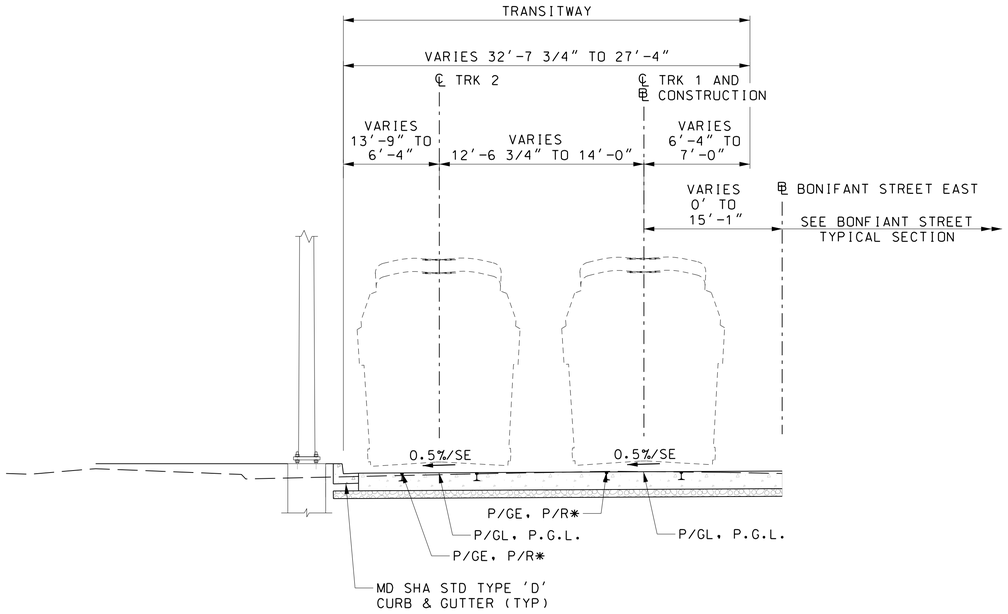
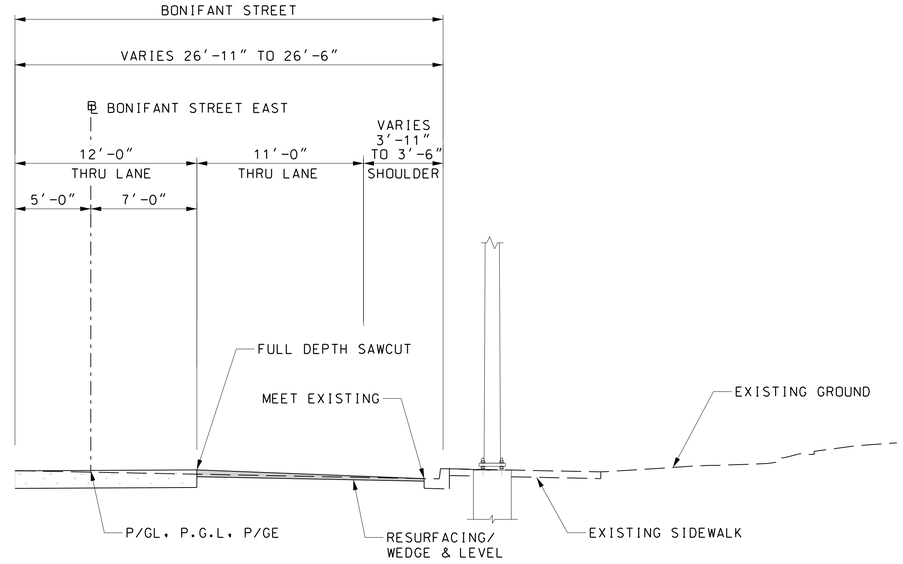
12/10/2013



BONIFANT STREET - EMBEDDED TRACK

STA TRK 1 347+73 TO STA TRK 1 348+40



BONIFANT STREET

STA 3010+00 TO STA 3010+89

* PGE, P/R APPLIED TO THE LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BONIFANT STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-028
SHEET NO. 408 OF 691

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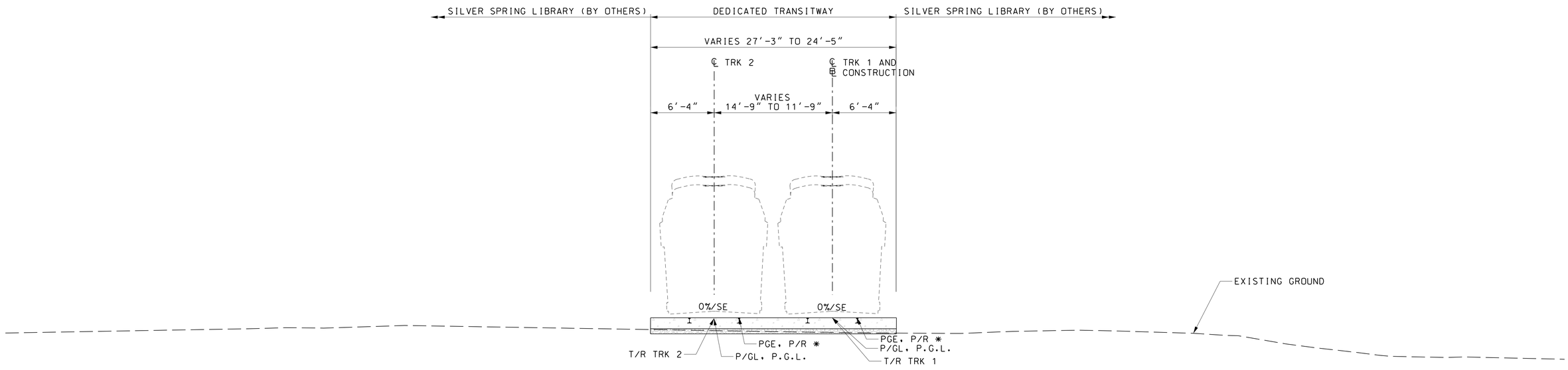
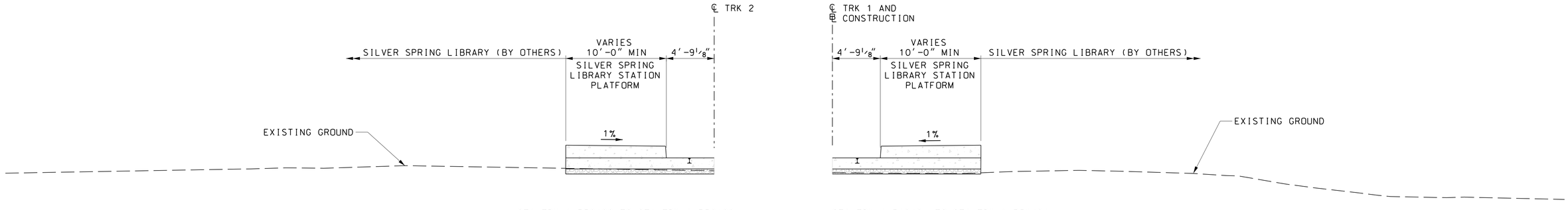
12/10/2013



SILVER SPRING LIBRARY - EMBEDDED TRACK

STA TRK 1 348+40 TO STA TRK 1 352+55



STA TRK 1 350+08 TO STA TRK 1 352+08

STA TRK 1 349+84 TO STA TRK 1 351+84

* PGE, P/R APPLIED TO THE LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
SILVER SPRING LIBRARY

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-029
SHEET NO. 409 OF 691

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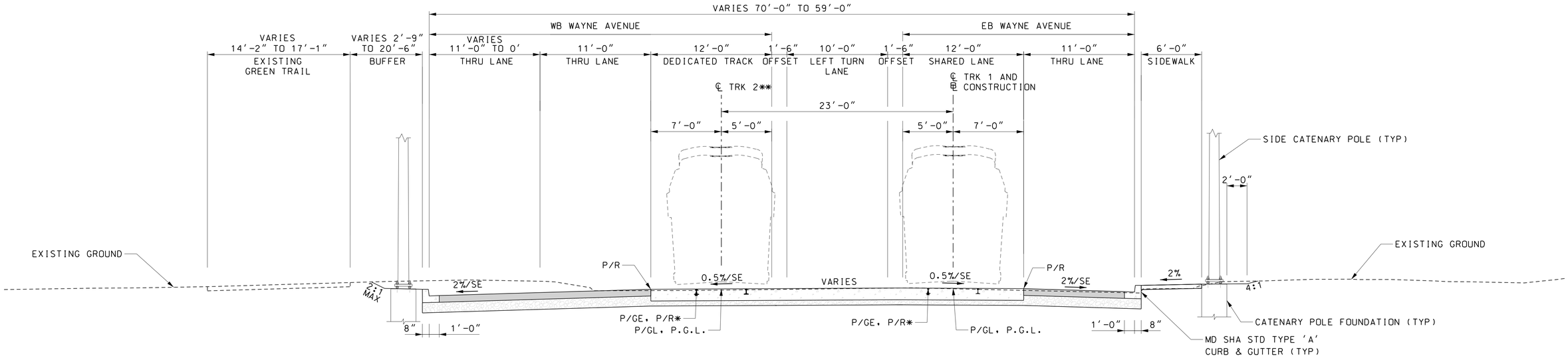
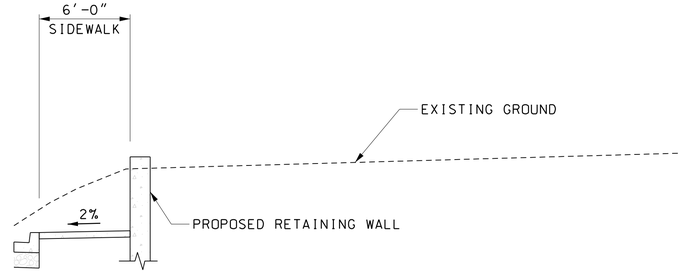
12/10/2013



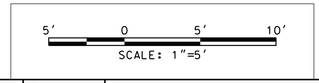
WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 353+50 TO STA TRK 1 357+43



STA TRK 1 357+10 TO STA TRK 1 357+43

* P/GE, P/R APPLIED TO THE LOW RAIL
** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE



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DESGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-030
SHEET NO. 410 OF 691

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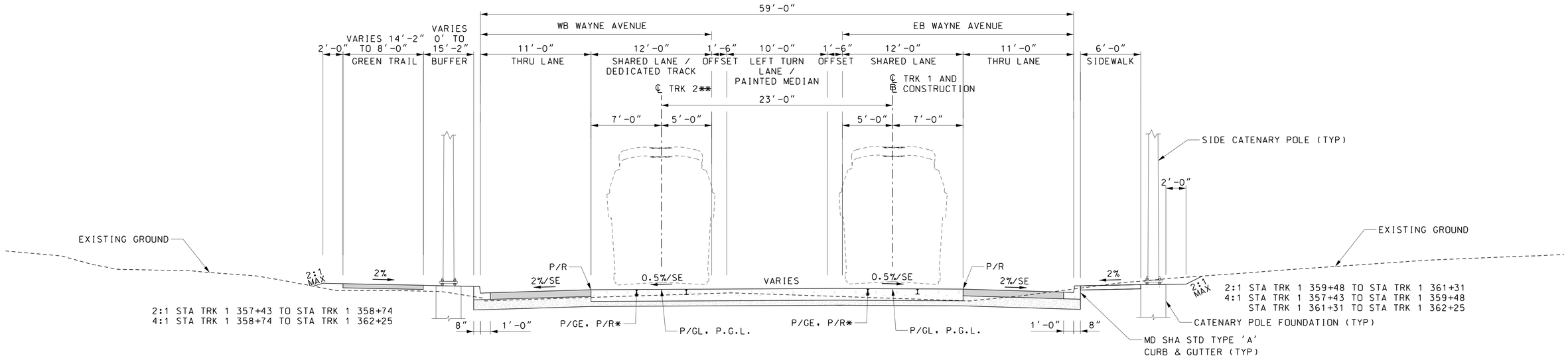
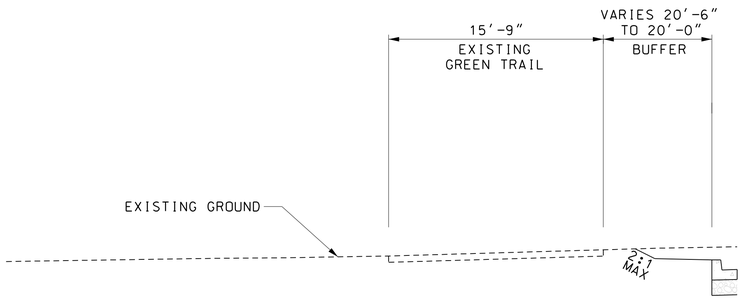
12/10/2013

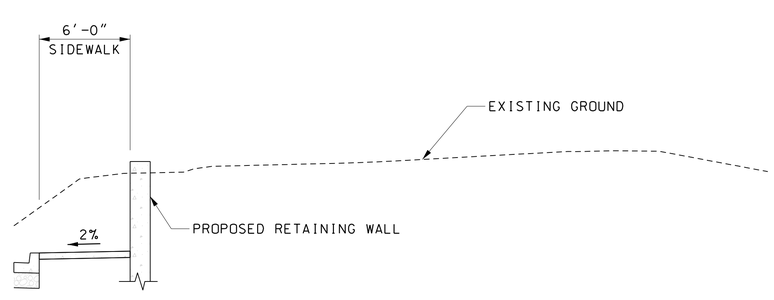


WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 357+43 TO STA TRK 1 362+25



STA TRK 1 357+43 TO STA TRK 1 358+01



STA TRK 1 357+43 TO STA TRK 1 359+39
STA TRK 1 361+32 TO STA TRK 1 362+25

* PGE, P/R APPLIED TO THE LOW RAIL
** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
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DESIGN MAH
DRAWN MAH
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-031
SHEET NO. 411 OF 691

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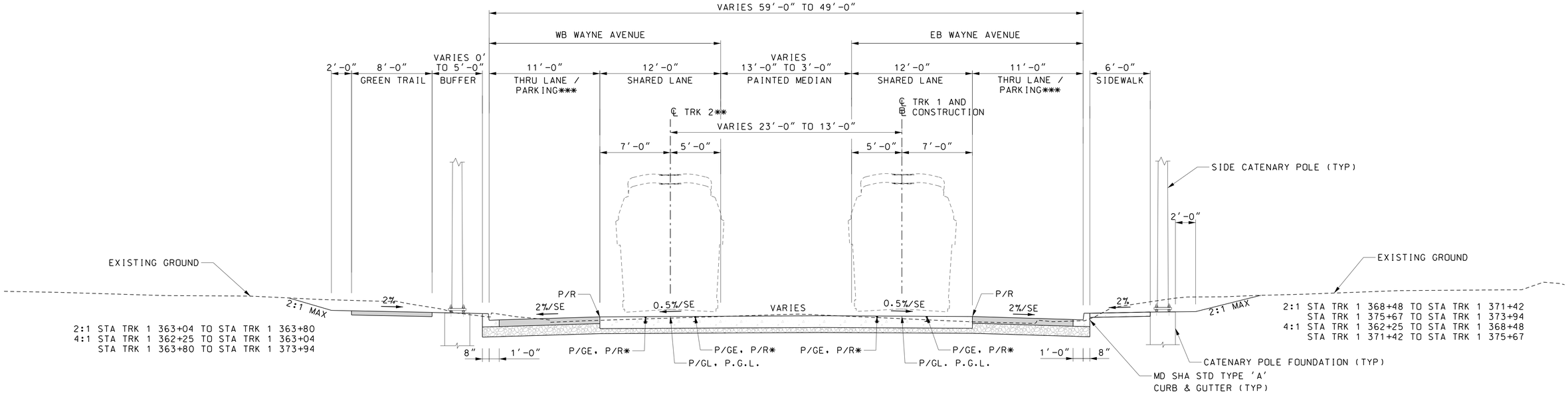
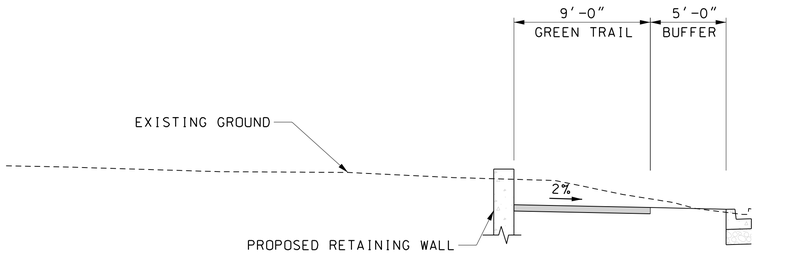
12/10/2013

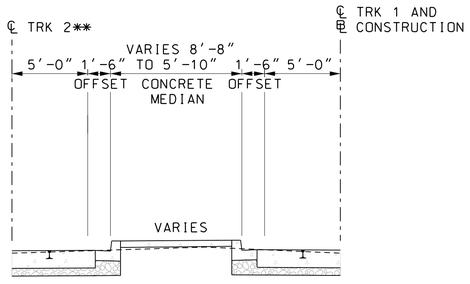


WAYNE AVENUE - EMBEDDED TRACK

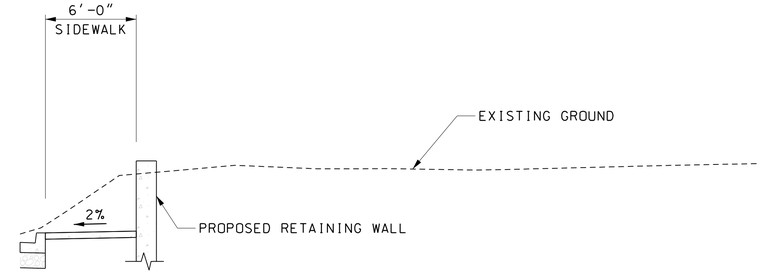
STA TRK 1 362+25 TO STA TRK 1 373+94



STA TRK 1 363+80 TO STA TRK 1 366+90
STA TRK 1 371+92 TO STA TRK 1 373+73



STA TRK 1 363+26 TO STA TRK 1 364+00



STA TRK 1 363+11 TO STA TRK 1 364+84

* PGE, P/R APPLIED TO THE LOW RAIL

** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE

*** SECTIONS OF THE OUTSIDE LANES ALONG WAYNE AVENUE ARE USED AS ON-STREET PARKING DURING NON-PEAK HOURS

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
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DESIGN MAH
DRAWN MAH
CHECK JPL/FJM
APPR

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO.

DRAWING NO. TS-032

SHEET NO. 412 OF 691

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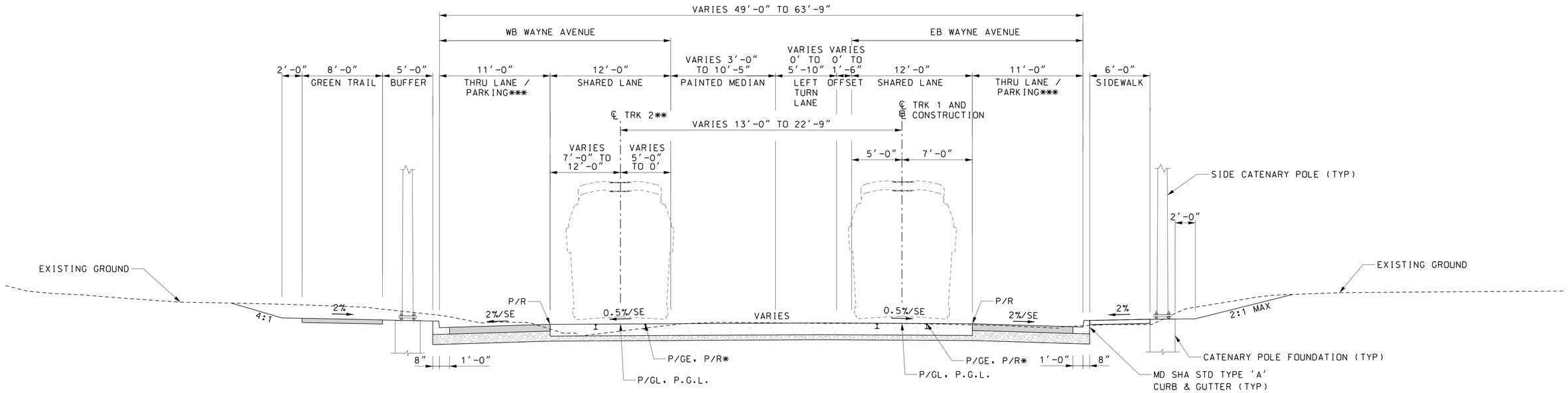
12/10/2013



WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 373+94 TO STA TRK 1 375+99

* PGE, P/R APPLIED TO THE LOW RAIL

** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE

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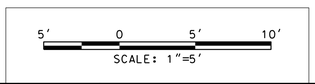

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DESGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-033
SHEET NO. 413 OF 691

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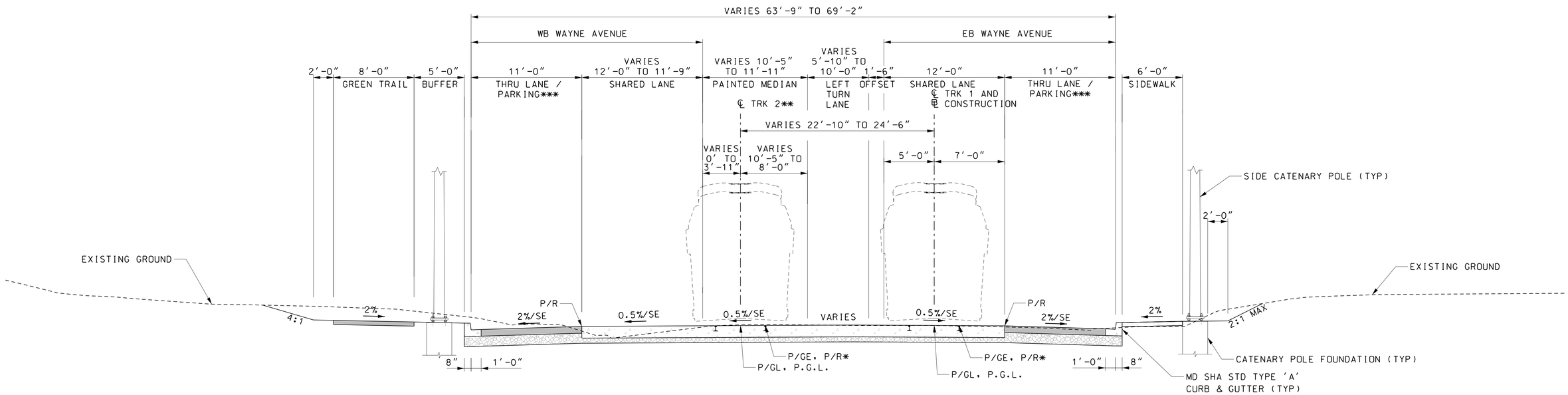
12/10/2013



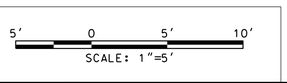
WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 375+99 TO STA TRK 1 376+48

* PGE, P/R APPLIED TO THE LOW RAIL

** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE

*** SECTIONS OF THE OUTSIDE LANES ALONG WAYNE VENUE ARE USED AS ON-STREET PARKING DURING NON-PEAK HOURS



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DESGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-034
SHEET NO. 414 OF 691

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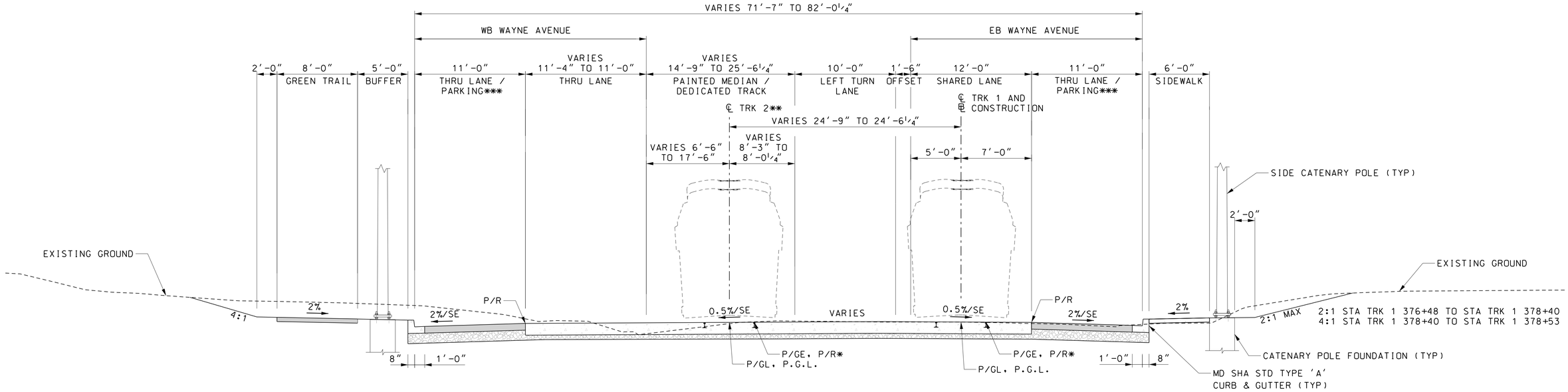
12/11/2013



WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 376+48 TO STA TRK 1 378+53

* PGE, P/R APPLIED TO THE LOW RAIL

** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE

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5' 0 5' 10'
SCALE: 1"=5'

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DESGN	JC
DRAWN	JC
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-035
SHEET NO. 415 OF 691

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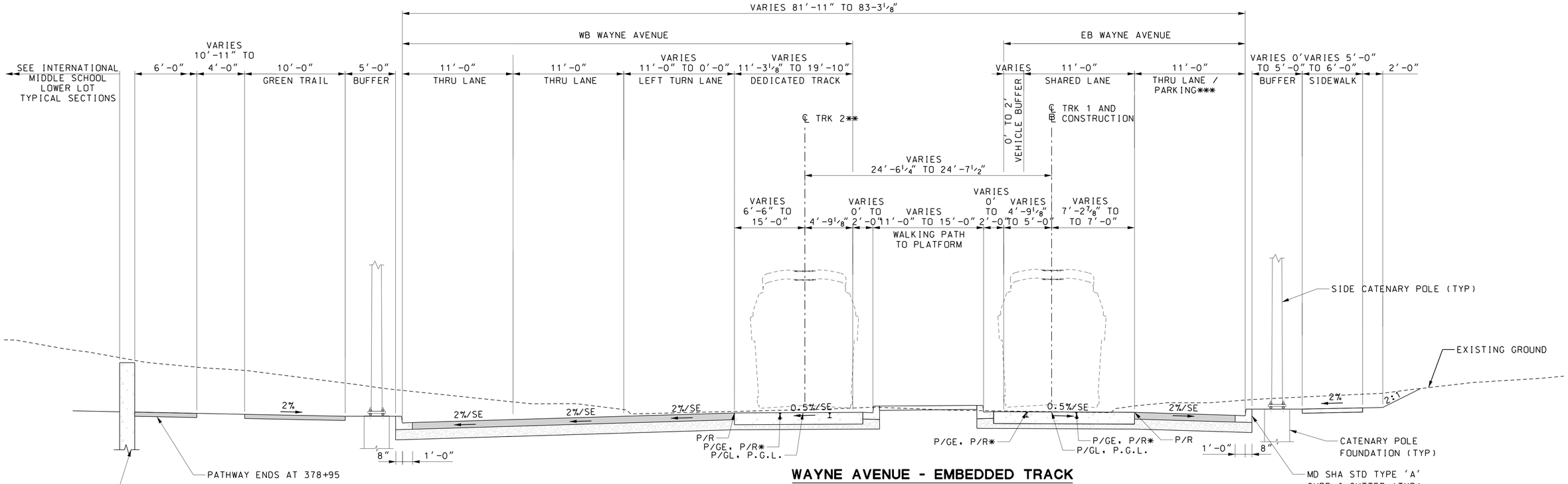
12/10/2013

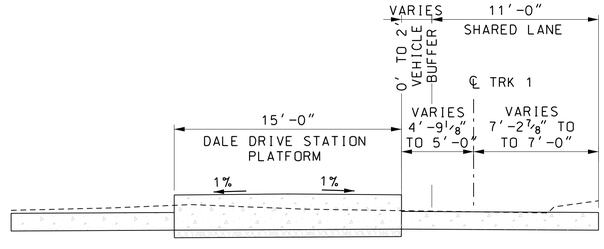
SEE INTERNATIONAL MIDDLE SCHOOL LOWER LOT TYPICAL SECTIONS



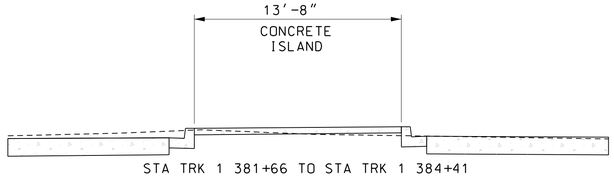
STA TRK 1 381+66 TO STA TRK 1 382+08
STA TRK 1 382+64 TO STA TRK 1 384+41

WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 378+53 TO STA TRK 1 384+41



STA TRK 1 379+66 TO STA TRK 1 381+66



STA TRK 1 381+66 TO STA TRK 1 384+41

* PGE, P/R APPLIED TO THE LOW RAIL
** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE
*** SECTIONS OF THE OUTSIDE LANES ALONG WAYNE AVENUE ARE USED AS ON-STREET PARKING DURING NON-PEAK HOURS

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN JC
DRAWN JC
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
WAYNE AVENUE
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-036
SHEET NO. 416 OF 691

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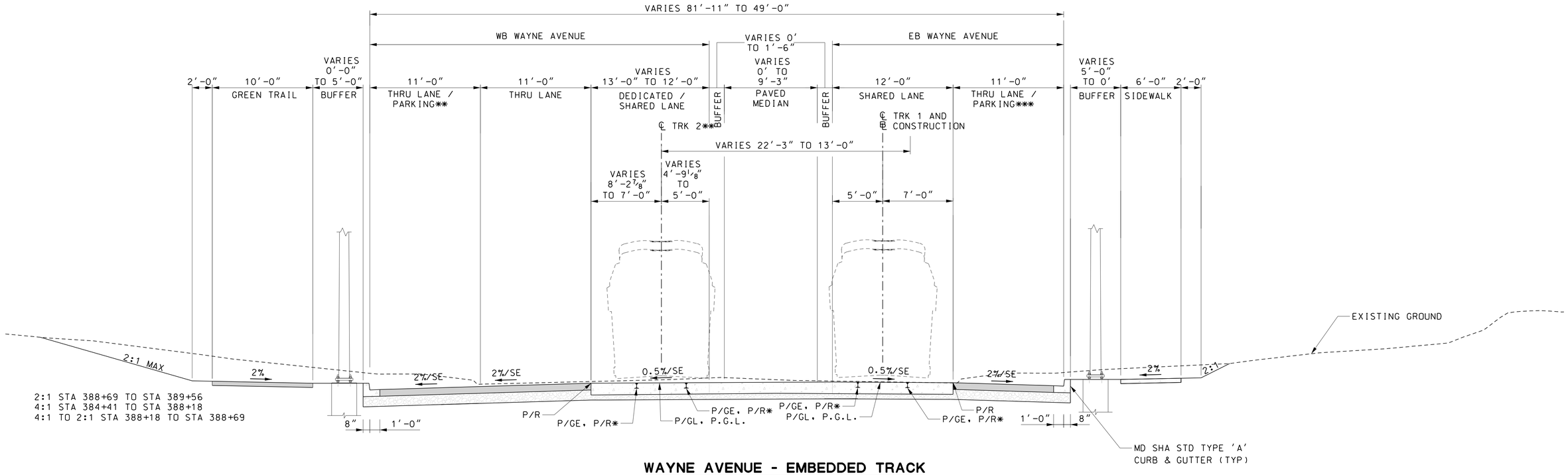
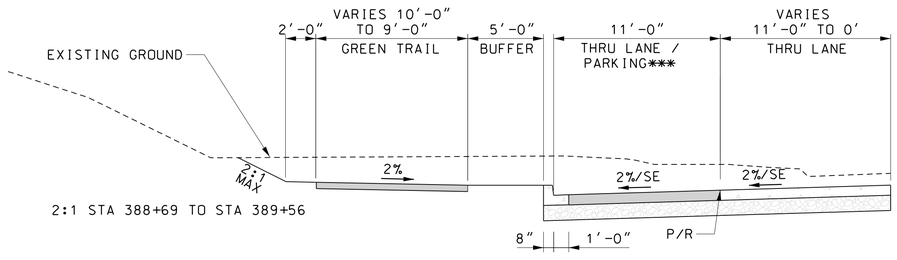
12/10/2013

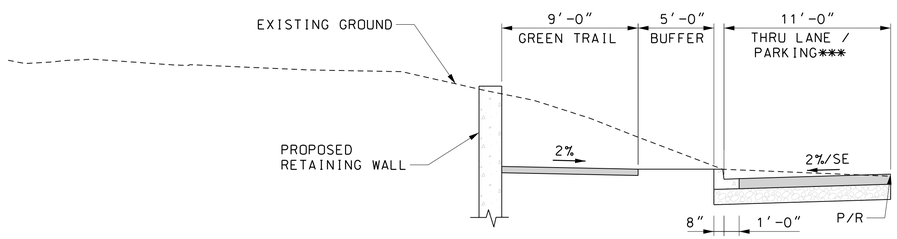


WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 384+41 TO STA TRK 1 391+63



STA TRK 1 389+46 TO STA TRK 1 389+56



STA TRK 1 389+56 TO STA TRK 1 391+63

* PGE, P/R APPLIED TO THE LOW RAIL
** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE OF WAYNE AVENUE
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DESGN	JC
DRAWN	JC
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-037
SHEET NO. 417 OF 691

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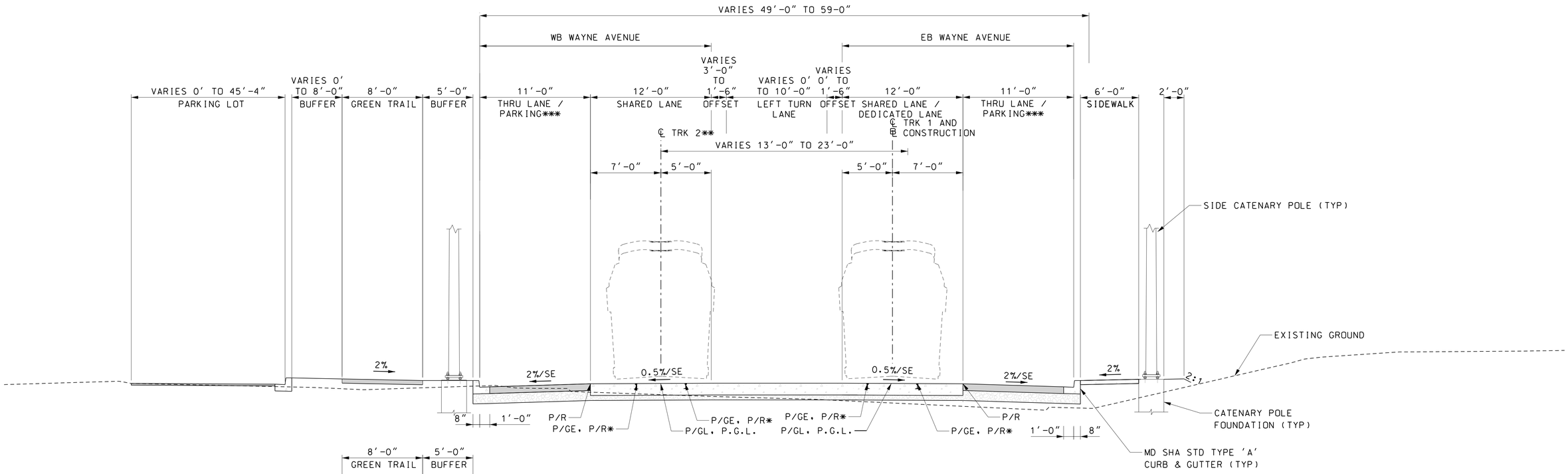
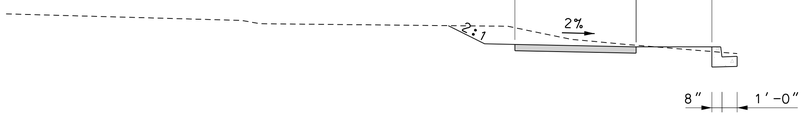
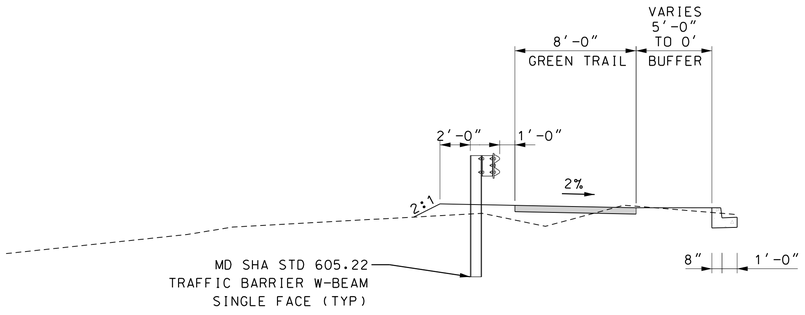
12/10/2013





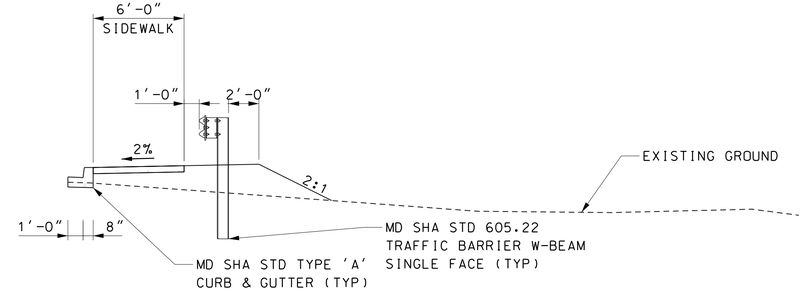
STA TRK 1 394+15 TO STA TRK 1 395+58



STA TRK 1 395+58 TO STA TRK 1 397+83

WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 391+63 TO STA TRK 1 398+43



STA TRK 1 395+05 TO STA TRK 1 398+43

* PGE, P/R APPLIED TO THE LOW RAIL
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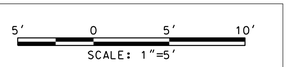

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DESGN	JC
DRAWN	JC
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-038
SHEET NO. 418 OF 691

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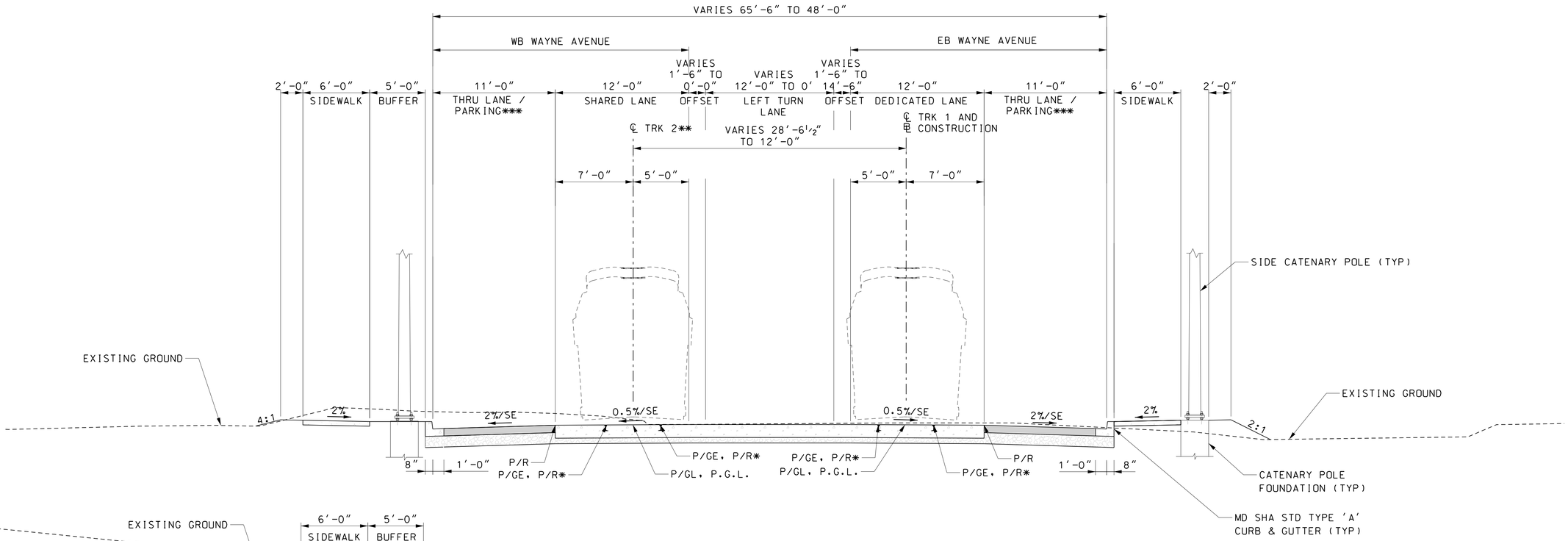
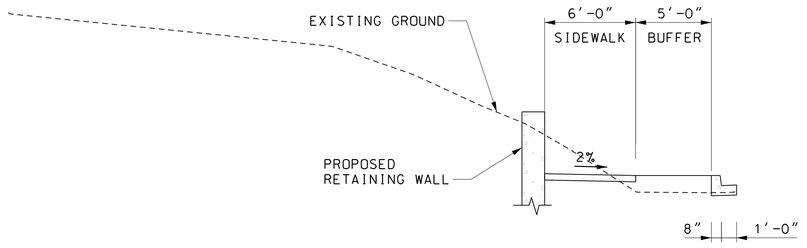
12/10/2013

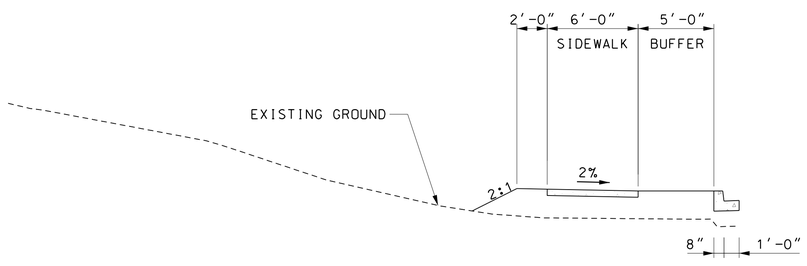


WAYNE AVENUE - EMBEDDED TRACK

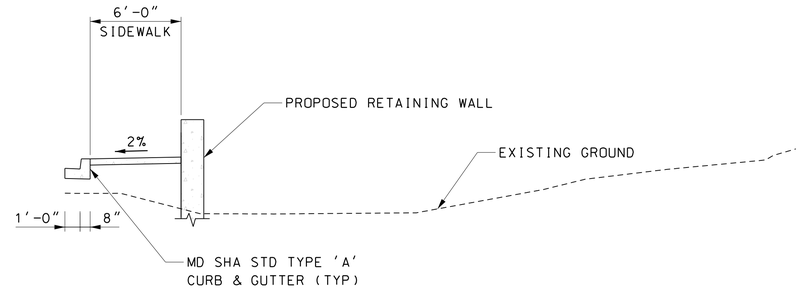
STA TRK 1 398+43 TO STA TRK 1 406+60



STA TRK 1 398+95 TO STA TRK 1 400+64
STA TRK 1 401+37 TO STA TRK 1 405+75



STA TRK 1 400+64 TO STA TRK 1 401+37



STA TRK 1 401+79 TO STA TRK 1 406+35

* PGE, P/R APPLIED TO THE LOW RAIL
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DESIGN	JC
DRAWN	JC
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-039
SHEET NO. 419 OF 691

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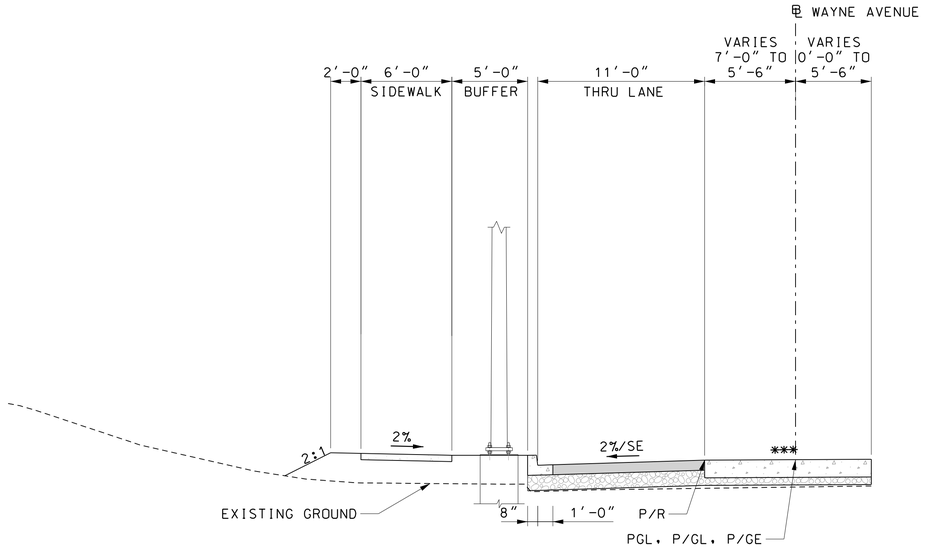
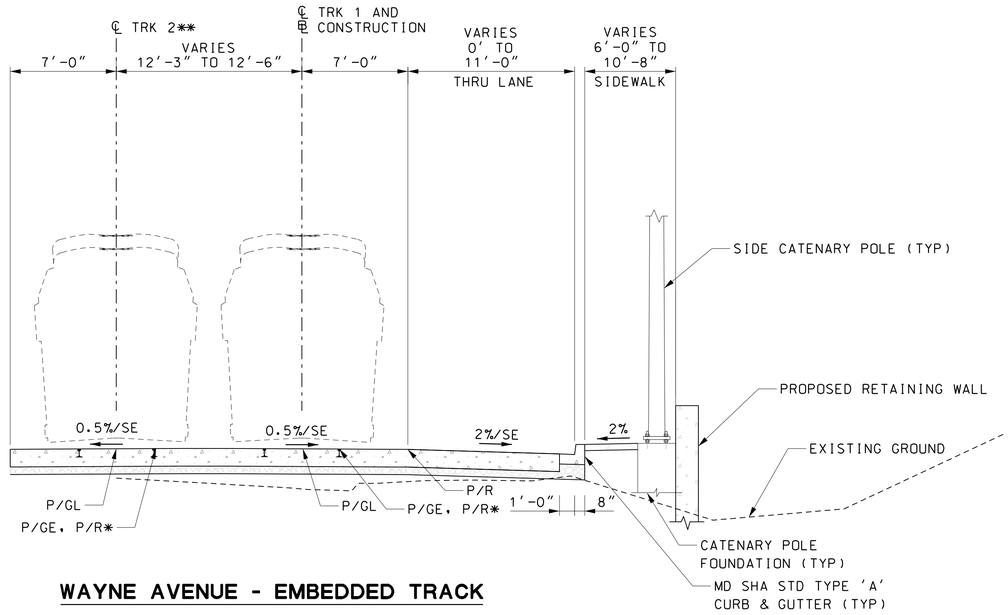
12/10/2013



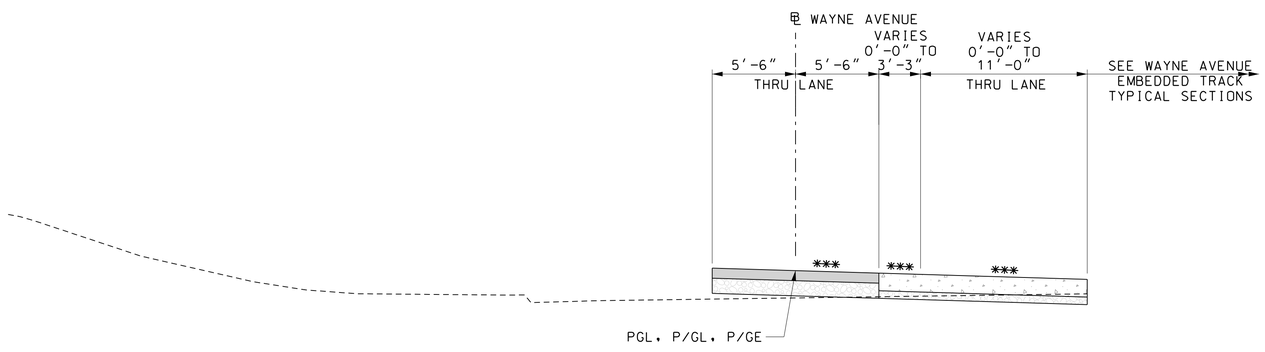
WAYNE AVENUE

STA 3110+00 TO STA 3111+31



WAYNE AVENUE - EMBEDDED TRACK

STA TRK 1 406+60 TO STA TRK 1 408+53



STA 3110+79 TO STA 3111+31

* PGE, P/R APPLIED TO THE LOW RAIL
** ℄ TRK 2 WILL BE USED AS ℄ OF CONSTRUCTION FOR THE NORTH SIDE WAYNE OF AVENUE
*** MATCH CROSS SLOPE FROM ℄ TRK 2

5' 0 5' 10'
SCALE: 1"=5'

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MTA Maryland

Gannett Fleming
WR&A

JACOBS

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DESIGN	MP
DRAWN	MP
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-040
SHEET NO. 420 OF 691

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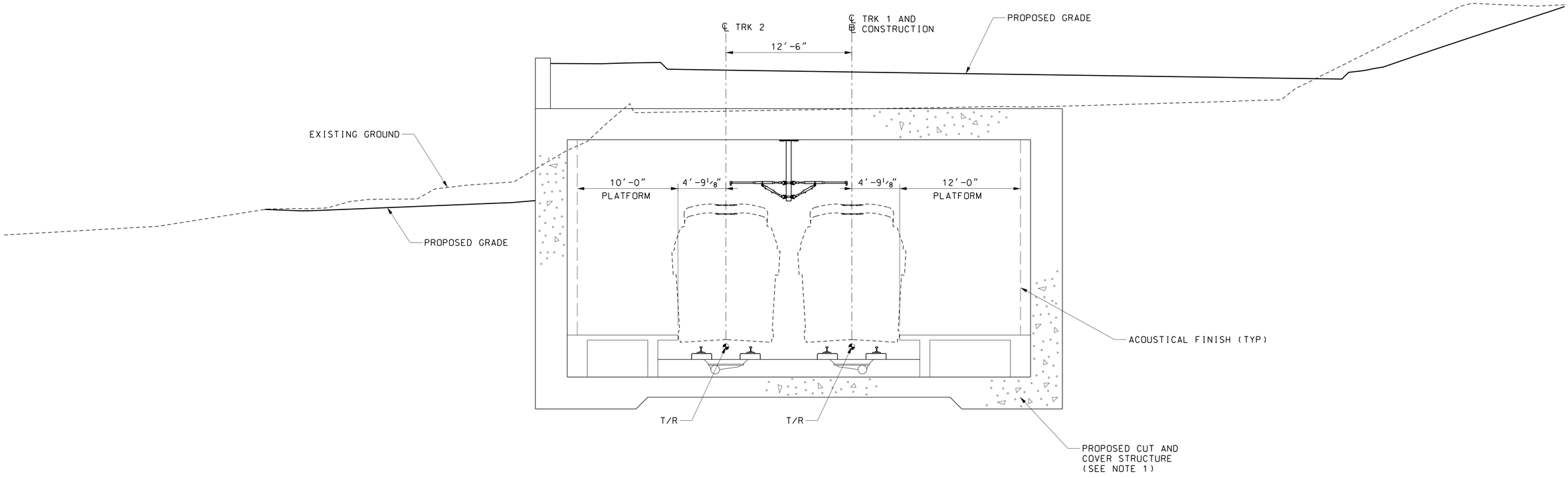
12/10/2013



TYPICAL SECTION - MANCHESTER PLACE STATION - DIRECT FIXATION TRACK

STA TRK 1 408+54 TO STA TRK 1 409+54

NOTES:
1. REFER TO STRUCTURAL AND ARCHITECTURAL SECTIONS FOR DETAILED INFORMATION ON THE STRUCTURAL DIMENSIONS AND ARCHITECTURAL DESIGN FOR THE MANCHESTER PLACE CUT AND COVER STRUCTURE.

