FINAL

ENVIRONMENTAL IMPACT STATEMENT

& DRAFT SECTION 4(F) EVALUATION

›››› Conceptual Engineering Plans
›››› Environmental Resource Mapping

VOLUME II

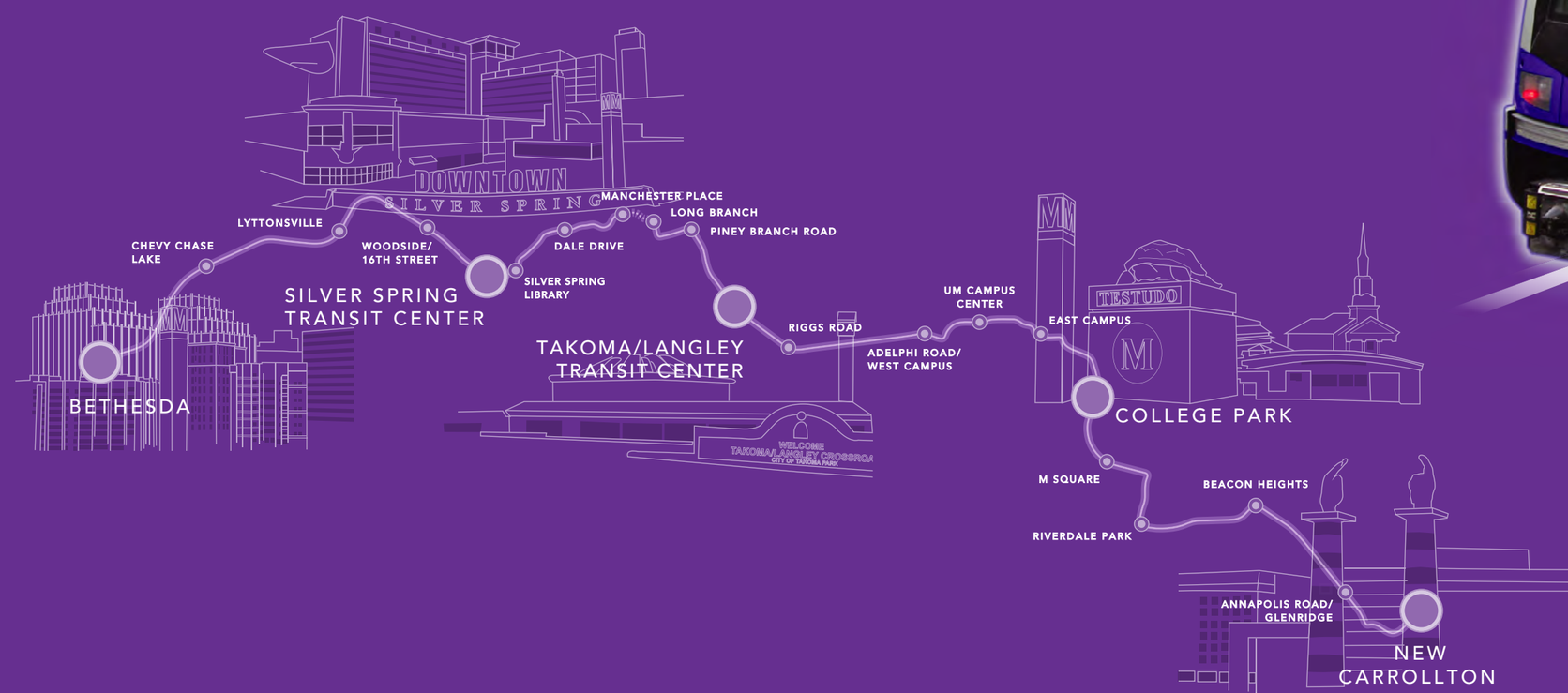
Purple Line

AUGUST 2013

Maryland Department of Transportation

MTA Maryland

U.S. Department of Transportation Federal Transit Administration



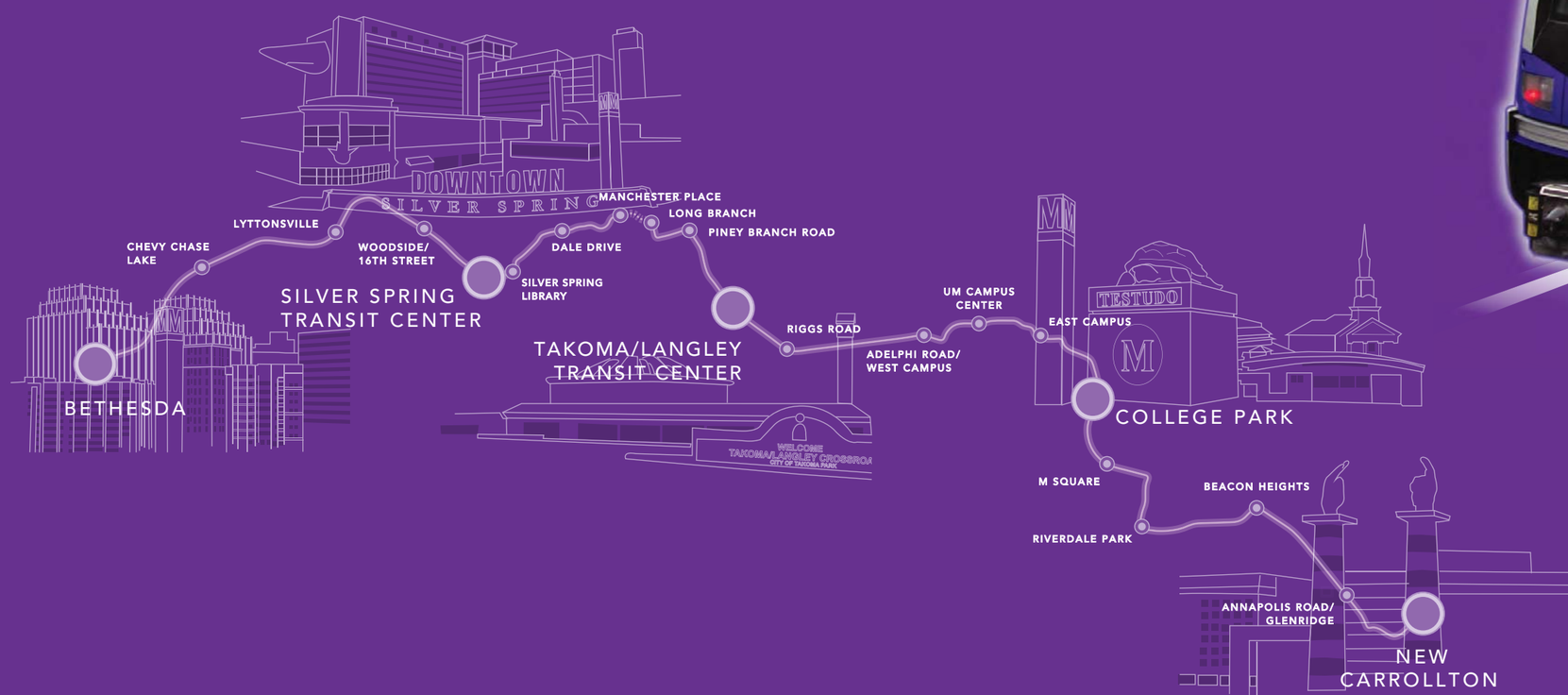
FINAL
ENVIRONMENTAL IMPACT STATEMENT
& DRAFT SECTION 4(F) EVALUATION

VOLUME II
AUGUST 2013

CONCEPTUAL ENGINEERING PLANS

››› Conceptual Engineering Plans

Maryland Department of Transportation
MTA Maryland
U.S. Department of Transportation Federal Transit Administration



MARYLAND DEPARTMENT OF TRANSPORTATION

