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.
The contractor shall perform all work in a manner that will preserve the safety of the general public, property owners, and employees of the contractor, etc.

Any damage to existing curbing adjacent to new paving shall be repaired as required in time as the contractor's expense.

Unless otherwise noted, all saw cutting shall be full depth.

Prior to performing excavation or grading at any location, contact "New Utility" - 800-929-7777 at least 96 hours in advance of the proposed work.

The contractor shall note the historic nature of the surrounding community. The contractor shall make every effort to preserve historic objects from construction activity on site.

A copy of the contractor's site specific project safety plan shall be submitted to the office of safety and risk management for review and comment. A copy shall be returned to the contractor's site and sites under the control of the contractor.

Any reliance upon any of these plans is made with understanding of its draft status.
<table>
<thead>
<tr>
<th>ABBREVIATIONS</th>
<th>SYMBOLS</th>
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<tr>
<td>MARYLAND DEPARTMENT OF TRANSPORTATION</td>
<td>&lt;br&gt;PRELIMINARY ENGINEERING &lt;br&gt;PURPLE LINE LIGHT RAIL &lt;br&gt;DRAFT. Information shown is based on 30 percent &lt;br&gt;preliminary engineering plans and may be subject to &lt;br&gt;further revision pending refinements to the plans during &lt;br&gt;the completion of the design phase. Any reliance upon &lt;br&gt;any of these plans is made with full understanding of &lt;br&gt;its draft status.</td>
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**GENERAL NOTES:**

1. The contractor & fabricator are responsible for the site safety and must comply with all safety & health requirements.

2. All work shall be performed as detailed on the plans & specifications. Subject to the terms & conditions set forth in the instructions to bidders & contract documents.

3. All work shall be performed in accordance with International Building Code (IBC-2006).

4. All plans shall conform American Welding Society Structural Welding Code AWS D1 & D1-4, latest edition. Electrodes shall be E70XX.

**STRENGTHS:**

1. Size of the bolt holes shall be 1/16" larger than bolt diameter, unless otherwise noted.

2. All dimensions, details & elevations of existing items shall be verified by the contractor in the field prior to the fabrication of Category structures & other associated equipment.

3. The contractor shall verify the location, offset, elevation & foundation types including anchor bolt patterns prior to final fabrication & installation of poles & guys, nuts & anchors.

4. Poles shall be raked and/or adjusted to compensate against static loads deflection such that the static position the pole is plumb or up to 1 degree against the direction of the static loads.

**CATENARY:**

1. The assemblies & components in the design drawings package are intended to be service proven hardware. The detail design of the assemblies shall be the responsibility of the contractor & shall be reviewed & approved by the engineer. All overhead contact system assemblies shall clear the pantograph dynamic envelope.

2. All proposed material, assemblies & components are subject to the approval of the engineer.

3. Overhead contact wire height are referenced to the top of low rail level of the track at each support location.

4. Installation of the overhead contact system shall be in accordance with the requirements of the specifications & applicable local codes.

5. The set out dimensions of contact post & turn out anchor are measured from the centerline of track to the centerline of pole at track level & must be verified prior to the fabrication of any contact assemblies.

6. General arrangement drawings are provided for guidance. Specific pole locations & wire heights are shown on the RCS layout drawings.

7. Directions of travel is referenced from the centerline of track, looking towards the support in the direction of increasing stationing.

**GROUND GRID:**

1. The traction power substations ground grid designs shall be submitted to MTA for review & comment.
1. **COMMUNICATIONS INFORMATION BACKBONE (CIB) NOTES:**
   - **All WAYSIDE FACILITIES, STATIONS** required connectivity for Ethernet switch at all stations, platforms, TPSS, Communications Control area for CIB and all services.
   - **Yard Tower and Shop** has separate connectivity to tower.

2. **MESS AND WATS NOTES:**
   - **All Fiber Cable Connected to Stations and TPSS** and signal connectivity of cabinets (CIH) co-located near a TPSS.
   - **Local CCTV in Yards and Shops** to Security Office.
   - **NVR for CCTV at OCC**.

3. **AMPLIFIERS NOTES:**
   - **UPS and Battery for all Communication Systems** at Communication Room in OCC and BoCC.
   - **Radio Base Station and System** to be located in OCC, BoCC.