5′ 0 5′ 10′
SCALE: 1″=5′

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DESIGN MP
DRAWN MP
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
MANCHESTER PLACE STATION
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-041
SHEET NO. 421 OF 691

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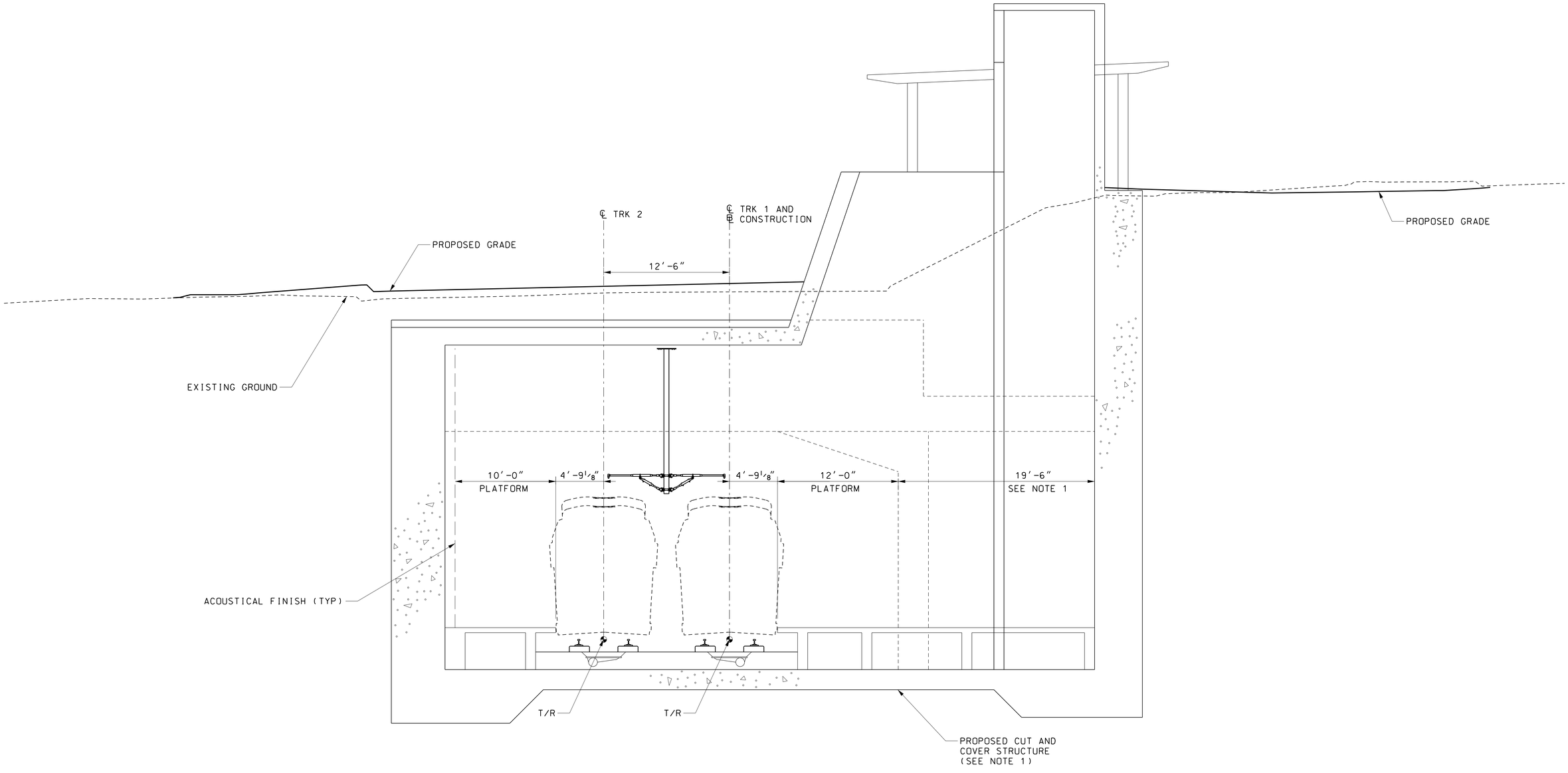
12/10/2013



NOTES:
1. REFER TO STRUCTURAL AND ARCHITECTURAL SECTIONS FOR DETAILED INFORMATION ON THE STRUCTURAL DIMENSIONS AND ARCHITECTURAL DESIGN FOR THE MANCHESTER PLACE CUT AND COVER STRUCTURE.

TYPICAL SECTION - MANCHESTER PLACE STATION - DIRECT FIXATION TRACK

STA TRK 1 409+54 TO STA TRK 1 411+05

5′ 0 5′ 10′
SCALE: 1″=5′

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DESIGN MP
DRAWN MP
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
MANCHESTER PLACE STATION
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-042
SHEET NO. 422 OF 691

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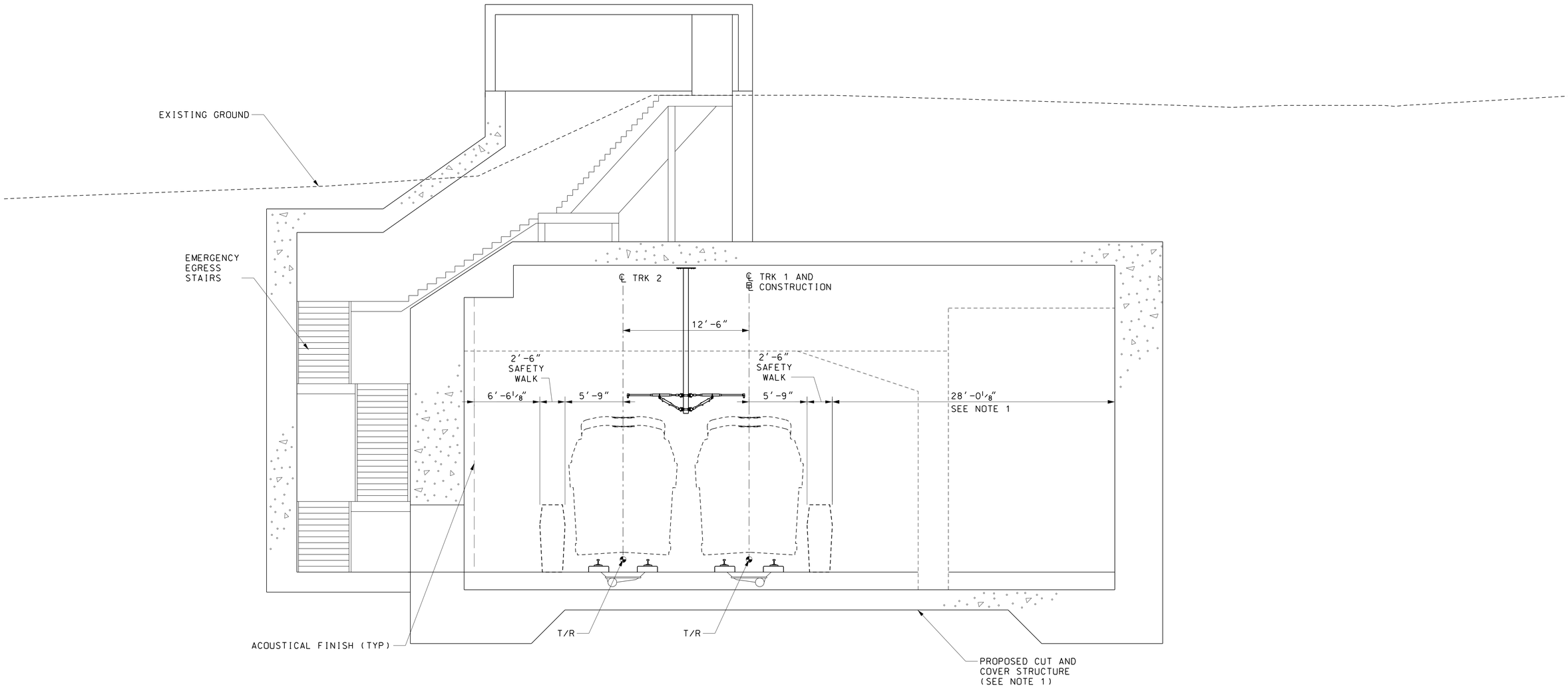
12/10/2013



TYPICAL SECTION - MANCHESTER PLACE STATION - DIRECT FIXATION TRACK

STA TRK 1 411+05 TO STA TRK 1 411+41

NOTES:
1. REFER TO STRUCTURAL AND ARCHITECTURAL SECTIONS FOR DETAILED INFORMATION ON THE STRUCTURAL DIMENSIONS AND ARCHITECTURAL CONCEPT FOR THE MANCHESTER PLACE CUT AND COVER STRUCTURE.

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN MP
DRAWN MP
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
MANCHESTER PLACE STATION

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-043
SHEET NO. 423 OF 691

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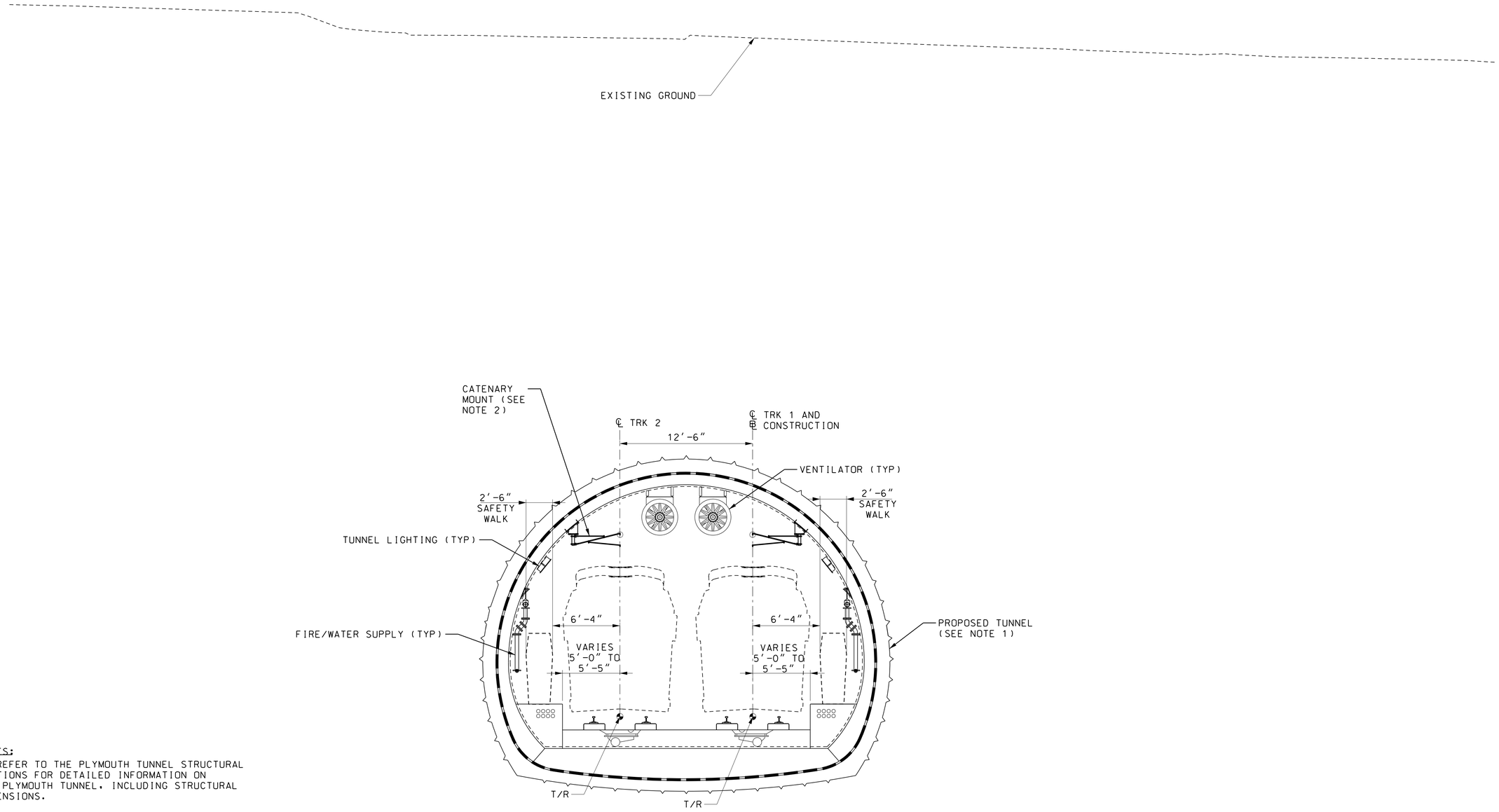
12/10/2013



NOTES:

1. REFER TO THE PLYMOUTH TUNNEL STRUCTURAL SECTIONS FOR DETAILED INFORMATION ON THE PLYMOUTH TUNNEL. INCLUDING STRUCTURAL DIMENSIONS.

2. WITHIN THE PLYMOUTH TUNNEL THE FTSCW TYPE OCS TRANSITIONS TO ATSC-LP TYPE OCS. REFER TO OCS PLANS AND SECTIONS FOR MORE INFORMATION.

TYPICAL SECTION - PLYMOUTH TUNNEL - DIRECT FIXATION TRACK

STA TRK 1 411+41 TO STA TRK 1 421+57

5′ 0 5′ 10′
SCALE: 1″=5′

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DESIGN	MP
DRAWN	MP
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
PLYMOUTH TUNNEL

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-044
SHEET NO. 424 OF 691

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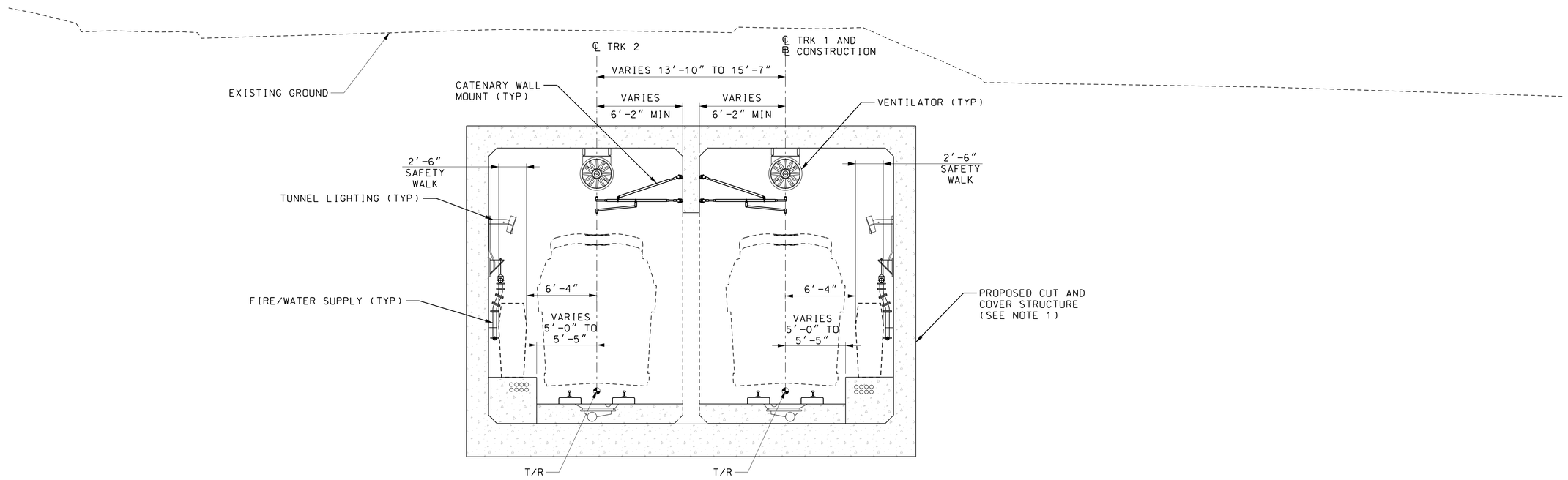
12/10/2013



TYPICAL SECTION - MANCHESTER PLACE STATION - DIRECT FIXATION TRACK

STA TRK1 421+57 TO STA TRK 1 423+53

NOTES:
1. REFER TO THE PLYMOUTH TUNNEL STRUCTURAL SECTIONS FOR MORE DETAILED INFORMATION ON THE CUT AND COVER STRUCTURE, INCLUDING STRUCTURAL DIMENSIONS.

5' 0 5' 10'
SCALE: 1"=5'

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DESGN MAH
DRAWN MAH
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
PLYMOUTH TUNNEL CUT AND COVER EAST
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-045
SHEET NO. 425 OF 691

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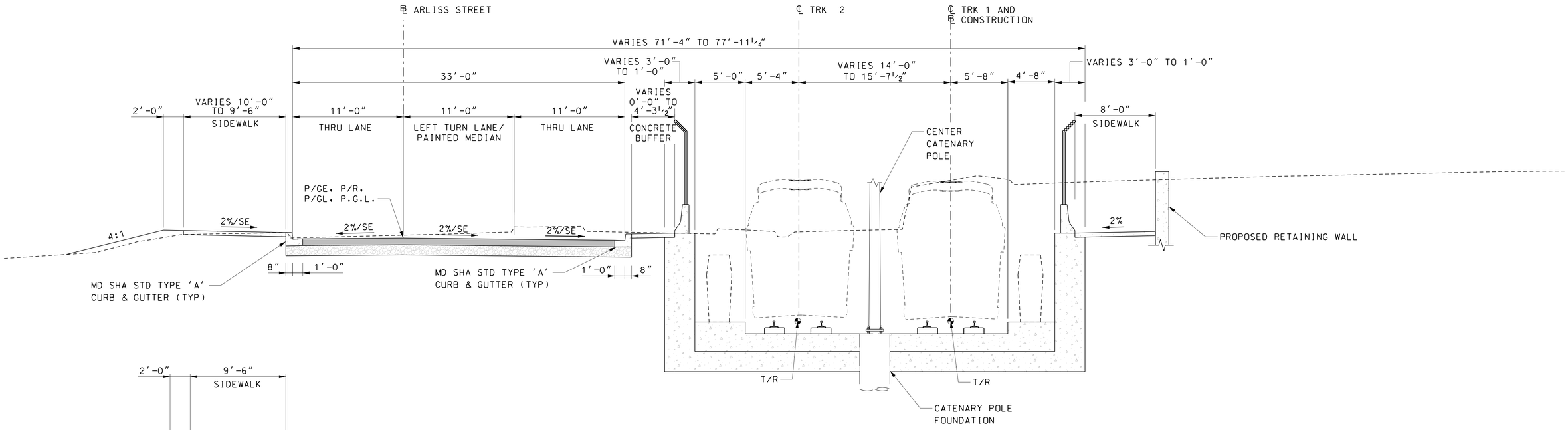

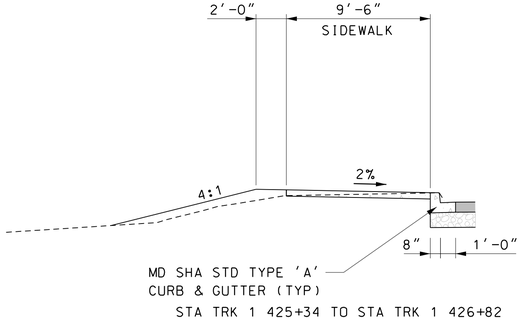

STA TRK 1 425+34 TO STA TRK 1 426+82

ARLISS STREET - DIRECT FIXATION

STA TRK 1 423+53 TO STA TRK 1 426+82

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN MAH
DRAWN MAH
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
ARLISS STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-046
SHEET NO. 426 OF 691

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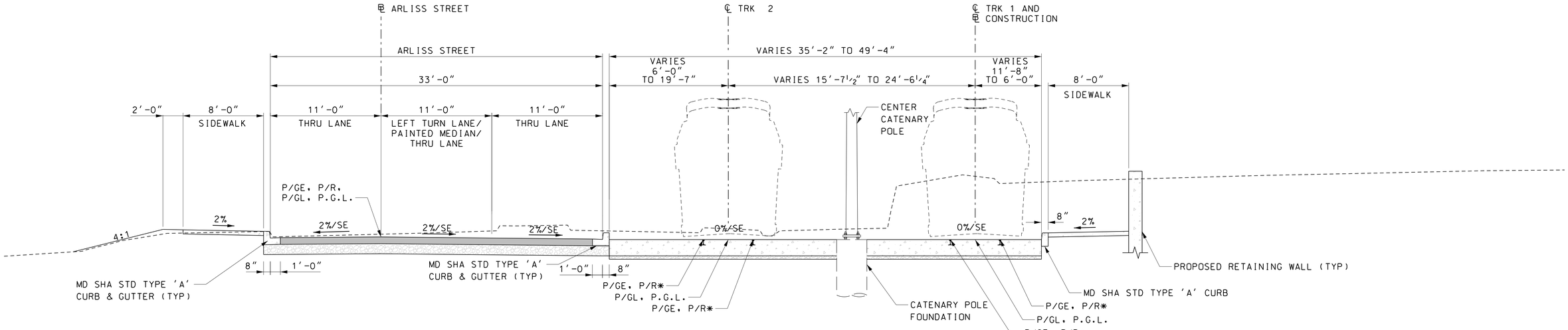
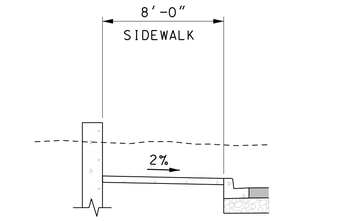
12/10/2013

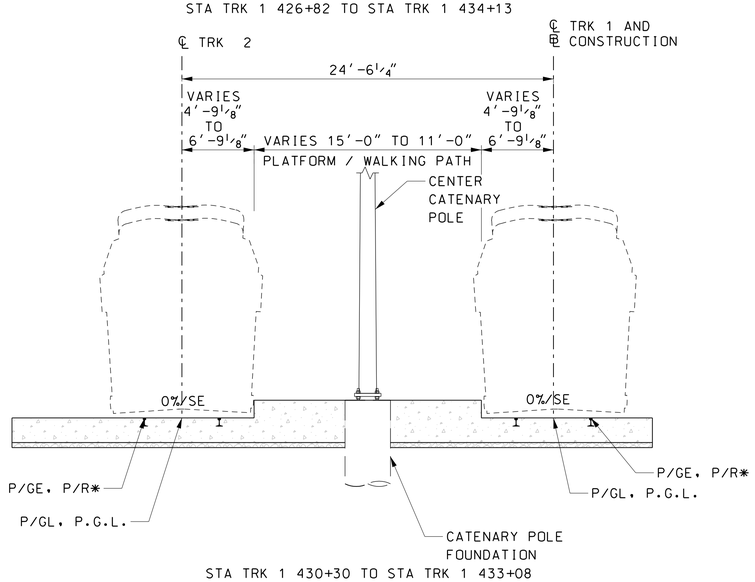


ARLISS STREET - EMBEDDED TRACK

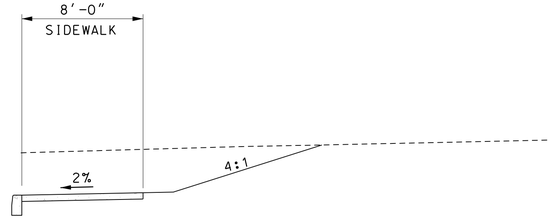


STA TRK 1 427+43 TO STA TRK 1 427+91
STA TRK 1 429+44 TO STA TRK 1 431+44

STA TRK 1 426+82 TO STA TRK 1 434+13



STA TRK 1 430+30 TO STA TRK 1 433+08



STA TRK 1 431+44 TO STA TRK 1 434+13

* PGE, P/R APPLIED TO THE LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	MAH
DRAWN	MAH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
ARLISS STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-047
SHEET NO. 427 OF 691

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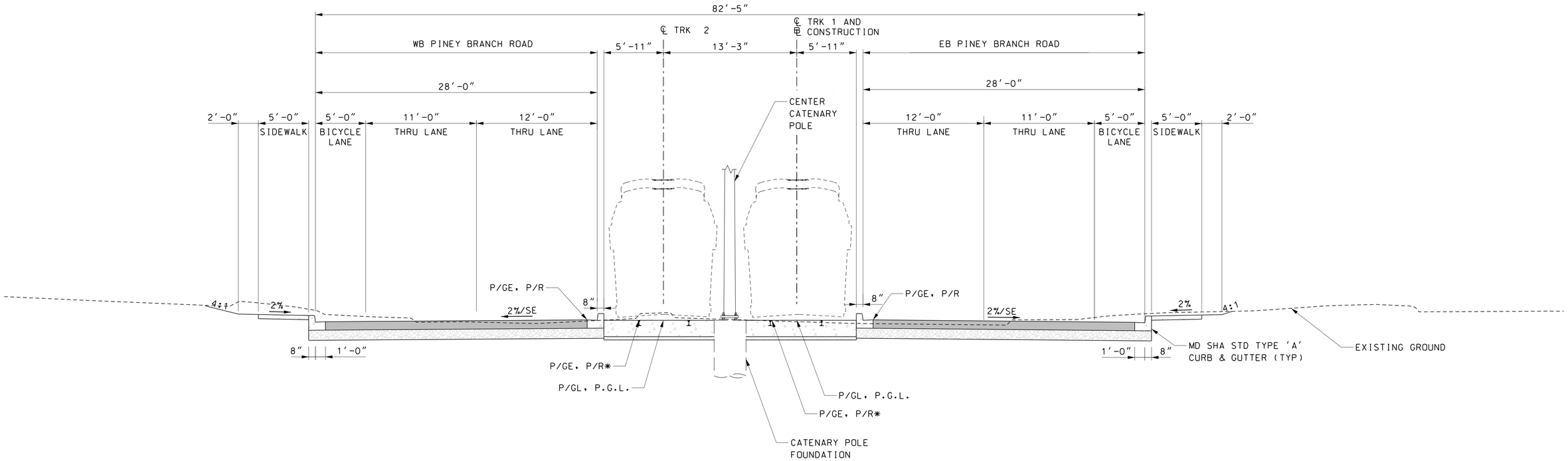
12/10/2013



PINEY BRANCH ROAD - EMBEDDED TRACK

STA TRK 1 435+54 TO STA TRK 1 447+40

* PGE, P/R APPLIED TO THE LOW RAIL

5′ 0 5′ 10′
SCALE: 1″=5′

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DESIGN AH
DRAWN AH
CHECK JPL/FJM
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
PINEY BRANCH ROAD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-048
SHEET NO. 428 OF 691

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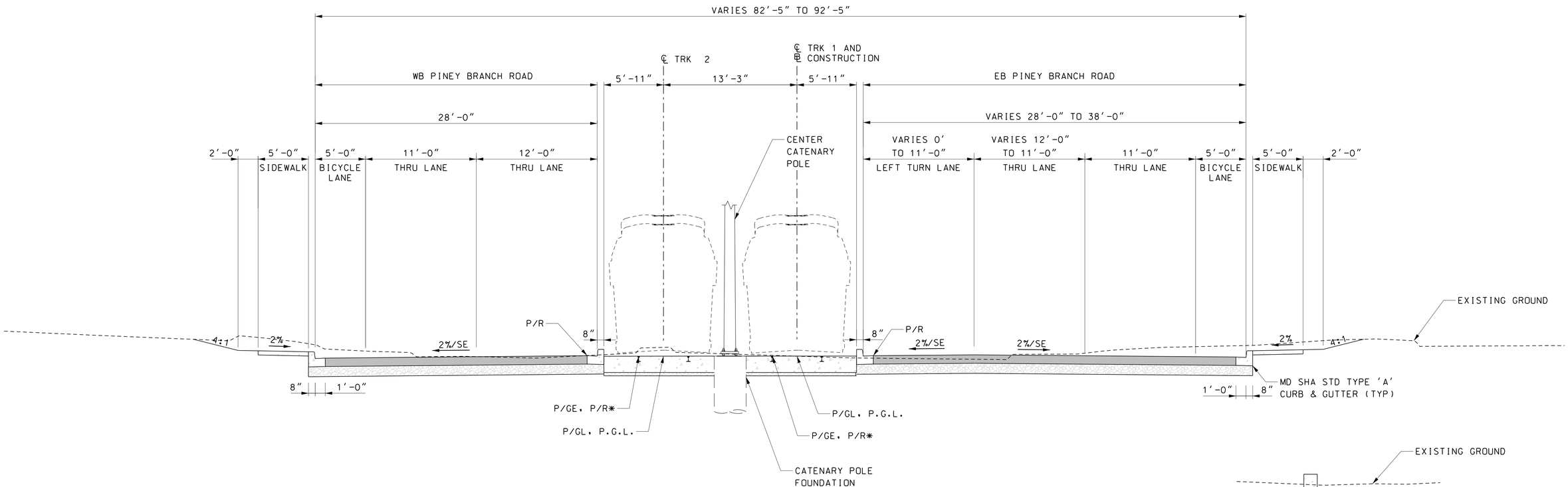

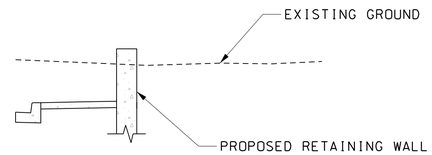

RETAINING WALL
STA TRK 1 447+40 TO STA TRK 1 449+00

PINEY BRANCH ROAD - EMBEDDED TRACK

STA TRK 1 447+40 TO STA TRK 1 450+13

* PGE, P/R APPLIED TO THE LOW RAIL

5' 0 5' 10'
SCALE: 1"=5'

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DESGN	AH
DRAWN	AH
CHECK	JPL/FJM
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
PINEY BRANCH ROAD
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-049
SHEET NO. 429 OF 691

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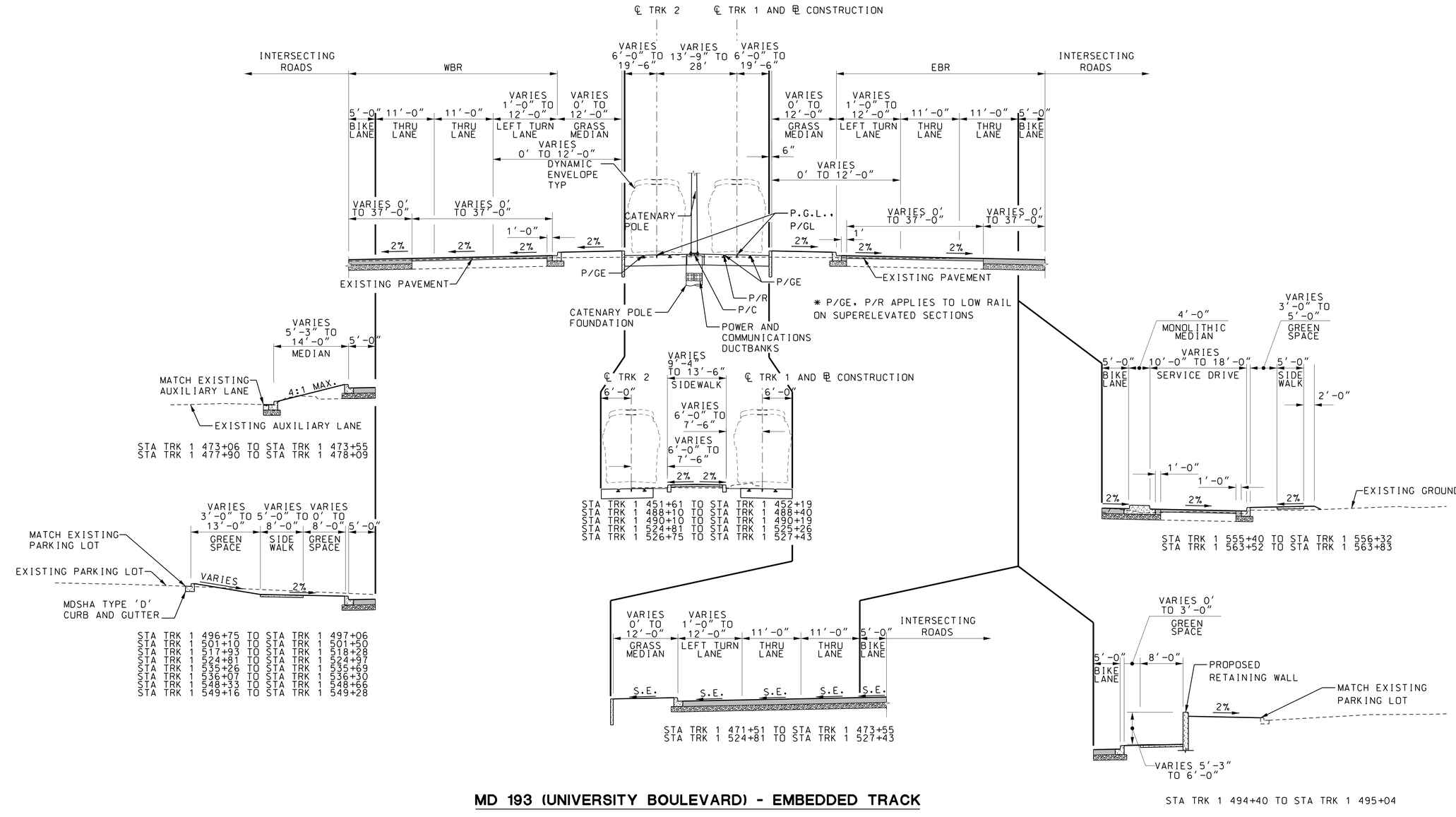
12/10/2013



MD 193 (UNIVERSITY BOULEVARD) - EMBEDDED TRACK

STA TRK 1 450+16 TO STA TRK 1 452+19	STA TRK 1 500+02 TO STA TRK 1 501+50
STA TRK 1 459+70 TO STA TRK 1 460+91	STA TRK 1 505+24 TO STA TRK 1 506+58
STA TRK 1 471+51 TO STA TRK 1 473+55	STA TRK 1 516+60 TO STA TRK 1 518+28
STA TRK 1 477+90 TO STA TRK 1 479+19	STA TRK 1 524+81 TO STA TRK 1 527+43
STA TRK 1 484+71 TO STA TRK 1 485+74	STA TRK 1 535+26 TO STA TRK 1 536+30
STA TRK 1 487+28 TO STA TRK 1 488+40	STA TRK 1 548+33 TO STA TRK 1 549+45
STA TRK 1 490+10 TO STA TRK 1 491+31	STA TRK 1 555+40 TO STA TRK 1 556+32
STA TRK 1 494+40 TO STA TRK 1 497+06	STA TRK 1 563+52 TO STA TRK 1 564+62

NOTE: EMBEDDED TRACK CURB AND ROADSIDE CURB IS PROPOSED ONLY FOR AREAS WHERE GRASS MEDIAN IS PROPOSED. NEW PAVEMENT SURFACE SHALL MATCH EMBEDDED TRACK SURFACE.

10' 0 10' 20'
SCALE: 1"=10'

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DESIGN NJD/GSW
DRAWN NJD
CHECK JB/JNS
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
MD 193 (UNIVERSITY BOULEVARD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-050
SHEET NO. 430 OF 691

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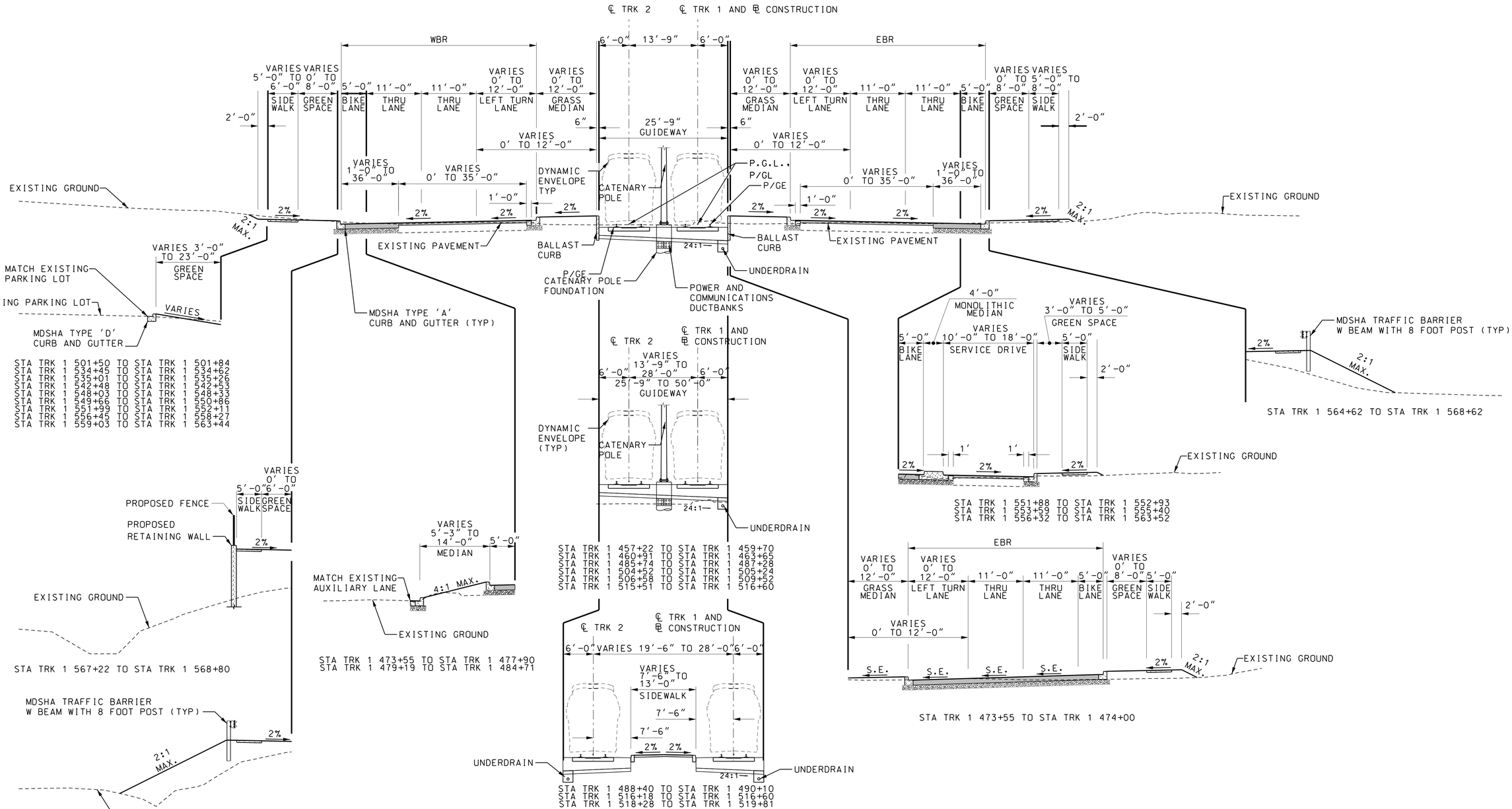
12/11/2013



MD 193 (UNIVERSITY BOULEVARD) - BALLAST TRACK

STA TRK 1 457+22 TO STA TRK 1 459+70
STA TRK 1 460+91 TO STA TRK 1 471+51
STA TRK 1 473+55 TO STA TRK 1 477+90
STA TRK 1 479+19 TO STA TRK 1 484+71
STA TRK 1 485+74 TO STA TRK 1 487+28
STA TRK 1 488+40 TO STA TRK 1 490+10
STA TRK 1 501+50 TO STA TRK 1 505+24
STA TRK 1 506+58 TO STA TRK 1 509+83
STA TRK 1 515+20 TO STA TRK 1 516+60
STA TRK 1 518+28 TO STA TRK 1 519+81
STA TRK 1 533+70 TO STA TRK 1 535+26
STA TRK 1 542+48 TO STA TRK 1 548+33
STA TRK 1 549+45 TO STA TRK 1 555+40
STA TRK 1 556+32 TO STA TRK 1 563+52
STA TRK 1 564+62 TO STA TRK 1 570+92 *

* NOTE: DIRECT FIXATION BRIDGE SECTION NOT INCLUDED SEE BRIDGE CROSS-SECTIONS

10' 0 10' 20'
SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

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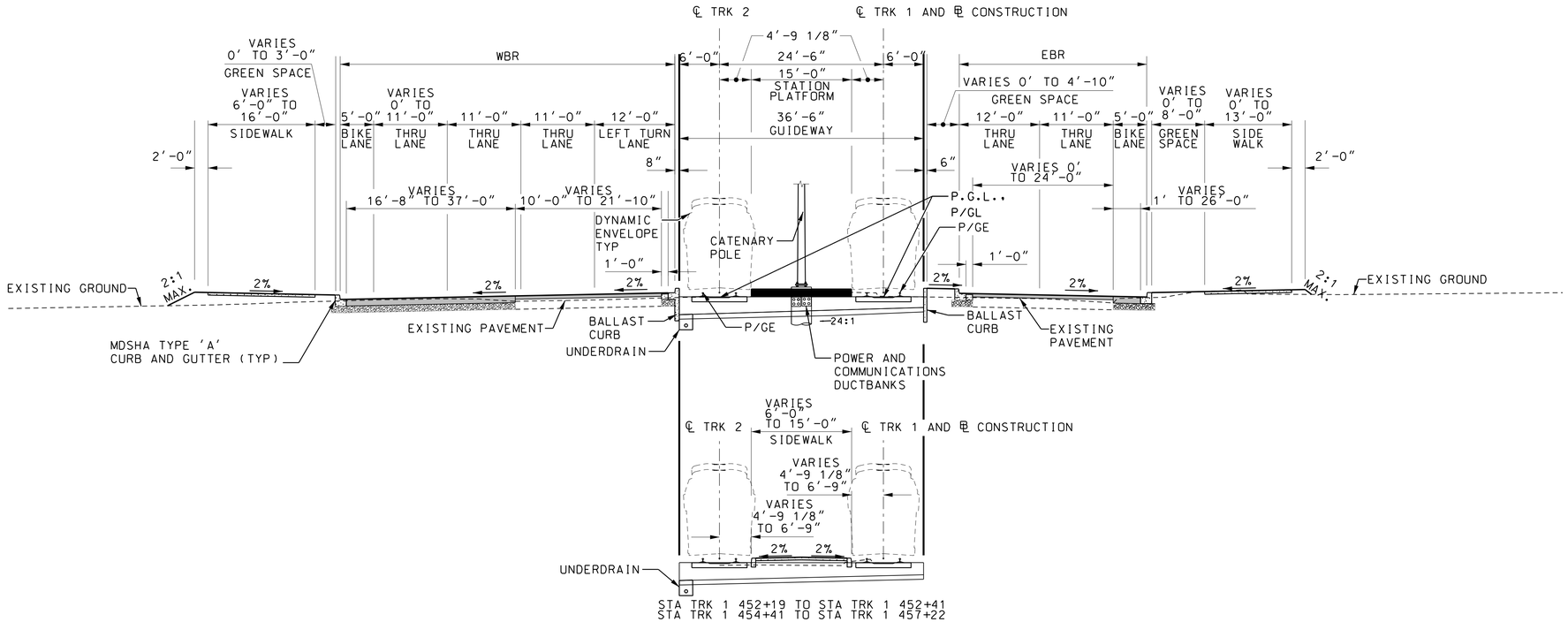
DESIGN	NJD/GSW
DRAWN	NJD
CHECK	JB/JNS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
MD 193 (UNIVERSITY BOULEVARD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-051
SHEET NO. 431 OF 691

c:\pwworking\mtapw\stv-gregory.wissman\dms98097\1042pcv6302.dgn
12/11/2013



MD 193 (UNIVERSITY BOULEVARD) - BALLAST TRACK/PLATFORM

STA TRK 1 452+19 TO STA TRK 1 457+22

10' 0 10' 20'
SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION
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License No. Expiration Date