MARYLAND TRANSIT ADMINISTRATION

FACILITIES ENGINEERING 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 2011 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL OR CURRENT REVISIONS THEREOF, AND DEPARTMENT OF THE ENVIRONMENT STORM WATER MANAGEMENT REGULATIONS."

DATE _____ DESIGNER'S SIGNATURE _____

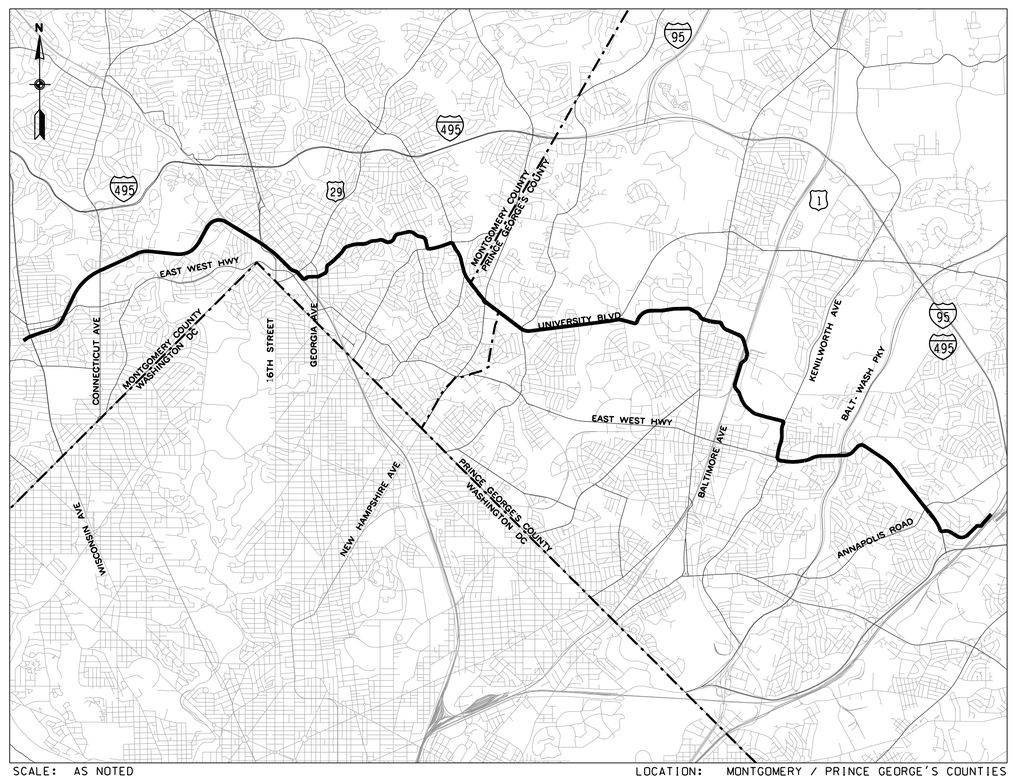
MD. REGISTRATION NO. _____
P.E. R.L.S. OR R.L.A. (CIRCLE) PRINTED NAME _____

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."

DATE _____ OWNER/DEVELOPER SIGNATURES _____

CARD NO. _____ PRINTED NAME AND TITLE _____



SCALE: AS NOTED

LOCATION: MONTGOMERY / PRINCE GEORGE'S COUNTIES

VICINITY MAP

5000' 2500' 0 5000' 10000'