4. **CCTV SYSTEM NOTES:**
   - **Camera on Light Poles.**
   - **CCTV Video Analytics** shall be provided.
   - **CCTV System & Software** located at Security Center, OCC.

5. **PASSENGER INFORMATION SYSTEMS - PA-VMS NOTES:**
   - **PA Speakers per Preliminary Design for Stations Platforms included.**
   - **UPS and Battery for all Communication Systems** at Communication Room in OCC and BoCC.

6. **ENGINEER UNDER THE LAWS OF MARYLAND:**
   - A duly licensed Professional Engineer under the laws of Maryland.
   - Approved by me, and I hereby certify that these drawings are true and complete representations of the plans and specifications for the project.
INTRUSION AND ACCESS CONTROL SYSTEM NOTES:

1. Connectivity of all devices.
2. Final security device locations, type & quantity to be determined based on threat & vulnerability analysis.
3. IAC control unit at each station for access & alarm reporting as required.
4. IAC control unit at each yard & shop for access & alarm reporting and connectivity to devices.
5. Local alarm device on communication cabinets in stations.
6. IAC control unit at each yard, signal cell for access & alarm reporting as required.
7. Connectivity to both platforms required for side platform stations for IAC system control by MTC.

WAYSIDE EMERGENCY TELEPHONE SYSTEM NOTES:

1. Emergency tripod station – BSL at all elevated and underground stations and portals to tunnels and at CVTs.
2. BSLs as per MTA 150 for all tunnel sections.
3. Direct connection to OCC.
4. Final safety/fire/life safety device locations to be determined based on final preliminary hazard analysis.

STATION EMERGENCY TELEPHONE SYSTEM NOTES:

1. Sets - Emergency call box located on all platforms.
2. Direct connection to OCC.
3. Final safety/fire/life safety device locations to be determined based on final preliminary hazard analysis.

VOIP TELEPHONE SYSTEM NOTES:

1. VoIP telephones will be provided at MTA WM, TPSS, CIH.
2. VoIP telephones in yards and shops offices and cubicles.

YARD AND SHOP OTHER SYSTEMS NOTES:

1. Yard and shop telephone/data jack - Cat 6e-4 for all rooms except Personnel, locker room and closets.
2. Yard and shop workstations included.
3. CMAS will be provided in yards and shops.
4. Switch heater in yard - SCADA connectivity.
5. Main yard control system signals wire.
6. Some areas in yard require electromagnetic free surface and power strips.
7. Office equipment yard control, maintenance shops, system administration.
8. Yard and shop voice control area connection to OCC - sealed emergency release button - bypass OCC and yard voice.

FIRE ALARM SYSTEM NOTES:

1. Fire protection - special hazards by others.
2. Fire alarm in yard and shop, TPSS, CIH, and complex stations.
3. Fire command at OCC, ROCO - separate system receiving all other FACP's from yards, shops, stations, TPSS, CIH.
4. Fire alarm to CCTV, PA and SCADA interface at stations.
5. Fire alarm to CCTV, PA interface in yards and shops.
6. Fire alarm panel located at ground floor level for fire command and emergency responses.
7. Final safety/fire/life safety device locations to be determined based on final preliminary hazard analysis.

UNINTERRUPTIBLE POWER SUPPLY NOTES:

1. The OCC and ROCO shall have a UPS for all equipment in all communication room and control center.
2. A UPS shall be installed in each communication cabinet, panels, etc., in and around the UPS will be for communication equipment at each site.
3. System block diagram shows only the UPS and NOT physical connectivity.
4. UPS sized to support all communication equipment and connector to networks for monitoring.

Yard and shop other systems notes:

1. Yard & shop telephone/data jack - Cat 6e-4 for all rooms except Personnel, locker room and closets.
2. Yard & shop workstations included.
3. CMAS will be provided in yards and shops.
4. Switch heater in yard - SCADA connectivity.
5. Main yard control system signals wire.
6. Some areas in yard require electromagnetic free surface and power strips.
7. Office equipment yard control, maintenance shops, system administration.
8. Yard and shop voice control area connection to OCC - sealed emergency release button - bypass OCC and yard voice.
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**MARYLAND DEPARTMENT OF TRANSPORTATION**

**MARYLAND TRANSIT ADMINISTRATION**

**Gannett Fleming & WRLA**

**JACOBS**

**PRELIMINARY ENGINEERING**

**PURPLE LINE LIGHT RAIL**

**CONTRACT NO.** I-1042-0220

**PROPOSAL NO.** 0009

**DRAWING NO.** 474

**DATE:** DECEMBER 2013

**SCALE:** 1/6" = 1'-0"

**NOTES:**

- The 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.