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DESIGN NJD/GSW
DRAWN NJD
CHECK JB/JNS
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
MD 193 (UNIVERSITY BOULEVARD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-052
SHEET NO. 432 OF 691

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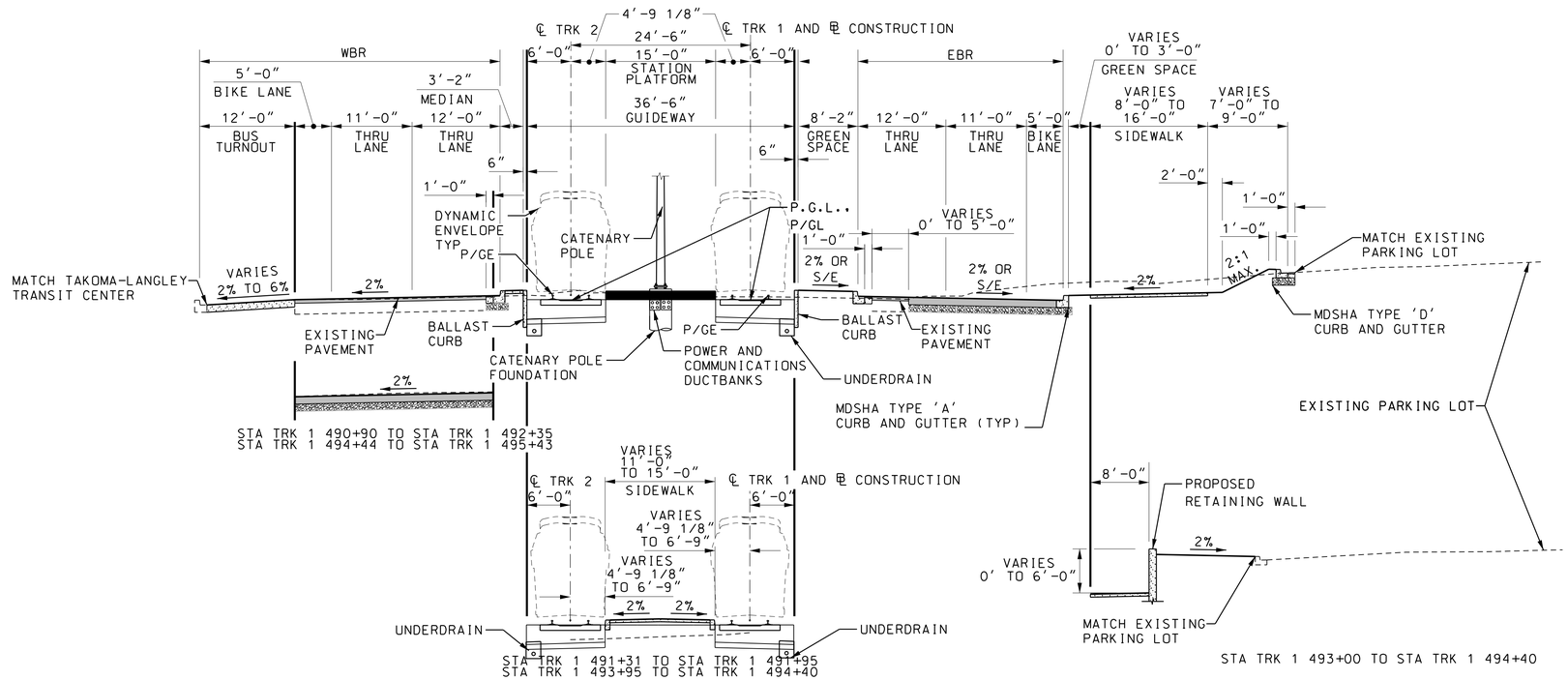
12/11/2013



MD 193 (UNIVERSITY BOULEVARD) - BALLAST TRACK/PLATFORM

STA TRK 1 491+31 TO STA TRK 1 494+40

10' 0 10' 20'
SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

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DESIGN NJD/GSW
DRAWN NJD
CHECK JB/JNS
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
MD 193 (UNIVERSITY BOULEVARD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-053
SHEET NO. 433 OF 691

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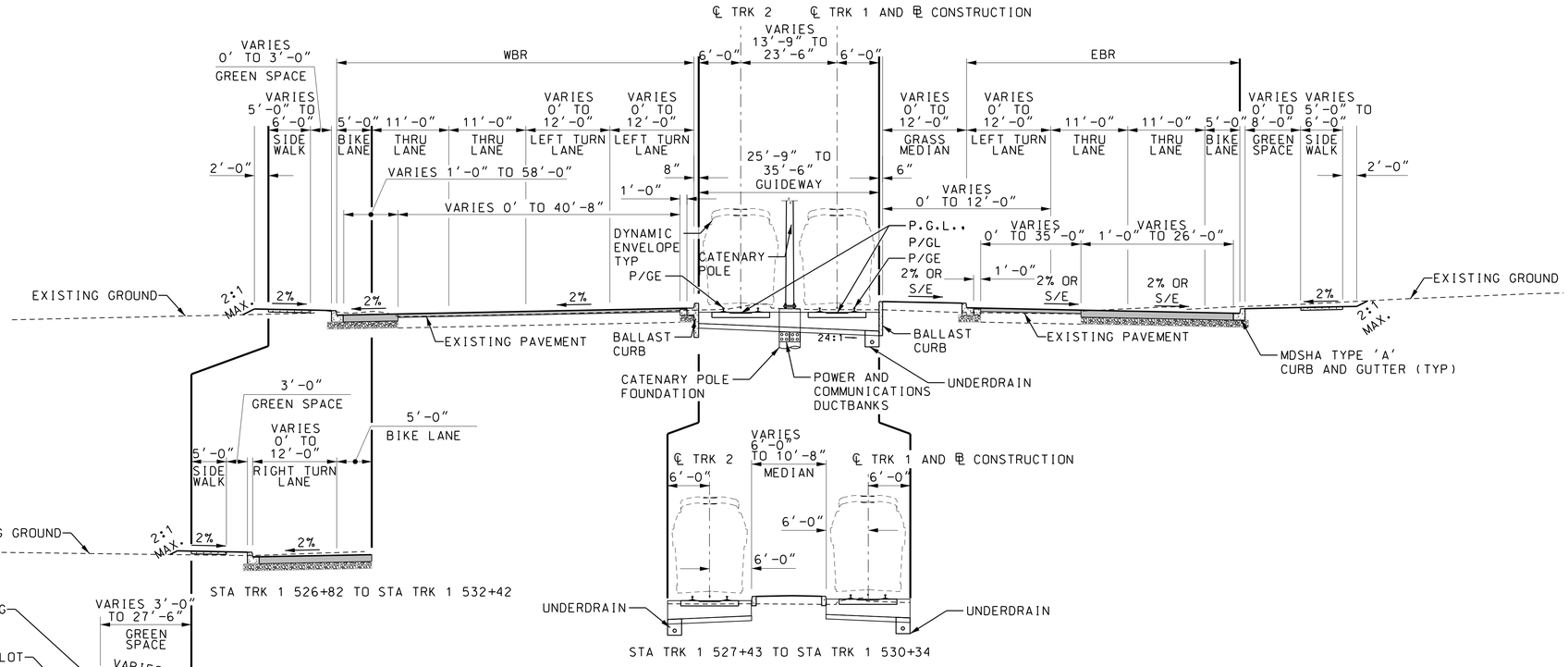
12/11/2013



MD 193 (UNIVERSITY BOULEVARD) - BALLAST TRACK

STA TRK 1 497+06 TO STA TRK 1 500+02
STA TRK 1 527+43 TO STA TRK 1 533+70

10' 0 10' 20'
SCALE: 1"=10'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	NJD/GSW
DRAWN	NJD
CHECK	JB/JNS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
MD 193 (UNIVERSITY BOULEVARD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-054
SHEET NO. 434 OF 691

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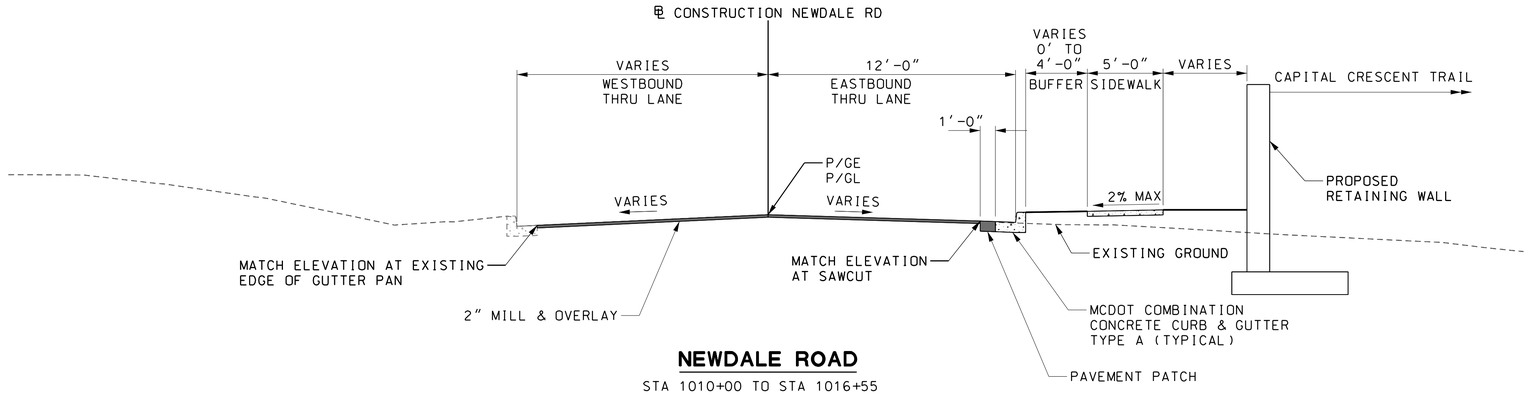
12/11/2013



NEWDALE ROAD

STA 1010+00 TO STA 1016+55

5' 0 5' 10'

SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
NEWDALE RD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-134

SHEET NO. 514 OF 691

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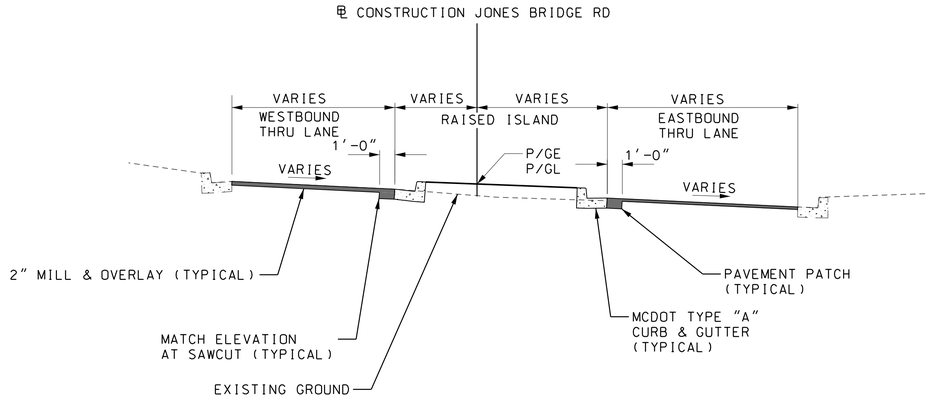
12/13/2013



JONES BRIDGE ROAD

STA 1043+11 TO STA 1043+75

5' 0 5' 10'

SCALE: 1"=5'

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
JONES BRIDGE RD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-135

SHEET NO. 515 OF 691

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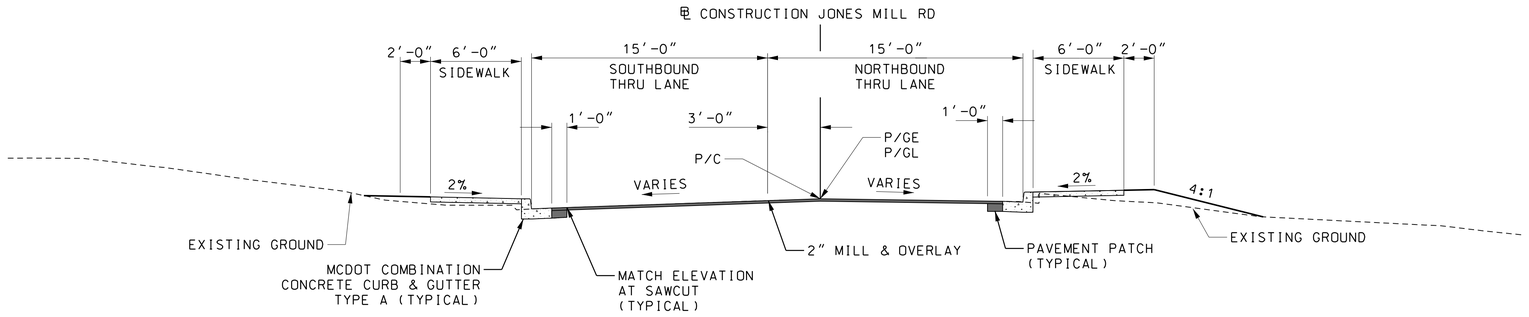
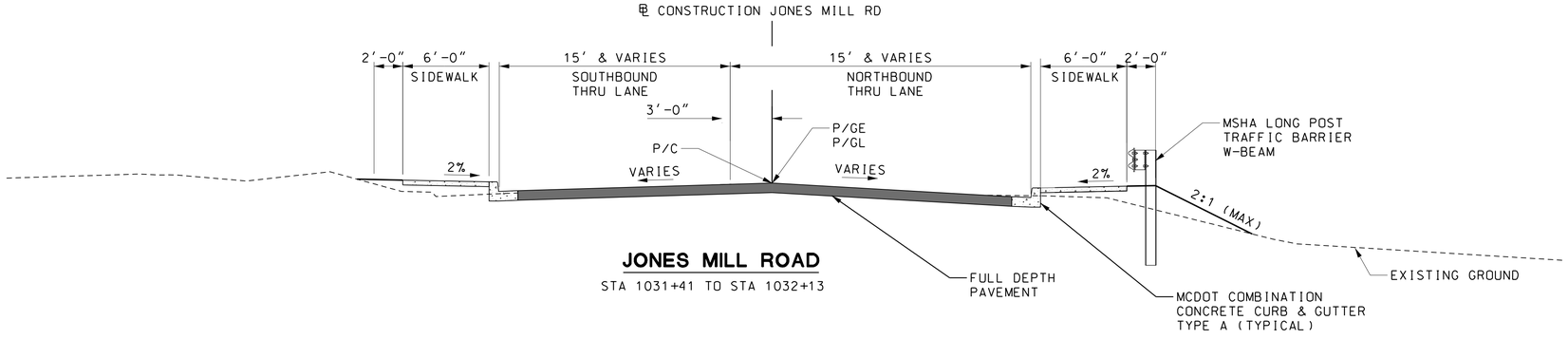


JONES MILL ROAD

STA 1030+46 TO STA 1031+41



JONES MILL ROAD

STA 1031+41 TO STA 1032+13

5' 0 5' 10'

SCALE: 1"=5'

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
JONES MILL RD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-136

SHEET NO. 516 OF 691

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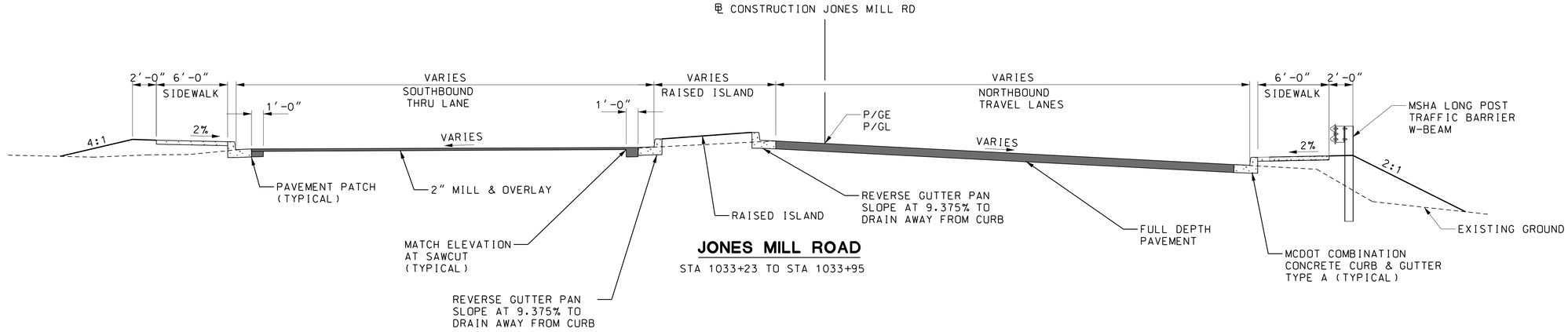
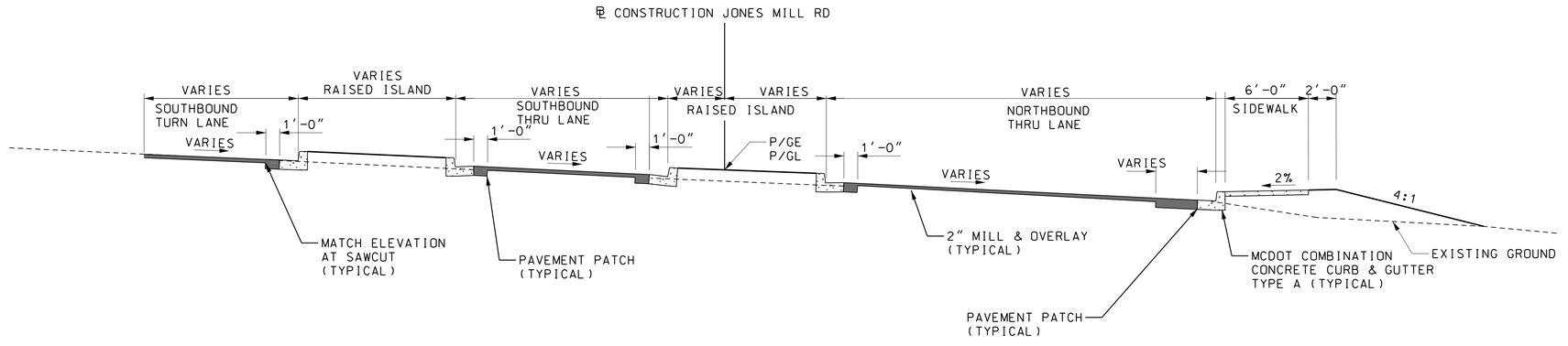
12/13/2013



JONES MILL ROAD

STA 1033+23 TO STA 1033+95



JONES MILL ROAD

STA 1033+95 TO STA 1034+50

5′ 0 5′ 10′

SCALE: 1″=5′

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DESIGN JAD
DRAWN WCM
CHECK PHD
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
JONES MILL RD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-137
SHEET NO. 517 OF 691

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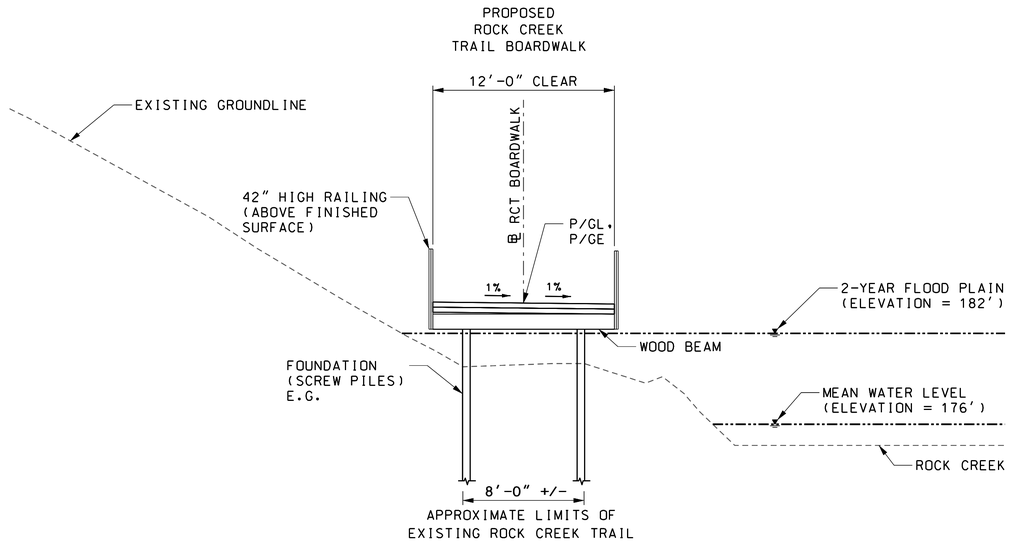

ROCK CREEK TRAIL BOARDWALK

STA 105+98 TO STA 107+41

5' 0 5' 10'

SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	MJW
DRAWN	MJW
CHECK	JAG
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
ROCK CREEK TRAIL BOARDWALK

DATE: DECEMBER 2013 SCALE: 1" = 5'

CONTRACT NO. T-1042-0220

DRAWING NO. TS-138

SHEET NO. 518 OF 691

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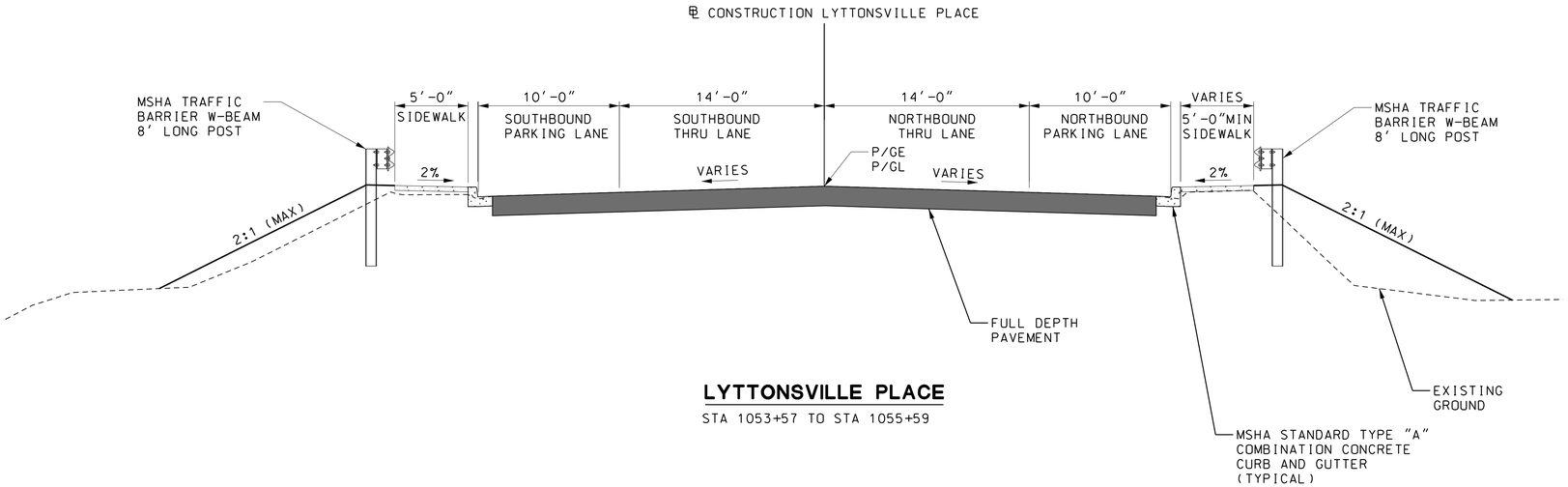
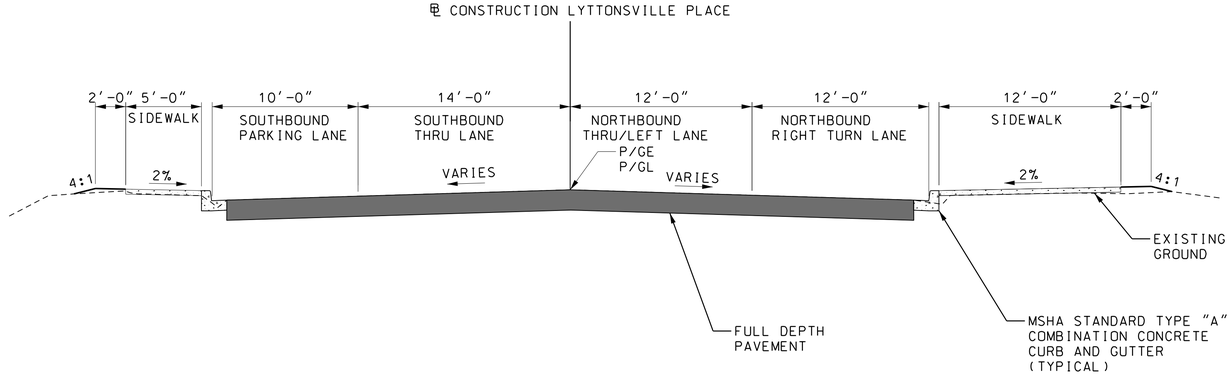
12/13/2013



LYTTONSVILLE PLACE

STA 1053+57 TO STA 1055+59



LYTTONSVILLE PLACE

STA 1058+66 TO STA 1059+12

5' 0 5' 10'

SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION

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PROFESSIONAL CERTIFICATION

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
LYTTONSVILLE PL

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-139

SHEET NO. 519 OF 691

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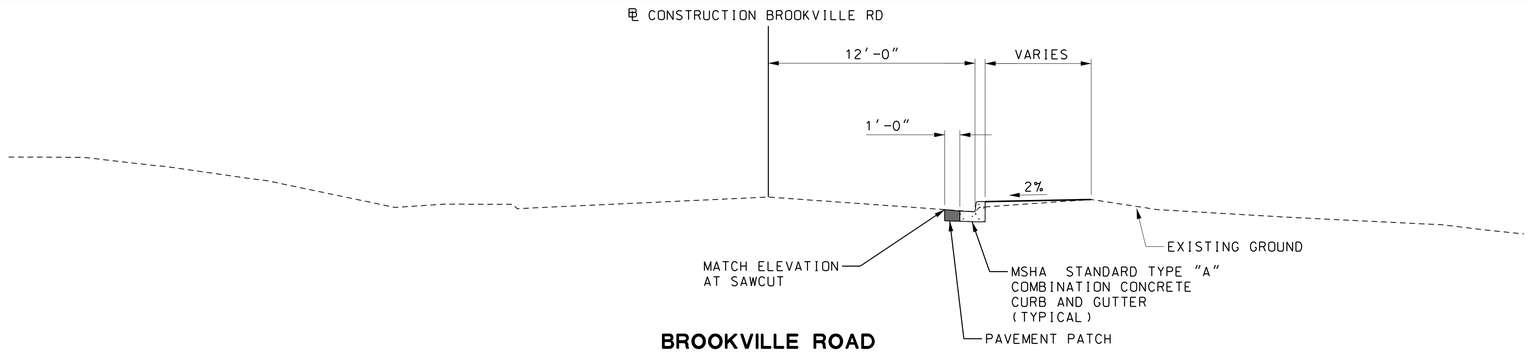
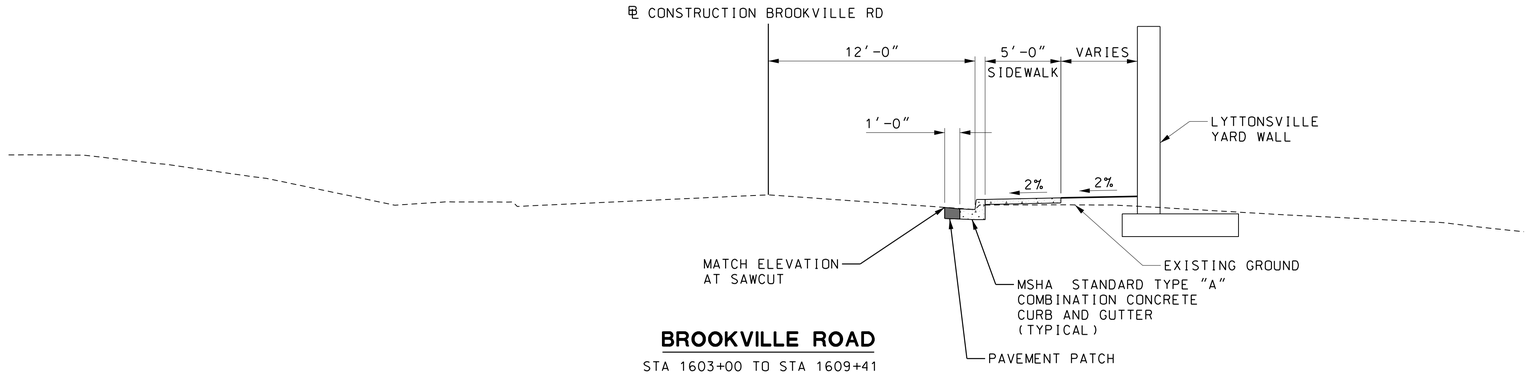


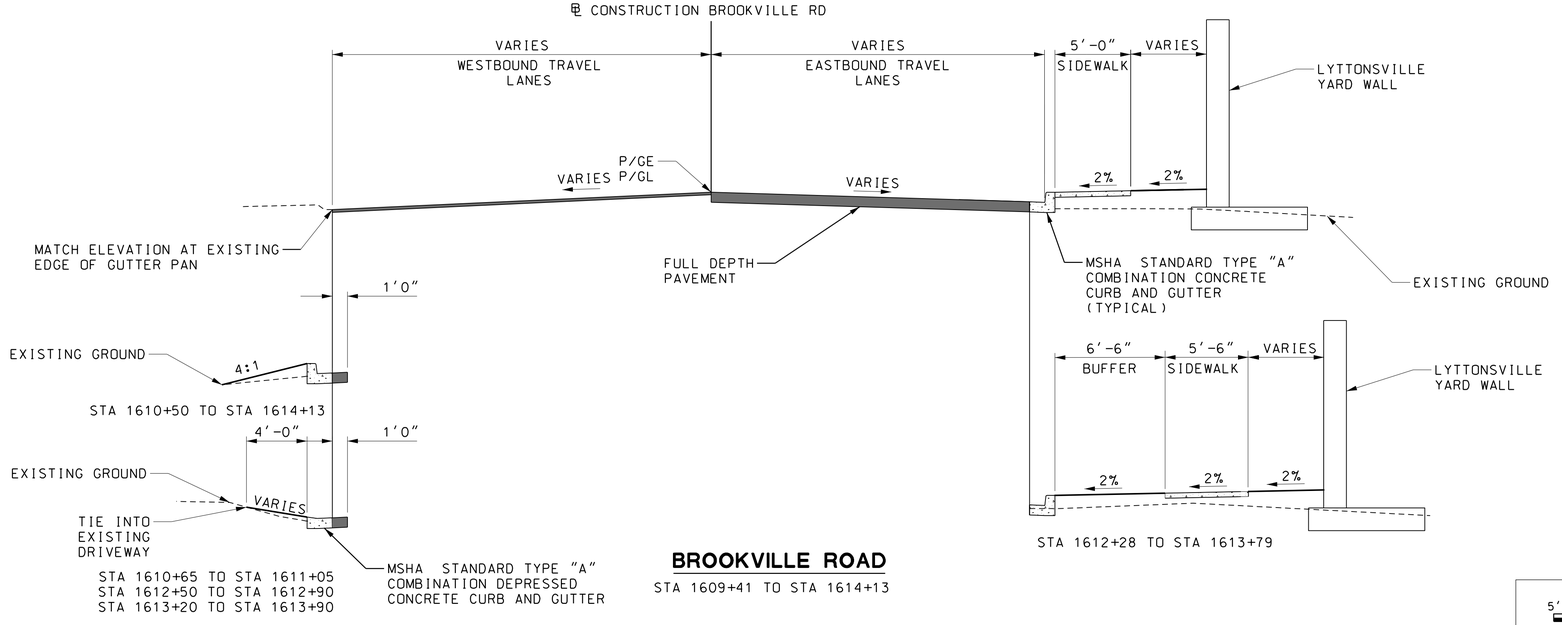
BROOKVILLE ROAD

STA 1601+00 TO STA 1603+00



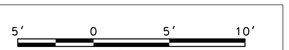
BROOKVILLE ROAD

STA 1603+00 TO STA 1609+41



BROOKVILLE ROAD

STA 1609+41 TO STA 1614+13



MARYLAND DEPARTMENT OF TRANSPORTATION

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Gannett Fleming — WR&A

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BROOKVILLE RD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220

DRAWING NO. TS–140

SHEET NO. 520 OF 691

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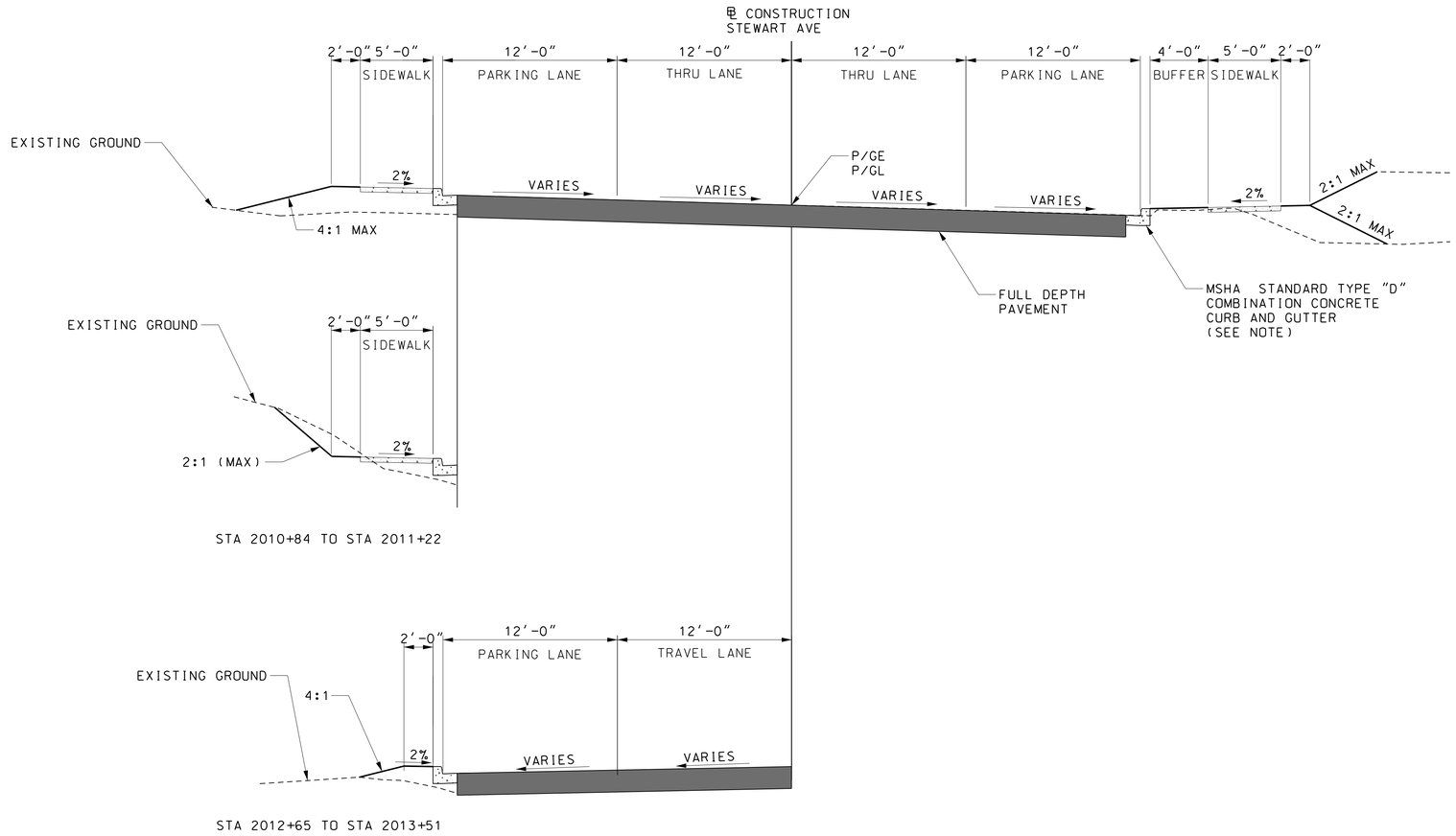
12/13/2013



NOTE:
FROM STA 2012+07 TO 2012+75 MSHA STANDARD TYPE "C" COMBINATION CONCRETE CURB AND GUTTER

STEWART AVE

STA 2010+23 TO STA 2013+51

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
STEWART AVE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-141
SHEET NO. 521 OF 691

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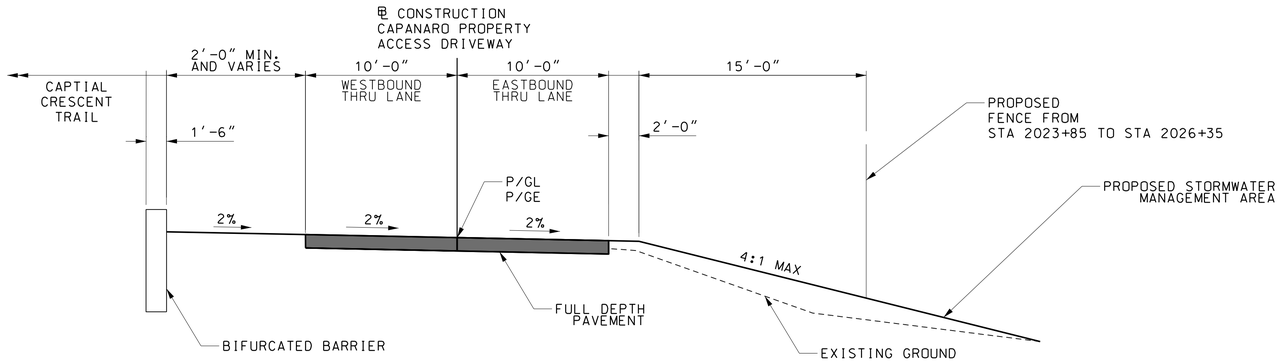

CAPANARO PROPERTY ACCESS DRIVEWAY

STA 2020+00 TO STA 2026+32

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
CAMPANARO ACCESS DRIVEWAY

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-142
SHEET NO. 522 OF 691

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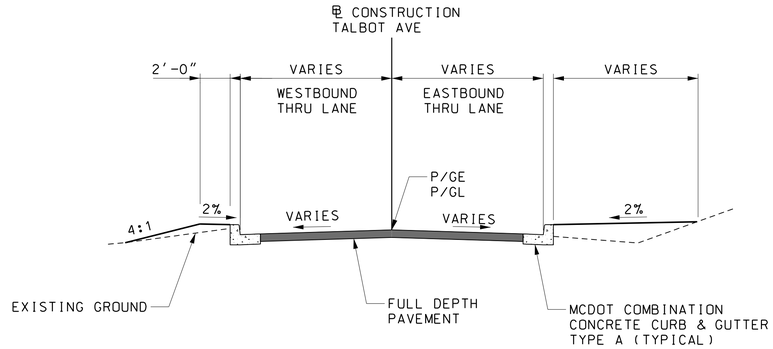
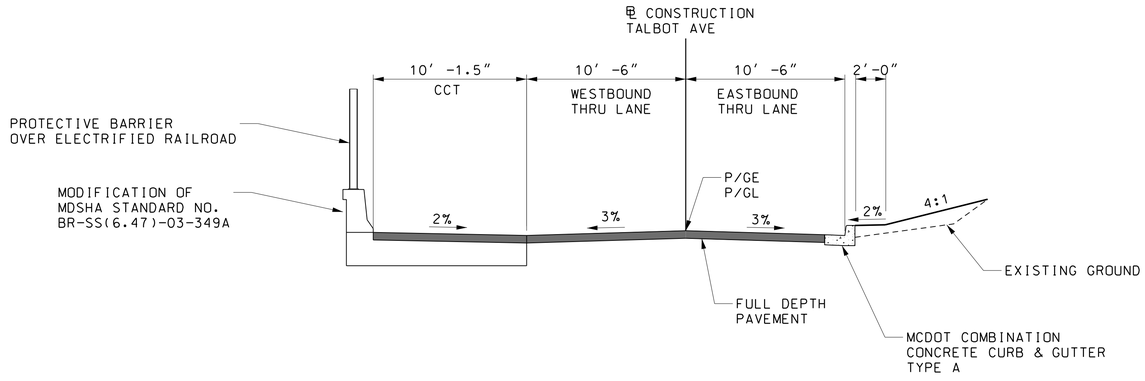


TALBOT AVE

STA 2030+00 TO STA 2030+95



TALBOT AVE

STA 2030+95 TO STA 2033+50

5' 0 5' 10'
SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION
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MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
TALBOT AVE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-143
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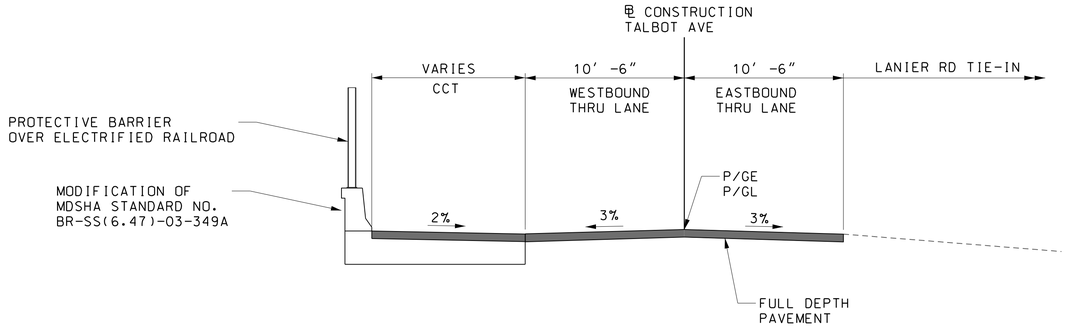
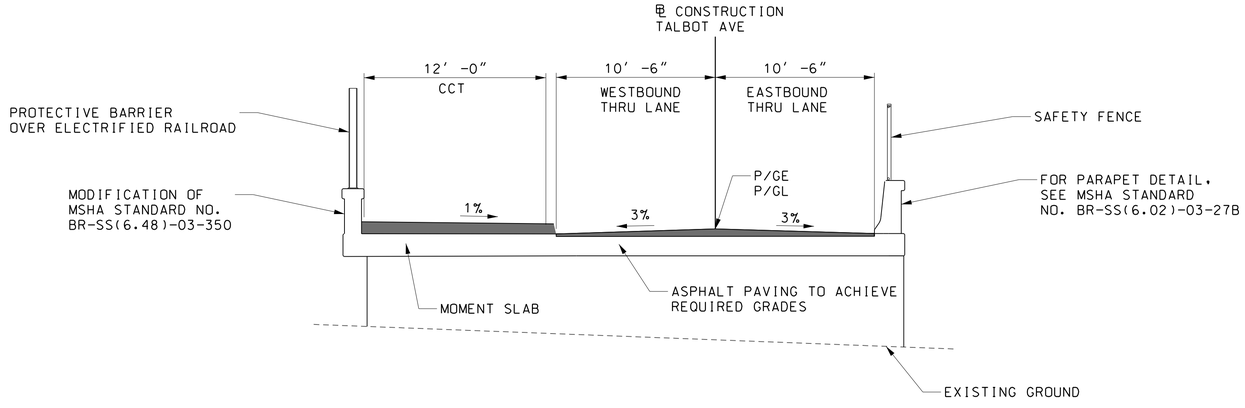


TALBOT AVE

STA 2033+50 TO STA 2034+56



TALBOT AVE

STA 2034+67 TO STA 2037+56

5' 0 5' 10'

SCALE: 1"=5'

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
TALBOT AVE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-144

SHEET NO. 524 OF 691

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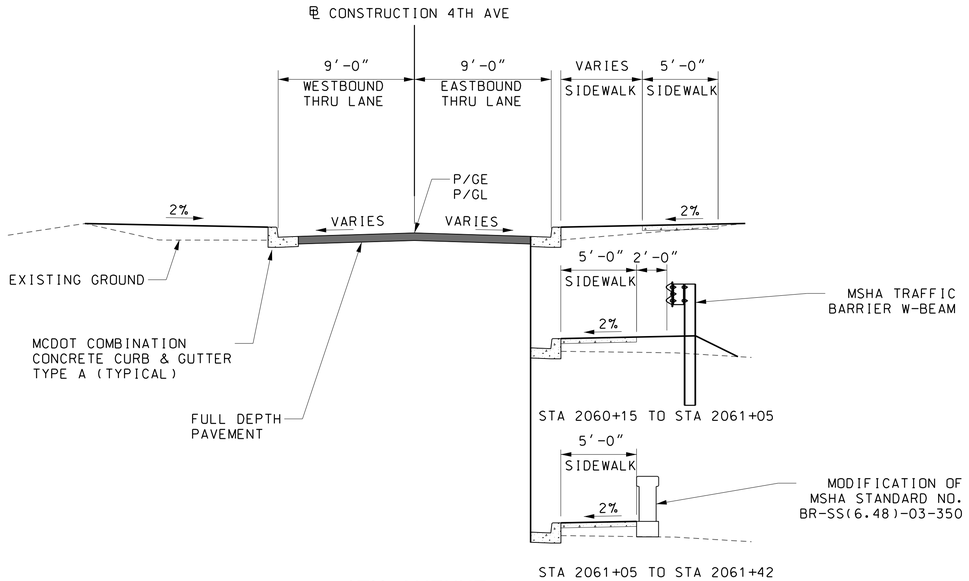
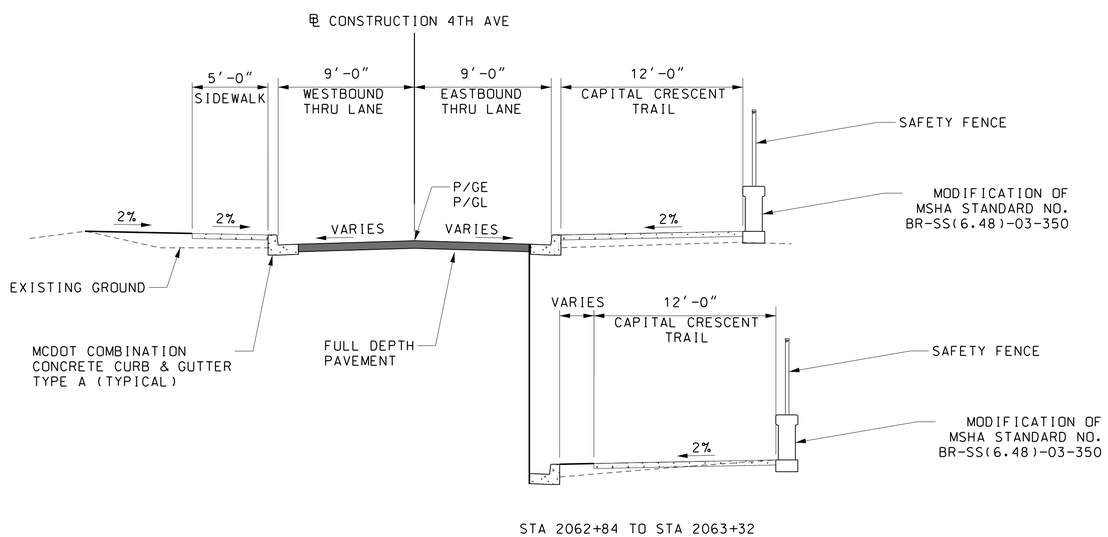
12/13/2013