GRAPHIC SCALE

CONCEPT PE SUBMISSION

SEPTEMBER 28, 2012

MARYLAND TRANSIT ADMINISTRATION

DATE: _____ APPROVED: _____

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

Purple Line

General Engineering Consultant Team

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

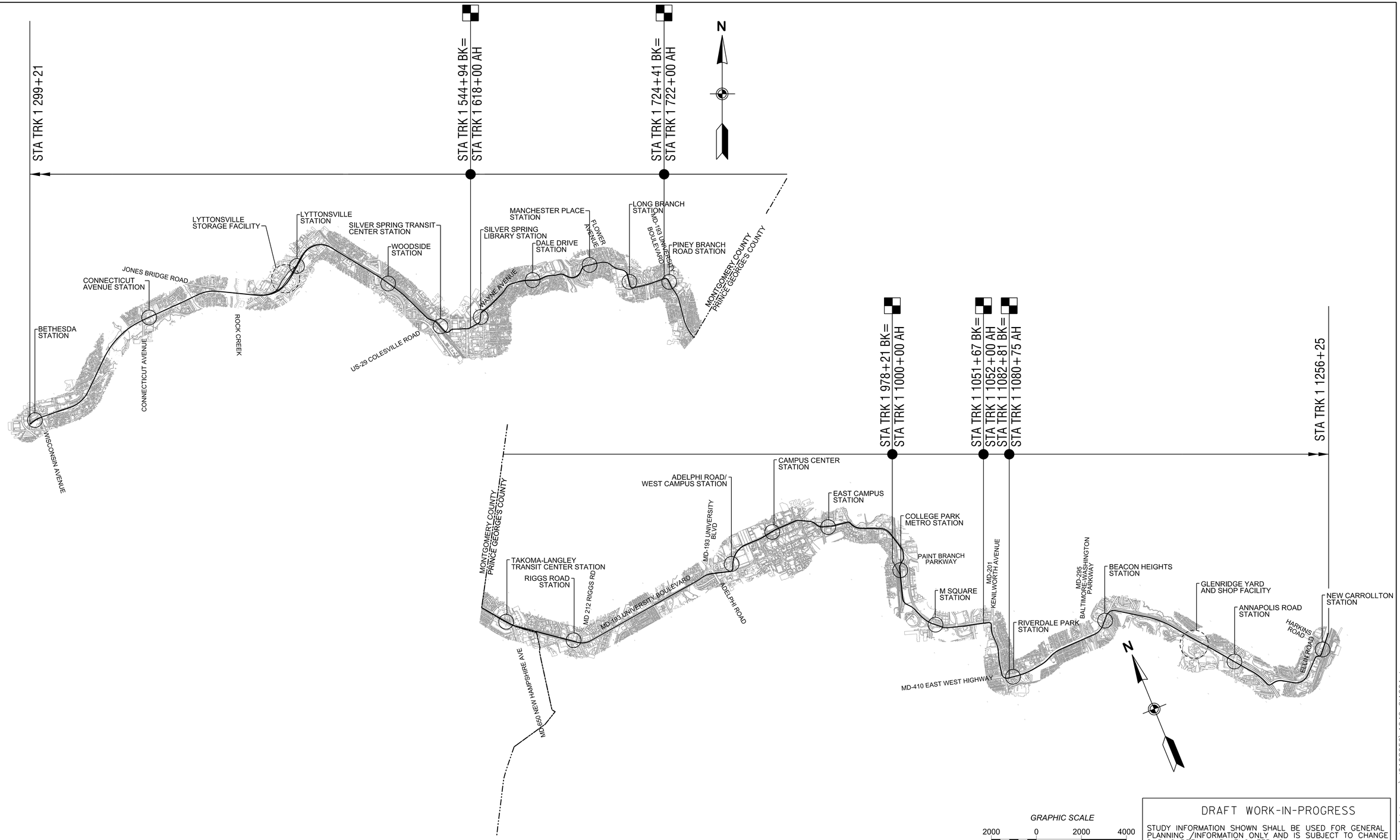
CONTRACT NO. T-1042-0220

DRAWING NO. TI-101

1 OF 497

DCN: 2012.09.28.PE.01.Concept PE Volume 1-00

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\00 Project Wide\PE Concept\General Sheets\Volume 01\1042pTI1001.DGN
9/25/2012



DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

KEY MAP

DATE: SEPTEMBER 28, 2012

SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. GN-101

SHEET NO. 2 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pl1001.dgn
9/25/2012

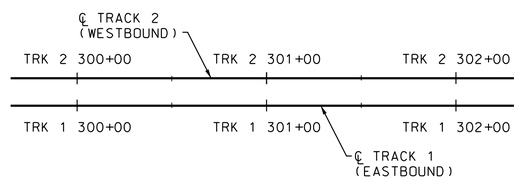
GENERAL NOTES

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 ____. SUPPLEMENTAL FIELD SURVEYS WERE PERFORMED AND PLOTTED BY _____ IN _____.
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.

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

GENERAL NOTES AND LEGEND

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GN-102
SHEET NO. 3 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pcl1001.dgn
9/25/2012

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 50	STORM DRAIN LINE	27″ RCP
UD	UNDERDRAIN LINE	UD
DI	DROP INLET, CATCH BASIN OR DRAIN	I-1
	CULVERT WITH HEADWALLS	
E G 50 SS T W	MANHOLE (TYPE AS NOTED)	M-1
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
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	
EM	ELECTRIC METER	
FO	UNDERGROUND FIBER OPTIC LINE	FO
FO	OVERHEAD FIBER OPTIC LINE	FO
POLE NO.	UTILITY POLE	
	LIGHT POLE	
FH WV	FIRE HYDRANT	FH WM
	ITEM TO BE REMOVED	R

DETAIL NO. 2 / A102 — CURRENT SHEET — SIZE AS NEEDED

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

SECTION LETTER A / A102 — CURRENT SHEET

DETAIL NO. 2 / A102 — **DETAIL 1** — DETAIL TITLE
SCALE: 1″=30′ — DRAWING SCALE
REF: A105 — DRAWING REFERENCE
CURRENT SHEET

DETAILS

SECTION LETTER A / A102 — **SECTION** — SECTION TITLE
SCALE: 1″=30′ — SECTION SCALE
REF: A105 — SECTION REFERENCE
CURRENT SHEET

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

License No. — Expiration Date

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

CIVIL ABBREVIATIONS AND SYMBOLS

DATE: SEPTEMBER 28, 2012 — SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GN-103
SHEET NO. 4 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/25/2012