- **NO RELIANCE:**
  - The State of Maryland has no obligation to the design engineer or any other person or entity relying upon the preliminary engineering plans.
  - Any reliance upon these plans is made with full understanding of its draft status.

- **DRAFT:**
  - The 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.

- **FURTHER REVISION:**
  - 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:**
  - 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 Phase:**
  - Design phase 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.
NOTE:
1. ALL STATIONS ARE REFERENCED TO THE EASTBOUND CENTERLINE.

**LEGEND**
- = SECTION INSULATOR
- = OVERLAP (INSULATED)
- = OVERLAP (UN-INSULATED)
- = SECTIONALIZING
- = MANUALLY OPERATED SWITCH (N.O.)
- = MOTOR OPERATED SWITCH (N.O.)
- = INTERLOCKED POS./NEG. SWITCH
- = CIRCUIT BREAKER
- = TROLLEY DOOR BREAK

**SCALE:**
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**DATE:**
DECEMBER 2013

**DRAWN:**
JHM

**INCHES**

**CONTRACT NO.:**
OC-0009

**SHEET NO.:**
3 OF 3
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
CATEenary LAYOUT PLAN 5
STA. EB 147+00 TO STA. EB 159+00
SCALE AS SHOWN
DATE: DECEMBER 2013

DRAFT. Information shown is based on 30 percent
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PROFESSIONAL CERTIFICATION

The undersigned certify that these

preliminary engineering plans and any of
these plans are subject to further revision pending

refinements during the completion of the design

phase. Any reliance upon any of these plans is

made with full understanding of its draft status.

MISC. ASSEMBLIES
MISC. ASSEMBLIES AND FEEDERS 1
MISC. ASSEMBLIES AND FEEDERS 2
JUMPERS
HANGERS
SUPPORT REGISTRATION REFERENCE
DOWN GUY ASSEMBLY
IN-SPAN ASSEMBLIES
TERMINATION HEIGHT
FOUNDATION REFERENCE
POLE REFERENCE
STAGGER
MESSENGER WIRE HEIGHT
TROLLEY WIRE HEIGHT
FACE OF POLE TO CENTERLINE TRK
STATIONING
STRUCTURE NO.

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

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its draft status.

DECEMBER 2013

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
CATENARY LAYOUT PLAN 24
STA. EB 364+00 TO STA. EB 379+00
SHEET AS SHOWN
SCALE: 1" = 40'
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.
NOTES

1. SEE GENERAL NOTES GN-9004 AND GN-9007 FOR ADDITIONAL REQUIREMENTS.
2. FOR SYMBOLS AND ABBREVIATIONS, SEE DRAWING GN-9012.

TYPICAL STATION (CENTER PLATFORM)

LOCAL ELECTRICAL CONDUIT
LOCAL PA CONDUIT
LOCAL COMMUNICATION CONDUIT

SYSTEM WIDE DUCTBANK
Notes:

1. See General Notes GN-0009 and GN-0107 for Additional Requirements.
2. For Symbols and Abbreviations: See Drawing GN-9012.

Typical Station (Side Platform)

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.
NOTES:
1. All manhole access points are to be equipped with intrusion detection.
2. See general notes on header and on-foot for additional requirements.
3. For symbols and abbreviations, see drawing GN-9012.

18" 4" conduit duct bank, see systems duct bank layout for details

MANHOLE RISER: Exact height to surface access, too, dependent on manhole depth

MANHOLE ACCESS POINTS EQUIPPED WITH INTRUSION DETECTION

(E) 4" conduit duct bank, see systems duct bank layout for details

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(E) 4" conduit duct bank, see systems duct bank layout for details

(E) 4" conduit duct bank, see systems duct bank layout for details
NOTES

1. Local cables for signal system & gated crossings are not shown.
2. For ductbank details see drawing TP-0020, TP-0024 and CM-1005.
3. For manhole details see drawing TP-0022, TP-0024 and CM-1000.
4. See civil drawing CV0502 for civil layout.
5. See civil drawing CV0002 for substations layout.
6. For conduit locations within the interlocking see drawing CM-1135.