4TH AVENUE

STA 2060+00 TO STA 2061+42



4TH AVENUE

STA 2062+08 TO STA 2063+32

5' 0 5' 10'
SCALE: 1"=5'

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MTA Maryland

Gannett Fleming
WR&A

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

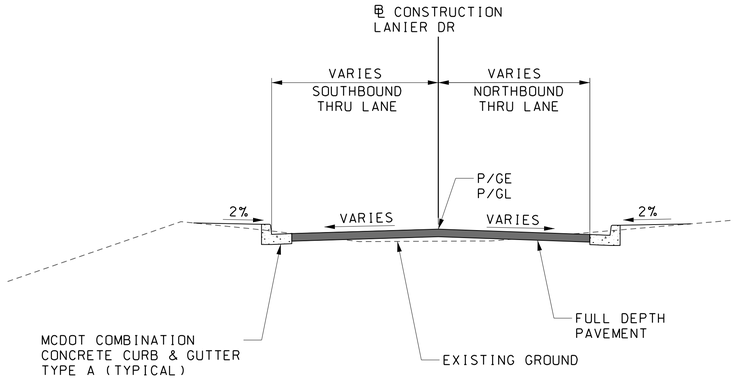
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
4TH AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-145
SHEET NO. 525 OF 691

c:\pwworking\mtapw\wra-william minor\dms97874\1042pcV2304.dgn
12/13/2013



LANIER DR

STA 2050+75 TO STA 2051+40

5′ 0 5′ 10′
SCALE: 1"=5′

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DESGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

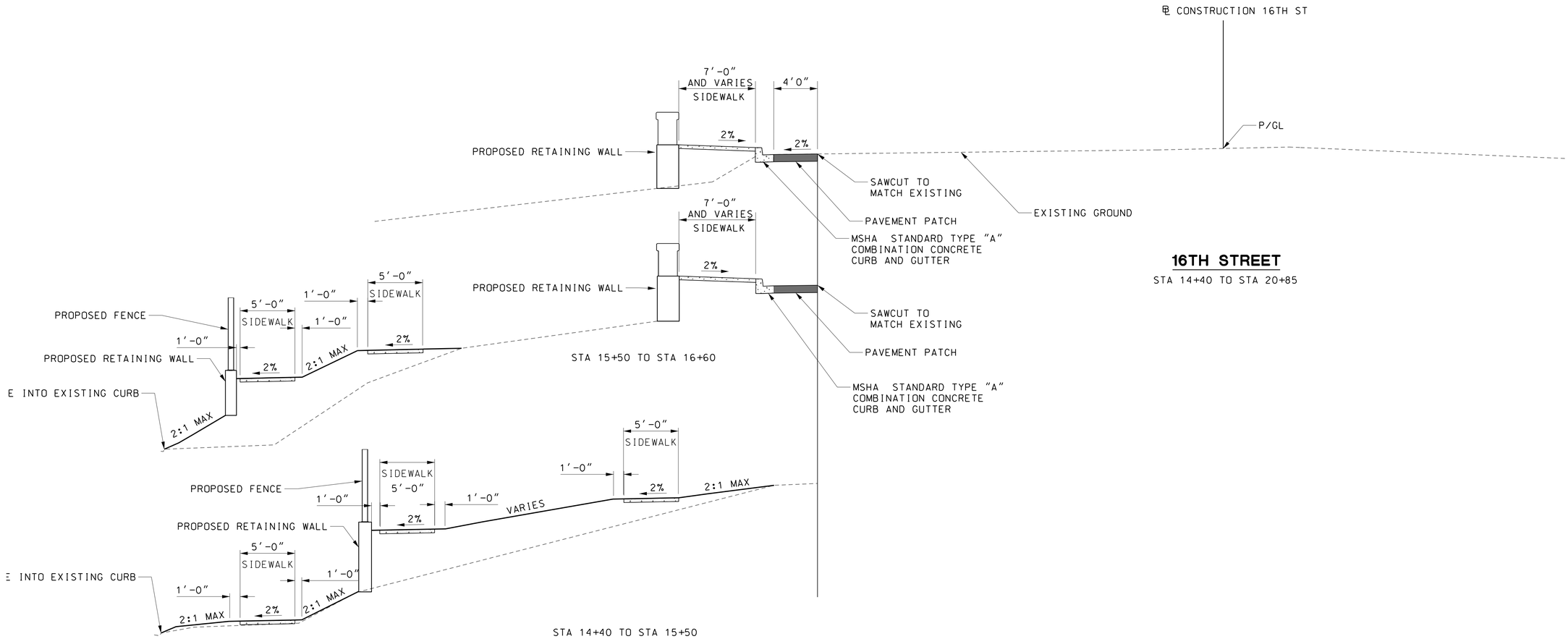
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
LANIER DR

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. TS–146
SHEET NO. 526 OF 691

c:\pwworking\mtapw\wra-william minor\dms97874\1042pCV2306.dgn
12/13/2013



NOTE:

SEE SHEET ID-XX FOR STATION, OFFSET & ELEVATION ALONG PEDESTRIAN RAMP TO XXX PROPERTY

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
16TH ST

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-147
SHEET NO. 527 OF 691

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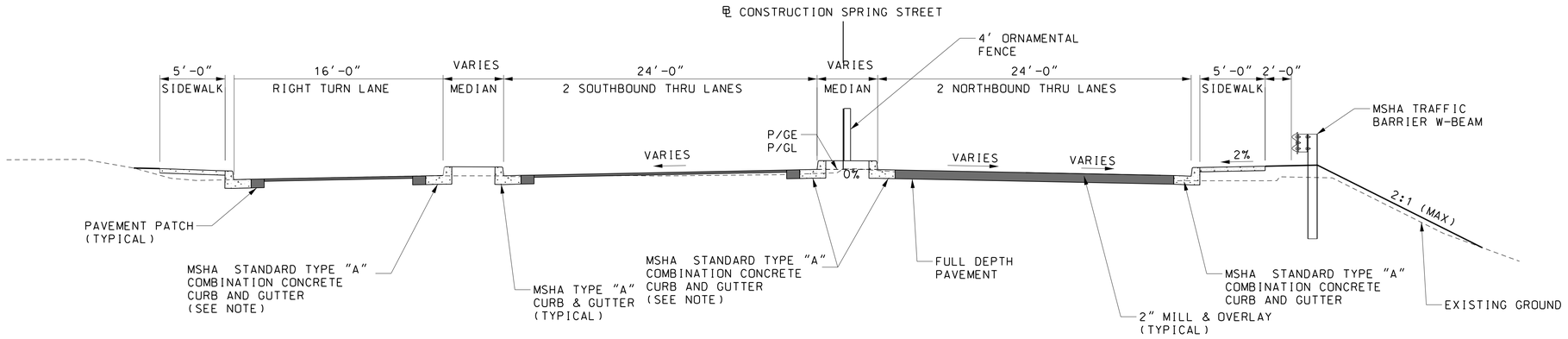
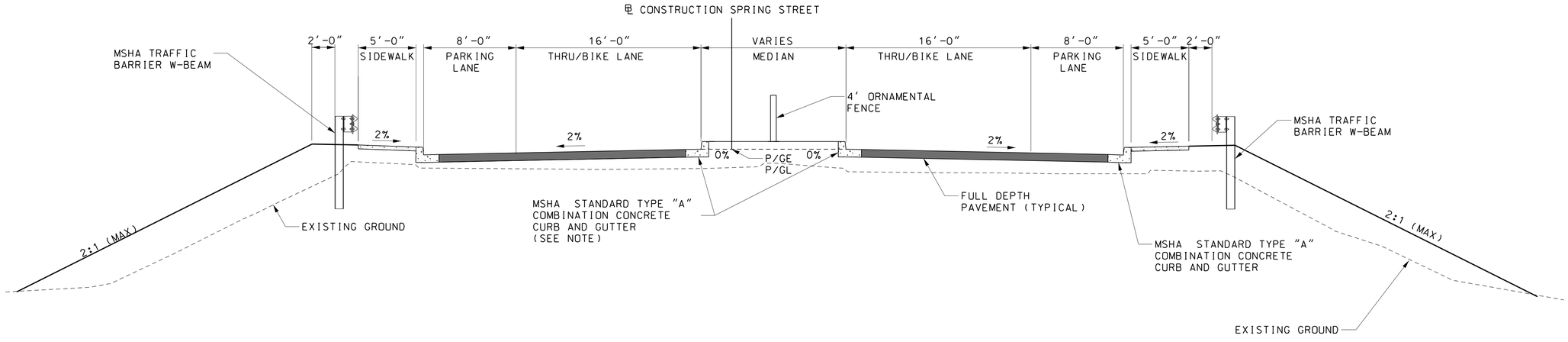
12/13/2013



SPRING STREET

STA 2079+80 TO STA 2080+80

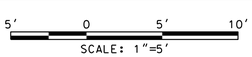


SPRING STREET

STA 2080+80 TO STA 2081+33

NOTE:
GUTTER PAN SLOPE 1/2" PER FOOT TO DRAIN REVERSE AWAY FROM CURB FACE

SLOPE FROM P/GE TO FLOW LINES TRANSITION FROM 0% TO 2% FROM STA 2080+91 TO STA 2081+33



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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
SPRING STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-148
SHEET NO. 528 OF 691

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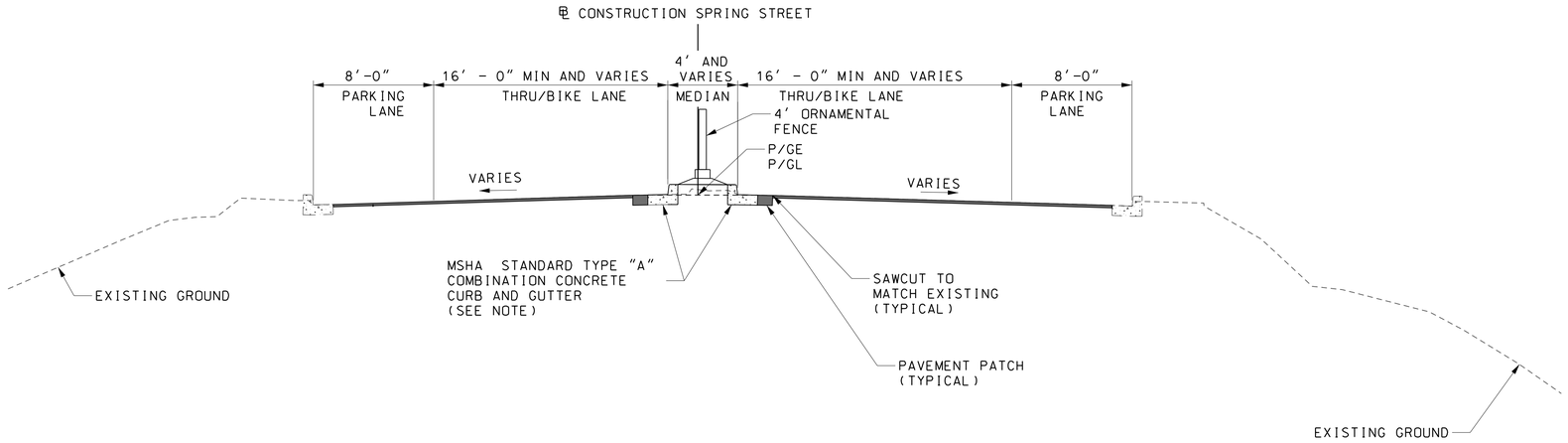
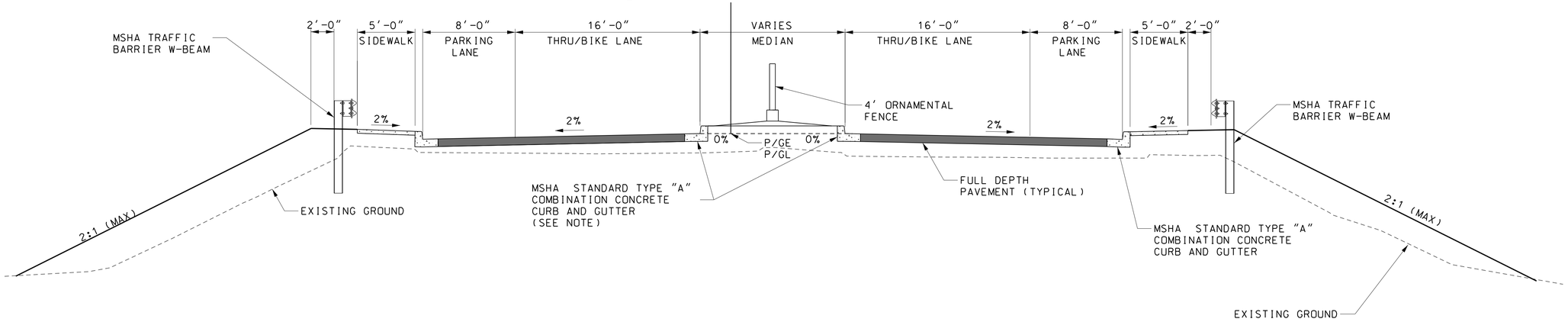
12/13/2013



SPRING STREET

STA 2085+00 TO STA 2086+67

NOTE:
GUTTER PAN SLOPE 1/2" PER FOOT TO DRAIN REVERSE AWAY FROM CURB FACE



SPRING STREET

STA 2084+10 TO STA 2085+00

NOTE:
GUTTER PAN SLOPE 1/2" PER FOOT TO DRAIN REVERSE AWAY FROM CURB FACE

SLOPE FROM P/GE TO FLOW LINES TRANSITION FROM 0% TO 2% FROM STA 2084+11 TO STA 2084+51

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	JAD
DRAWN	WCM
CHECK	PHD
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
SPRING STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-149
SHEET NO. 529 OF 691

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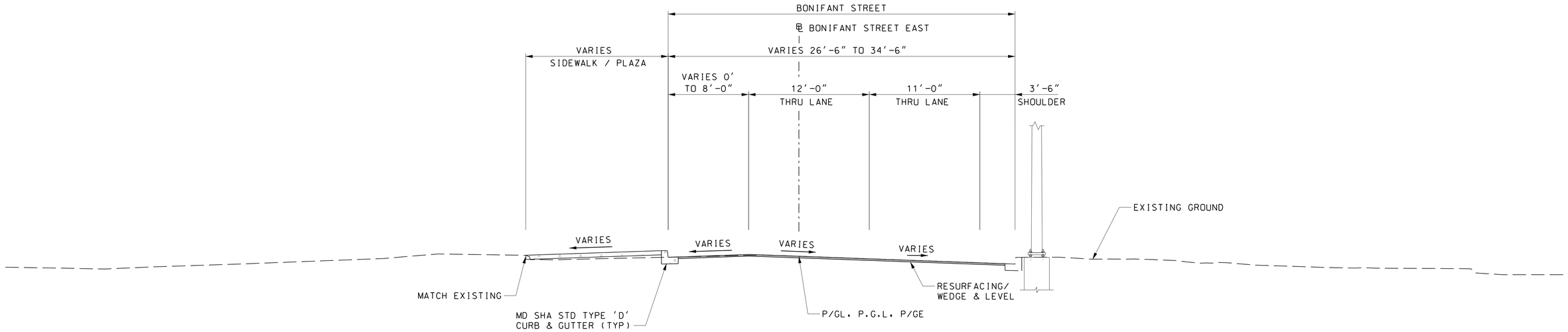
12/13/2013



BONIFANT STREET

STA 3010+89 TO STA 3012+05

5' 0 5' 10'

SCALE: 1"=5'

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DESIGN	MAH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
BONIFANT STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-150

SHEET NO. 530 OF 691

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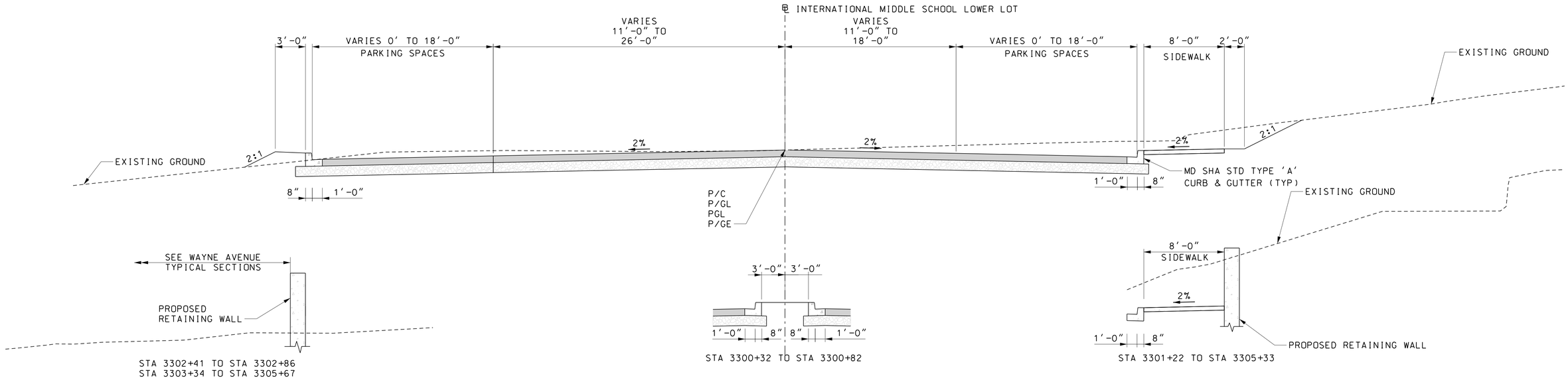
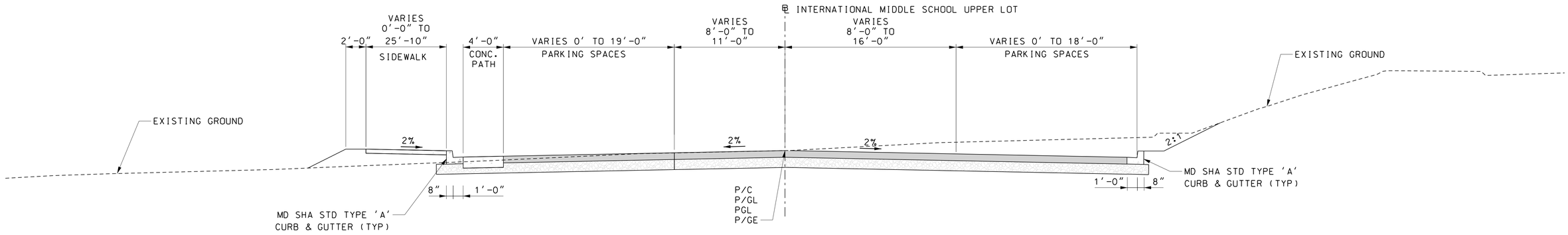
12/10/2013



INTERNATIONAL MIDDLE SCHOOL LOWER LOT

STA 3300+32 TO STA 3305+67



INTERNATIONAL MIDDLE SCHOOL UPPER LOT

STA 3200+18 TO STA 3207+24

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	MAH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
INTERNATIONAL MIDDLE SCHOOL ENTRANCE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-151
SHEET NO. 531 OF 691

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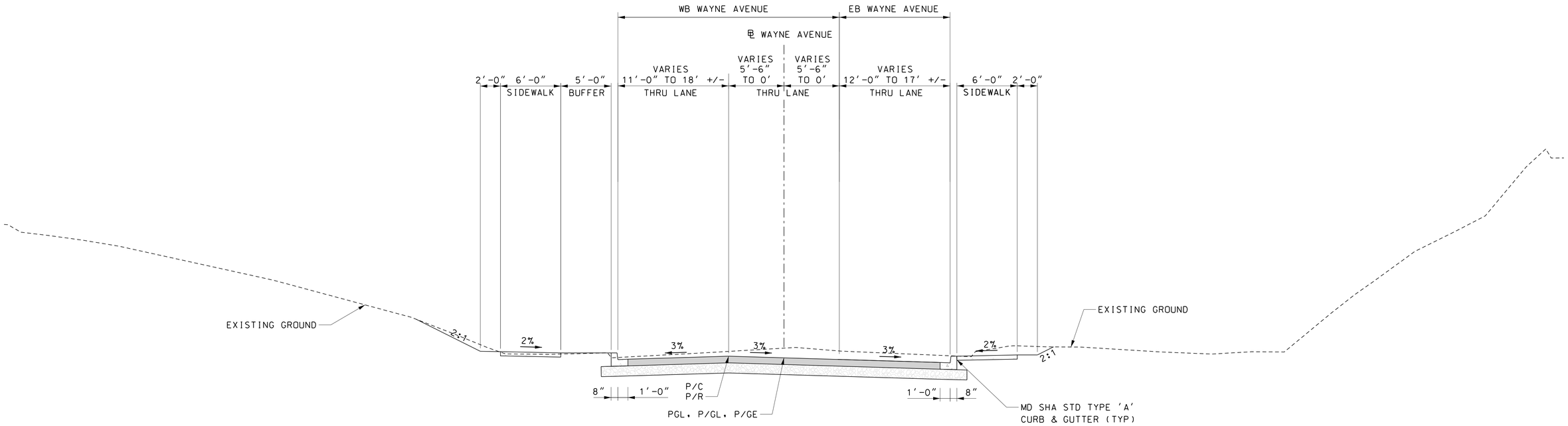
12/10/2013



WAYNE AVENUE

STA TRK 1 3111+31 TO STA 3114+22

5' 0 5' 10'
SCALE: 1"=5'

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DESIGN	JC
DRAWN	JC
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
WAYNE AVENUE

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-152
SHEET NO. 532 OF 691

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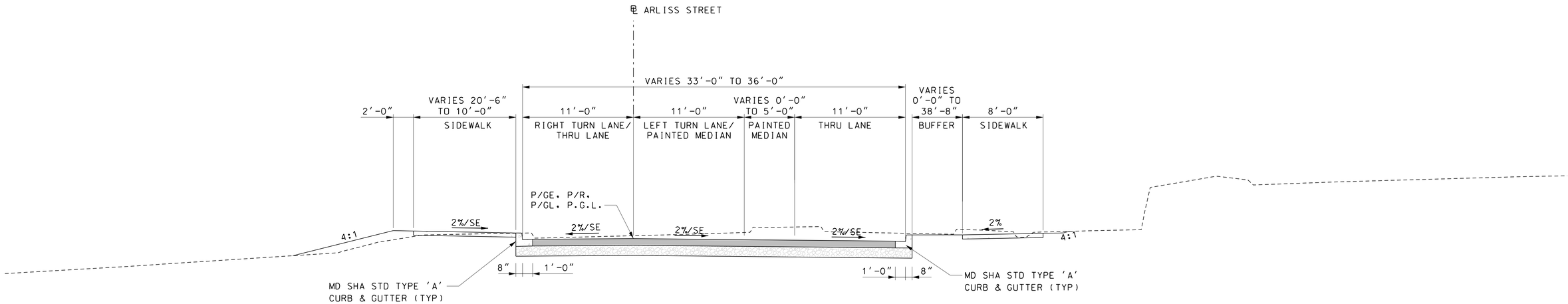
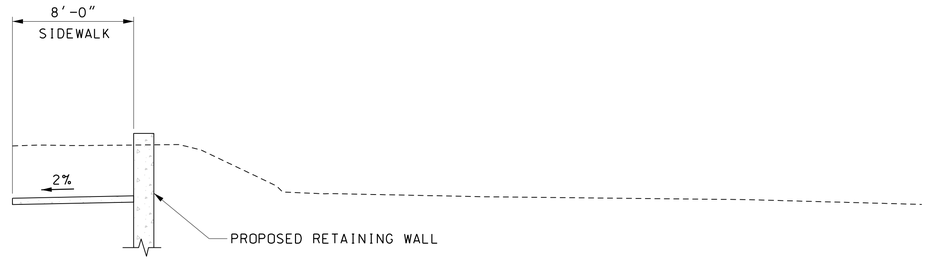
12/10/2013



ARLISS STREET

STA 5010+00 TO STA 5013+67



5' 0 5' 10'

SCALE: 1"=5'

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DESGN	MAH
DRAWN	MAH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
ARLISS STREET

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-153

SHEET NO. 533 OF 691

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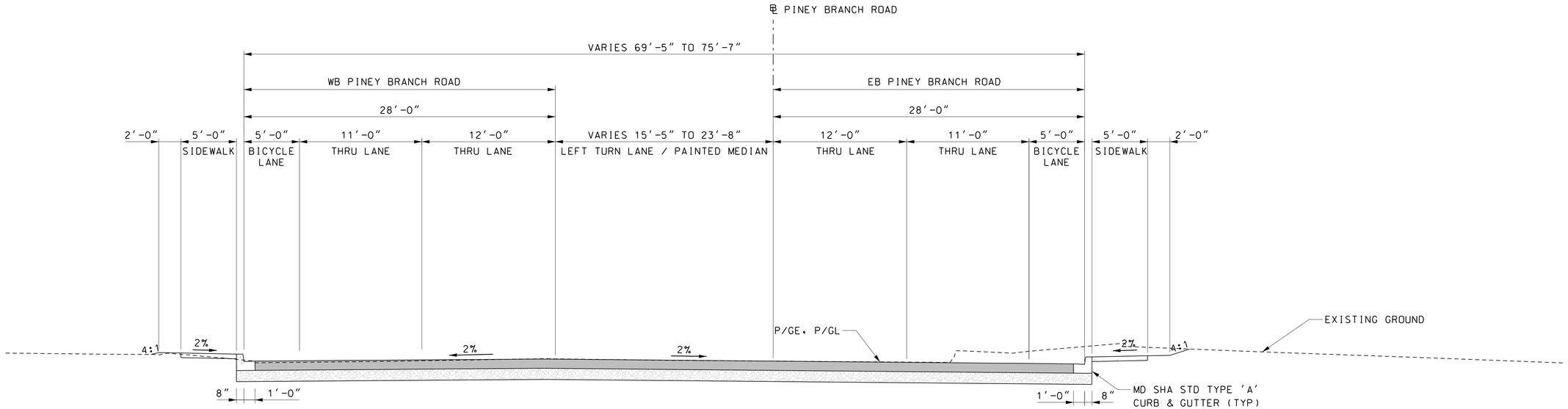
12/10/2013



PINEY BRANCH ROAD

STA 5050+70 TO STA 5052+94

5' 0 5' 10'

SCALE: 1"=5'

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DESGN	AH
DRAWN	AH
CHECK	JPL
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
PINEY BRANCH ROAD

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. TS-154

SHEET NO. 534 OF 691

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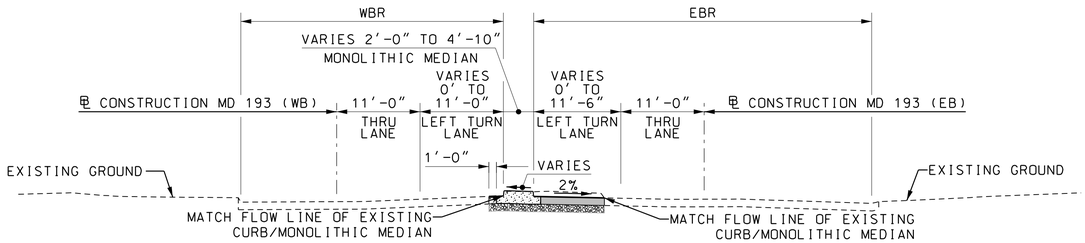
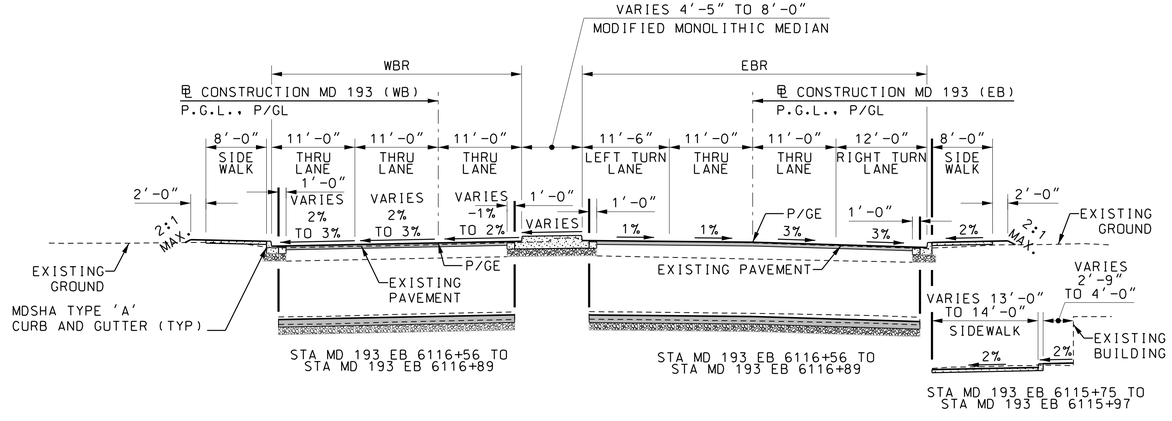
12/10/2013



MD 193 (UNIVERSITY BOULEVARD)
STA MD 193 EB 6112+85 TO STA MD 193 EB 6115+75



MD 193 (UNIVERSITY BOULEVARD)
STA MD 193 EB 6115+75 TO STA MD 193 EB 6116+89

10' 0 10' 20'
SCALE: 1"=10'

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DESIGN	NJD
DRAWN	NJD
CHECK	JNS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
MD 193 (UNIVERSITY BOULEVARD)
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-155
SHEET NO. 535 OF 691

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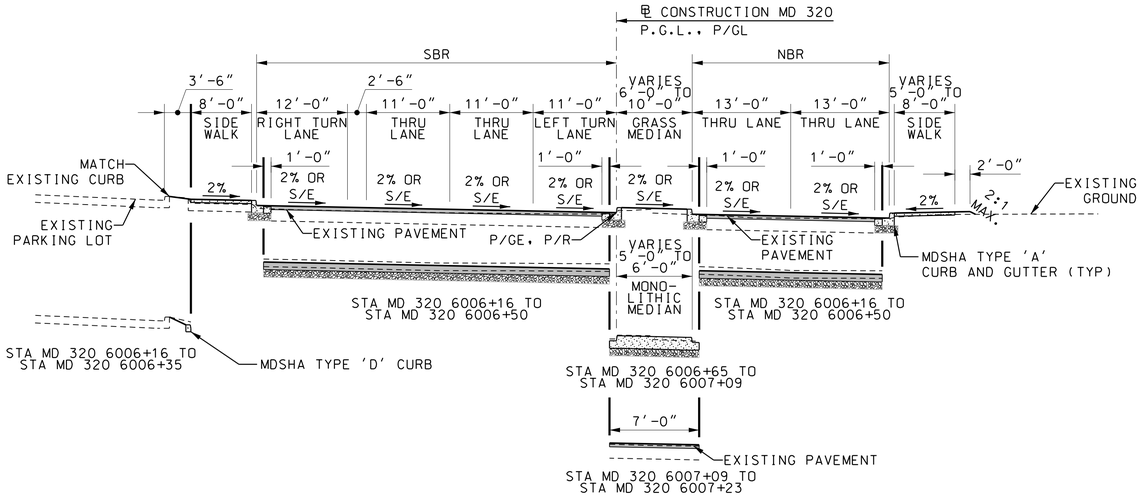
12/11/2013



MD 320 (PINEY BRANCH ROAD)

STA MD 320 6006+16 TO STA MD 320 6007+23

10' 0 10' 20'

SCALE: 1"=10'

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DESIGN	NJD
DRAWN	NJD
CHECK	JNS
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
MD 320 (PINEY BRANCH ROAD)

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220

DRAWING NO. TS–156

SHEET NO. 536 OF 691

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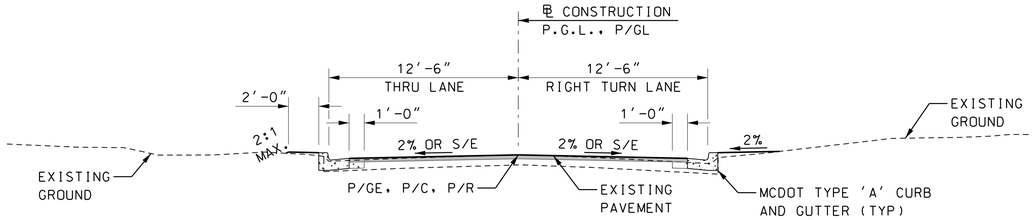
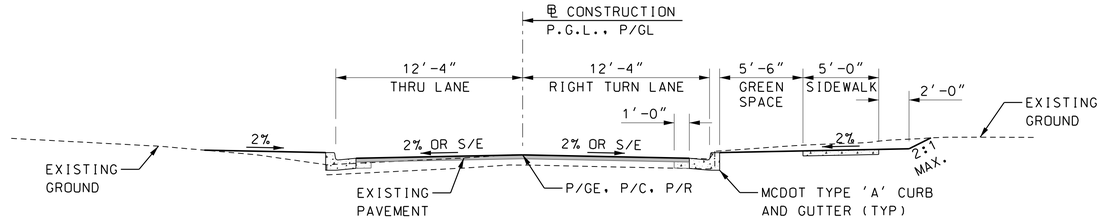
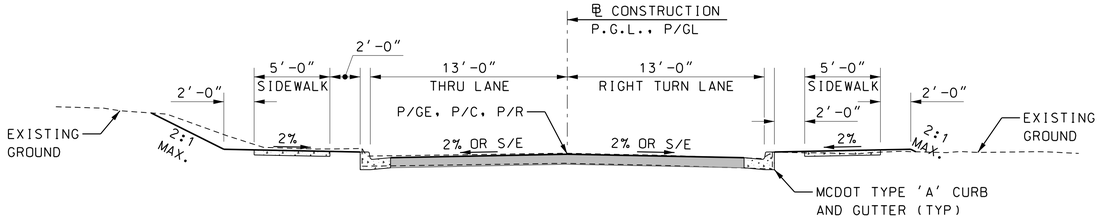
12/11/2013



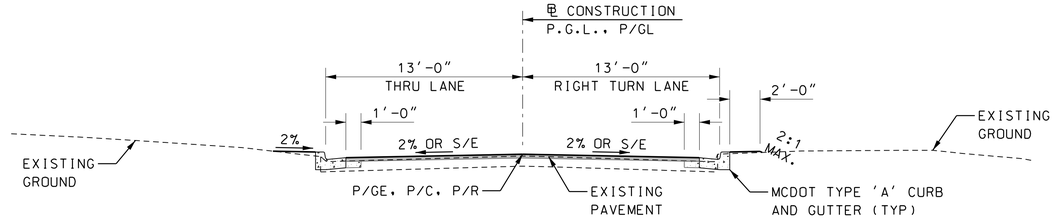
GILBERT STREET
STA 6011+04 TO STA 6011+84



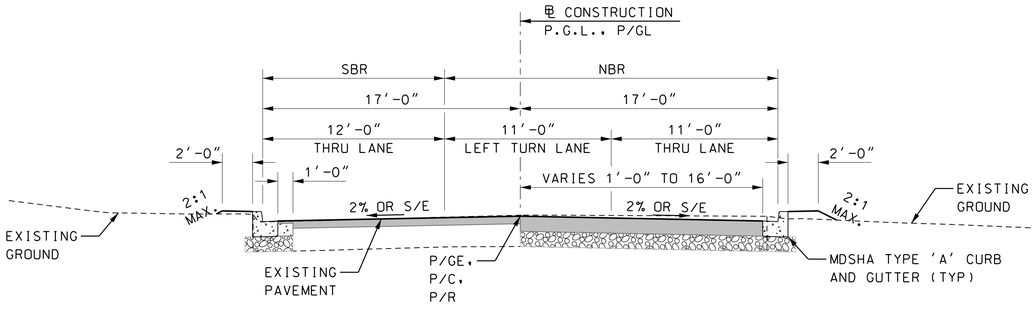
SEEK LANE
STA 6021+20 TO STA 6021+90



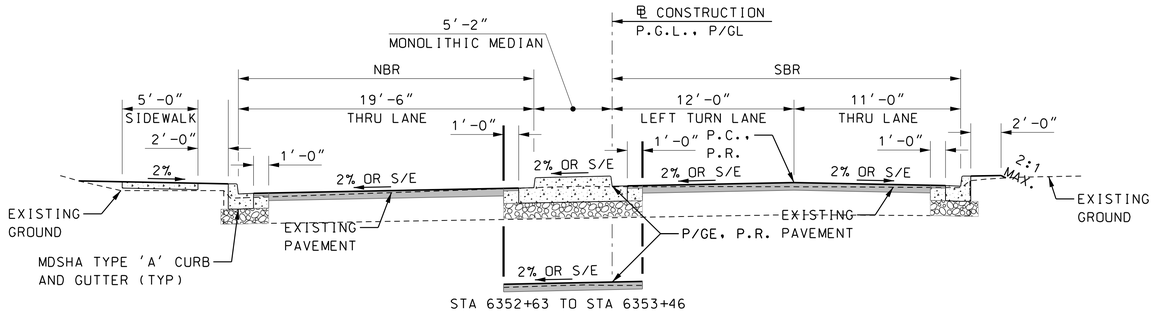
BAYFIELD STREET
STA 6031+51 TO STA 6032+25



FORSTON STREET
STA 6040+54 TO STA 6041+83



MD 195 (CARROLL AVENUE) SOUTH
STA 6301+08 TO STA 6302+97



STA 6352+63 TO STA 6353+46

MD 195 (CARROLL AVENUE) NORTH
STA 6351+03 TO STA 6353+46

5′ 0 5′ 10′
SCALE: 1″=5′

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STV
STV Incorporated

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I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. Expiration Date

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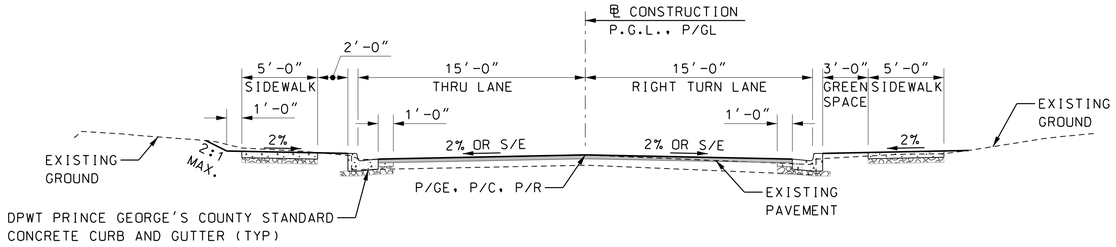
DESIGN	NJD
DRAWN	NJD
CHECK	JNS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

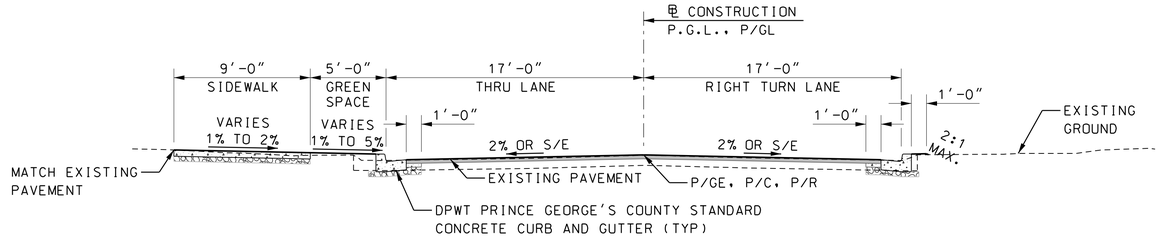
ALIGNMENT TYPICAL SECTION
MISC ROADS ALONG UNIVERSITY BOULEVARD
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-157
SHEET NO. 537 OF 691

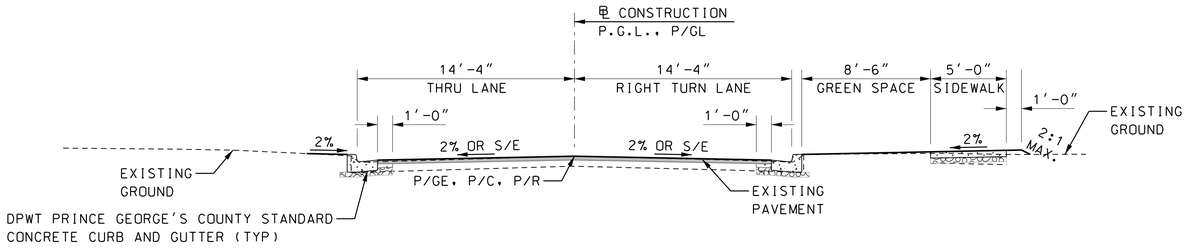
c:\pwworking\mtapw\stv-gregory wissman\dms98097\1042pCV6316.dgn
12/11/2013



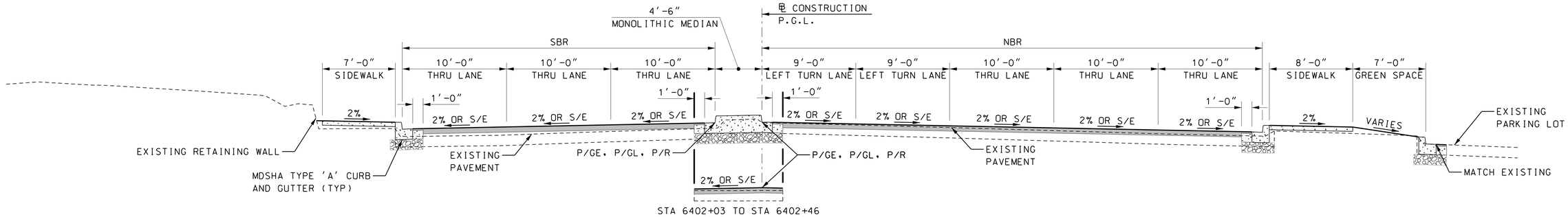
MERRIMAC DRIVE
STA 6060+48 TO STA 6061+23



LEBANON STREET
STA 6070+92 TO STA 6072+30



ANNE STREET
STA 6080+93 TO STA 6081+73



STA 6402+03 TO STA 6402+46

MD 650 (NEW HAMPSHIRE AVENUE) SOUTH
STA 6400+76 TO STA 6402+46

5′ 0 5′ 10′
SCALE: 1″=5′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

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DESIGN	NJD
DRAWN	NJD
CHECK	JNS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

ALIGNMENT TYPICAL SECTION
MISC ROADS ALONG UNIVERSITY BOULEVARD
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-158
SHEET NO. 538 OF 691

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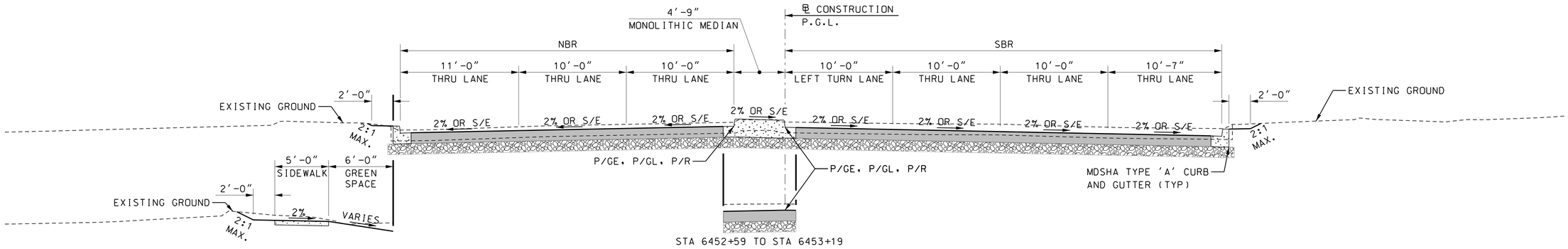
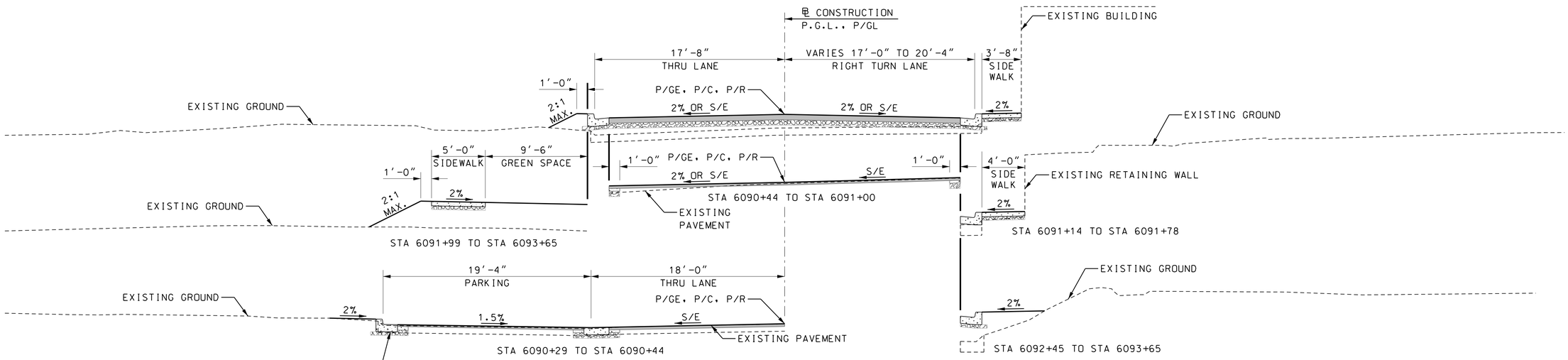
12/11/2013