INDEX OF DRAWINGS - VOLUME 1

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-101	COVER SHEET
2	GN-101	KEY MAP
3	GN-102	GENERAL NOTES AND LEGEND
4	GN-103	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-101	INDEX OF DRAWINGS - VOLUME 1 SHEET 1
6	GI-102	INDEX OF DRAWINGS - VOLUME 1 SHEET 2
7	GI-103	INDEX OF DRAWINGS - VOLUME 1 SHEET 3
8	GI-104	INDEX OF DRAWINGS - VOLUME 2 SHEET 1
9	GI-105	INDEX OF DRAWINGS - VOLUME 2 SHEET 2
10	GI-106	INDEX OF DRAWINGS - VOLUME 2 SHEET 3
11	GI-107	INDEX OF DRAWINGS - VOLUME 3
12	GI-108	INDEX OF DRAWINGS - VOLUME 4
13	GI-109	INDEX OF DRAWINGS - VOLUME 5 SHEET 1
14	GI-110	INDEX OF DRAWINGS - VOLUME 5 SHEET 2
15	GI-111	INDEX OF DRAWINGS - VOLUME 6 SHEET 1
16	GI-112	INDEX OF DRAWINGS - VOLUME 6 SHEET 2
17	GI-113	INDEX OF DRAWINGS - VOLUME 6 SHEET 3
18	GI-114	INDEX OF DRAWINGS - VOLUME 7 SHEET 1
19	GI-115	INDEX OF DRAWINGS - VOLUME 7 SHEET 2
20	GI-116	INDEX OF DRAWINGS - VOLUME 7 SHEET 3
21	GI-117	INDEX OF DRAWINGS - VOLUME 8
22	GI-118	INDEX OF DRAWINGS - VOLUME 9 SHEET 1
23	GI-119	INDEX OF DRAWINGS - VOLUME 9 SHEET 2

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS

SHEET NO.	DWG. NO.	DESCRIPTION
24	TW-01	HORIZONTAL ALIGNMENT SCHEM STA TRK 1 299+00 TO STA TRK 1 476+00
25	TW-02	HORIZONTAL ALIGNMENT SCHEM STA TRK 1 476+00 TO STA TRK 1 724+41
26	TW-03	HORIZONTAL ALIGNMENT SCHEM STA TRK 1 722+00 TO STA TRK 1 895+00
27	TW-04	HORIZONTAL ALIGNMENT SCHEM STA TRK 1 895+00 TO STA TRK 1 1081+00
28	TW-05	HORIZONTAL ALIGNMENT SCHEM STA TRK 1 1081+00 TO STA TRK 1 1256+25
29	TW-06	VERTICAL ALIGNMENT SCHEM STA TRK 1 299+00 TO STA TRK 1 478+00
30	TW-07	VERTICAL ALIGNMENT SCHEM STA TRK 1 478+00 TO STA TRK 1 724+41
31	TW-08	VERTICAL ALIGNMENT SCHEM STA TRK 1 722+00 TO STA TRK 1 894+00
32	TW-09	VERTICAL ALIGNMENT SCHEM STA TRK 1 894+00 TO STA TRK 1 1084+00
33	TW-10	VERTICAL ALIGNMENT SCHEM STA TRK 1 1084+00 TO STA TRK 1 1256+25
34	TW-11	VERTICAL ALIGNMENT SCHEM STA TRK 2 452+00 TO STA TRK 2 618+00
35	TW-12	VERTICAL ALIGNMENT SCHEM STA TRK 2 618+00 TO STA TRK 2 724+41
36	TW-13	TRACK 1 ALIGNMENT DATA STA TRK 1 299+21 TO STA TRK 1 442+70
37	TW-14	TRACK 1 ALIGNMENT DATA STA TRK 1 443+77 TO STA TRK 1 527+37
38	TW-15	TRACK 1 ALIGNMENT DATA STA TRK 1 531+69 TO STA TRK 1 543+94
39	TW-16	TRACK 1 ALIGNMENT DATA STA TRK 1 619+98 TO STA TRK 1 649+85
40	TW-17	TRACK 1 ALIGNMENT DATA STA TRK 1 650+90 TO STA TRK 1 683+00
41	TW-18	TRACK 1 ALIGNMENT DATA STA TRK 1 689+23 TO STA TRK 1 719+35
42	TW-19	TRACK 1 ALIGNMENT DATA STA TRK 1 722+00 TO STA TRK 1 794+50
43	TW-20	TRACK 1 ALIGNMENT DATA STA TRK 1 797+75 TO STA TRK 1 915+54
44	TW-21	TRACK 1 ALIGNMENT DATA STA TRK 1 919+24 TO STA TRK 1 968+06
45	TW-22	TRACK 1 ALIGNMENT DATA STA TRK 1 969+82 TO STA TRK 1 1051+67
46	TW-23	TRACK 1 ALIGNMENT DATA STA TRK 1 1054+11 TO STA TRK 1 1080+75
47	TW-24	TRACK 1 ALIGNMENT DATA STA TRK 1 1084+22 TO STA TRK 1 1203+67
48	TW-25	TRACK 1 ALIGNMENT DATA STA TRK 1 1205+15 TO STA TRK 1 1256+25
49	TW-26	TRACK 2 ALIGNMENT DATA STA TRK 2 300+22 TO STA TRK 2 431+67
50	TW-27	TRACK 2 ALIGNMENT DATA STA TRK 2 431+39 TO STA TRK 2 527+79
51	TW-28	TRACK 2 ALIGNMENT DATA STA TRK 2 531+85 TO STA TRK 2 543+90
52	TW-29	TRACK 2 ALIGNMENT DATA STA TRK 2 619+94 TO STA TRK 2 646+13
53	TW-30	TRACK 2 ALIGNMENT DATA STA TRK 2 648+55 TO STA TRK 2 674+48
54	TW-31	TRACK 2 ALIGNMENT DATA STA TRK 2 674+88 TO STA TRK 2 719+35
55	TW-32	TRACK 2 ALIGNMENT DATA STA TRK 2 722+00 TO STA TRK 2 876+21
56	TW-33	TRACK 2 ALIGNMENT DATA STA TRK 2 877+38 TO STA TRK 2 951+75
57	TW-34	TRACK 2 ALIGNMENT DATA STA TRK 2 952+59 TO STA TRK 2 1051+36
58	TW-35	TRACK 2 ALIGNMENT DATA STA TRK 2 1054+14 TO STA TRK 2 1080+75
59	TW-36	TRACK 2 ALIGNMENT DATA STA TRK 2 1084+22 TO STA TRK 2 1165+95
60	TW-37	TRACK 2 ALIGNMENT DATA STA TRK 2 1172+98 TO STA TRK 2 1256+05
61	GS-01	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 299+21 TO STA TRK 1 328+00
62	GS-02	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 328+00 TO STA TRK 1 356+00
63	GS-03	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 356+00 TO STA TRK 1 384+00
64	GS-04	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 384+00 TO STA TRK 1 412+00
65	GS-05	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 412+00 TO STA TRK 1 440+00
66	GS-06	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 440+00 TO STA TRK 1 468+00
67	GS-07	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 468+00 TO STA TRK 1 496+00
68	GS-08	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 496+00 TO STA TRK 1 524+00
69	GS-09	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 524+00 TO STA TRK 1 630+00