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NOTES
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

LEGEND
- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.8KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
GANNETT FLEMING WR&L
JACOBS

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PROFESSIONAL CERTIFICATION

In accordance with the rules of the State of Maryland, I hereby certify that these plans and specifications were prepared in accordance with the rules and regulations of the Maryland State Board of Professional Engineers.:

[Signature]

Date: December 2013

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
NOTES:
1. Local cables for Signal system & gated crossings are not shown.
2. For ductbank details see drawing TP-0020, TP-0021 and CM-1005.
3. For manhole details see drawing TP-0022, TP-0024 and CM-1020.

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
NOTES:
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWINGS TP-0020, TP-0021 AND CM-1105.
3. FOR MANHOLE DETAILS SEE DRAWINGS TP-0022, TP-0024 AND CM-1106.

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWINGS TP-0020, TP-0021 AND CM-1105.
3. FOR MANHOLE DETAILS SEE DRAWINGS TP-0022, TP-0024 AND CM-1106.
NOTES
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV1W12 FOR SUBSTATION LAYOUT.
LEGEND
- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.8 KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES
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2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
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MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
DUCTBANK LAYOUT PLAN
STA. EB 195 + 00 TO STA. EB 207 + 00
DATE: DECEMBER 2013
SCALe: AS SHOWN
SHEET NO.: 1
DRAWING NO.: CM-1109
COMM. NO.: 1-1042-0220
LEGEND

- SYSTEM WIDE DUCTBANK
  - MANHOLE
  - 13.2kV DC MANHOLE
  - POSITIVE FEEDER MANHOLE
  - NEGATIVE FEEDER MANHOLE
  - COMMUNICATION MANHOLE

NOTE:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

MARYLAND DEPARTMENT OF TRANSPORTATION

LICENSE No.: P000000
Expiration Date: December 2013

MARYLAND DEPARTMENT OF TRANSPORTATION

LICENSE No.: P000000
Expiration Date: December 2013

PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA EB 207+00 TO STA EB 219+00

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SCALE: 1"=40'

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

MARYLAND DEPARTMENT OF TRANSPORTATION

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PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA EB 207+00 TO STA EB 219+00

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3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

MARYLAND DEPARTMENT OF TRANSPORTATION

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PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA EB 207+00 TO STA EB 219+00

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3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

MARYLAND DEPARTMENT OF TRANSPORTATION

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PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA EB 207+00 TO STA EB 219+00

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2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CVB022 FOR CM & CIH LAYOUT.
5. SEE CIVIL DRAWING CV-012 FOR SUBSTATION LAYOUT.
6. FOR CONDUIT LOCATIONS WITHIN INTERLOCKING SEE DRAWING CM-1121.

NOTES
LEGEND
- SYSTEM WIDE DUCTBANK
- MANHOLE
  13.2KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

APPROVED: 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.

SCALE: 1"=40'

DATE: DECEMBER 2013

CONTRACT NO.: CM-1112
SHEET NO.: 473 OF 479
LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2KV AC MANHOLE
- NEGATIVE FeEDER MANHOLE
- POSITIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. FOR STATION DETAILS SEE DRAWING CM-0310.
5. SEE CIVIL DRAWING CVB032 FOR CIH LAYOUT.

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NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020
4. SEE CIVIL DRAWING CV2P12 FOR SUBSTATION LAYOUT.

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LEGEND

- System Wide Ductbank

\( \text{MANHOLE} \)

- 13.2 KV AC Manhole

- Positive Feeder Manhole

- Negative Feeder Manhole

- Communication Manhole

NOTES

1. Local cables for signal system & gated crossings are not shown.
2. For ductbank details see drawing TP-0020, TP-0021 and CM-1005.
3. For manhole details see drawing TP-0022, TP-0024 and CM-1020.
4. For station details see drawing CM-0331.

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.
NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.