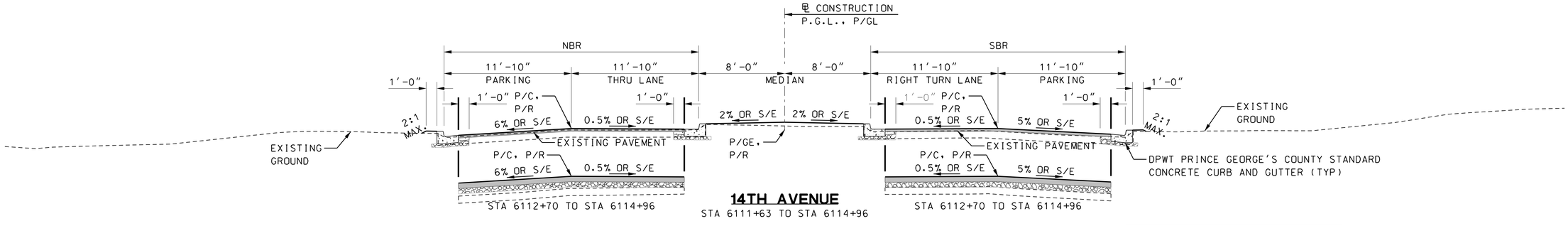
MD 650 (NEW HAMPSHIRE AVENUE) NORTH

STA 6451+30 TO STA 6453+19



EDWARDS PLACE

STA 6090+29 TO STA 6093+65



14TH AVENUE

STA 6111+63 TO STA 6114+96

5' 0 5' 10'
SCALE: 1"=5'

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MTA Maryland

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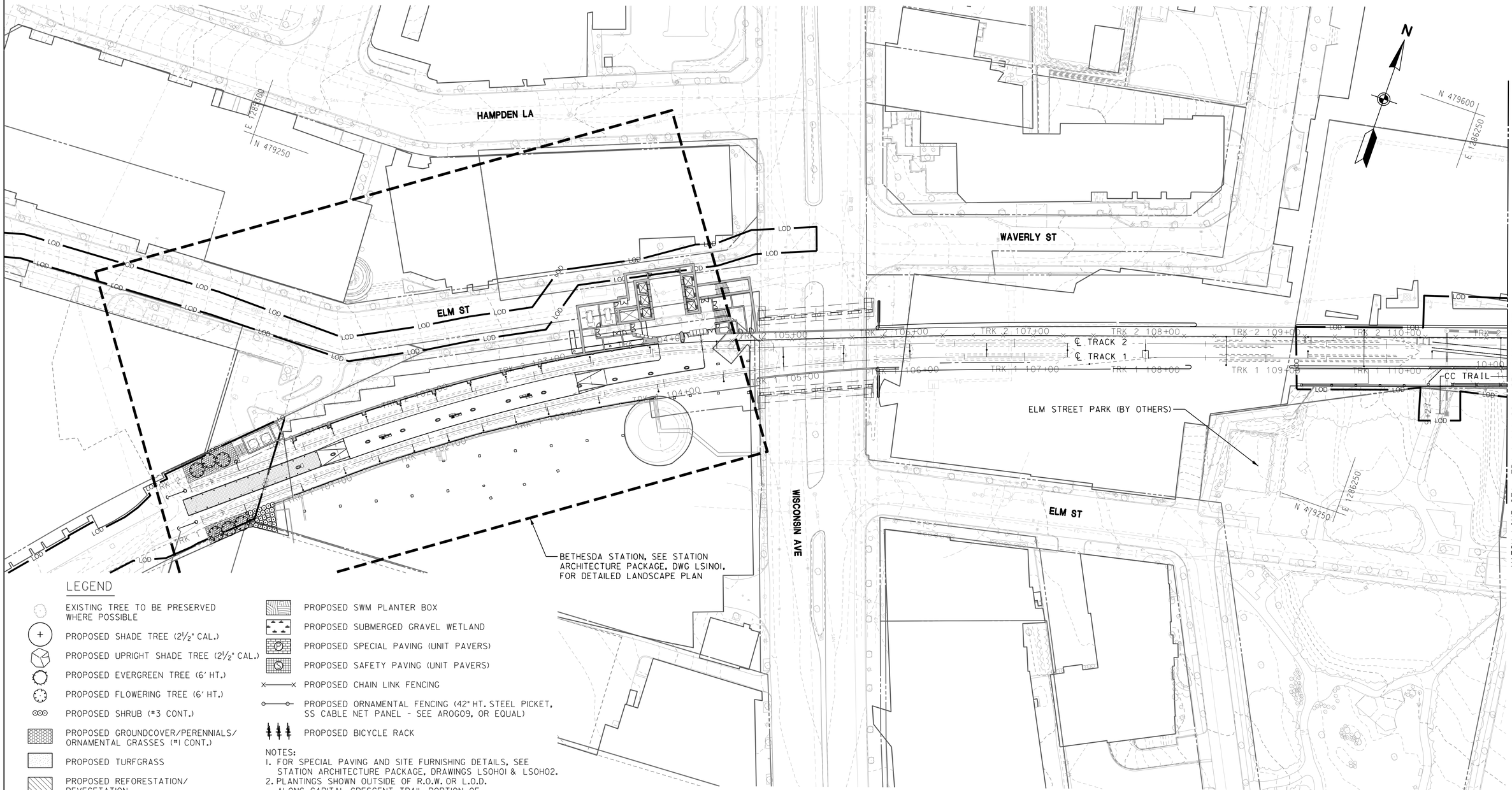
DESGN	NJD
DRAWN	NJD
CHECK	JNS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
ALIGNMENT TYPICAL SECTION
MISC ROADS ALONG UNIVERSITY BOULEVARD
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. TS-159
SHEET NO. 539 OF 691

c:\pwworking\mtapw\stv-gregory wissman\dms98097\1042pcv6318.dgn
12/11/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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DESGN	CB/JTT
DRAWN	CQ/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – BETHESDA PLATFORM
STA TRK 1 100+00 TO STA TRK 1 111+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-01
SHEET NO. 570 OF 691

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12/18/2013

MONTGOMERY AVE

PEARL ST

ELM ST

MATCH LINE STA. TRK 1 111+00 - SEE DWG LS-01

MATCH LINE STA. TRK 1 123+00 - SEE DWG LS-03

BOLLARDS, SEE CIVIL DWGS

TPSS

CC TRAIL

℄ TRACK 2

℄ TRACK 1

E 1286500

N 479600

E 1284350

N 479600

LOD

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN CB/JTT
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN
STA TRK 1 111+00 TO STA TRK 1 123+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-02
SHEET NO. 571 OF 691

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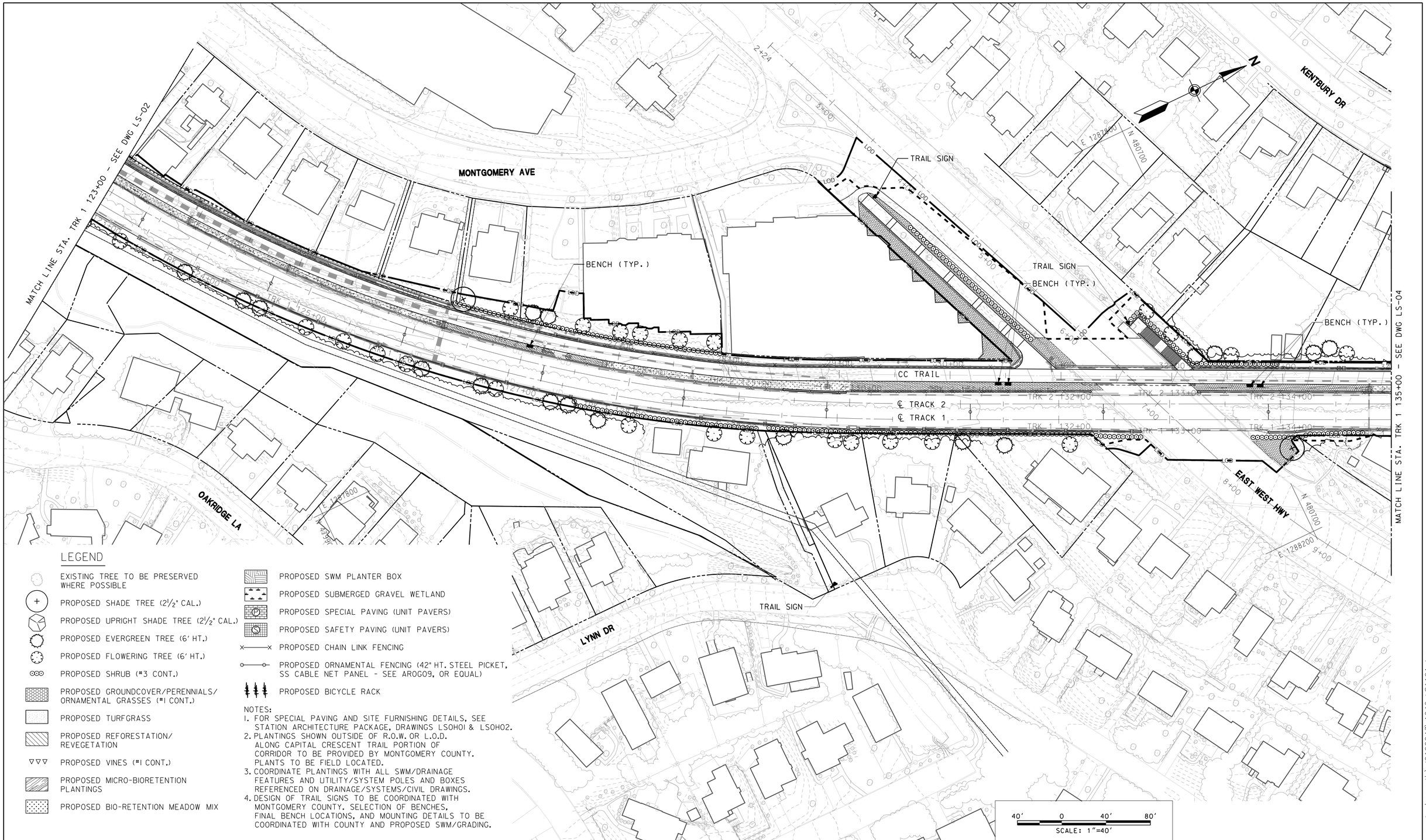
12/18/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
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4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.

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MARYLAND TRANSIT ADMINISTRATION

MTA Maryland

Gannett Fleming

WR&A

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DESGN	CB/JTT
DRAWN	JM/CO
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 123+00 TO STA TRK 1 135+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. LS-03

SHEET NO. 572 OF 691

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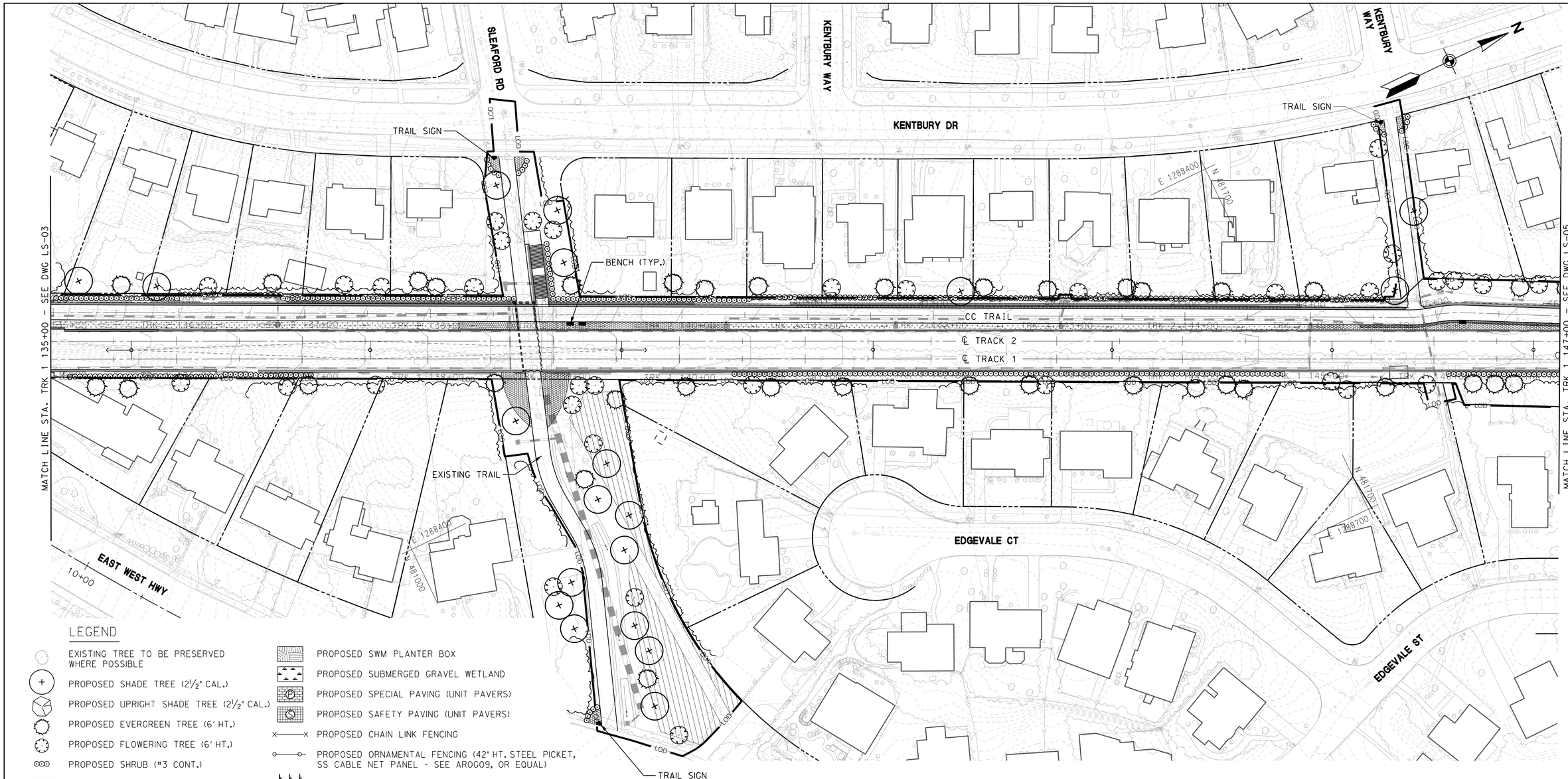
12/18/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOHOI & LSOHO2.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
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40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 135+00 TO STA TRK 1 147+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-04
SHEET NO. 573 OF 691

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12/18/2013

KENTBURY DR

COLUMBIA COUNTRY CLUB

E 1288900 / N 482700

TEMPORARY HAUL ROAD DURING CONSTRUCTION

PROPOSED RETAINING WALLS, SEE STRUCTURAL DWGS

RE-ALIGNED GOLF CART PATH

CC TRAIL

℄ TRACK 2

℄ TRACK 1

RE-ALIGNED GOLF CART PATH

COLUMBIA COUNTRY CLUB

E 1288900 / N 482050

N 482700 / E 1289400

MATCH LINE STA. TRK 1 147+00 – SEE DWG LS-04

MATCH LINE STA. TRK 1 159+00 – SEE DWG LS-06

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. PLANTING DESIGN FOR COLUMBIA COUNTRY CLUB TO BE COORDINATED WITH CLUB LANDSCAPE ARCHITECT.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN CB/JTT
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN
STA TRK 1 147+00 TO STA TRK 1 159+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-05
SHEET NO. 574 OF 691

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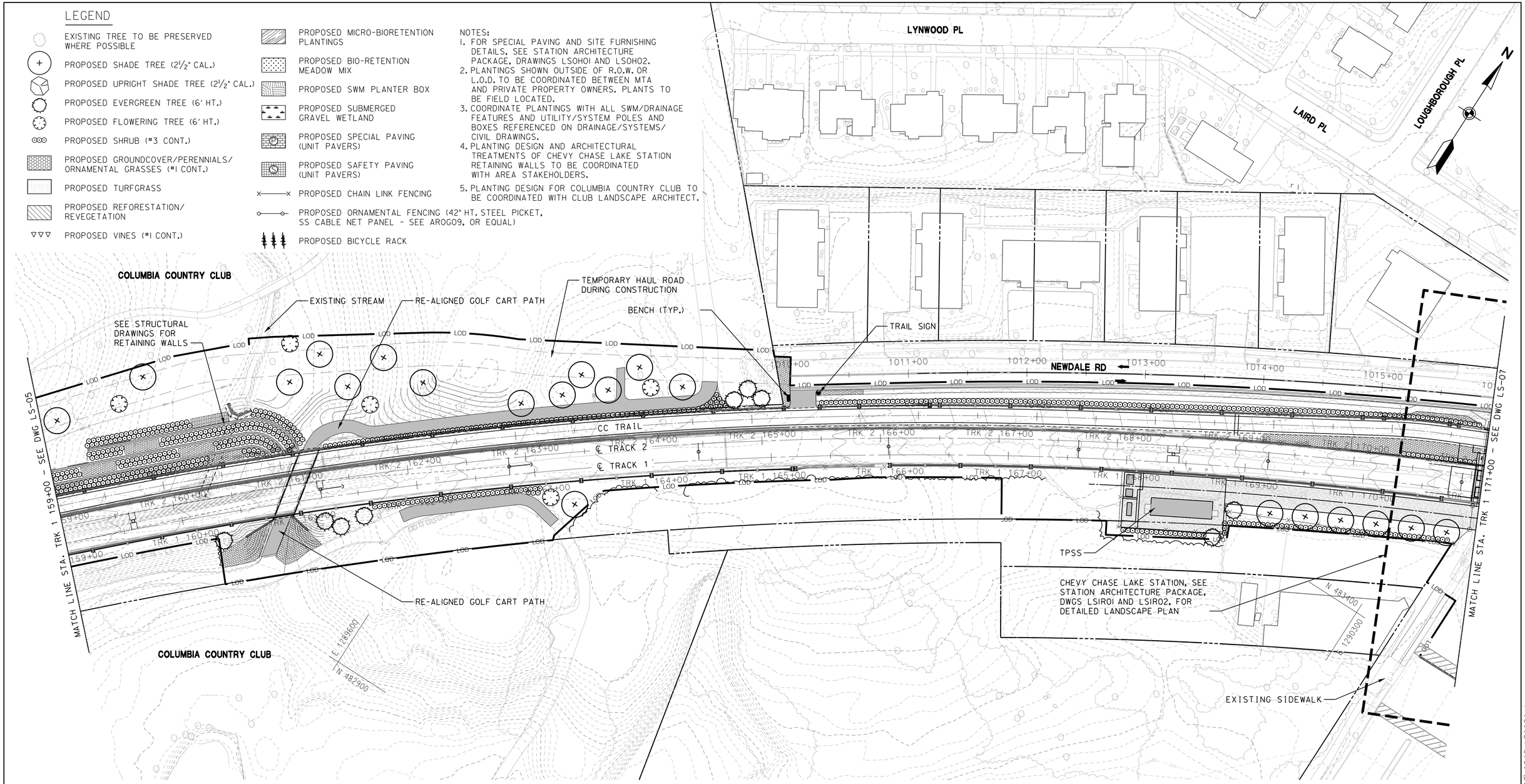
12/18/2013

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOHOI AND LSOHO2.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. TO BE COORDINATED BETWEEN MTA AND PRIVATE PROPERTY OWNERS. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/ CIVIL DRAWINGS.
4. PLANTING DESIGN AND ARCHITECTURAL TREATMENTS OF CHEVY CHASE LAKE STATION RETAINING WALLS TO BE COORDINATED WITH AREA STAKEHOLDERS.
5. PLANTING DESIGN FOR COLUMBIA COUNTRY CLUB TO BE COORDINATED WITH CLUB LANDSCAPE ARCHITECT.



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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

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DESGN	CB/JTT
DRAWN	JM/CO
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 159+00 TO STA TRK 1 171+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-06
SHEET NO. 575 OF 691

c:\pwworking\mtapw\mra-cherisse.otis\d0100243\1042pLS1101.dgn
12/18/2013

CONNECTICUT AVE

CHEVY CHASE LAKE STATION, SEE STATION ARCHITECTURE PACKAGE, DWGS LSIROI AND LSIRO2, FOR DETAILED LANDSCAPE PLANS

CC TRAIL

℄ TRACK 2

℄ TRACK 1

CHEVY CHASE LAKE DR

N 483850

E 1291450

MATCHLINE STA TRK 1 171+00 - SEE DWG LS-06

MATCHLINE STA TRK 1 183+00 - SEE DWG LS-08

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOHOI AND LSOHO2.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. TO BE COORDINATED BETWEEN MTA AND PRIVATE PROPERTY OWNERS. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/ CIVIL DRAWINGS.
4. PLANTING DESIGN AND ARCHITECTURAL TREATMENTS OF CHEVY CHASE LAKE STATION RETAINING WALLS TO BE COORDINATED WITH AREA STAKEHOLDERS.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

MAHAN RYKIEL ASSOCIATES INC

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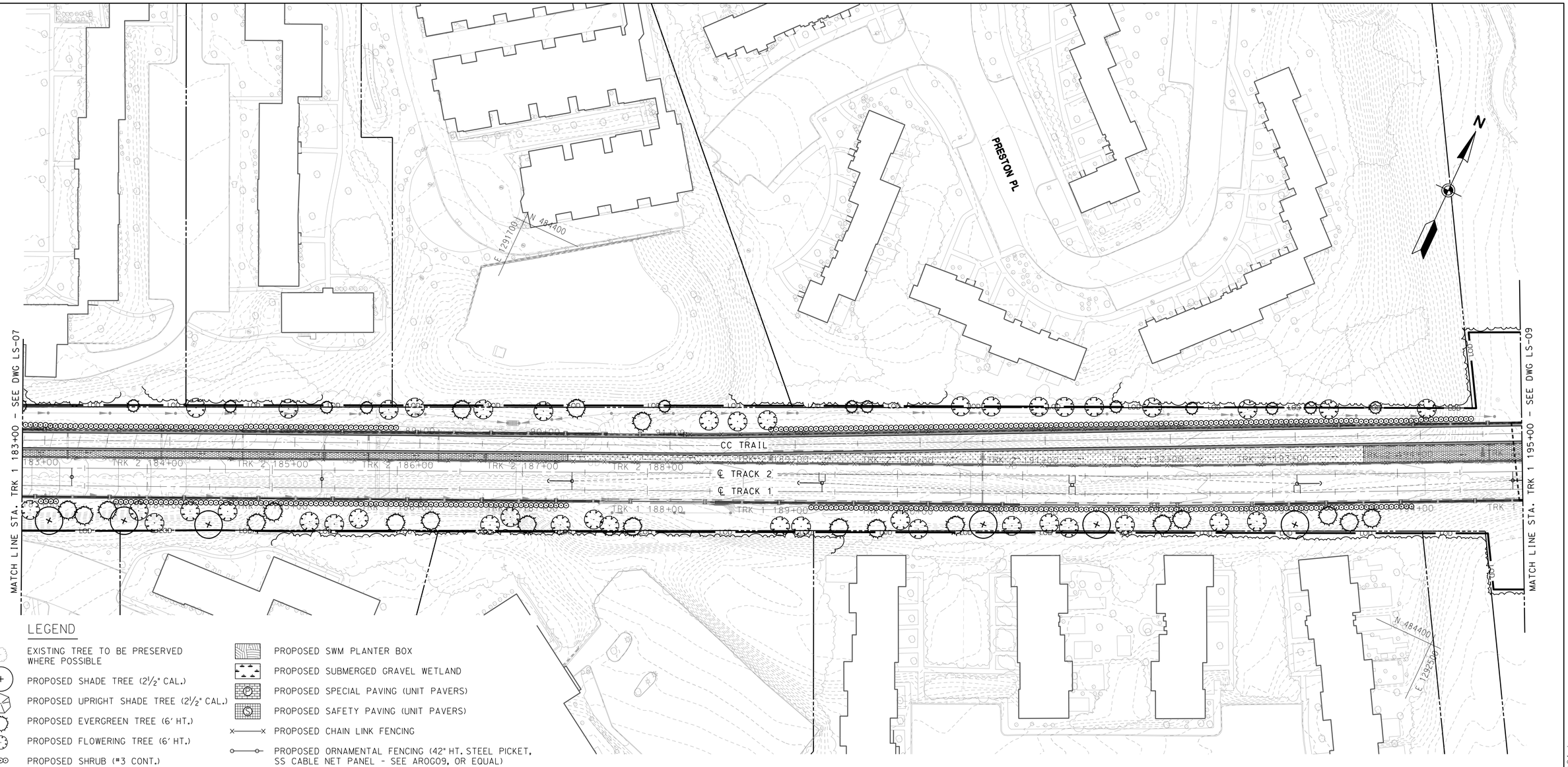
DESIGN CB/JTT
DRAWN JM/CO
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 171+00 TO STA TRK 1 183+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-07
SHEET NO. 576 OF 691

c:\pwworking\mtapw\mro-cherisse.ots\d0100243\1042pLS1101.dgn
12/18/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN
STA TRK 1 183+00 TO STA TRK 1 195+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-08
SHEET NO. 577 OF 691

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12/18/2013

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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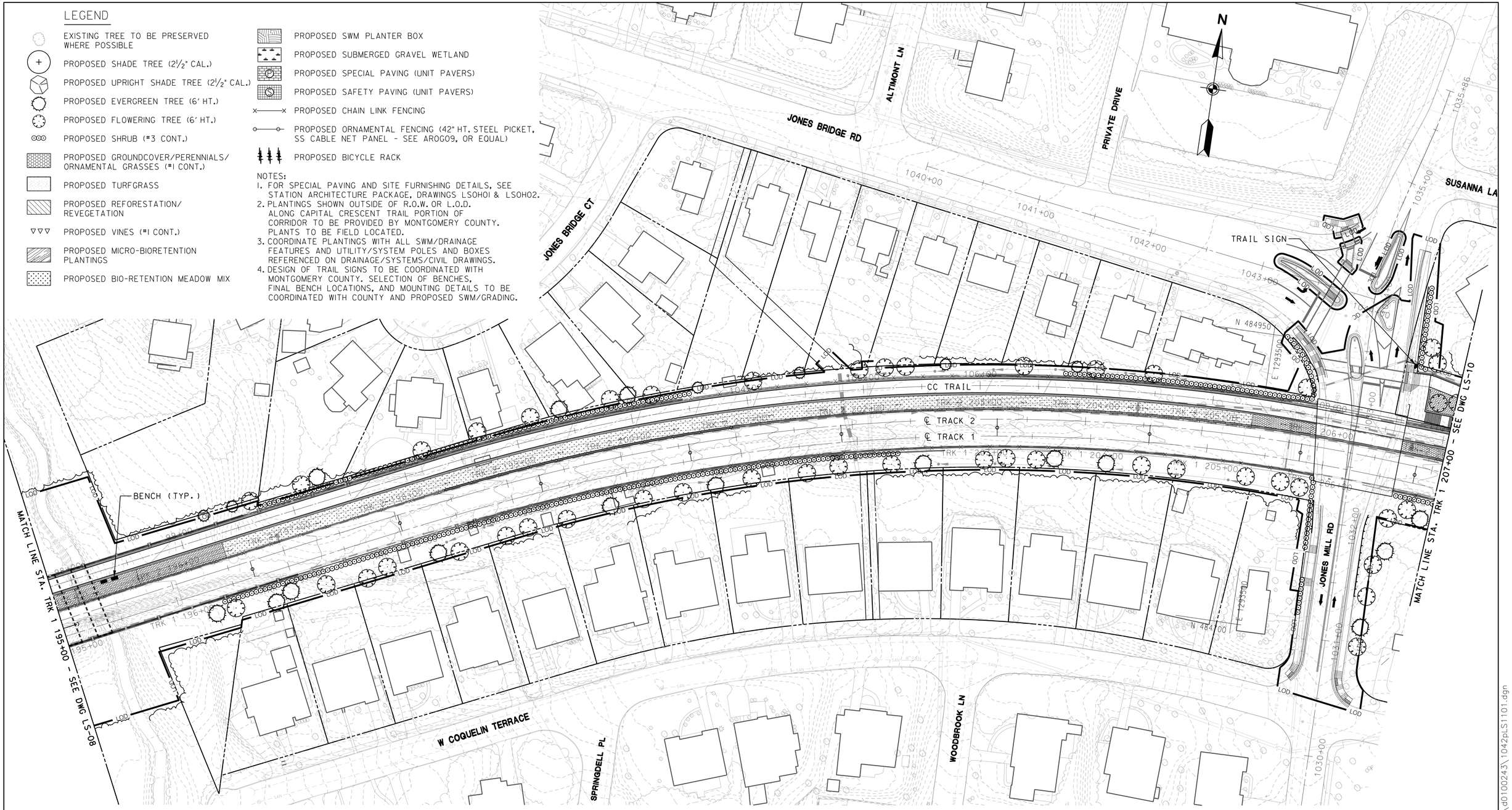
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.



MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESGN	CB/JTT
DRAWN	JM/CO
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 195+00 TO STA TRK 1 207+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-09
SHEET NO. 578 OF 691

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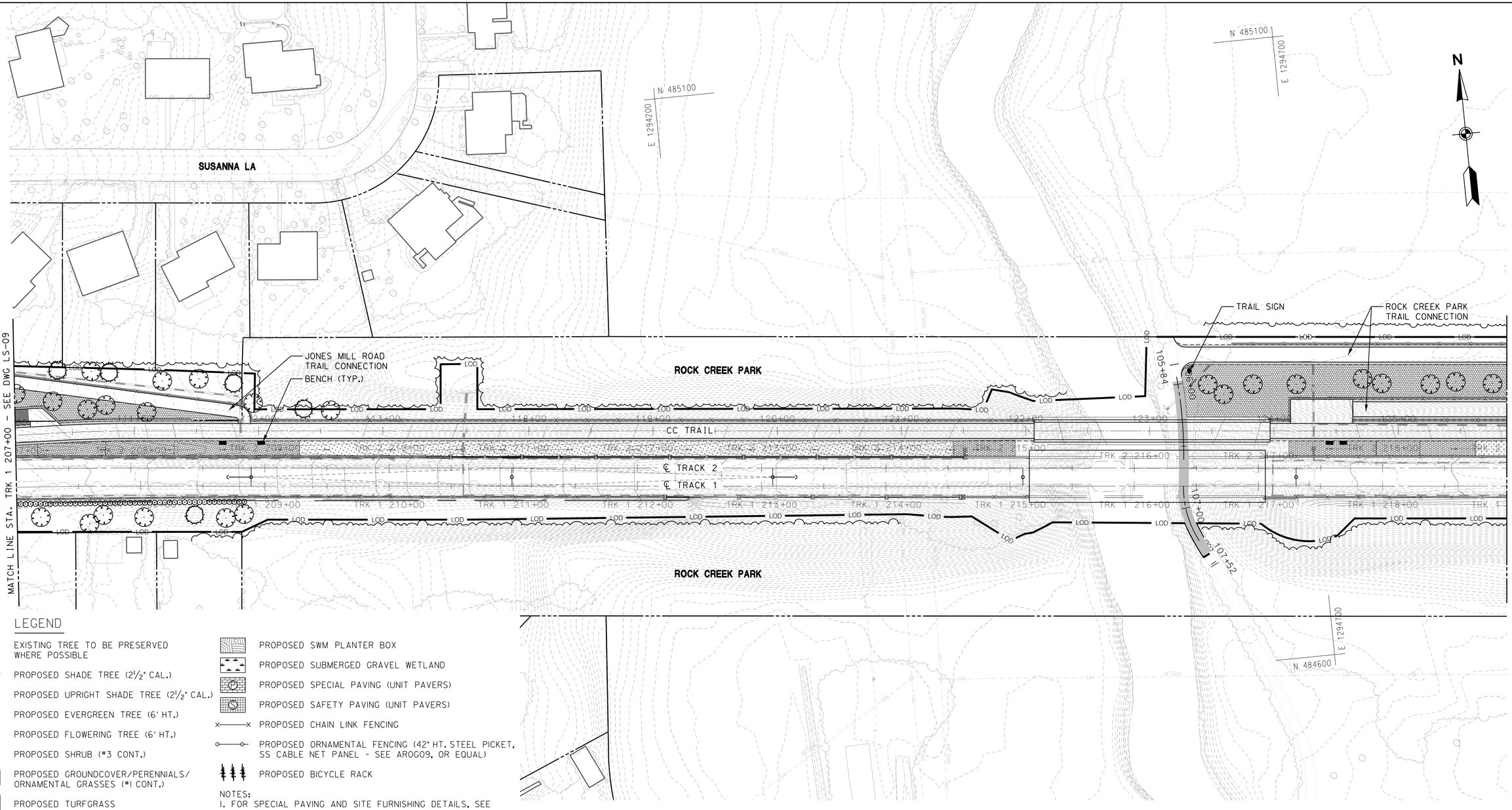
12/18/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	CB/JTT
DRAWN	JM/CO
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN
STA TRK 1 207+00 TO STA TRK 1 219+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-10
SHEET NO. 579 OF 691

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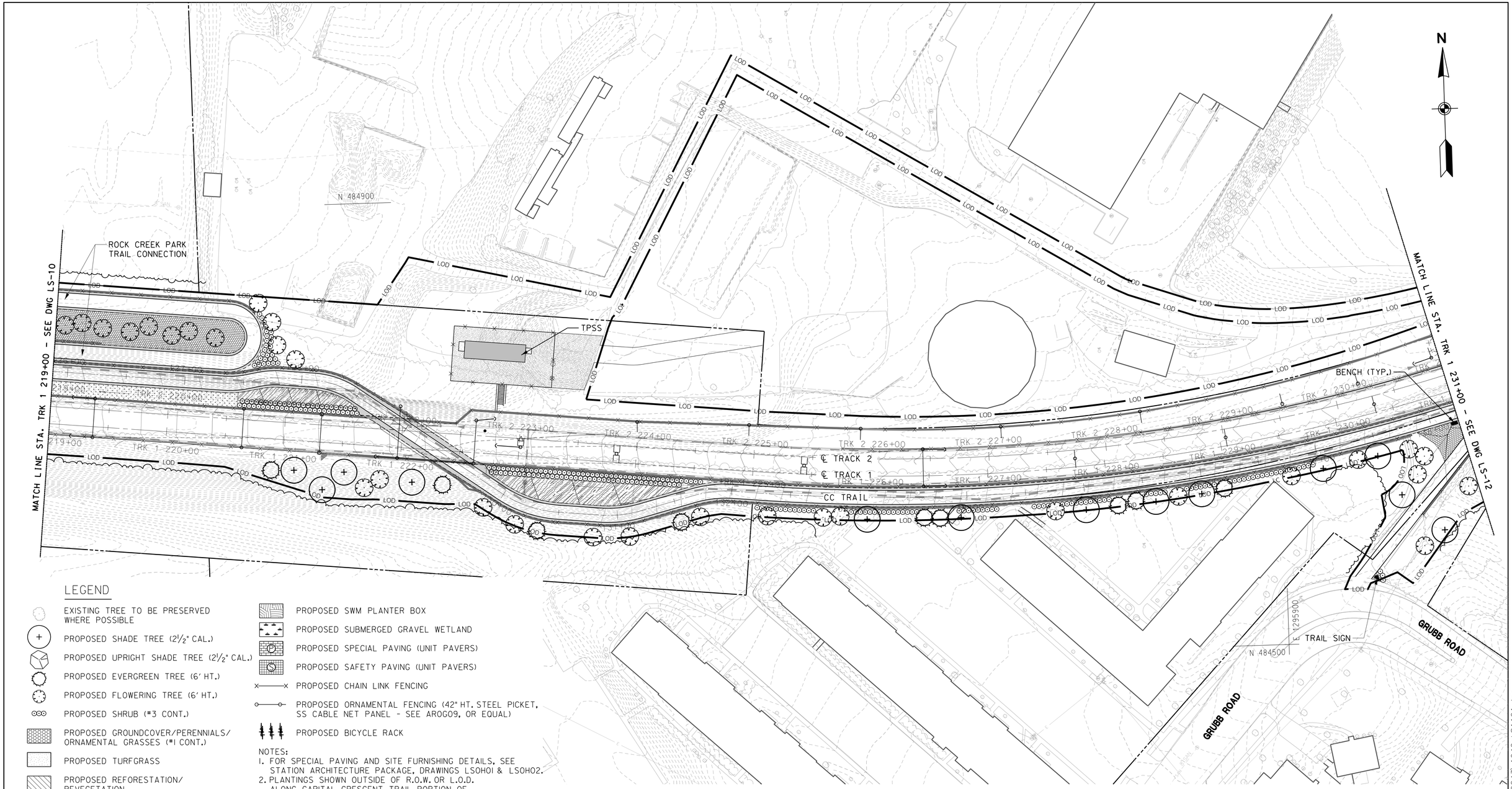
12/18/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.

40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming WR&A

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DESIGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN
STA TRK 1 219+00 TO STA TRK 1 231+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-11
SHEET NO. 580 OF 691

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12/18/2013

SEE LYTTONSVILLE YARD PACKAGE, DWGS LS-L01, LS-L02, AND LS-L03, FOR DETAILED LANDSCAPE PLANS

MATCH LINE STA. TRK 1 231+00 – SEE DWG LS-11

MATCH LINE STA. TRK 1 243+00 – SEE DWG LS-13

BROOKVILLE RD

CC TRAIL

℄ TRACK 2

℄ TRACK 1

N 484800

E 1296600

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
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40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESIGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 231+00 TO STA TRK 1 243+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-12
SHEET NO. 581 OF 691

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12/18/2013

PITTMAN DR

SEE LYTTONSVILLE YARD PACKAGE, DWGS LS-L01, LS-L02, AND LS-L03, FOR DETAILED LANDSCAPE PLANS

BROOKVILLE RD

LYTTONSVILLE PL

MATCH LINE STA. TRK 1 443+00 - SEE DWG LS-12

MATCH LINE STA. TRK 1 255+00 - SEE DWG LS-14

MATCHLINE STA 1054+00 - SEE DWG LS-84

℄ TRACK 2

℄ TRACK 1

CC TRAIL

LYTTONSVILLE STATION, SEE STATION ARCHITECTURE PACKAGE, DWG, LS1Y01 FOR DETAILED LANDSCAPE PLAN

N 485900

E 1297350

N 486600

E 1297350

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
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- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:

1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LS0H01 & LS0H02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
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5. REVEGETATION IS FOR AREAS WITHOUT OVERHEAD WIRES AND SHALL NOT BE CLOSER THAN 35 FEET FROM TRACK CENTERLINE.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
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MTA Maryland

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WR&A

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DESIGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – LYTTONSVILLE PLATFORM
STA TRK 1 243+00 TO STA TRK 1 255+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-13
SHEET NO. 582 OF 691

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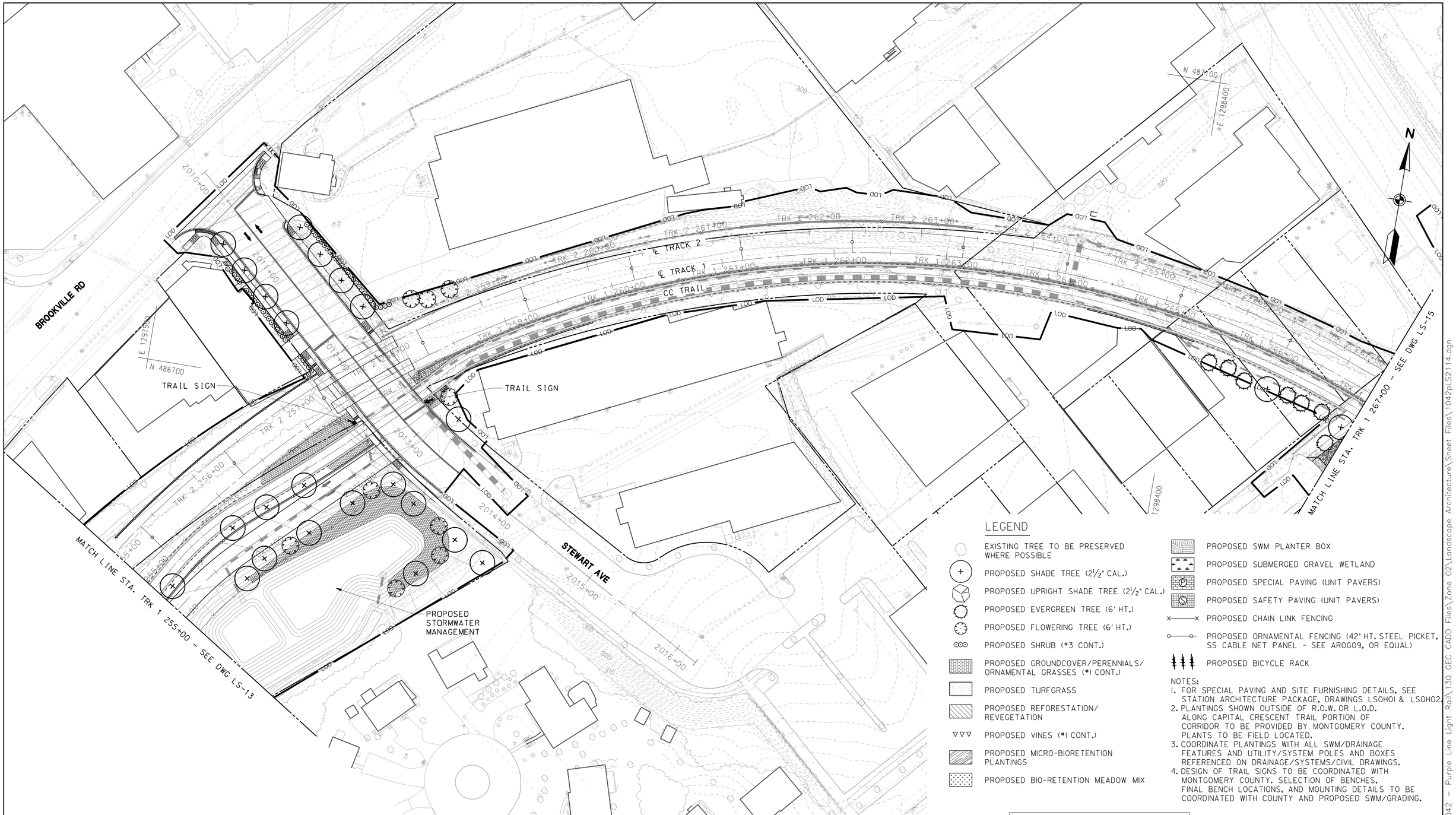
12/18/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

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40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

MAHAN RYKIEL ASSOCIATES INC

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DESIGN CB/JTT
DRAWN JM/CO
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 255+00 TO STA TRK 1 267+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-14
SHEET NO. 583 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042pLS2114.dgn
11/26/2013

LUZERNE AVE

LOUIS ST

LANIER DR

HANOVER ST

4TH AVE

CSX CORRIDOR

MATCH LINE STA. TRK 1 267+00 - SEE DWG LS-14

MATCH LINE STA. TRK 1 279+00 - SEE DWG LS-16

℄ TRACK 1

℄ TRACK 2

CC TRAIL

TALBOT AVE (WEST)

TALBOT AVE (EAST)

REFORESTATION/
REVEGETATION

BENCH (TYP.)