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
70	GS-10	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 630+00 TO STA TRK 1 658+00
71	GS-11	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 658+00 TO STA TRK 1 686+00
72	GS-12	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 686+00 TO STA TRK 1 714+00
73	GS-13	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 714+00 TO STA TRK 1 742+00
74	GS-14	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 742+00 TO STA TRK 1 770+00
75	GS-15	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 770+00 TO STA TRK 1 798+00
76	GS-16	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 798+00 TO STA TRK 1 826+00
77	GS-17	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 826+00 TO STA TRK 1 854+00
78	GS-18	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 854+00 TO STA TRK 1 882+00
79	GS-19	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 882+00 TO STA TRK 1 910+00
80	GS-20	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 910+00 TO STA TRK 1 938+00
81	GS-21	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 938+00 TO STA TRK 1 966+00
82	GS-22	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 966+00 TO STA TRK 1 1015+00
83	GS-23	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1015+00 TO STA TRK 1 1043+00
84	GS-24	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1043+00 TO STA TRK 1 1067+00
85	GS-25	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1067+00 TO STA TRK 1 1084+00
86	GS-26	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1084+00 TO STA TRK 1 1112+00
87	GS-27	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1112+00 TO STA TRK 1 1128+00
88	GS-28	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1128+00 TO STA TRK 1 1156+00
89	GS-29	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1156+00 TO STA TRK 1 1184+00
90	GS-30	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1184+00 TO STA TRK 1 1212+00
91	GS-31	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1212+00 TO STA TRK 1 1240+00
92	GS-32	TRAIL/ROADWAY GEOMETRY SHEET STA TRK 1 1240+00 TO STA TRK 1 1256+25
93	GS-33	TRAIL/ROADWAY GEOMETRY SHEET SUPPLEMENTAL CURVE DATA SHEET
94	CV-01	ALIGNMENT PLAN - STA TRK 1 299+21 TO STA TRK 1 311+00
95	CV-02	ALIGNMENT PLAN - STA TRK 1 311+00 TO STA TRK 1 323+00
96	CV-03	ALIGNMENT PLAN - STA TRK 1 323+00 TO STA TRK 1 335+00
97	CV-04	ALIGNMENT PLAN - STA TRK 1 335+00 TO STA TRK 1 347+00
98	CV-05	ALIGNMENT PLAN - STA TRK 1 347+00 TO STA TRK 1 359+00
99	CV-06	ALIGNMENT PLAN - STA TRK 1 359+00 TO STA TRK 1 371+00
100	CV-07	ALIGNMENT PLAN - STA TRK 1 371+00 TO STA TRK 1 383+00
101	CV-08	ALIGNMENT PLAN - STA TRK 1 383+00 TO STA TRK 1 395+00
102	CV-09	ALIGNMENT PLAN - STA TRK 1 395+00 TO STA TRK 1 407+00
103	CV-10	ALIGNMENT PLAN - STA TRK 1 407+00 TO STA TRK 1 419+00
104	CV-11	ALIGNMENT PLAN - STA TRK 1 419+00 TO STA TRK 1 431+00
105	CV-12	ALIGNMENT PLAN - STA TRK 1 431+00 TO STA TRK 1 443+00
106	CV-13	ALIGNMENT PLAN - STA TRK 1 443+00 TO STA TRK 1 455+00
107	CV-14	ALIGNMENT PLAN - STA TRK 1 455+00 TO STA TRK 1 467+00
108	CV-15	ALIGNMENT PLAN - STA TRK 1 467+00 TO STA TRK 1 479+50
109	CV-16	ALIGNMENT PLAN - STA TRK 1 479+50 TO STA TRK 1 491+00
110	CV-17	ALIGNMENT PLAN - STA TRK 1 491+00 TO STA TRK 1 503+00
111	CV-18	ALIGNMENT PLAN - STA TRK 1 503+00 TO STA TRK 1 515+00
112	CV-19	ALIGNMENT PLAN - STA TRK 1 515+00 TO STA TRK 1 527+00
113	CV-20	ALIGNMENT PLAN - STA TRK 1 527+00 TO STA TRK 1 536+00
114	CV-21	ALIGNMENT PLAN - BONIFANT ST STA TRK 1 536+00 TO STA TRK 1 618+00
115	CV-22	ALIGNMENT PLAN - BON ST/WYNE AVE STA TRK 1 618+00 TO STA TRK 1 628+00
116	CV-23	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 628+00 TO STA TRK 1 638+00
117	CV-24	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 638+00 TO STA TRK 1 646+00
118	CV-25	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 646+00 TO STA TRK 1 657+00
119	CV-26	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 657+00 TO STA TRK 1 666+00
120	CV-27	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 666+00 TO STA TRK 1 676+00
121	CV-28	ALIGNMENT PLAN - WAYNE AVENUE STA TRK 1 676+00 TO STA TRK 1 683+00
122	CV-29	ALIGNMENT PLAN - PLYMOUTH ST STA TRK 1 683+00 TO STA TRK 1 692+00
123	CV-30	ALIGNMENT PLAN - ARLISS ST STA TRK 1 692+00 TO STA TRK 1 703+00
124	CV-31	ALIGNMENT PLAN - ARLISS ST STA TRK 1 703+00 TO STA TRK 1 711+00
125	CV-32	ALIGNMENT PLAN - PINEY BRNCH RD STA TRK 1 711+00 TO STA TRK 1 719+00
126	CV-33	ALIGNMENT PLAN - PINEY BRNCH RD STA TRK 1 719+00 TO STA TRK 1 724+41
127	CV-34	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 725+00 TO STA TRK 1 734+00
128	CV-35	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 734+00 TO STA TRK 1 745+00
129	CV-36	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 745+00 TO STA TRK 1 756+00
130	CV 37	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 756+00 TO STA TRK 1 767+00
131	CV-38	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 767+00 TO STA TRK 1 778+00
132	CV-39	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 778+00 TO STA TRK 1 789+00
133	CV-40	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 789+00 TO STA TRK 1 800+50
134	CV-41	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 800+50 TO STA TRK 1 812+00
135	CV-42	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 812+00 TO STA TRK 1 824+00
136	CV-43	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 824+00 TO STA TRK 1 836+00
137	CV-44	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 836+00 TO STA TRK 1 847+50
138	CV-45	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 847+50 TO STA TRK 1 859+00
139	CV-46	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 859+00 TO STA TRK 1 870+50
140	CV-47	ALIGNMENT PLAN - MD 193 U BLVD STA TRK 1 870+50 TO STA TRK 1 876+50
141	CV-48	ALIGNMENT PLAN - PRES DR STA TRK 1 876+50 TO STA TRK 1 884+00