2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.

3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024, AND CM-1020.

4. FOR STATION DETAILS SEE DRAWING CM-0331.

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.

2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021, AND CM-1005.

3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024, AND CM-1020.

4. FOR STATION DETAILS SEE DRAWING CM-0331.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- NEGATIVE FEEDER MANHOLE
- POSITIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.

2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021, AND CM-1005.

3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024, AND CM-1020.

4. FOR STATION DETAILS SEE DRAWING CM-0331.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- NEGATIVE FEEDER MANHOLE
- POSITIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.

2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021, AND CM-1005.

3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024, AND CM-1020.

4. FOR STATION DETAILS SEE DRAWING CM-0331.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- NEGATIVE FEEDER MANHOLE
- POSITIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.

2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021, AND CM-1005.

3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024, AND CM-1020.

4. FOR STATION DETAILS SEE DRAWING CM-0331.
NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV2Q12 FOR SUBSTATION LAYOUT.

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MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MOUNT AIRY, MD 21771

PRELIMINARY ENGINEERING
SYSTEM WIDE DUCTBANK

MARYLAND TRANSIT ADMINISTRATION

PURPLE LINE LIGHT RAIL

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV2Q12 FOR SUBSTATION LAYOUT.

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LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 12.7KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV2Q12 FOR SUBSTATION LAYOUT.

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MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MOUNT AIRY, MD 21771

PRELIMINARY ENGINEERING
SYSTEM WIDE DUCTBANK

MARYLAND TRANSIT ADMINISTRATION

PURPLE LINE LIGHT RAIL

NOTES:

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV2Q12 FOR SUBSTATION LAYOUT.

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LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CVB042 FOR CIH LAYOUT.

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA EB 336+00 TO STA EB 344+43
DATE: DECEMBER 2013
SCALE AS SHOWN

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**LEGEND**

- System Wide Ductbank
- Manhole
- 13.2 kV AC Manhole
- Positive Feeder Manhole
- Negative Feeder Manhole
- Communication Manhole

**NOTES**

1. Local cables for signal system & gated crossings are not shown.
2. For ductbank details see drawing TP-0020, TP-0021 and CM-1005.
3. For manhole details see drawing TP-0022, TP-0024 and CM-1020.
4. For station details see drawing CM-0351.

**PRELIMINARY ENGINEERING**

**PURPLE LINE LIGHT RAIL**

**DUCTBANK LAYOUT PLAN**

STA. EB 344+43 TO STA. EB 354+00

DATE: DECEMBER 2013

AS SHOWN

**SCALE: 1" = 40'**

**NOTES**

- For station details see drawing CM-0351.
- For ductbank details see drawing TP-0020, TP-0021 and CM-1005.
- For manhole details see drawing TP-0022, TP-0024 and CM-1020.
- Local cables for signal system & gated crossings are not shown.
NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV102 FOR SUBSTATION LAYOUT.
MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA EB 385+00 TO STA EB 392+00

DATE: DECEMBER 2013
SHEET NO.: 2 OF 2

NOTE:
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
1. Local cables for splice system & gated crossings are not shown.
2. For ductbank details see drawing TP-0020, TP-0021 and CM-1005.
3. For Manhole details see drawing TP-0019, TP-0020 and CM-1019.

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1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV4D12 FOR SUBSTATION LAYOUT.
LEGEND
- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

NOTES
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. FOR STATION DETAILS SEE DRAWING CM-0356.

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MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
GANNETT FLEMING
JACOBS

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared in accordance with REE, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

December 2013

2013

SCALE: 1"=40'
LEGEND

- SYSTEM WIDE DUCTBANK
  - MANHOLE
  - 13.8KV AC MANHOLE
  - POSITIVE FEEDER MANHOLE
  - NEGATIVE FEEDER MANHOLE
  - COMMUNICATION MANHOLE

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWINGS TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

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.
NOTES:
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. FOR STATION DETAILS SEE DRAWING CM-0190.
MARYLAND DEPARTMENT OF TRANSPORTATION
ADMINISTRATION
MARYLAND TRANSIT

DATE: ___________________________
SCALE: __________________________

SHEET NO.: 1/2

MARYLAND PROFESSIONAL CERTIFICATION
License No. _______________________
Expiration Date ____________________

I, as an engineer duly licensed and approved by me, do hereby certify that these plans, prepared during the completion of the design phase, are such as required by the laws of the State of Maryland and the laws of the Board of Professional Engineers of the State of Maryland.

FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.

FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.

LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM A GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV6F12 FOR SUBSTATION LAYOUT.
5. SEE CIVIL DRAWING CVB062 FOR CM AND CIH LAYOUT.

T-1042-0220

PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

DUCTBANK LAYOUT PLAN
STA. EB 460+50 TO STA. EB 472+50

DATE: ___________________________

METHODOLOGICAL CERTIFICATION
I hereby certify that these plans were prepared in accordance with the Code of Ethics for Professional Engineers and with the laws of the State of Maryland, and with the laws of the Board of Professional Engineers of the State of Maryland.

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.
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
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.

NOTES

1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS ARE NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. FOR STATION DETAILS SEE DRAWING CM-0390.

- SYSTEM WIDE DUCTBANK
- 23.8KV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

LEGEND
NOTES:
1. LOCAL CABLES FOR SIGNAL SYSTEM & GATED CROSSINGS NOT SHOWN.
2. FOR DUCTBANK DETAILS SEE DRAWING TP-0020, TP-0021 AND CM-1005.
3. FOR MANHOLE DETAILS SEE DRAWING TP-0022, TP-0024 AND CM-1020.
4. SEE CIVIL DRAWING CV6G12 FOR SUBSTATION LAYOUT.

LEGEND

- SYSTEM WIDE DUCTBANK
- MANHOLE
- 13.2kV AC MANHOLE
- POSITIVE FEEDER MANHOLE
- NEGATIVE FEEDER MANHOLE
- COMMUNICATION MANHOLE

SCALE: 1"=40'
1. Local cables for signal system & gated crossings are not shown.
2. For ductbank details see drawing TP-0020, TP-0021 and CM-1005.
3. For manhole details see drawing TP-0022, TP-0024 and CM-1020.
4. See civil drawing CHB072 for CM and CIH layout.
**Notes:***
1. TVM pads approximately 2'-6"x3'-6".
2. Assume 2 pads per station entrance.
3. Arrow indicates direction of customer interface (front panel).
4. Assume power & communication conduits to enter from underneath center of pad.
5. For specific TVM locations and quantities, refer to drawing ARIN13 for Bethesda Station, AR2C14 for Silver Spring Transportation Center, AR4C01 & AR4C11 for Manchester Station, and AR6C01 for New Carrollton Station.

**Legend:**
- TVM Pad
- Indicates facing direction

**Scale:** 3/8" = 1'-0"

**Drawing No.:** 445

**Contract No.:** FC-0900

**Date:** December 2013

**Sheet:** 38 of 67
NOTES:
1. PAD & TVM PEDESTAL BASE MUST BE LEVEL.
2. BOLT TEMPLATE SHALL BE PROVIDED BY FARE COLLECTION CONTRACTOR.
3. MINIMUM OF 6' OF POWER AND DATA CABLES MUST BE PROVIDED PRIOR TO TVM INSTALLATION.
4. PEDESTAL/PAD INTERFACE MUST BE SEALED.
5. UNDERGROUND CONDUIT IS PREFERRED LAYOUT BETWEEN ADJACENT MACHINES. UNLESS MACHINES ARE BACK-TO-BACK OR SIDE-BY-SIDE THEN CABLES MAY PASS BETWEEN PEDESTAL WALLS AND APPROPRIATE BUSHINGS/CABLE PROTECTION APPLIED.
6. PEDESTAL ACCESS HATCH IS ON THE FRONT PANEL OF THE PEDESTAL.
7. POWER & DATA CABLE CAN PASS BETWEEN PEDESTAL SIDE.
8. TVM MAY FACE THE SAME DIRECTION OR OPPOSITE DIRECTIONS.
9. UNDERGROUND CONDUIT (SIDE-BY-SIDE) BETWEEN MACHINES PREFERRED.
10. UNDERGROUND CONDUIT (SEPARATE) BETWEEN MACHINES PREFERRED.

SIDE-BY-SIDE (SEPARATE)
(SEE NOTES 9, 10, 11)