TRAIL SIGN

TPSS

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOHOI & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
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40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming
WR&A

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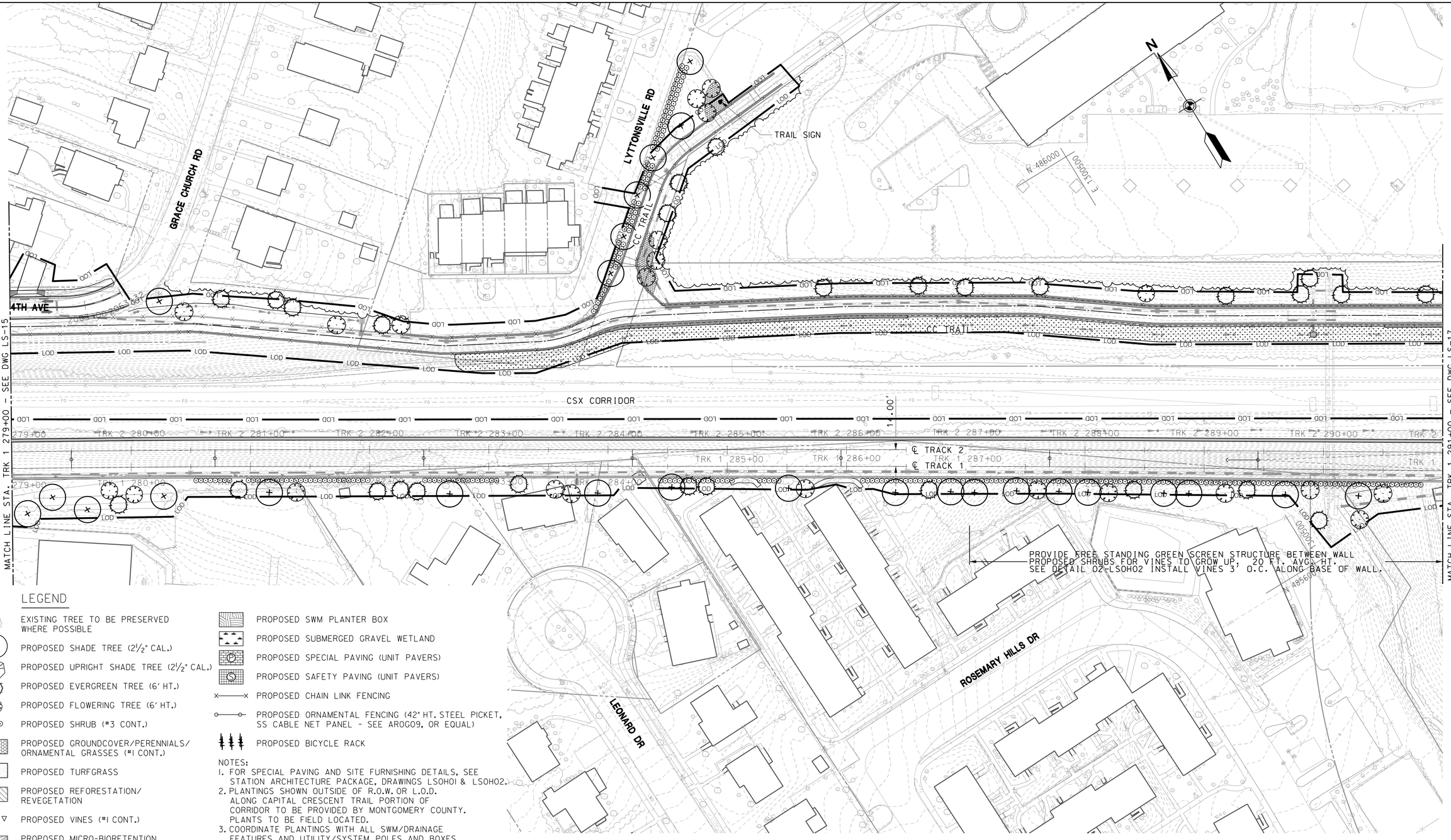
DESGN	CB/JTT
DRAWN	JM/CO
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 267+00 TO STA TRK 1 279+50
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-15
SHEET NO. 584 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042pLS2115.dgn
11/27/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
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- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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Gannett Fleming — WR&A

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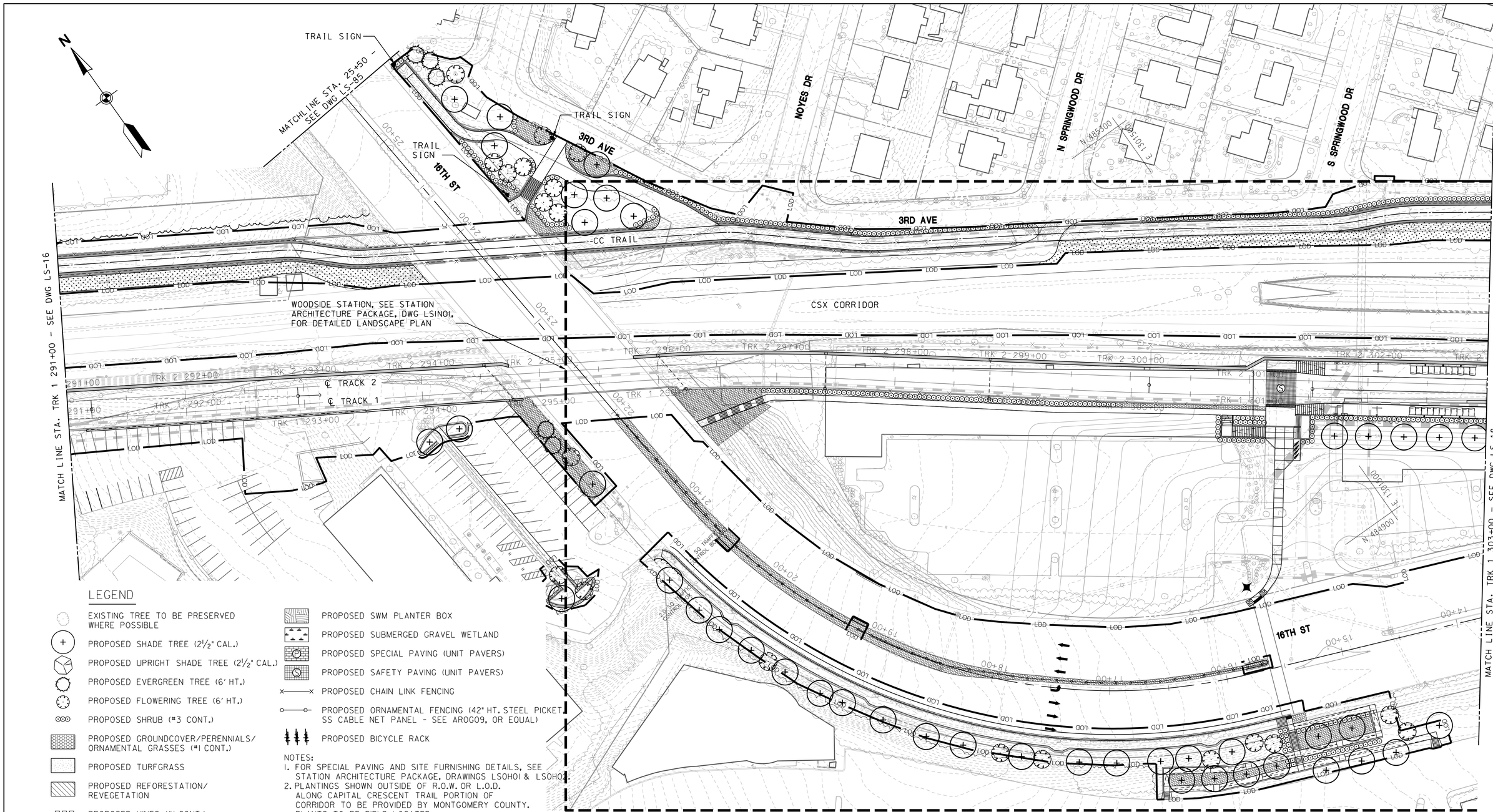
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN
STA TRK 1 279+50 TO STA TRK 1 291+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-16
SHEET NO. 585 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042plS2116.dgn
11/15/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
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- PROPOSED SWM PLANTER BOX
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- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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Gannett Fleming — WR&A

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DESIGN CB/JTT
DRAWN JM/CO
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
LANDSCAPE PLAN – WOODSIDE PLATFORM WEST
STA TRK 1 291+00 TO STA TRK 1 303+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-17
SHEET NO. 586 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042pLS2117.dgn
11/26/2013

BALLARD ST

3RD AVE

MATCHLINE STA 2084+00 - SEE DWG LS-86

CC TRAIL

CSX CORRIDOR

SPRING ST

N 484500

E 1302300

CSX CORRIDOR

MATCHLINE STA TRK 1 303+00 - SEE DWG LS-17

MATCHLINE STA TRK 1 315+00 - SEE DWG LS-19

TRK 2 303+00 TRK 2 304+00 TRK 2 305+00 TRK 2 306+00 TRK 2 307+00 TRK 2 308+00 TRK 2 309+00 TRK 2 310+00 TRK 2 311+00 TRK 2 312+00 TRK 2 313+00 TRK 2 314+00 TRK 2

℄ TRACK 2

℄ TRACK 1

TRK 1 303+00 TRK 1 304+00 TRK 1 305+00 TRK 1 306+00 TRK 1 307+00 TRK 1 308+00 TRK 1 309+00 TRK 1 310+00 TRK 1 311+00 TRK 1 312+00 TRK 1 313+00 TRK 1 314+00 TRK 1

WOODSIDE STATION, SEE STATION ARCHITECTURE PACKAGE, DWG LS1NO1, FOR DETAILED LANDSCAPE PLAN

16TH ST

E 1302200

N 484200

E 1301900

N 484200

Exis
10 o

Prop
7 of

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
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- PROPOSED BIO-RETENTION MEADOW MIX
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40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

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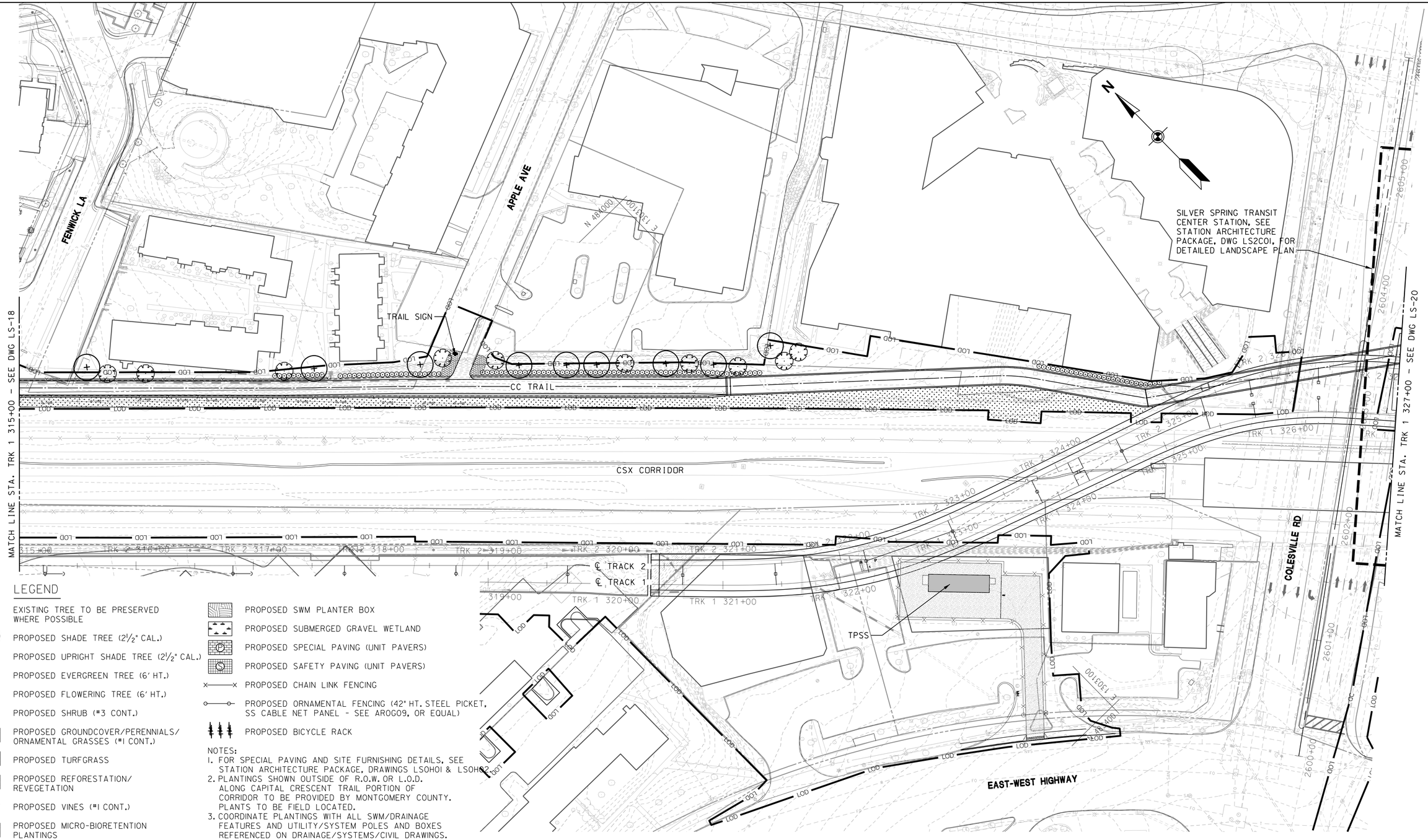
DESIGN CB/JTT
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WOODSIDE PLATFORM EAST
STA TRK 1 303+00 TO STA TRK 1 315+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-18
SHEET NO. 587 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042pLS2118.dgn
11/26/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
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- PROPOSED BICYCLE RACK

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DESIGN	CB/JTT
DRAWN	JM/CO
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN
STA TRK 1 315+00 TO STA TRK 1 327+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-19
SHEET NO. 588 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042plS2119.dgn
11/26/2013

SILVER SPRING TRANSIT CENTER STATION, SEE STATION ARCHITECTURE PACKAGE, DWG LS2C01, FOR DETAILED LANDSCAPE PLAN

MATCH LINE STA. TRK 1 327+00 - SEE DWG LS-19

MATCH LINE STA. TRK 1 336+00 - SEE DWG LS-21

RAMSEY AVE

BONIFANT ST

CC TRAIL OVERHEAD

TRACK 2

TRACK 1

SIDEWALK

SWM FACILITY, SEE DRAINAGE PLANS

PARKING FOR ADJACENT RESIDENTIAL AREA BY OTHERS

GREEN SPACE BY OTHERS.

RIPIFANT ROAD (BY OTHERS)

PARK DESIGN BY OTHERS

PATCH & REPAIR PAVEMENT AND/OR GREEN ROOF

BIKE RACK

CSX CORRIDOR

N 482900

E 1303600

N 482900

N

40' 0 40' 80'

SCALE: 1"=40'

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
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- PROPOSED BICYCLE RACK

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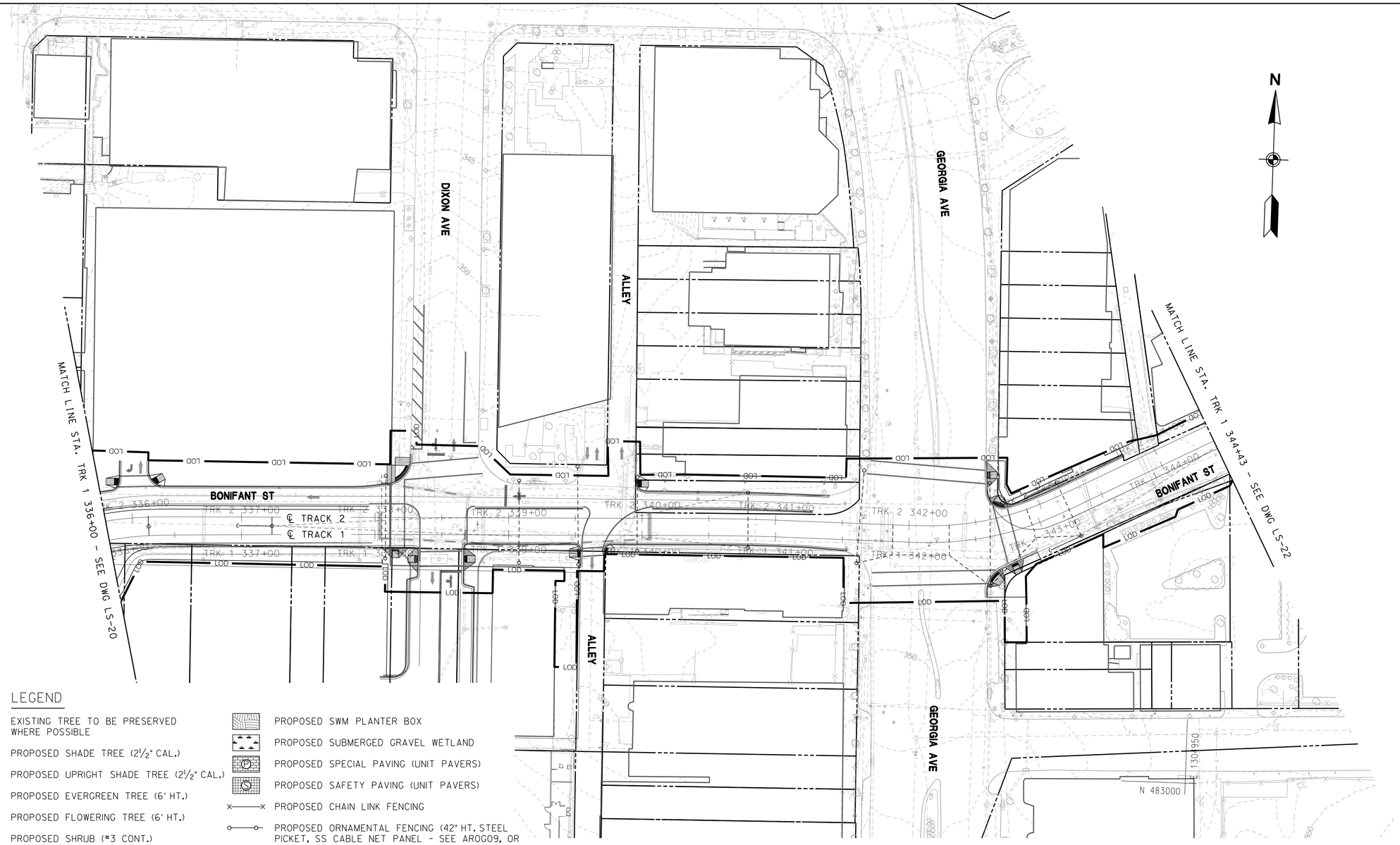
DESGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – SILVER SPRING PLATFORM
STA TRK 1 327+00 TO STA TRK 1 336+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-20
SHEET NO. 589 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042plLS2120.dgn
12/13/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
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40' 0 40' 80'
SCALE: 1"=40'

NO PROPOSED PLANTINGS THIS SHEET

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

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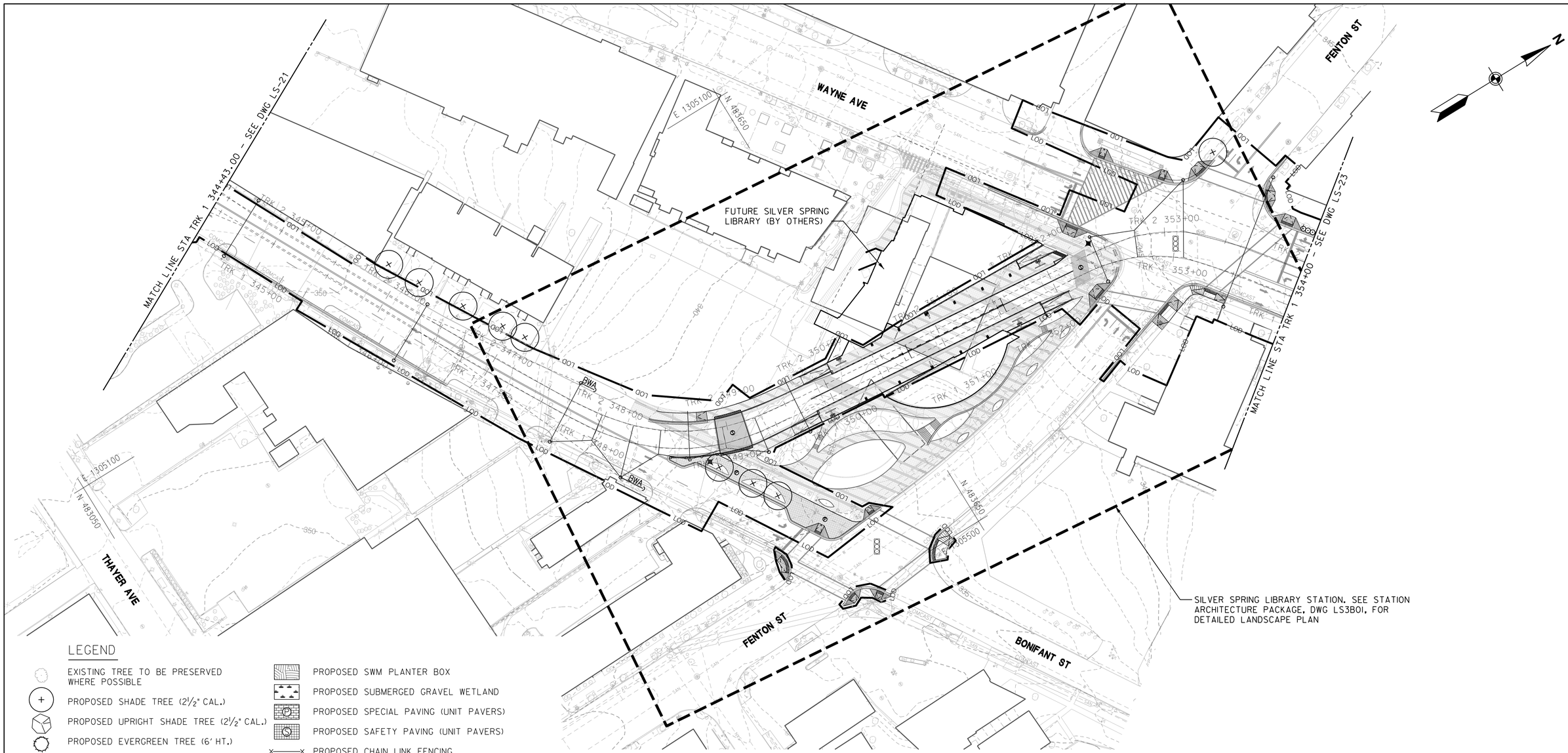
DESN CB/JTT
DRAWN JM/CO
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – BONIFANT STREET
STA TRK 1 336+00 TO STA TRK 1 344+43
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-21
SHEET NO. 590 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 02\Landscape Architecture\Sheet Files\1042plLS2121.dgn
11/14/2013



LEGEND

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- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LS0H01 AND LS0H02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. TO BE COORDINATED BETWEEN MTA AND PRIVATE PROPERTY OWNERS. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.

ALL ROAD MEASUREMENTS ARE TO THE FACE CURB
ALL STATIONS ARE BASED ON THE TRK 1 CENTERLINE

40' 0 40' 80'
SCALE: 1"=40'

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MTA Maryland

Gannett Fleming
WR&A

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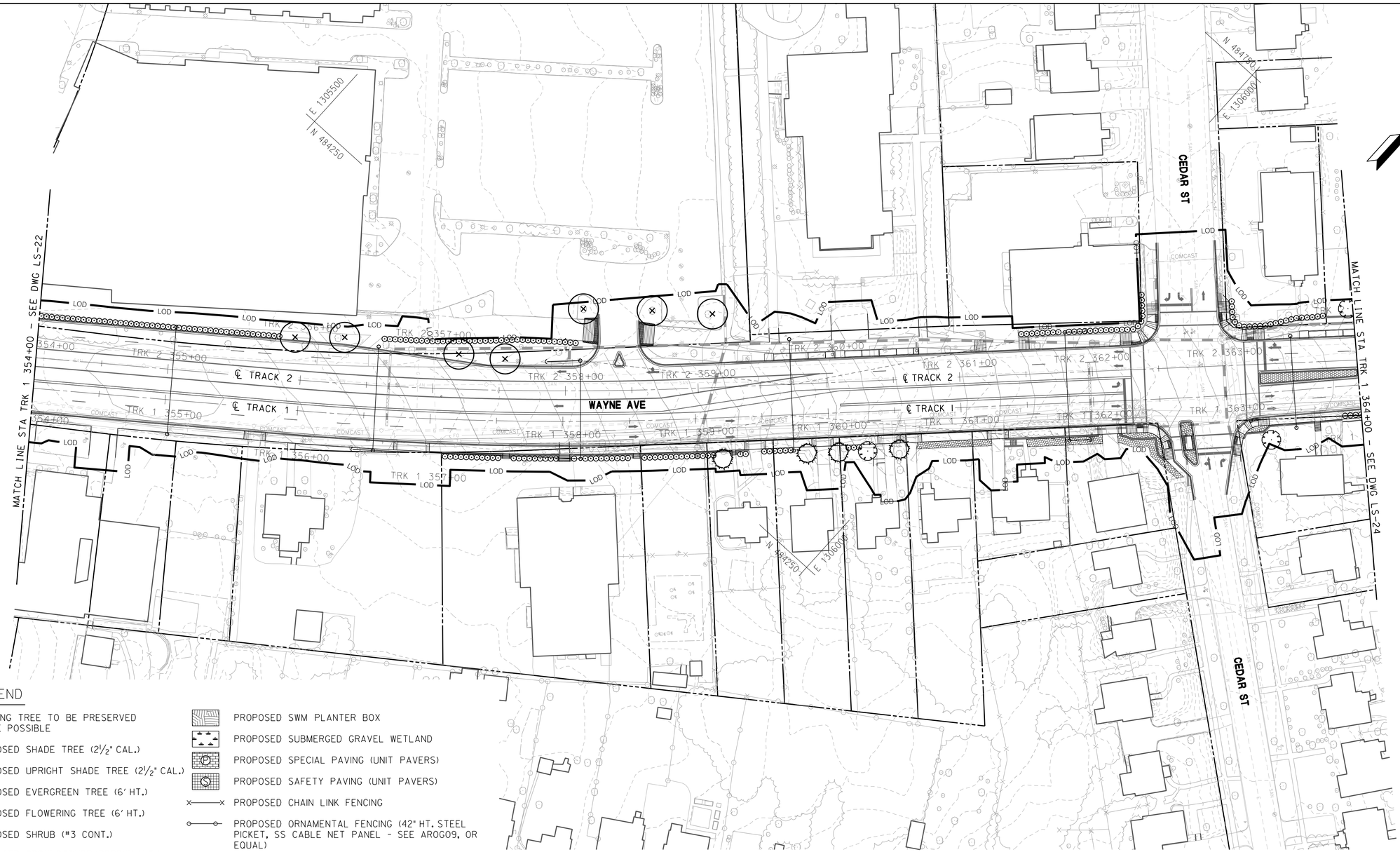
DESIGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – BONIFANT ST / WAYNE AVE
STA TRK 1 344+43 TO STA TRK 1 354+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-22
SHEET NO. 591 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 03\Landscape Architecture\Sheet Files\1042plLS3130.dgn
12/13/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.

40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

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DESGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WAYNE AVENUE
STA TRK 1 354+00 TO STA TRK 1 364+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-23
SHEET NO. 592 OF 691

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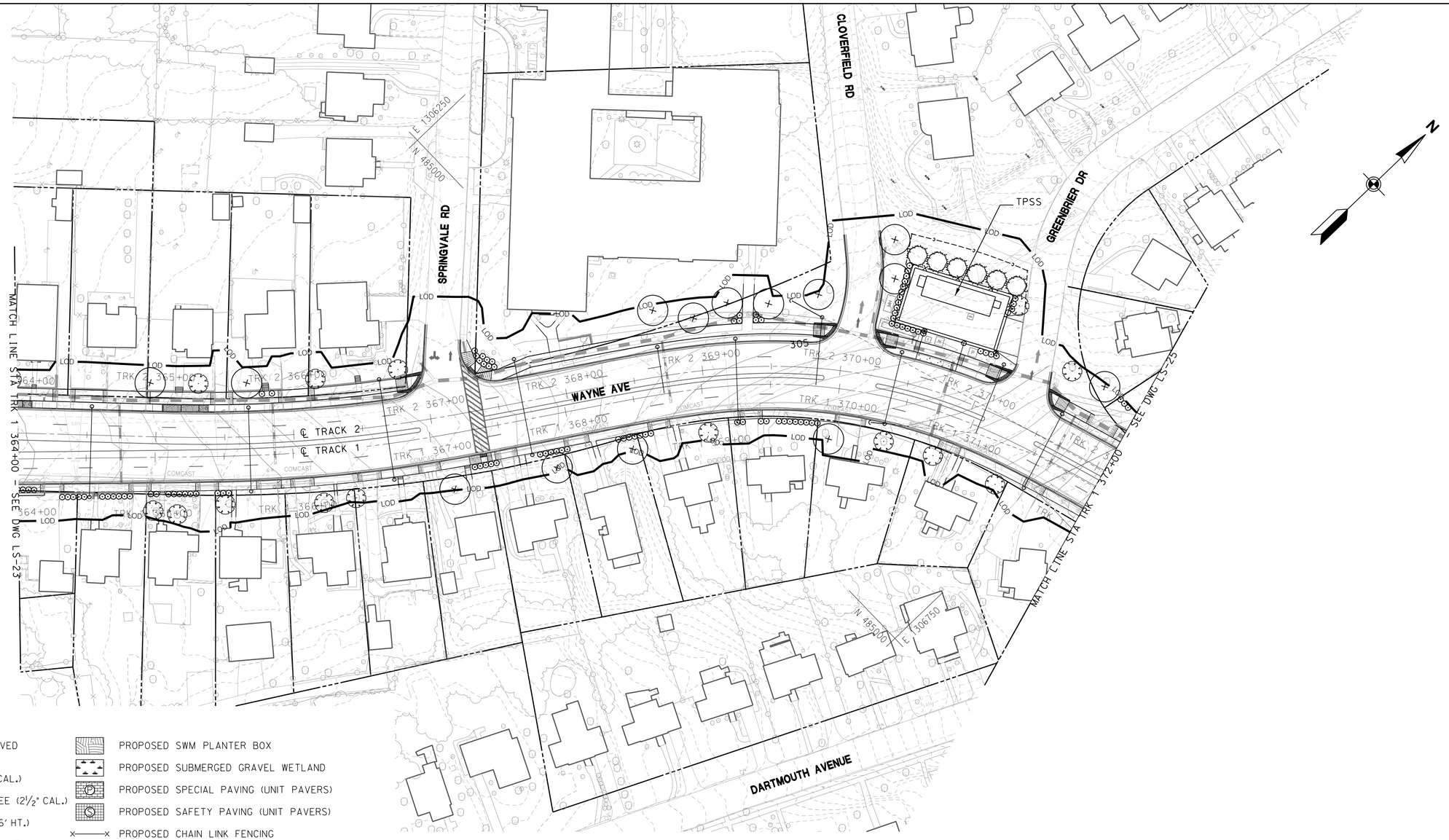
11/26/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
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- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROGO9, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
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40' 0 40' 80'
SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WAYNE AVENUE
STA TRK 1 364+00 TO STA TRK 1 372+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-24
SHEET NO. 593 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 03\Landscape Architecture\Sheet Files\1042pLS3132.dgn
12/13/2013

DARTMOUTH AVE

WAYNE AVE

DALE DR

PROPOSED GREEN TRAIL

PROPOSED RECONFIGURATION OF PARKING LOT

SILVER SPRING INTERNATIONAL MIDDLE SCHOOL / SLIGO CREEK ELEMENTARY SCHOOL

MATCH LINE STA TRK 1 372+00 – SEE DWG LS-24

MATCH LINE STA TRK 1 383+00 – SEE DWG LS-26

DALE DRIVE STATION, SEE STATION ARCHITECTURE PACKAGE, DWG LSINOI, FOR DETAILED LANDSCAPE PLAN

N 485500

N 485100

E 1306900

E 1307300

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
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- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

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40' 0 40' 80'
SCALE: 1"=40'

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MTA Maryland

Gannett Fleming
WR&A

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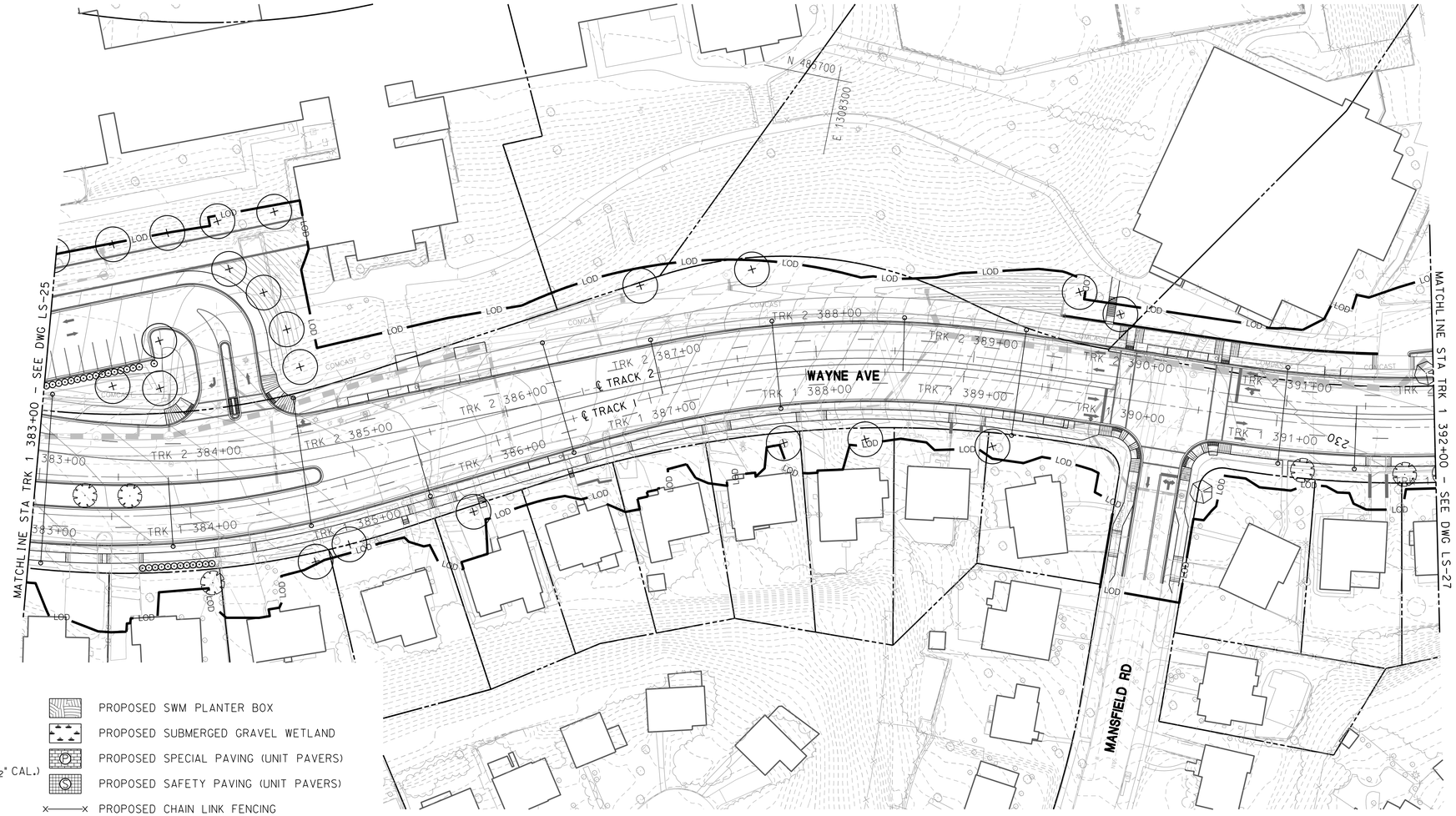
DESIGN CB/JTT
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WAYNE AVENUE
STA TRK 1 372+00 TO STA TRK 1 383+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-25
SHEET NO. 594 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 03\Landscape Architecture\Sheet Files\1042plLS3133.dgn
11/15/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
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40' 0 40' 80'
SCALE: 1"=40'

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MTA Maryland

Gannett Fleming
WR&A

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DESGN CB/JTT
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WAYNE AVENUE
STA TRK 1 383+00 TO STA TRK 1 392+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-26
SHEET NO. 595 OF 691

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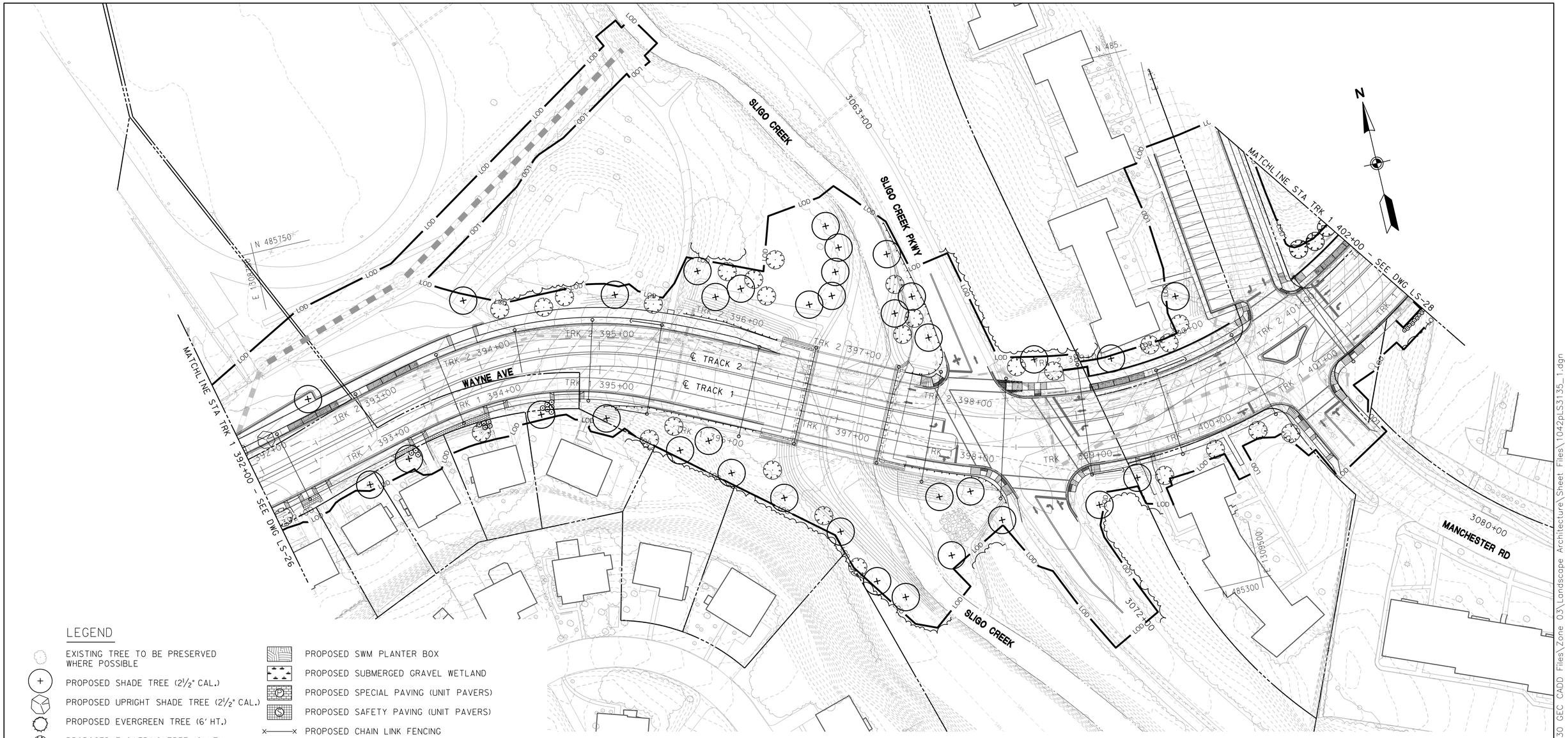
11/15/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
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40′ 0 40′ 80′
SCALE: 1"=40′

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DESGN	CBØJT
DRAWN	COØJM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WAYNE AVENUE
STA TRK 1 392+00 TO STA TRK 1 402+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-27
SHEET NO. 596 OF 691

pw:\\00 – Current Projects\1042 – Purple Line Light Rail\130 GEC CADD Files\Zone 03\Landscape Architecture\Sheet Files\1042pLS3135_1.dgn
12/13/2013

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
- PROPOSED TURFGRASS
- PROPOSED REVEGETATION
- PROPOSED VINES
- PROPOSED MICRO-BIORETENTION & RAIN GARDEN PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SWM DETENTION FACILITY PLANTING
- PROPOSED SPECIAL PAVING
- PROPOSED SAFETY PAVING
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING
- TPF TREE PROTECTION FENCE
- PROPOSED BICYCLE RACK

NOTES:
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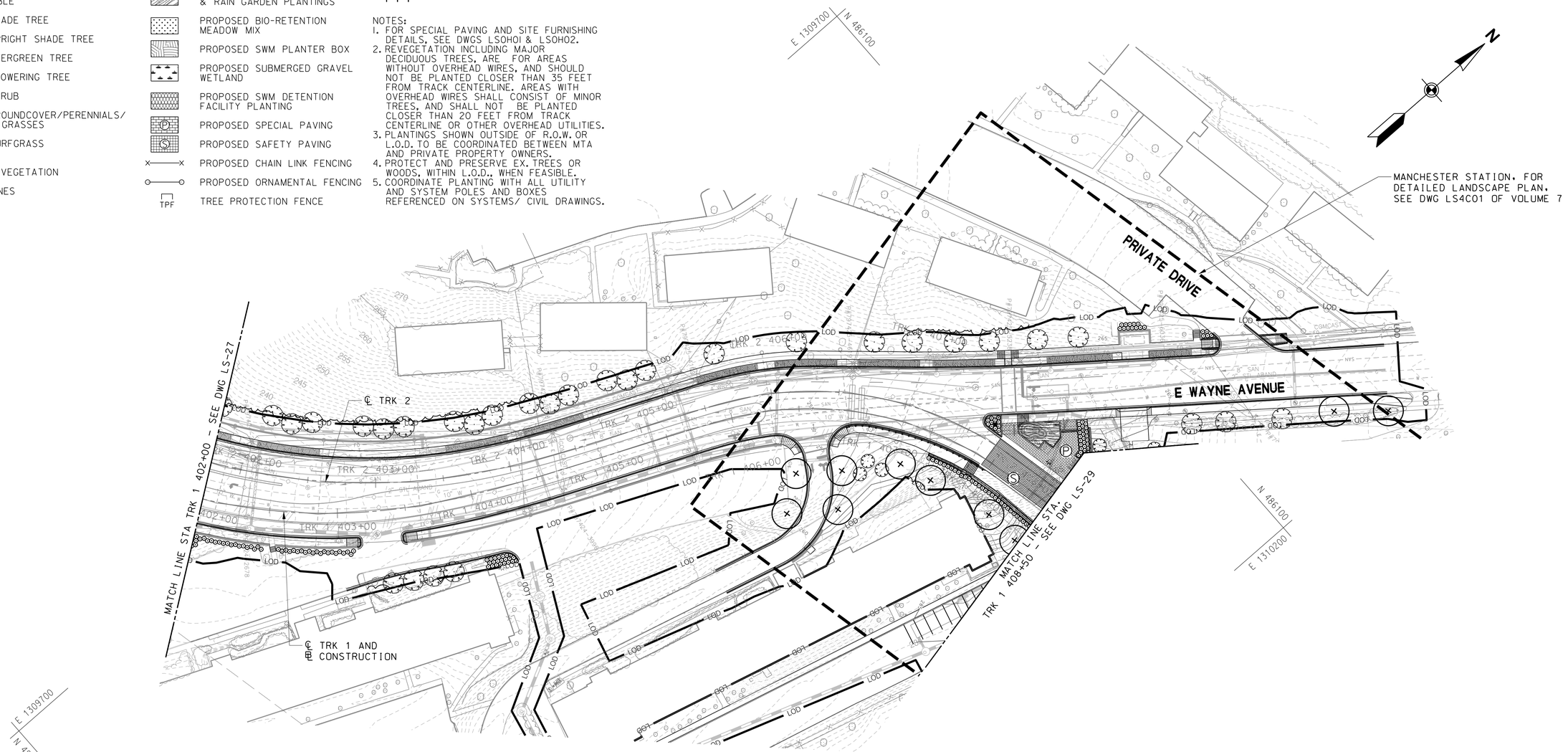
2. REVEGETATION INCLUDING MAJOR DECIDUOUS TREES, ARE FOR AREAS WITHOUT OVERHEAD WIRES, AND SHOULD NOT BE PLANTED CLOSER THAN 35 FEET FROM TRACK CENTERLINE. AREAS WITH OVERHEAD WIRES SHALL CONSIST OF MINOR TREES, AND SHALL NOT BE PLANTED CLOSER THAN 20 FEET FROM TRACK CENTERLINE OR OTHER OVERHEAD UTILITIES.
3. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. TO BE COORDINATED BETWEEN MTA AND PRIVATE PROPERTY OWNERS.
4. PROTECT AND PRESERVE EX. TREES OR WOODS, WITHIN L.O.D., WHEN FEASIBLE.
5. COORDINATE PLANTING WITH ALL UTILITY AND SYSTEM POLES AND BOXES REFERENCED ON SYSTEMS/ CIVIL DRAWINGS.



40′ 0 40′ 80′
SCALE: 1"=40′

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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – WAYNE AVENUE
STA TRK 1 402+00 TO STA TRK 1 408+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-28
SHEET NO. 597 OF 691

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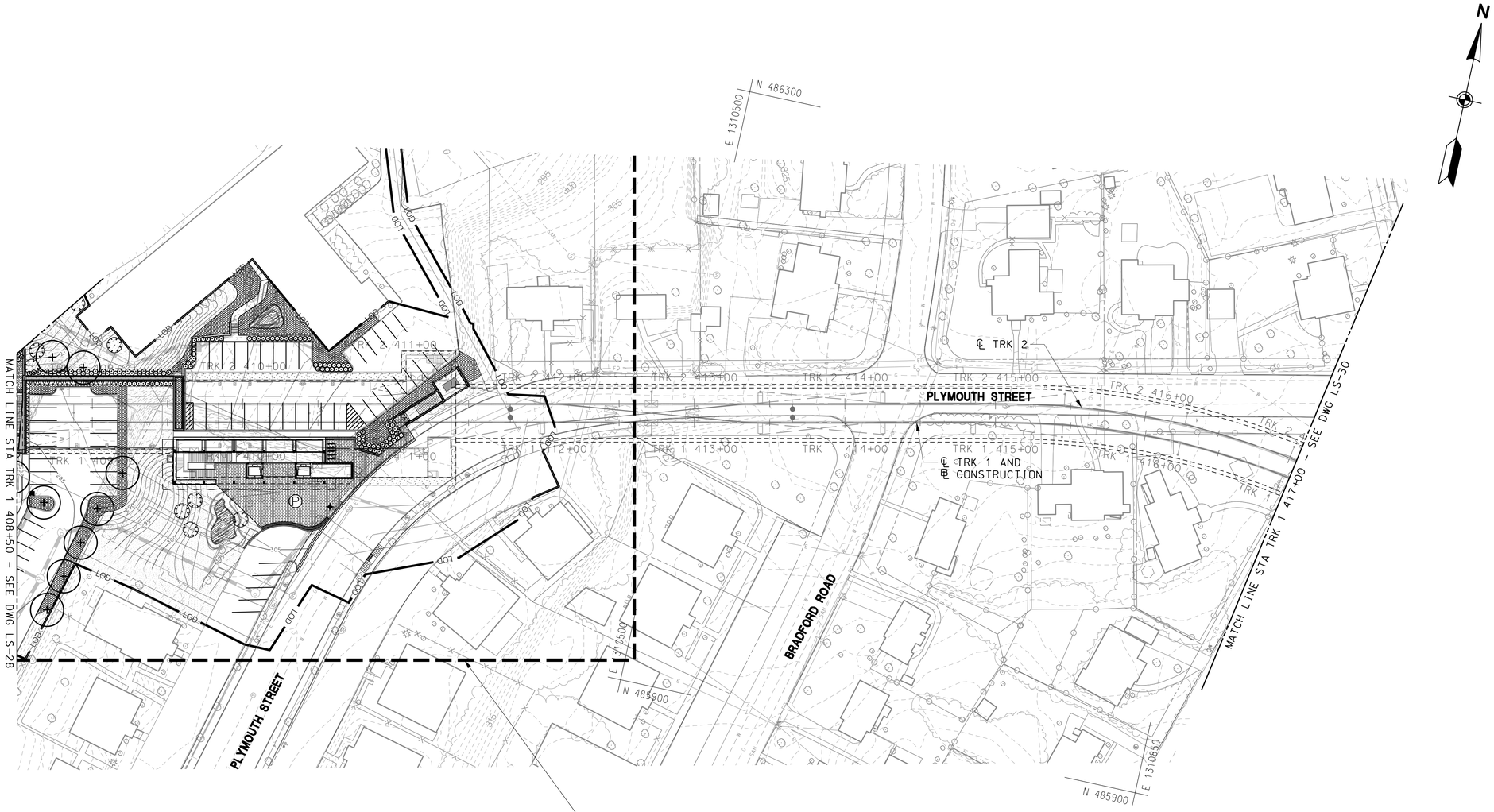
12/12/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
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- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
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5. COORDINATE PLANTING WITH ALL UTILITY AND SYSTEM POLES AND BOXES REFERENCED ON SYSTEMS/ CIVIL DRAWINGS.