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
142	CV-49	ALIGNMENT PLAN - PRES DR STA TRK 1 884+00 TO STA TRK 1 895+00
143	CV-50	ALIGNMENT PLAN - CAMPUS DR STA TRK 1 895+00 TO STA TRK 1 906+50
144	CV-51	ALIGNMENT PLAN - CAMPUS DR STA TRK 1 906+50 TO STA TRK 1 915+50
145	CV-52	ALIGNMENT PLAN - ROSS LN STA TRK 1 915+50 TO STA TRK 1 926+00
146	CV-53	ALIGNMENT PLAN - ROSS LN STA TRK 1 926+00 TO STA TRK 1 937+50
147	CV-54	ALIGNMENT PLAN - PNT BR PKWY STA TRK 1 937+50 TO STA TRK 1 949+00
148	CV-55	ALIGNMENT PLAN - PNT BR PKWY STA TRK 1 949+00 TO STA TRK 1 960+00
149	CV-56	ALIGNMENT PLAN - PNT BR PKWY STA TRK 1 960+00 TO STA TRK 1 969+00
150	CV-57	ALIGNMENT PLAN - COLLEGE PRK STA TRK 1 969+00 TO STA TRK 1 978+48
151	CV-58	ALIGNMENT PLAN - COLLEGE PK STA TRK 1 1000+00 TO STA TRK 1 1010+00
152	CV-59	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 1010+00 TO STA TRK 1 1021+00
153	CV-60	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 1021+00 TO STA TRK 1 1032+00
154	CV-61	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 1032+00 TO STA TRK 1 1042+00
155	CV-62	ALIGNMENT PLAN - RIVER ROAD STA TRK 1 1042+00 TO STA TRK 1 1053+00
156	CV-63	ALIGNMENT PLAN - MD 201 STA TRK 1 1053+00 TO STA TRK 1 1064+00
157	CV-64	ALIGNMENT PLAN - MD 201 STA TRK 1 1064+00 TO STA TRK 1 1074+00
158	CV-65	ALIGNMENT PLAN - MD 201 STA TRK 1 1074+00 TO STA TRK 1 1081+00
159	CV-66	ALIGNMENT PLAN - RVRDALE RD STA TRK 1 1081+00 TO STA TRK 1 1090+00
160	CV-67	ALIGNMENT PLAN - RVRDALE RD STA TRK 1 1090+00 TO STA TRK 1 1100+00
161	CV-68	ALIGNMENT PLAN - RVRDALE RD STA TRK 1 1100+00 TO STA TRK 1 1111+00
162	CV-69	ALIGNMENT PLAN - RVRDALE RD STA TRK 1 1111+00 TO STA TRK 1 1121+00
163	CV-70	ALIGNMENT PLAN - RVRDALE RD STA TRK 1 1121+00 TO STA TRK 1 1130+00
164	CV-71	ALIGNMENT PLAN - RVRDALE RD STA TRK 1 1130+00 TO STA TRK 1 1039+50
165	CV-72	ALIGNMENT PLAN - VET PKWY STA TRK 1 1139+50 TO STA TRK 1 1150+00
166	CV-73	ALIGNMENT PLAN - VET PKWY STA TRK 1 1150+00 TO STA TRK 1 1160+00
167	CV-74	ALIGNMENT PLAN - VET PKWY STA TRK 1 1160+00 TO STA TRK 1 1170+00
168	CV-75	ALIGNMENT PLAN - VET PKWY STA TRK 1 1170+00 TO STA TRK 1 1181+00
169	CV-76	ALIGNMENT PLAN - VET PKWY STA TRK 1 1181+00 TO STA TRK 1 1191+00
170	CV-77	ALIGNMENT PLAN - VET PKWY STA TRK 1 1191+00 TO STA TRK 1 1202+00
171	CV-78	ALIGNMENT PLAN - VET PKWY STA TRK 1 1202+00 TO STA TRK 1 1212+00
172	CV-79	ALIGNMENT PLAN - VET PKWY STA TRK 1 1212+00 TO STA TRK 1 1223+00
173	CV-80	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 1223+00 TO STA TRK 1 1233+00
174	CV-81	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 1233+00 TO STA TRK 1 1243+00
175	CV-82	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 1243+00 TO STA TRK 1 1254+00
176	CV-83	ALIGNMENT PLAN - ELLIN ROAD STA TRK 1 1250+50 TO STA TRK 1 1256+25
177	CV-84	ALIGNMENT PLAN - LYTTONSVILLE PLACE STA 1050+00 TO STA 1054+00
178	CV-85	ALIGNMENT PLAN - 16TH STREET STA 25+50 TO STA 36+59
179	CV-86	ALIGNMENT PLAN - SPRING STREET STA 2084+00 TO STA 2086+69
180	CV-87	ALIGNMENT PLAN - RIGGS ROAD STA 6407+00 TO STA 6411+42
181	CV-88	ALIGNMENT PLAN - CAMPUS DRIVE STA 7104+50 TO STA 7107+88
182	CV-89	ALIGNMENT PLAN - PAINT BRANCH PARKWAY STA 7300+00 TO STA 7304+00
183	CV-90	ALIGNMENT PLAN - QUESADA ROAD STA 8503+00 TO STA 8512+00
184	CV-91	ALIGNMENT PLAN - BALTIMORE-WASHINGTON PKWY
185	CV-92	ALIGNMENT PLAN - BALTIMORE-WASHINGTON PKWY
186	CV-93	ALIGNMENT PLAN - 67TH COURT
187	PR-001	TRACK ALIGNMENT PROFILE - STA TRK 1 299+00 TO STA TRK 1 323+00
188	PR-002	TRACK ALIGNMENT PROFILE - STA TRK 1 323+00 TO STA TRK 1 347+00
189	PR-003	TRACK ALIGNMENT PROFILE - STA TRK 1 347+00 TO STA TRK 1 371+00
190	PR-004	TRACK ALIGNMENT PROFILE - STA TRK 1 371+00 TO STA TRK 1 395+00
191	PR-005	TRACK ALIGNMENT PROFILE - STA TRK 1 395+00 TO STA TRK 1 419+00
192	PR-006	TRACK ALIGNMENT PROFILE - STA TRK 1 419+00 TO STA TRK 1 443+00
193	PR-007	TRACK ALIGNMENT PROFILE - STA TRK 1 443+00 TO STA TRK 1 467+00
194	PR-008	TRACK ALIGNMENT PROFILE - STA TRK 1 467+00 TO STA TRK 1 491+00
195	PR-009	TRACK ALIGNMENT PROFILE - STA TRK 1 491+00 TO STA TRK 1 515+00
196	PR-010	TRACK ALIGNMENT PROFILE - STA TRK 1 515+00 TO STA TRK 1 536+00
197	PR-011	TRACK ALIGNMENT PROFILE - STA TRK 1 536+00 TO STA TRK 1 545+00
198	PR-012	TRACK ALIGNMENT PROFILE - STA TRK 1 618+00 TO STA TRK 1 638+00
199	PR-013	TRACK ALIGNMENT PROFILE - STA TRK 1 638+00 TO STA TRK 1 657+00
200	PR-014	TRACK ALIGNMENT PROFILE - STA TRK 1 657+00 TO STA TRK 1 676+00
201	PR-015	TRACK ALIGNMENT PROFILE - STA TRK 1 676+00 TO STA TRK 1 692+00
202	PR-016	TRACK ALIGNMENT PROFILE - STA TRK 1 692+00 TO STA TRK 1 710+00
203	PR-017	TRACK ALIGNMENT PROFILE - STA TRK 1 711+00 TO STA TRK 1 724+41
204	PR-018	TRACK ALIGNMENT PROFILE - STA TRK 1 722+00 TO STA TRK 1 745+00
205	PR-019	TRACK ALIGNMENT PROFILE - STA TRK 1 745+00 TO STA TRK 1 767+00
206	PR-020	TRACK ALIGNMENT PROFILE - STA TRK 1 767+00 TO STA TRK 1 789+00
207	PR-021	TRACK ALIGNMENT PROFILE - STA TRK 1 789+00 TO STA TRK 1 812+00
208	PR-022	TRACK ALIGNMENT PROFILE - STA TRK 1 812+00 TO STA TRK 1 836+00
209	PR-023	TRACK ALIGNMENT PROFILE - STA TRK 1 836+00 TO STA TRK 1 859+00
210	PR-024	TRACK ALIGNMENT PROFILE - STA TRK 1 859+00 TO STA TRK 1 876+50
211	PR-025	TRACK ALIGNMENT PROFILE - STA TRK 1 876+50 TO STA TRK 1 895+00
212	PR-026	TRACK ALIGNMENT PROFILE - STA TRK 1 895+00 TO STA TRK 1 915+50
213	PR-027	TRACK ALIGNMENT PROFILE - STA TRK 1 915+50 TO STA TRK 1 937+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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 1