40′ 0 40′ 80′
SCALE: 1″=40′

NO PLANTING PROPOSED ON THIS SHEET

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MTA Maryland

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DESIGN LT
DRAWN SC
CHECK TK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – PLYMOUTH STREET
STA TRK 1 408+50 TO STA TRK 1 417+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-29
SHEET NO. 598 OF 691

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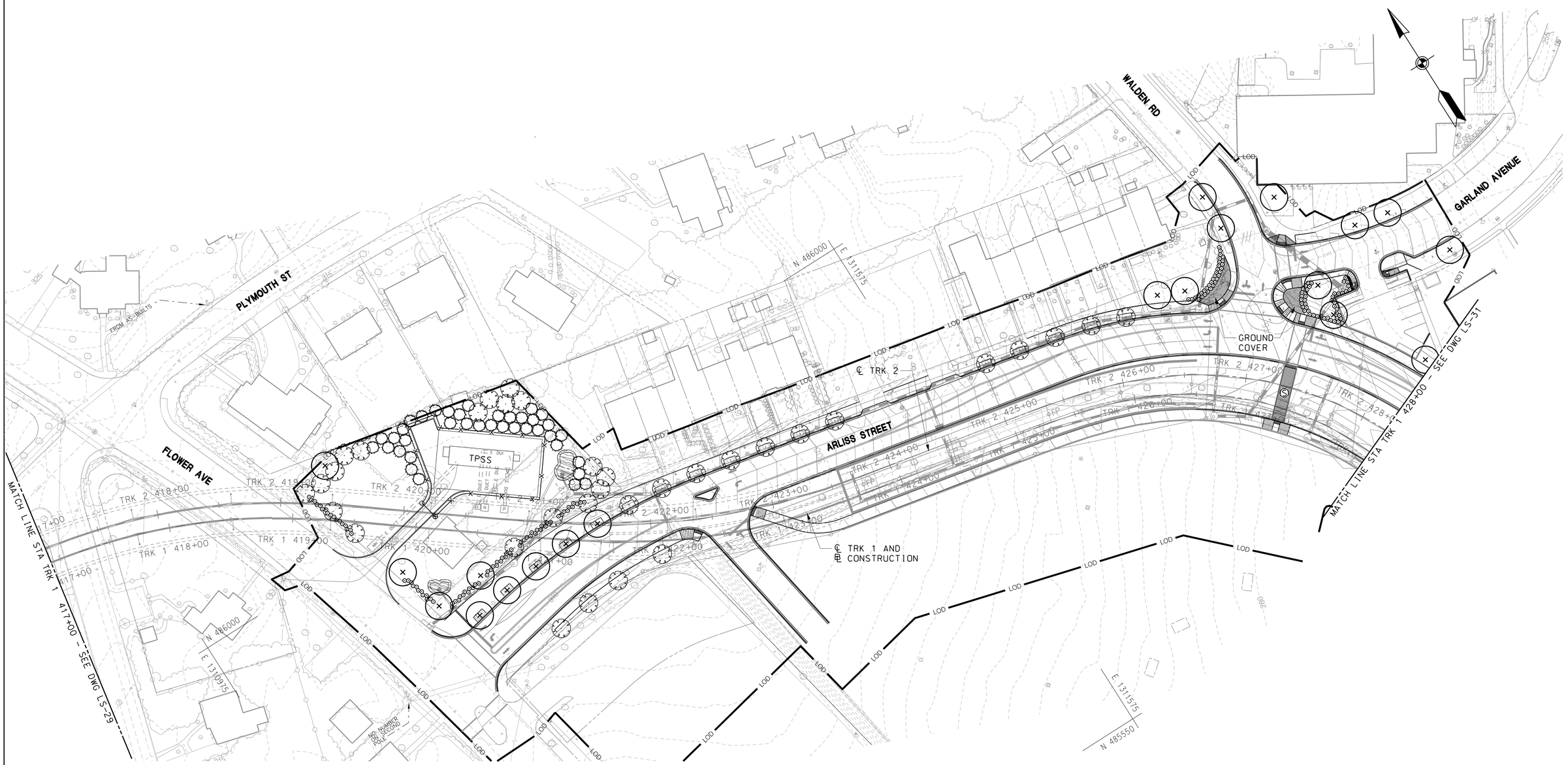
12/12/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
- PROPOSED TURFGRASS
- PROPOSED REVEGETATION
- PROPOSED VINES
- PROPOSED MICRO-BIORETENTION & RAIN GARDEN PLANTINGS
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- PROPOSED SPECIAL PAVING
- PROPOSED SAFETY PAVING
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING
- PROPOSED BICYCLE RACK
- TREE PROTECTION FENCE (TPF)

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE DWGS LSOHOI & LSOHO2.
2. REVEGETATION INCLUDING MAJOR DECIDUOUS TREES, ARE FOR AREAS WITHOUT OVERHEAD WIRES, AND SHOULD NOT BE PLANTED CLOSER THAN 35 FEET FROM TRACK CENTERLINE. AREAS WITH OVERHEAD WIRES SHALL CONSIST OF MINOR TREES, AND SHALL NOT BE PLANTED CLOSER THAN 20 FEET FROM TRACK CENTERLINE OR OTHER OVERHEAD UTILITIES.
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4. PROTECT AND PRESERVE EX. TREES OR WOODS, WITHIN L.O.D., WHEN FEASIBLE.
5. COORDINATE PLANTING WITH ALL UTILITY AND SYSTEM POLES AND BOXES REFERENCED ON SYSTEMS/ CIVIL DRAWINGS.

40′ 0 40′ 80′
SCALE: 1"=40′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

P.E.L.A. DESIGN, INC.

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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – PLYMOUTH TNL / ARLISS ST
STA TRK 1 417+00 TO STA TRK 1 428+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-30
SHEET NO. 599 OF 691

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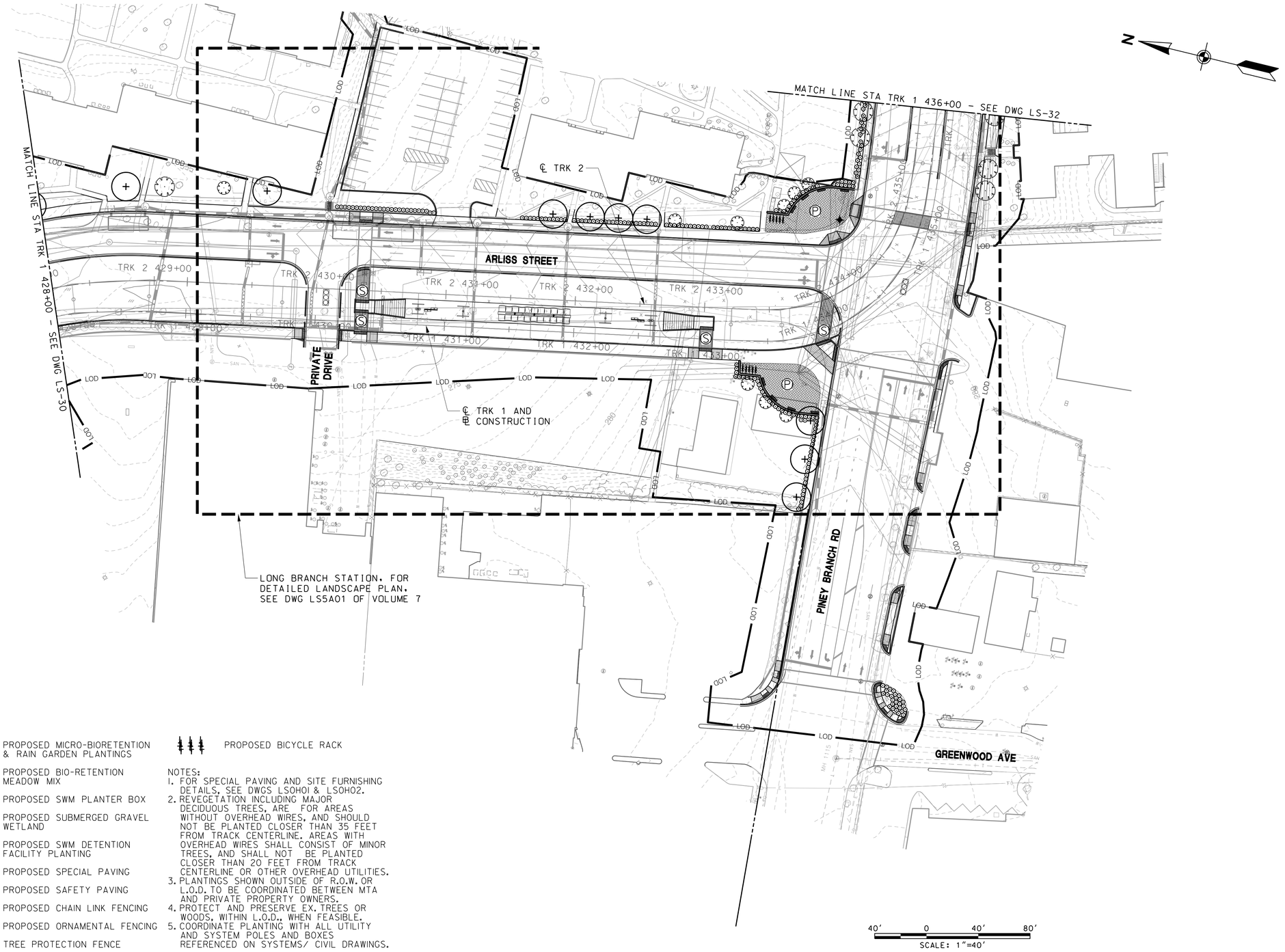
12/13/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
- PROPOSED TURFGRASS
- PROPOSED REVEGETATION
- PROPOSED VINES
- PROPOSED MICRO-BIORETENTION & RAIN GARDEN PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SWM DETENTION FACILITY PLANTING
- PROPOSED SPECIAL PAVING
- PROPOSED SAFETY PAVING
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- PROPOSED BICYCLE RACK

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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN–ARLISS ST /PINEY BRANCH RD
STA TRK 1 428+00 TO STA TRK 1 436+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. LS–31
SHEET NO. 600 OF 691

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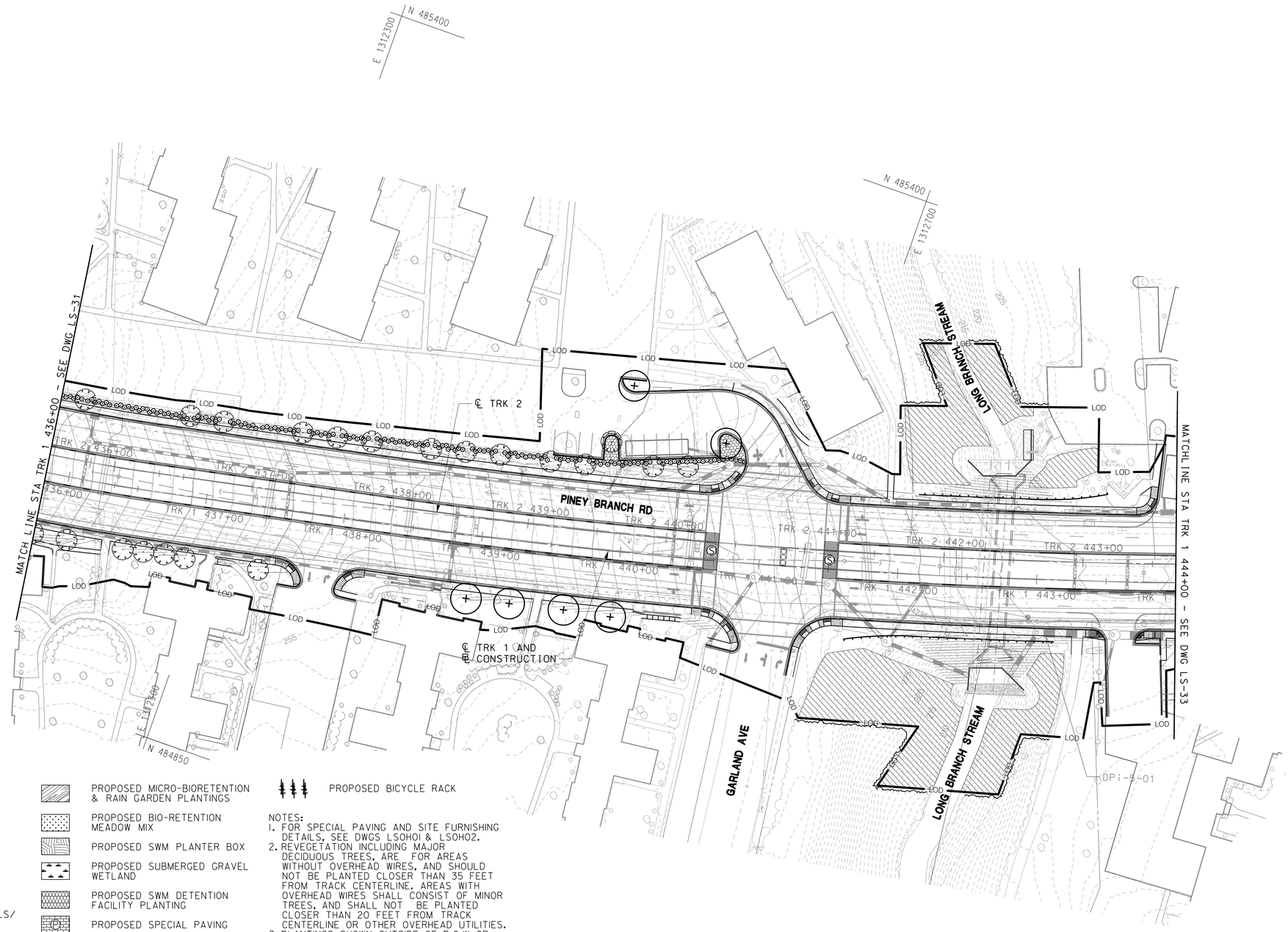
12/12/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
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- PROPOSED TURFGRASS
- PROPOSED REVEGETATION
- PROPOSED VINES
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- PROPOSED SWM DETENTION FACILITY PLANTING
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- PROPOSED SAFETY PAVING
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- PROPOSED ORNAMENTAL FENCING
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- PROPOSED BICYCLE RACK

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40′ 0 40′ 80′
SCALE: 1"=40′

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming WR&A

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DESIGN LT
DRAWN SC
CHECK TK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – PINEY BRANCH ROAD
STA TRK 1 436+00 TO STA TRK 1 444+00
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-32
SHEET NO. 601 OF 691

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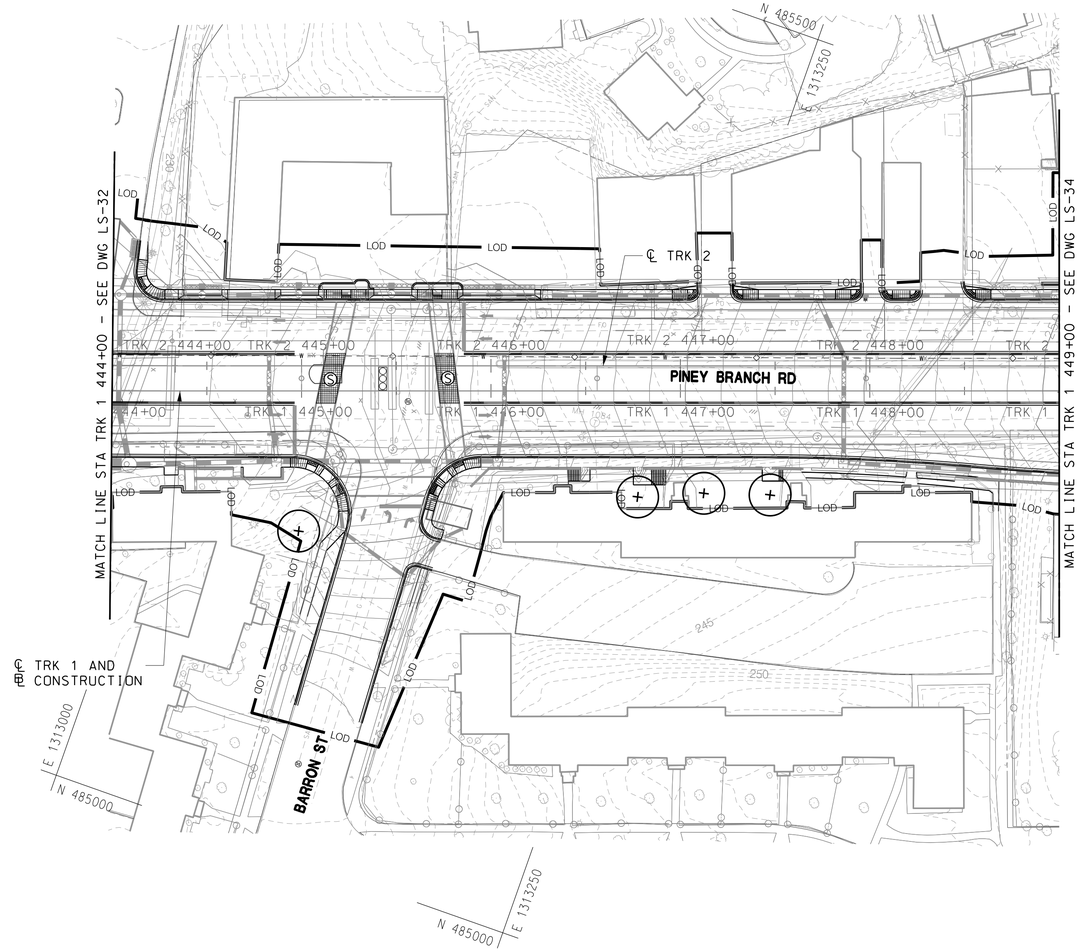

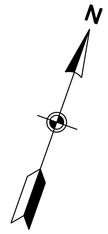

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
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- PROPOSED FLOWERING TREE
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- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SWM DETENTION FACILITY PLANTING
- PROPOSED SPECIAL PAVING
- PROPOSED SAFETY PAVING
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING
- PROPOSED BICYCLE RACK
- TPF — TREE PROTECTION FENCE

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40′ 0 40′ 80′
SCALE: 1″=40′

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DESGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – PINEY BRANCH ROAD
STA TRK 1 444+00 TO STA TRK 1 449+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-33
SHEET NO. 602 OF 691

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12/12/2013

PINEY BRANCH STATION. FOR DETAILED LANDSCAPE PLAN, SEE DWG LS5B01 OF VOLUME 7

MD 320 (PINEY BRANCH RD)

N 485,400

E 1,313,950

MD 193 (UNIVERSITY BLVD)

℄ TRK 2

℄ TRK 1

SEEK LN

GILBERT ST

N 484,500

E 1,313,950

MATCH LINE STA 6116+00 - SEE DWG LS-87

MATCH LINE STA TRK 1 461+00 - SEE DWG LS-35

MATCH LINE STA TRK 1 449+00.00 - SEE DWG LS-33

N 485,400

E 1,313,300

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
- PROPOSED TURFGRASS
- PROPOSED REVEGETATION
- PROPOSED VINES
- PROPOSED MICRO-BIORETENTION & RAIN GARDEN PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
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- PROPOSED SWM DETENTION FACILITY PLANTING
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- PROPOSED BICYCLE RACK

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40' 0 40' 80'

SCALE: 1"=40'

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MARYLAND TRANSIT ADMINISTRATION MTA Maryland

Gannett Fleming WR&A

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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 449+00 TO STA TRK 1 461+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. LS-34

SHEET NO. 603 OF 691

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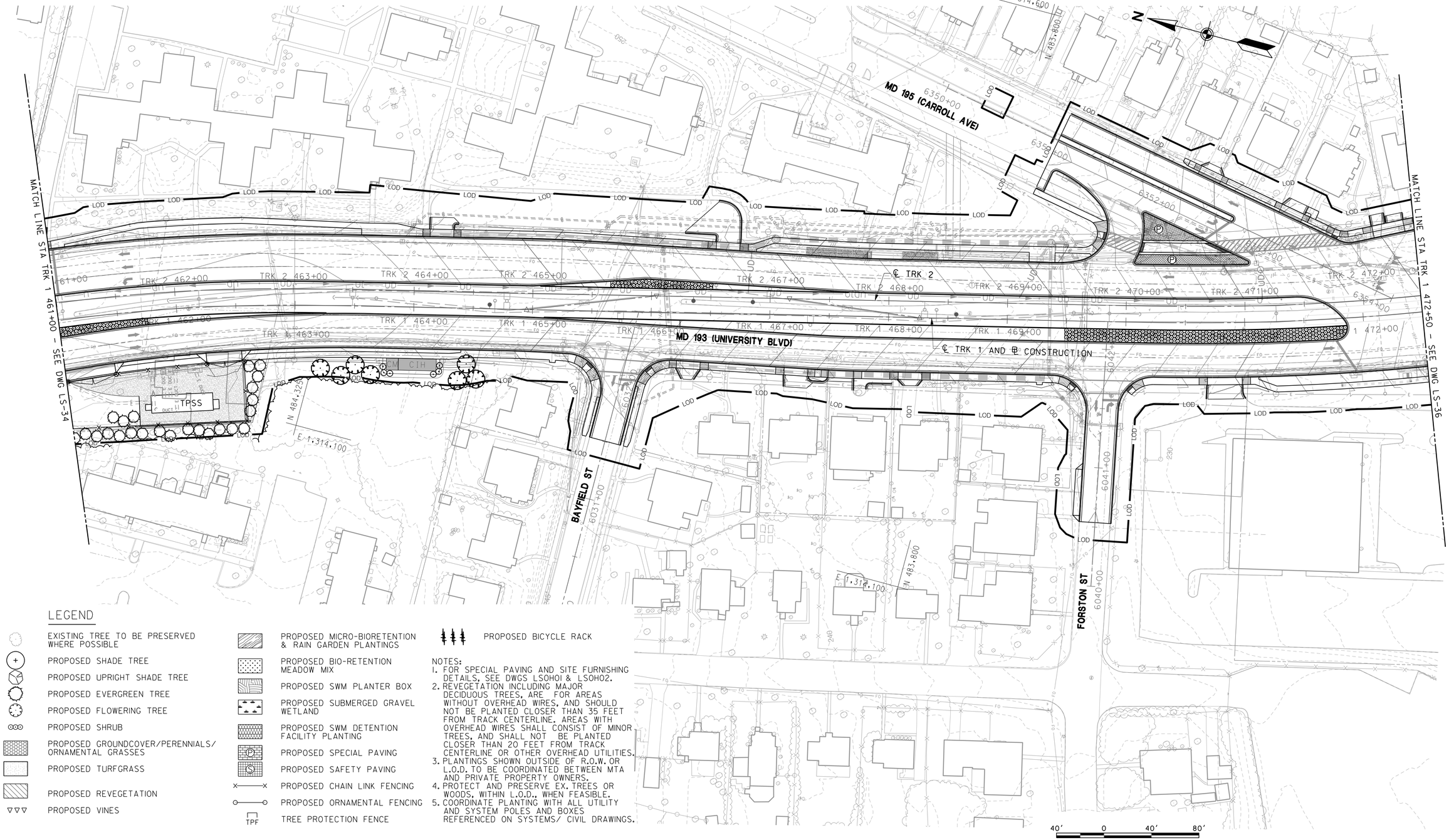
12/13/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
- PROPOSED TURFGRASS
- PROPOSED REVEGETATION
- PROPOSED VINES
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- PROPOSED SAFETY PAVING
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- TPF TREE PROTECTION FENCE
- PROPOSED BICYCLE RACK

NOTES:
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DESGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 461+00 TO STA TRK 1 472+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. LS–35
SHEET NO. 604 OF 691

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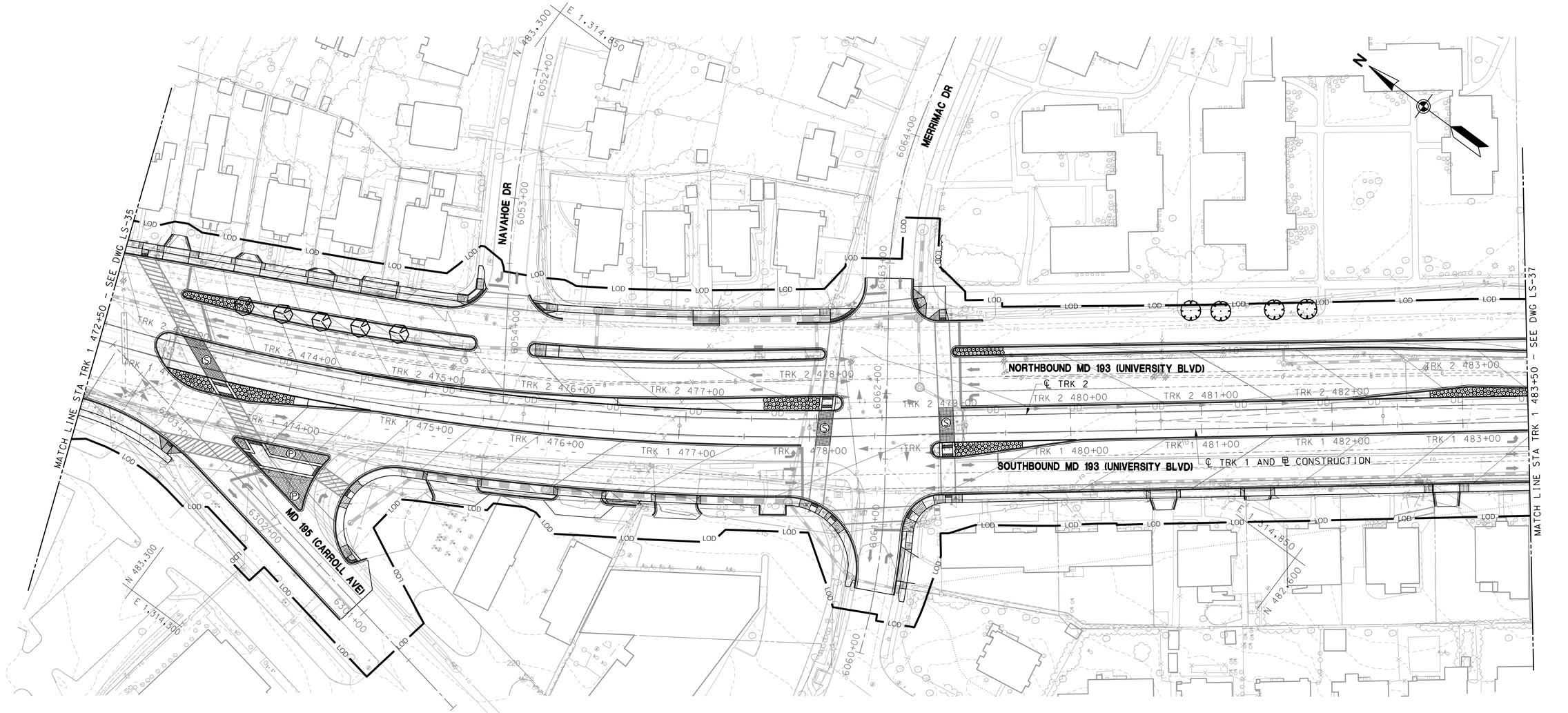
12/12/2013



LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
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- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
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- PROPOSED CHAIN LINK FENCING
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- PROPOSED BICYCLE RACK
- TREE PROTECTION FENCE (TPF)

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40′ 0 40′ 80′
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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 472+50 TO STA TRK 1 483+50
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-36
SHEET NO. 605 OF 691

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12/12/2013

TAKOMA/LANGLEY STATION. FOR DETAILED LANDSCAPE PLAN. SEE DWG LS6A01 OF VOLUME 7

N

LEBANON ST

MD 650 (NEW HAMPSHIRE AVE)

MATCH LINE STA TRK 1 483+50 – SEE DWG LS-36

MATCH LINE STA TRK 1 494+50 – SEE DWG LS-38

NORTHBOUND MD 193 (UNIVERSITY BLVD)

SOUTHBOUND MD 193 (UNIVERSITY BLVD)

℄ TRK 2

℄ TRK 1 AND ℄ CONSTRUCTION

ANNE ST

N 482,250
E 1,315,500

N 481,600
E 1,315,500

N 482,250
E 1,314,950

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE
- PROPOSED UPRIGHT SHADE TREE
- PROPOSED EVERGREEN TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUB
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES
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40′ 0 40′ 80′
SCALE: 1″=40′

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DESIGN LT
DRAWN SC
CHECK TK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 483+50 TO STA TRK 1 494+50
DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-37
SHEET NO. 606 OF 691

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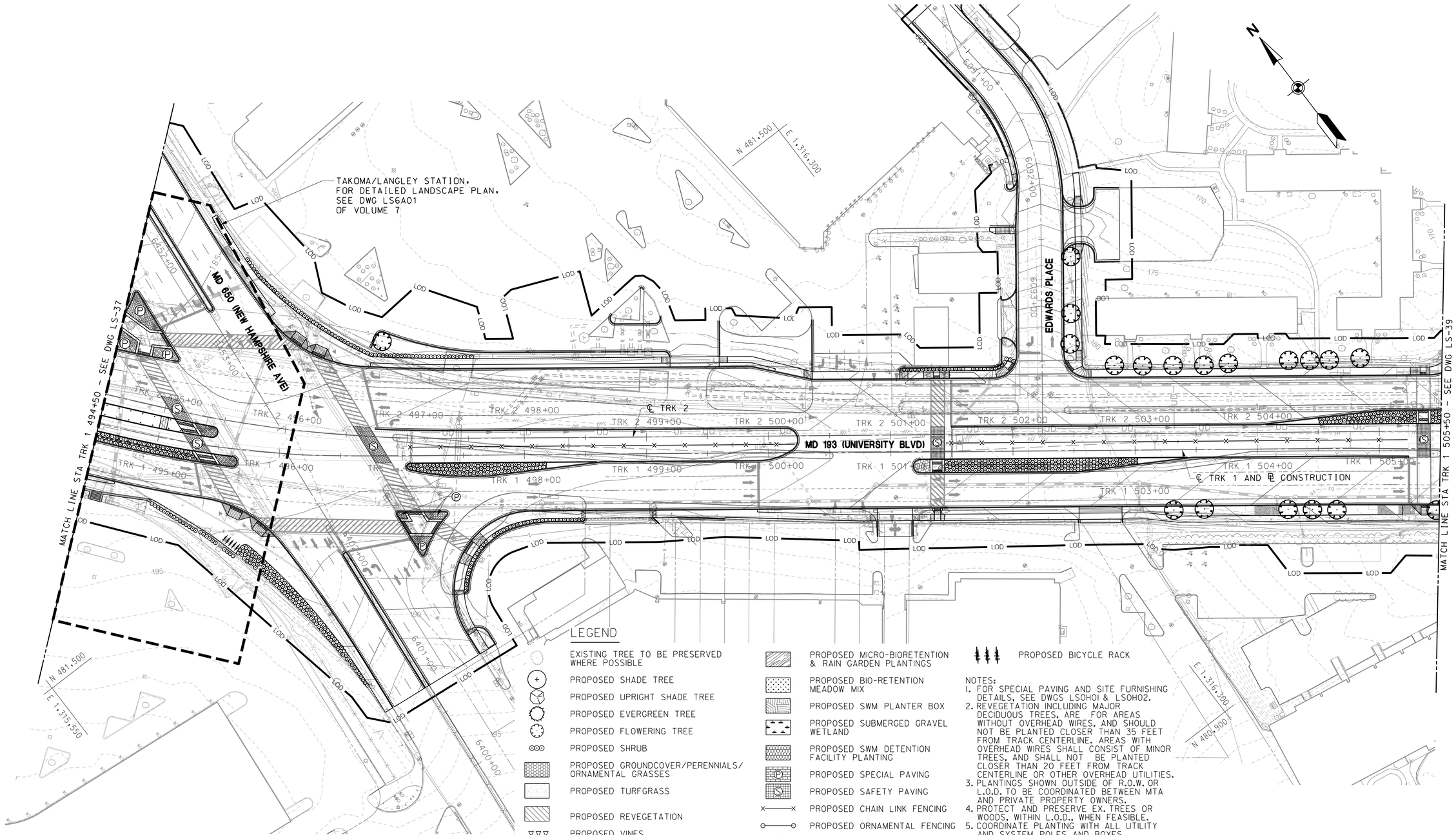
12/16/2013



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming WR&A

P.E.L.A. DESIGN, INC.

PROFESSIONAL CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland

License No. Expiration Date

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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – MD 193 (UNIVERSITY BLVD)
STA TRK 1 494+50 TO STA TRK 1 505+50

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-38
SHEET NO. 607 OF 691

c:\pwworking\mtapw\pelo-steve costello\d0100285\1042pLS6105.dgn
12/12/2013

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOHOI AND LSOHO2.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. TO BE COORDINATED BETWEEN MTA AND PRIVATE PROPERTY OWNERS. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.



40' 0 40' 80'
SCALE: 1"=40'

NO PLANTING THIS SHEET

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

MAHAN RYKIEL ASSOCIATES INC

PROFESSIONAL CERTIFICATION

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DESGN CB/JTT
DRAWN JM/CO
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – JONES MILL ROAD
STA TRK 1 195+00 TO STA TRK 1 207+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-84
SHEET NO. 653 OF 691

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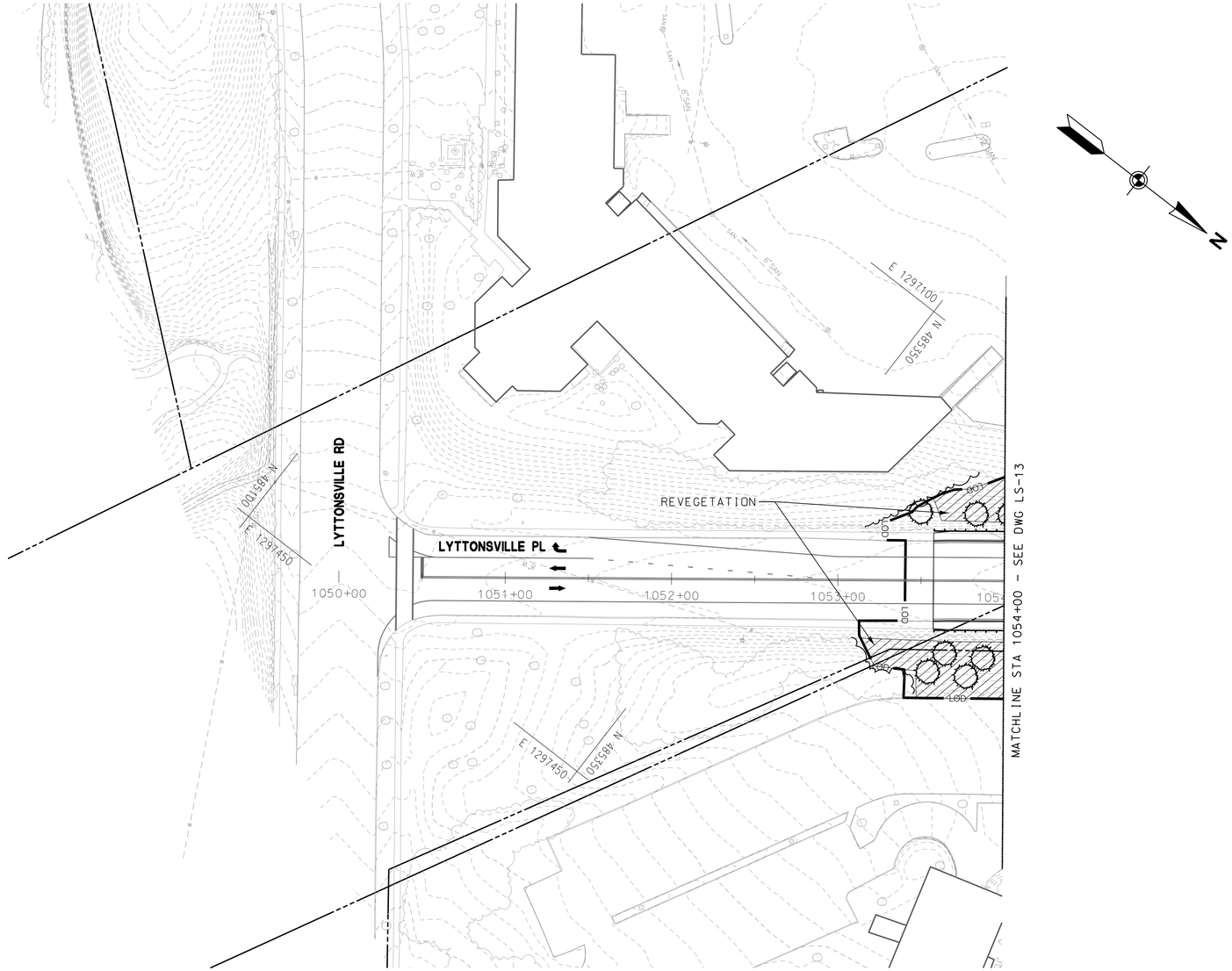
12/18/2013



N

LEGEND

- EXISTING TREE TO BE PRESERVED WHERE POSSIBLE
- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 AND LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. TO BE COORDINATED BETWEEN MTA AND PRIVATE PROPERTY OWNERS. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. REVEGETATION IS FOR AREAS WITHOUT OVERHEAD WIRES AND SHALL NOT BE CLOSER THAN 35 FEET FROM TRACK CENTERLINE. AREAS WITH OVERHEAD WIRES SHALL CONSIST OF MINOR TREES AND SHALL NOT BE PLANTED CLOSER THAN 20' FROM TRACK CENTER LINE, UTILITY POLE, OR OTHER OVERHEAD UTILITIES.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

MAHAN RYKIEL ASSOCIATES INC

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DESGN CB/JTT
DRAWN CO/JM
CHECK TLK
APPR

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – LYTTONSVILLE PLACE
STA 1050+00 TO STA 1054+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-85
SHEET NO. 654 OF 691

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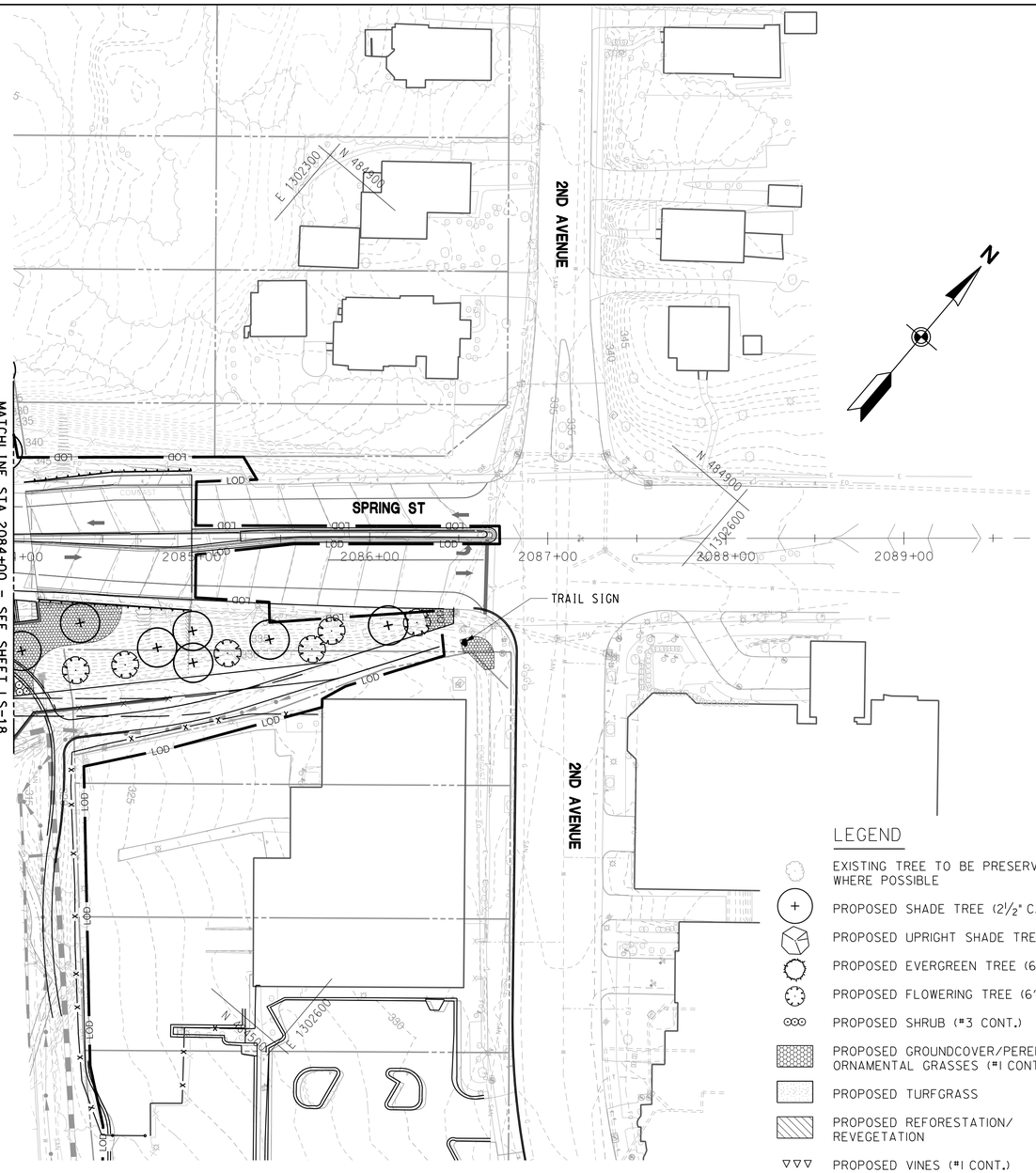
12/18/2013



LEGEND

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- PROPOSED SHADE TREE (2½" CAL.)
- PROPOSED UPRIGHT SHADE TREE (2½" CAL.)
- PROPOSED EVERGREEN TREE (6' HT.)
- PROPOSED FLOWERING TREE (6' HT.)
- PROPOSED SHRUB (#3 CONT.)
- PROPOSED GROUNDCOVER/PERENNIALS/ ORNAMENTAL GRASSES (#1 CONT.)
- PROPOSED TURFGRASS
- PROPOSED REFORESTATION/ REVEGETATION
- PROPOSED VINES (#1 CONT.)
- PROPOSED MICRO-BIORETENTION PLANTINGS
- PROPOSED BIO-RETENTION MEADOW MIX
- PROPOSED SWM PLANTER BOX
- PROPOSED SUBMERGED GRAVEL WETLAND
- PROPOSED SPECIAL PAVING (UNIT PAVERS)
- PROPOSED SAFETY PAVING (UNIT PAVERS)
- PROPOSED CHAIN LINK FENCING
- PROPOSED ORNAMENTAL FENCING (42" HT. STEEL PICKET, SS CABLE NET PANEL - SEE AROG09, OR EQUAL)
- PROPOSED BICYCLE RACK

NOTES:
1. FOR SPECIAL PAVING AND SITE FURNISHING DETAILS, SEE STATION ARCHITECTURE PACKAGE, DRAWINGS LSOH01 & LSOH02.
2. PLANTINGS SHOWN OUTSIDE OF R.O.W. OR L.O.D. ALONG CAPITAL CRESCENT TRAIL PORTION OF CORRIDOR TO BE PROVIDED BY MONTGOMERY COUNTY. PLANTS TO BE FIELD LOCATED.
3. COORDINATE PLANTINGS WITH ALL SWM/DRAINAGE FEATURES AND UTILITY/SYSTEM POLES AND BOXES REFERENCED ON DRAINAGE/SYSTEMS/CIVIL DRAWINGS.
4. DESIGN OF TRAIL SIGNS TO BE COORDINATED WITH MONTGOMERY COUNTY. SELECTION OF BENCHES, FINAL BENCH LOCATIONS, AND MOUNTING DETAILS TO BE COORDINATED WITH COUNTY AND PROPOSED SWM/GRADING.

40' 0 40' 80'
SCALE: 1"=40'

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

MAHAN RYKIEL ASSOCIATES INC

PROFESSIONAL CERTIFICATION
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License No. Expiration Date

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DESIGN	CB/JTT
DRAWN	CO/JM
CHECK	TLK
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – SPRING STREET
STA 2084+00 TO STA 2086+69

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. LS-86
SHEET NO. 655 OF 691

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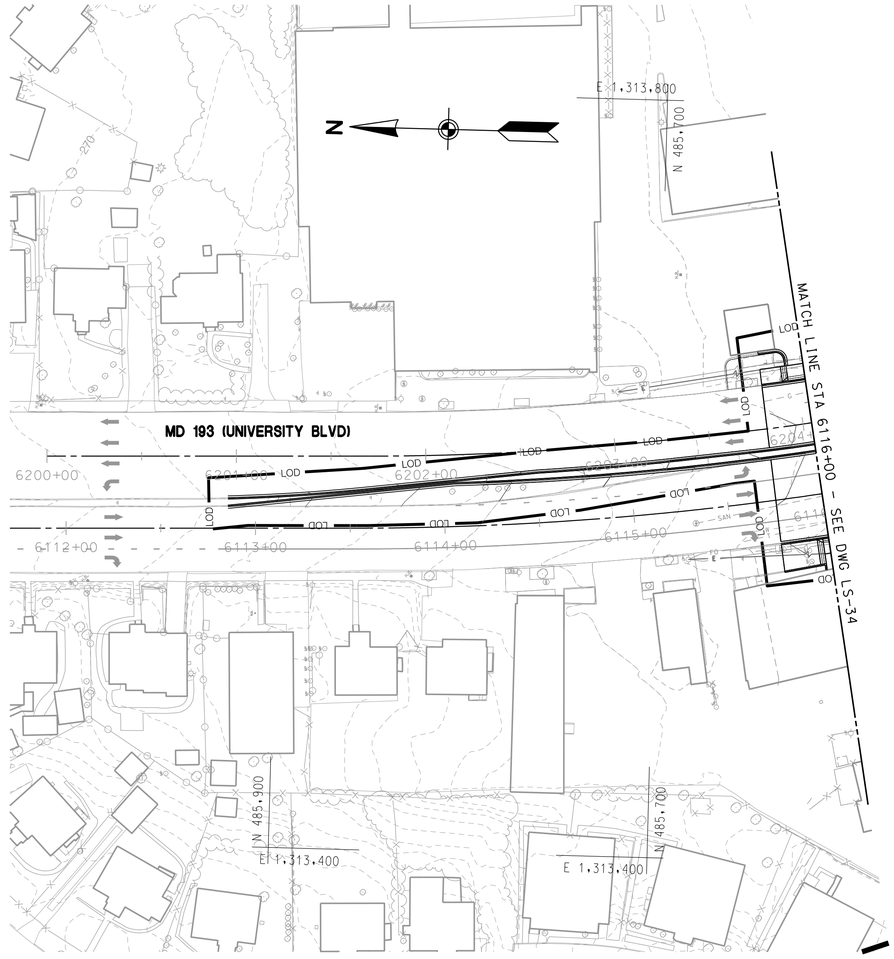
11/26/2013



40′ 0 40′ 80′

SCALE: 1"=40′

NOTE: NO LANDSCAPING IS PROPOSED ON THIS SHEET

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

P.E.L.A. DESIGN, INC.

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DESIGN	LT
DRAWN	SC
CHECK	TK
APPR	

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

LANDSCAPE PLAN – MD 193 (UNIVERSITY BLVD)
STA 6111+70 TO STA 6116+00

DATE: DECEMBER 2013 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220

DRAWING NO. LS–87

SHEET NO. 656 OF 691

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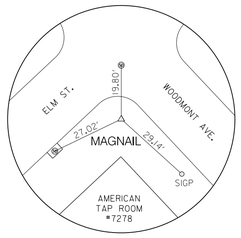
12/12/2013



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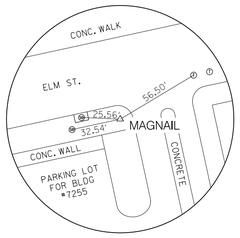

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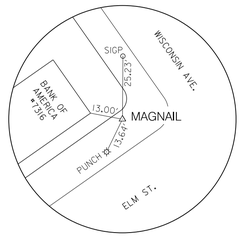

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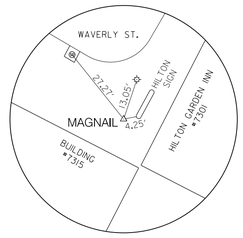

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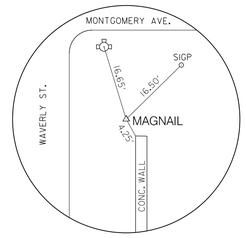

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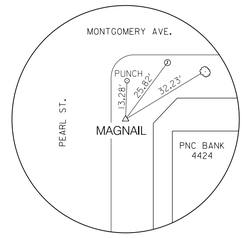

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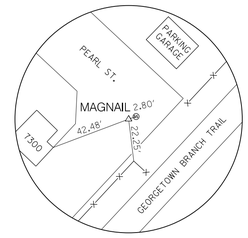

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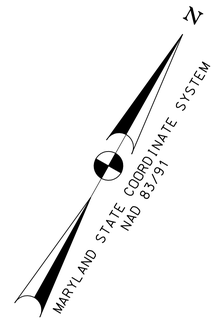

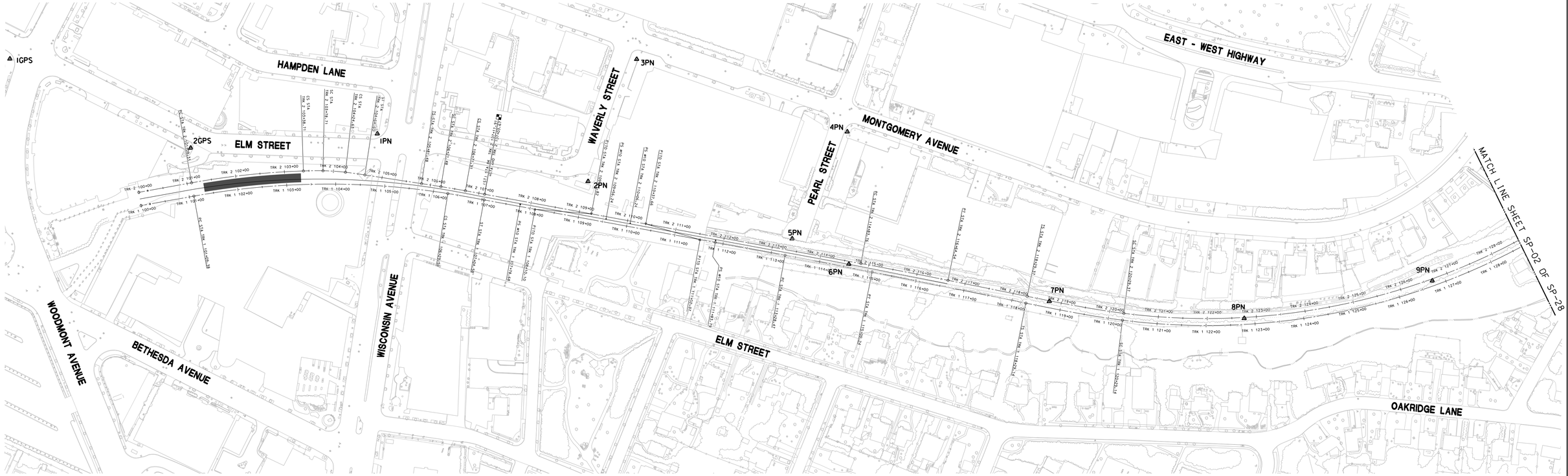

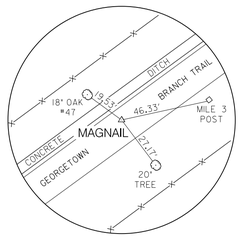

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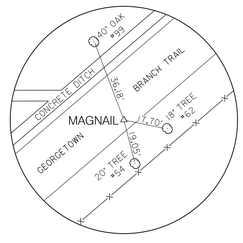

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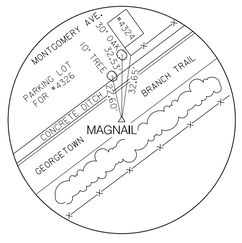

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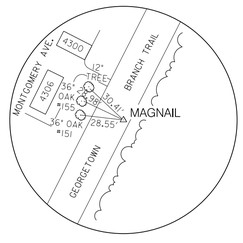

9PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION

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DESN	JH
DRAWN	DJH
CHECK	PBS
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220

DRAWING NO. SP-01

SHEET NO. 664 OF 691

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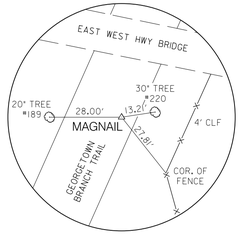
12/12/2013



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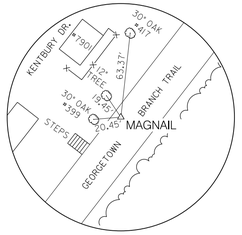

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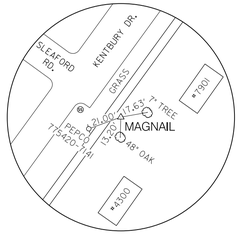
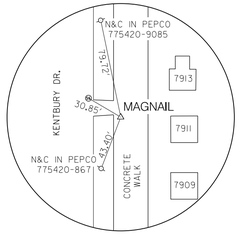


12PN



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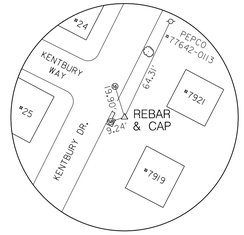
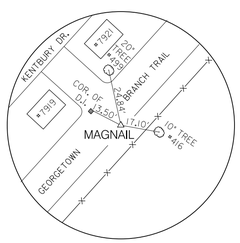


3GPS





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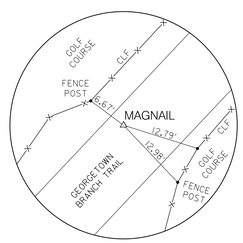

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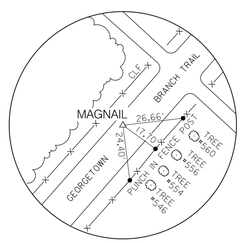

16PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

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DESGN	JH
DRAWN	DJRL
CHECK	PPSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-02
SHEET NO. 665 OF 691

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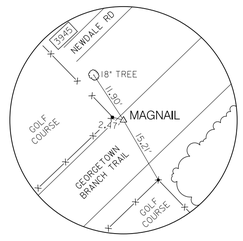
12/12/2013



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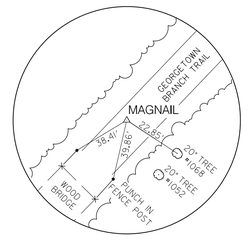

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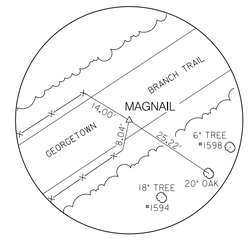

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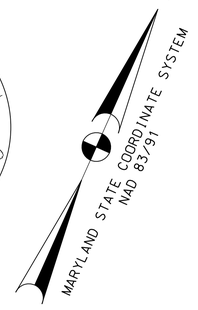

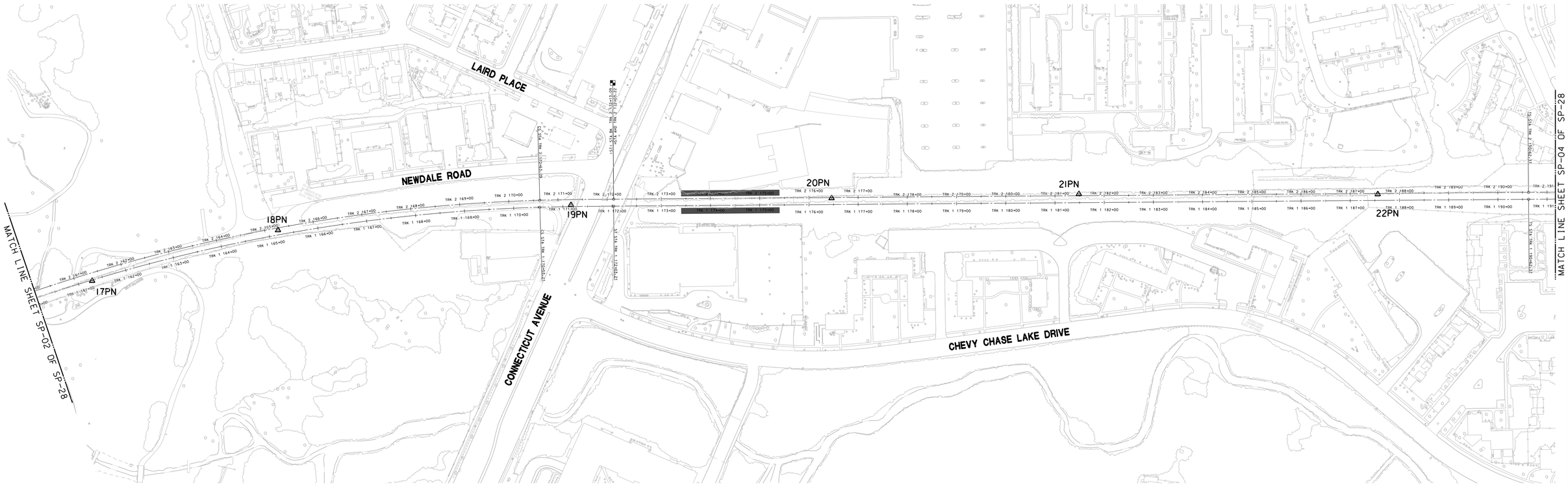

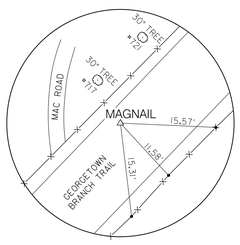

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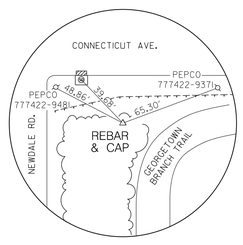

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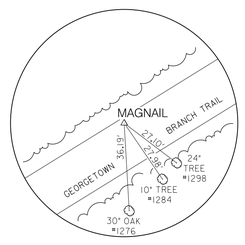

21PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION

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DESGN	JH
DRAWN	DJRL
CHECK	RPSE
APPR	

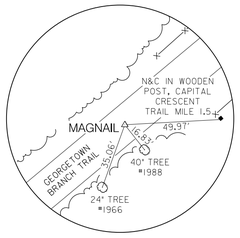
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-03
SHEET NO. 666 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 00-Project Wide\Survey Files\Survey Control Sheets\Sheet Files\1042pSP0103.dgn
12/12/2013



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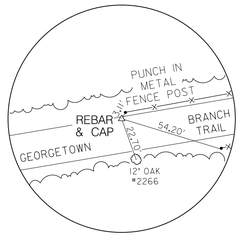

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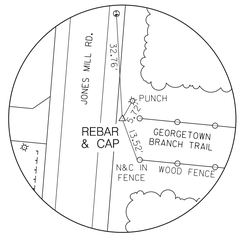

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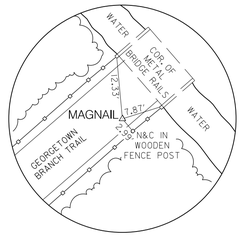

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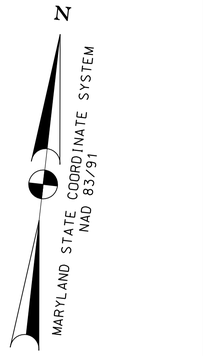



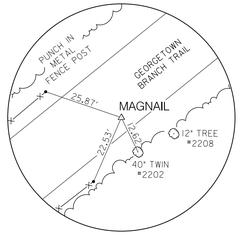

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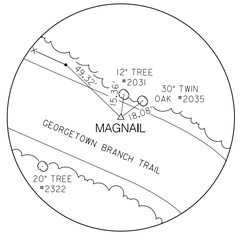

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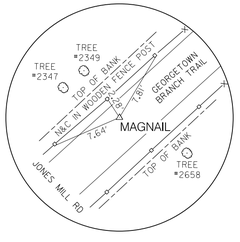

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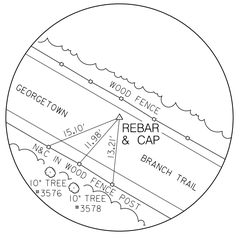

29PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

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DESIGN	JH
DRAWN	DRL
CHECK	PSE
APPR	

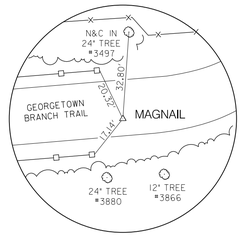
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-04
SHEET NO. 667 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 00-Project Wide\Survey Files\Survey Control Sheets\Sheet Files\1042pSP0104.dgn
12/12/2013



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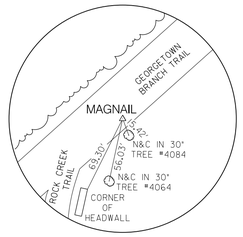

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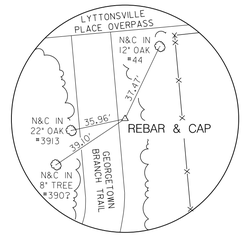

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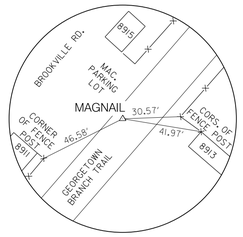

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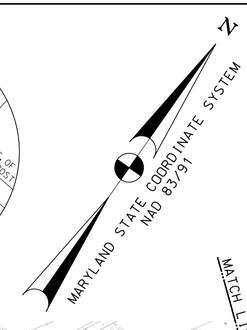

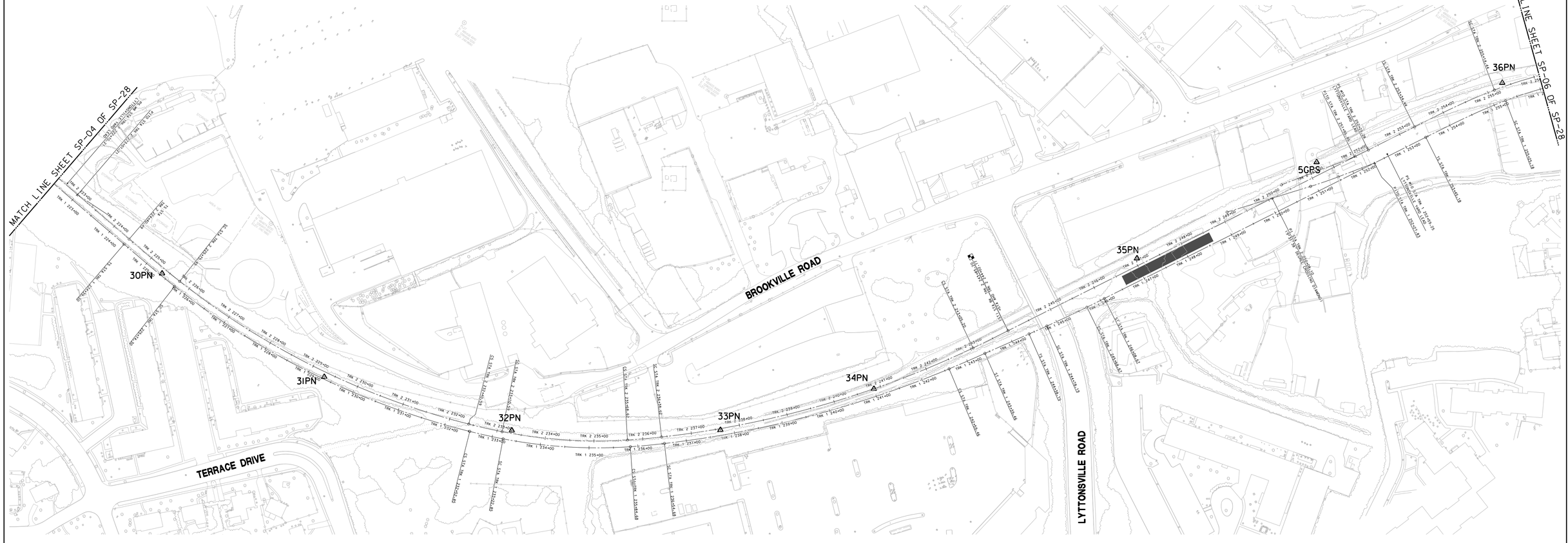

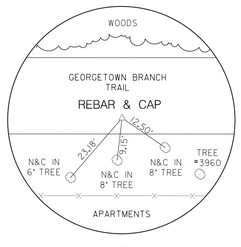

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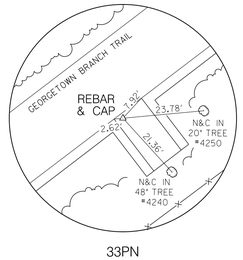

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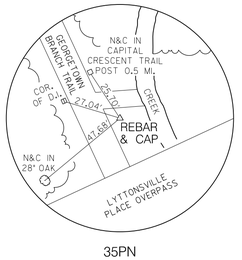

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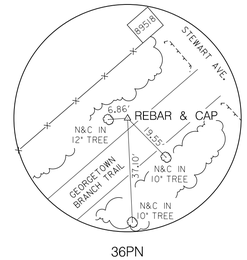

36PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV — STV Incorporated

PROFESSIONAL CERTIFICATION

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DESIGN	JH
DRAWN	DJRL
CHECK	PSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-05
SHEET NO. 668 OF 691

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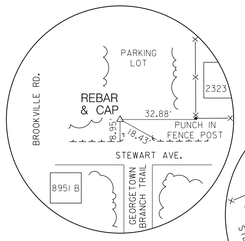
12/12/2013



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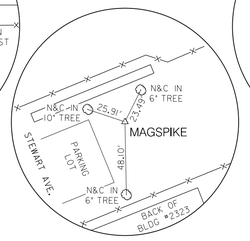

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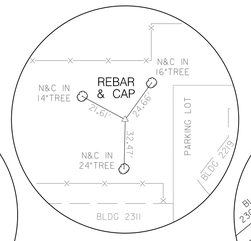

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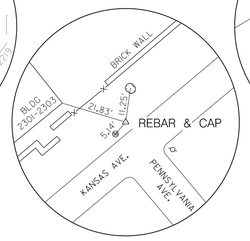

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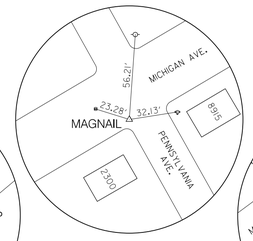

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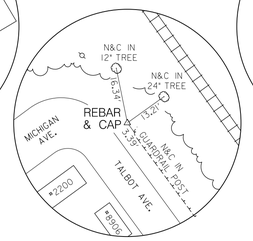

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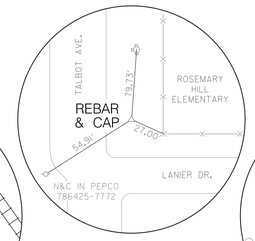

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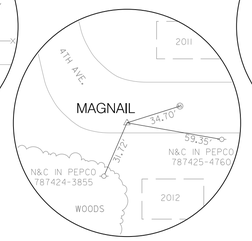

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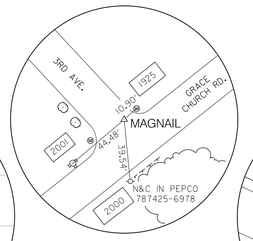

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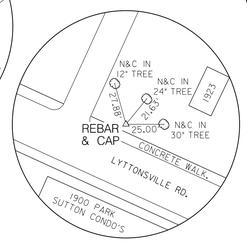

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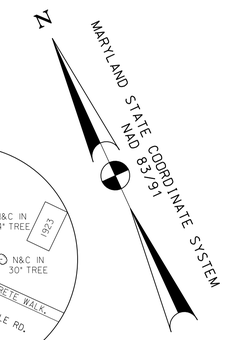



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

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DESIGN	JH
DRAWN	DJRL
CHECK	RSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220

DRAWING NO. SP-06

SHEET NO. 669 OF 691

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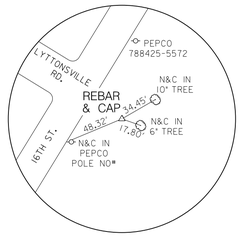

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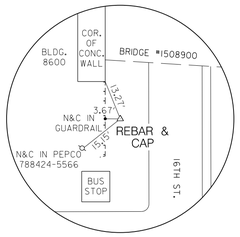

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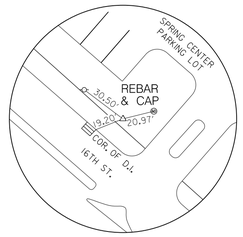

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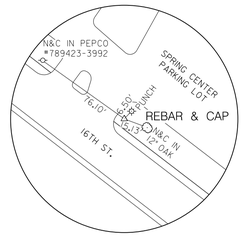

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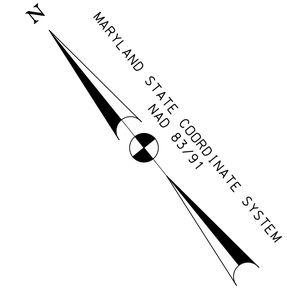

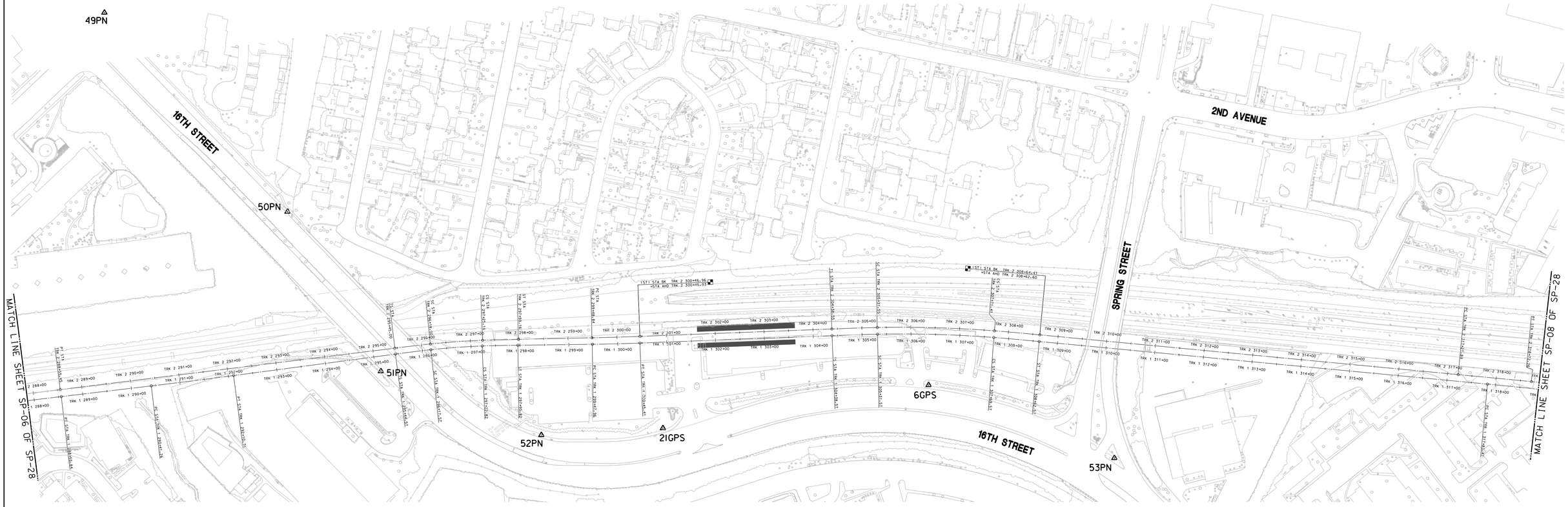

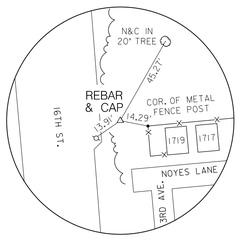

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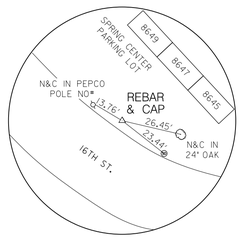

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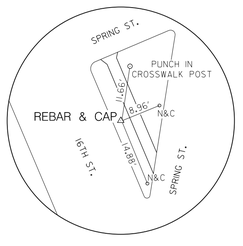

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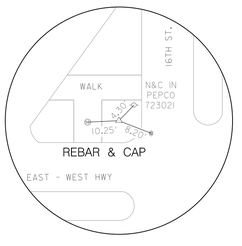

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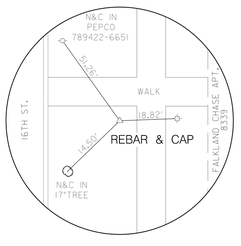

56PN

54PN 55PN

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DESIGN	JH
DRAWN	DRL
CHECK	RSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-07
SHEET NO. 670 OF 691

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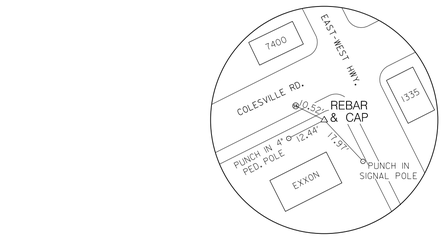
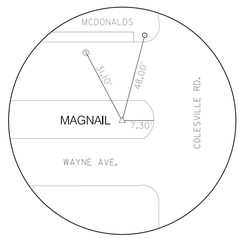
12/12/2013



59PN



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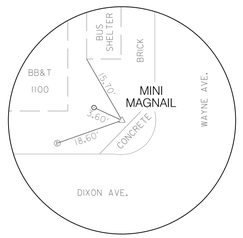

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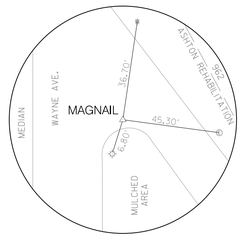

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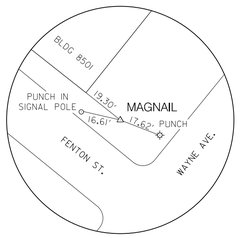

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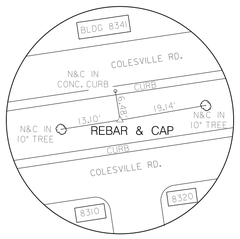

57PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

PROFESSIONAL CERTIFICATION

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DESIGN	JH
DRAWN	DJHL
CHECK	PRSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-08
SHEET NO. 671 OF 691

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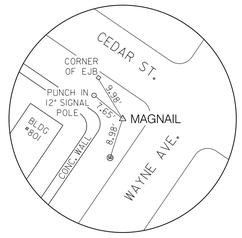
12/12/2013



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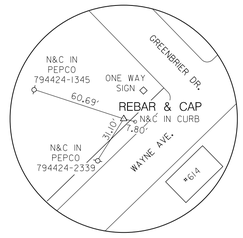

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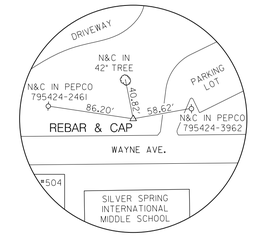

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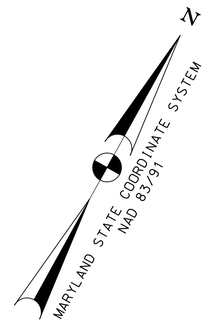

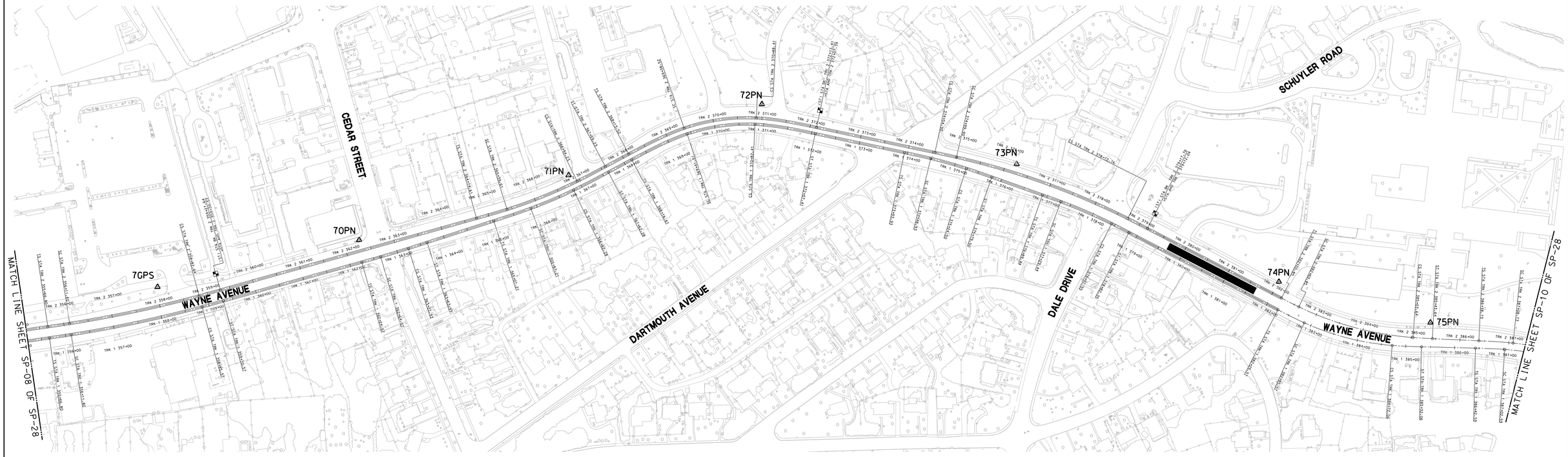

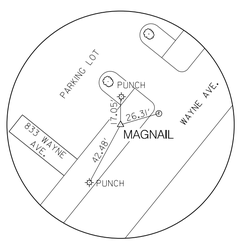

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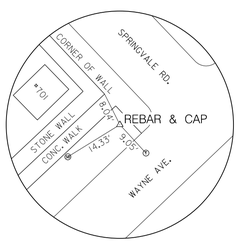

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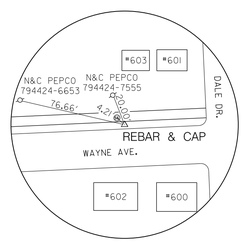

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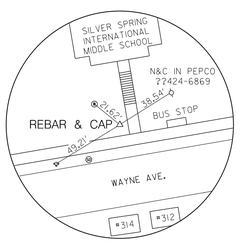

75PN

MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION — MTA Maryland

Gannett Fleming — WR&A

STV Incorporated

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DESGN	JH
DRAWN	DJRL
CHECK	FPSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-09
SHEET NO. 672 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 00-Project Wide\Survey Files\Survey Control Sheets\Sheet Files\1042pSP0109.dgn
12/12/2013

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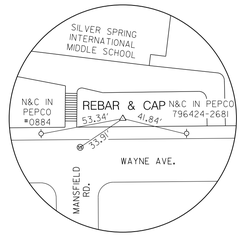
MARYLAND STATE COORDINATE SYSTEM
NAD 83/91



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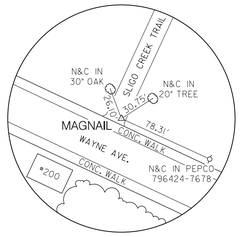

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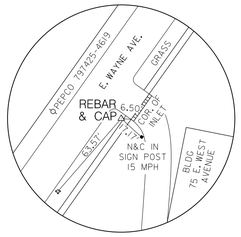

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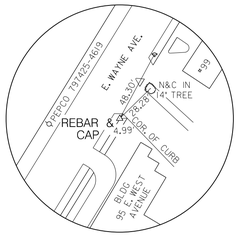

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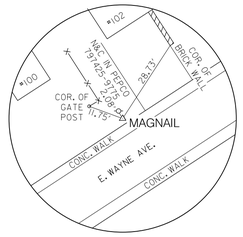

82PN



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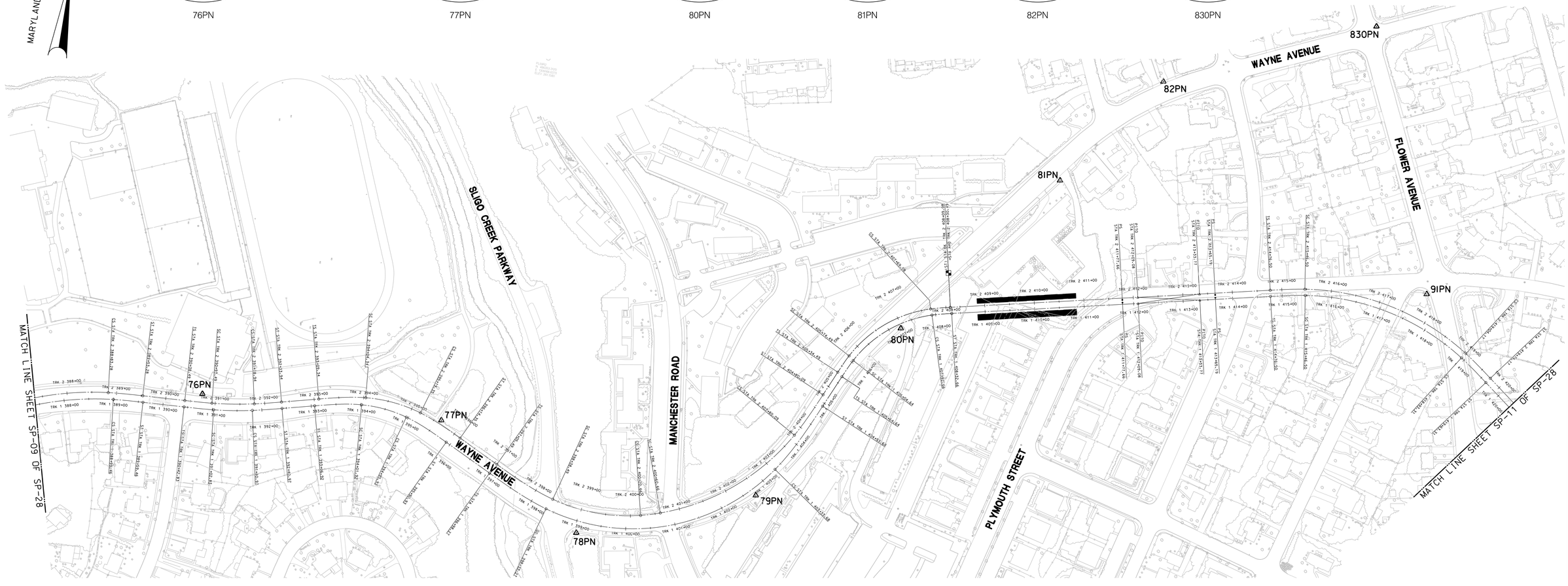

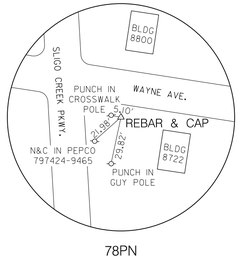

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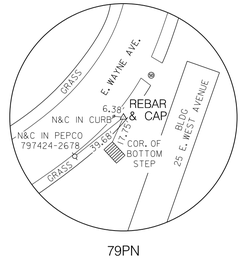

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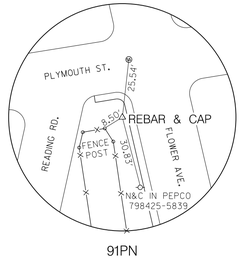

91PN

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland

Gannett Fleming
WR&A

STV
STV Incorporated

PROFESSIONAL CERTIFICATION
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License No. Expiration Date

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DESIGN	JH
DRAWN	DJRL
CHECK	RPSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-10
SHEET NO. 673 OF 691

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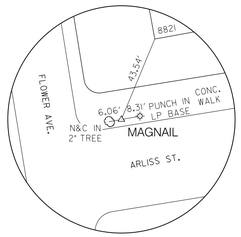
12/12/2013



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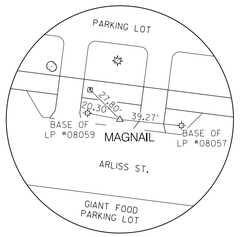

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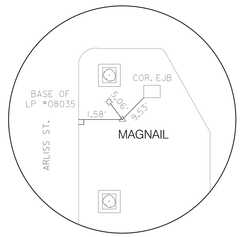

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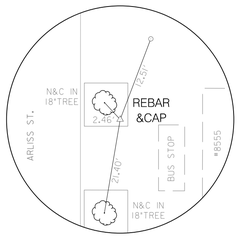

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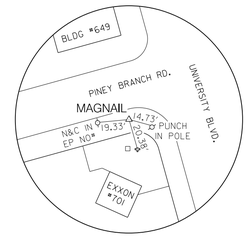

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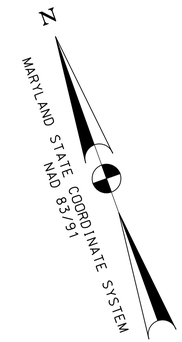

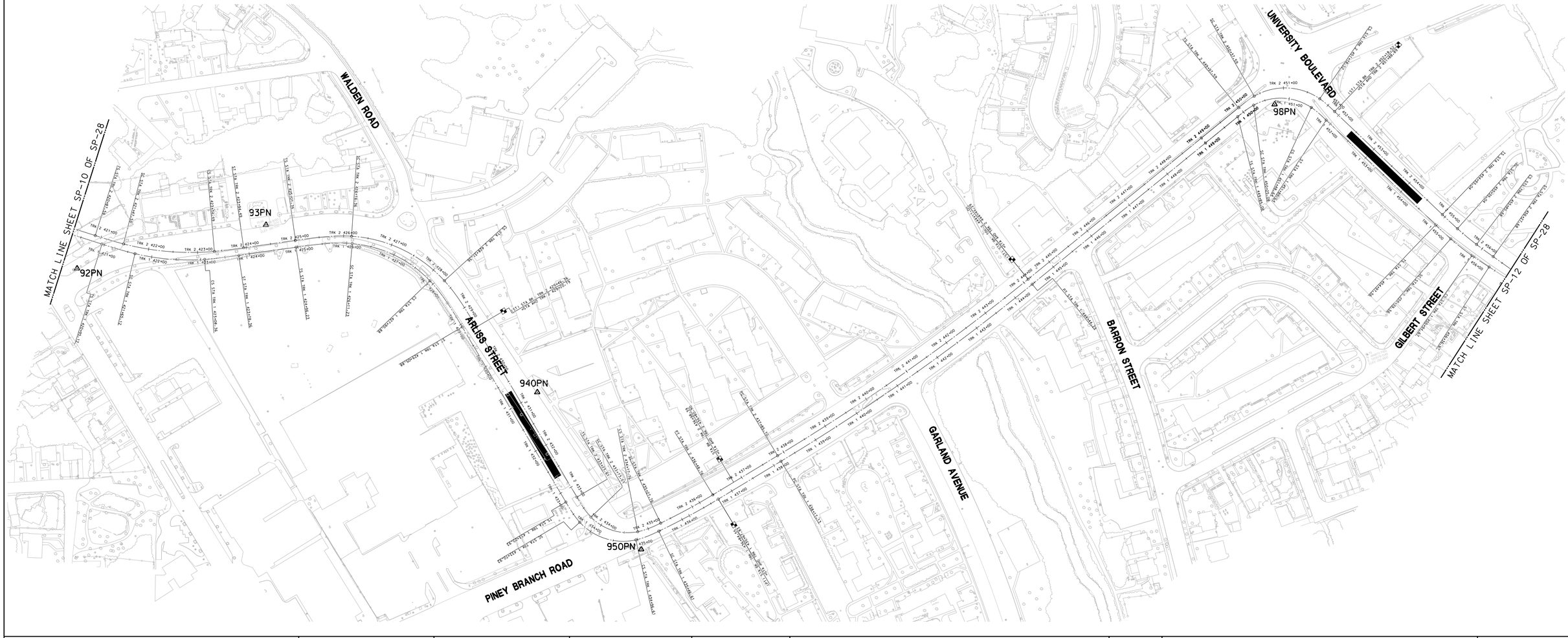

MARYLAND DEPARTMENT OF TRANSPORTATION

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Gannett Fleming — WR&A

STV — STV Incorporated

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DESIGN	JH
DRAWN	DJRL
CHECK	PSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-11
SHEET NO. 674 OF 691

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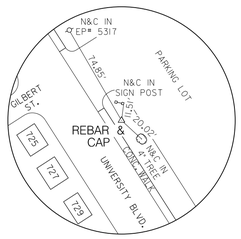
12/12/2013



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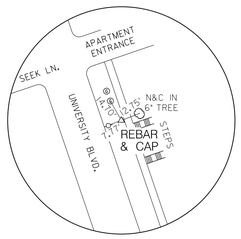

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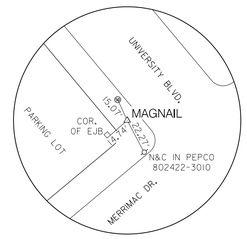

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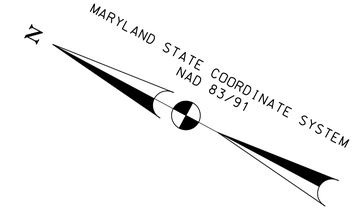

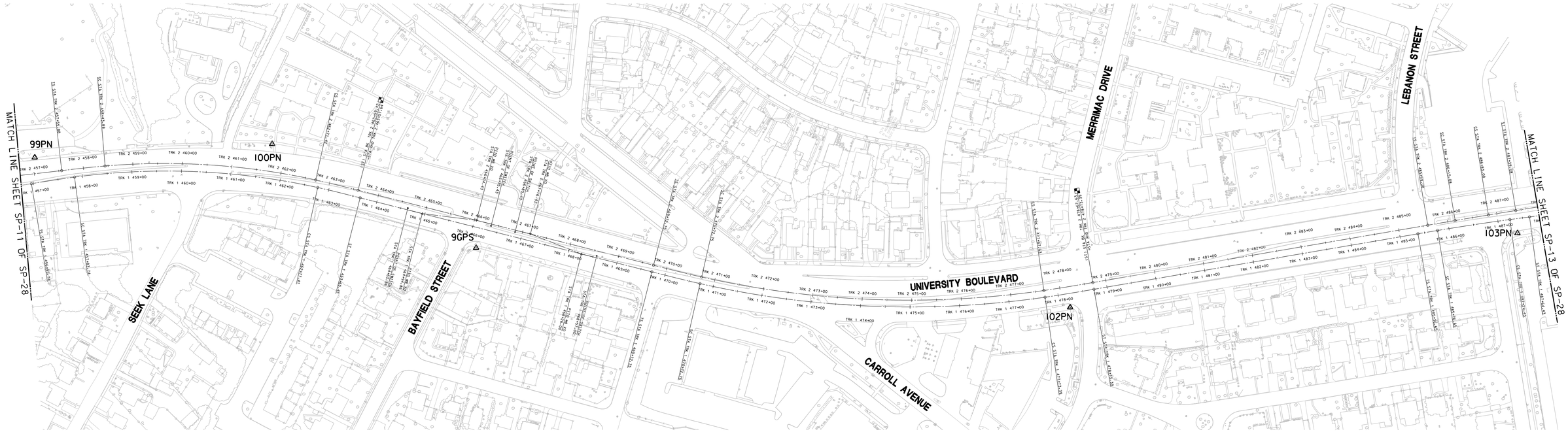

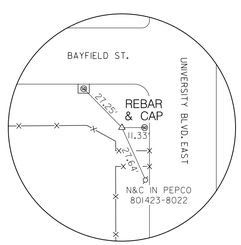

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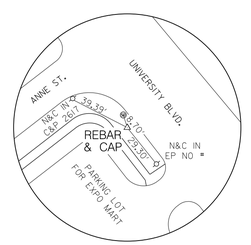

103PN

MARYLAND DEPARTMENT OF TRANSPORTATION

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DESIGN	JH
DRAWN	DJH
CHECK	PSE
APPR	

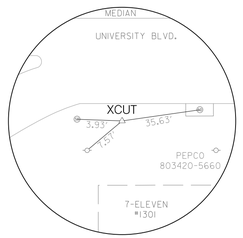
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-12
SHEET NO. 675 OF 691

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 00-Project Wide\Survey Files\Survey Control Sheets\Sheet Files\1042pSP0112.dgn
12/12/2013



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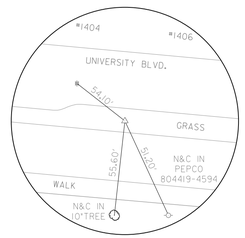

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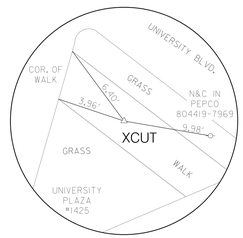

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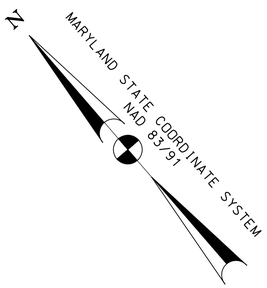

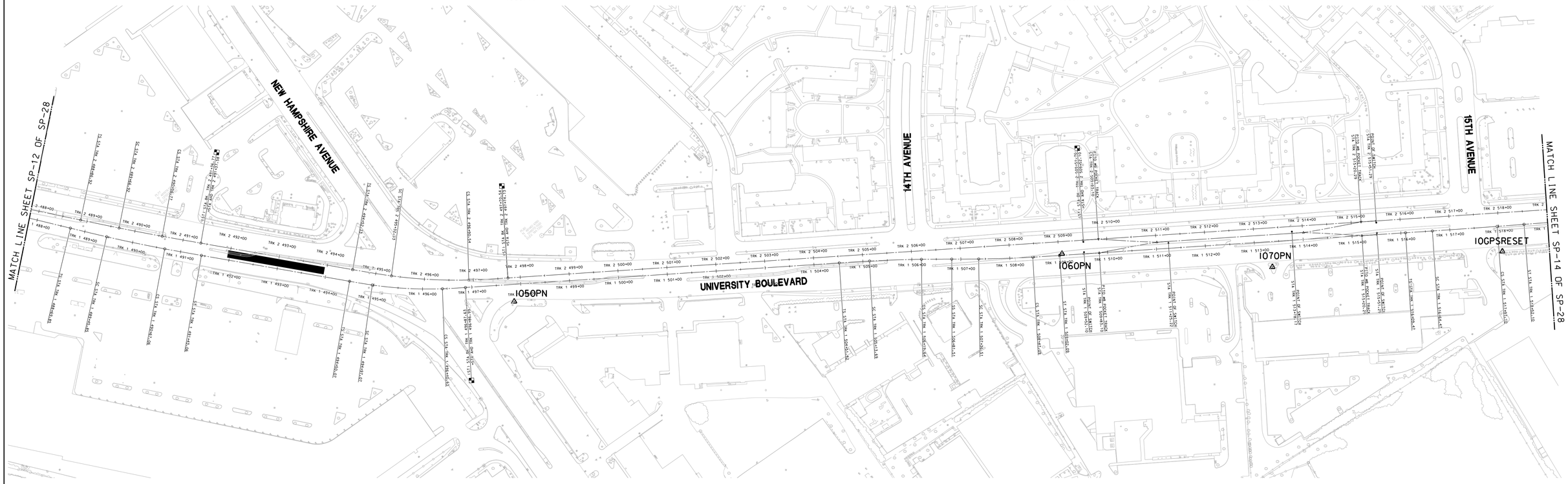

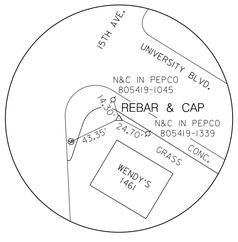

10GPSRESET

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DESGN	JH
DRAWN	DRL
CHECK	PSE
APPR	

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DATE: DECEMBER 2013 SCALE: 1" = 100'

CONTRACT NO. T-1042-0220
DRAWING NO. SP-13
SHEET NO. 676 OF 691

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12/12/2013