SHEET 1

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-101

SHEET NO. 5 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 1

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
214	PR-028	TRACK ALIGNMENT PROFILE - STA TRK 1 937+50 TO STA TRK 1 960+00
215	PR-029	TRACK ALIGNMENT PROFILE - STA TRK 1 960+00 TO STA TRK 1 979+00
216	PR-030	TRACK ALIGNMENT PROFILE - STA TRK 1 1000+00 TO STA TRK 1 1021+00
217	PR-031	TRACK ALIGNMENT PROFILE - STA TRK 1 1021+00 TO STA TRK 1 1042+00
218	PR-032	TRACK ALIGNMENT PROFILE - STA TRK 1 1042+00 TO STA TRK 1 1053+00
219	PR-033	TRACK ALIGNMENT PROFILE - STA TRK 1 1053+00 TO STA TRK 1 1074+00
220	PR-034	TRACK ALIGNMENT PROFILE - STA TRK 1 1074+00 TO STA TRK 1 1081+00
221	PR-035	TRACK ALIGNMENT PROFILE - STA TRK 1 1081+00 TO STA TRK 1 1100+00
222	PR-036	TRACK ALIGNMENT PROFILE - STA TRK 1 1100+00 TO STA TRK 1 1121+00
223	PR-037	TRACK ALIGNMENT PROFILE - STA TRK 1 1121+00TO STA TRK 1 1139+50
224	PR-038	TRACK ALIGNMENT PROFILE - STA TRK 1 1139+50 TO STA TRK 1 1160+00
225	PR-039	TRACK ALIGNMENT PROFILE - STA TRK 1 1160+00 TO STA TRK 1 1181+00
226	PR-040	TRACK ALIGNMENT PROFILE - STA TRK 1 1181+00 TO STA TRK 1 1202+00
227	PR-041	TRACK ALIGNMENT PROFILE - STA TRK 1 1202+00 TO STA TRK 1 1223+00
228	PR-042	TRACK ALIGNMENT PROFILE - STA TRK 1 1223+00 TO STA TRK 1 1243+00
229	PR-043	TRACK ALIGNMENT PROFILE - STA TRK 1 1243+00 TO STA TRK 1 1257+00
230	PR-044	TRACK ALIGNMENT PROFILE - STA TRK 2 443+00 TO STA TRK 2 467+00
231	PR-045	TRACK ALIGNMENT PROFILE - STA TRK 2 467+00 TO STA TRK 2 491+00
232	PR-046	TRACK ALIGNMENT PROFILE - STA TRK 2 491+00 TO STA TRK 2 515+00
233	PR-047	TRACK ALIGNMENT PROFILE - STA TRK 2 515+00 TO STA TRK 2 536+00
234	PR-048	TRACK ALIGNMENT PROFILE - STA TRK 2 536+00 TO STA TRK 2 545+00
235	PR-049	TRACK ALIGNMENT PROFILE - STA TRK 2 617+96 TO STA TRK 2 638+00
236	PR-050	TRACK ALIGNMENT PROFILE - STA TRK 2 638+00 TO STA TRK 2 657+00
237	PR-051	TRACK ALIGNMENT PROFILE - STA TRK 2 657+00 TO STA TRK 2 676+00
238	PR-052	TRACK ALIGNMENT PROFILE - STA TRK 2 676+00 TO STA TRK 2 692+00
239	PR-053	TRACK ALIGNMENT PROFILE - STA TRK 2 692+00 TO STA TRK 2 711+00
240	PR-054	TRACK ALIGNMENT PROFILE - STA TRK 2 711+00 TO STA TRK 2 724+40.95
241	PR-055	TRACK ALIGNMENT PROFILE - STA TRK 2 1053+00 TO STA TRK 2 1075+00
242	PR-056	HIGHWAY ALIGNMENT PROFILE - JONES MILL ROAD
243	PR-057	HIGHWAY ALIGNMENT PROFILE - LYTTONSVILLE PLACE
244	PR-058	HIGHWAY ALIGNMENT PROFILE - BROOKVILLE ROAD
245	PR-059	HIGHWAY ALIGNMENT PROFILE - STEWART AVE & COMMERCIAL DRIVEWAY
246	PR-060	HIGHWAY ALIGNMENT PROFILE - TALBOT AVE WEST
247	PR-061	HIGHWAY ALIGNMENT PROFILE - TALBOT AVE EAST
248	PR-062	HIGHWAY ALIGNMENT PROFILE - 4TH AVE
249	PR-063	HIGHWAY ALIGNMENT PROFILE - 16TH ST
250	PR-064	HIGHWAY ALIGNMENT PROFILE - SPRING STREET
251	PR-065	HIGHWAY ALIGNMENT PROFILE - BONIFANT STREET AND RAMSEY AVE
252	PR-066	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG WAYNE AVE
253	PR-067	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG WAYNE AVE
254	PR-068	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG ARLISS STREET
255	PR-069	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG PINEY BRANCH ROAD
256	PR-070	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG UNIVERSITY BOULEVARD
257	PR-071	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG UNIVERSITY BOULEVARD
258	PR-072	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG UNIVERSITY BOULEVARD
259	PR-073	HIGHWAY ALIGNMENT PROFILE - 15TH AVENUE
260	PR-074	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG UNIVERSITY BOULEVARD
261	PR-075	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG UNIVERSITY BOULEVARD
262	PR-076	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG UNIVERSITY BOULEVARD
263	PR-077	HIGHWAY ALIGNMENT PROFILE - MD 195 (CARROLL AVENUE)
264	PR-078	HIGHWAY ALIGNMENT PROFILE - MD 650 (NEW HAMPSHIRE AVENUE)
265	PR-079	HIGHWAY ALIGNMENT PROFILE - MD 212 (RIGGS ROAD)
266	PR-080	HIGHWAY ALIGNMENT PROFILE - MD 193 (UNIVERSITY BOULEVARD)
267	PR-081	HIGHWAY ALIGNMENT PROFILE - MD 193 (UNIVERSITY BOULEVARD)
268	PR-082	HIGHWAY ALIGNMENT PROFILE - MD 193 (UNIVERSITY BOULEVARD)
269	PR-083	HIGHWAY ALIGNMENT PROFILE - ADELPHI ROAD
270	PR-084	HIGHWAY ALIGNMENT PROFILE - CAMPUS DRIVE
271	PR-085	HIGHWAY ALIGNMENT PROFILE - CAMPUS DRIVE
272	PR-086	HIGHWAY ALIGNMENT PROFILE - REGENTS DRIVE
273	PR-087	HIGHWAY ALIGNMENT PROFILE - PAINT BRANCH PARKWAY
274	PR-088	HIGHWAY ALIGNMENT PROFILE - RIVER ROAD
275	PR-089	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG KENILWORTH AVE
276	PR-090	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG KENILWORTH AVE
277	PR-091	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG KENILWORTH AVE
278	PR-092	HIGHWAY ALIGNMENT PROFILE - QUESADA ROAD
279	PR-093	HIGHWAY ALIGNMENT PROFILE - MD 410 (EAST-WEST HWY)
280	PR-094	HIGHWAY ALIGNMENT PROFILE - MD 201 (KENILWORTH AVENUE)
281	PR-095	HIGHWAY ALIGNMENT PROFILE - MD 201 (KENILWORTH AVENUE)
282	PR-096	HIGHWAY ALIGNMENT PROFILE - MD 410 (RIVERDALE ROAD)
283	PR-097	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG RIVERDALE RD
284	PR-098	HIGHWAY ALIGNMENT PROFILE - EASTPINE DRIVE
285	PR-099	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG RIVERDALE RD

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
286	PR-100	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG RIVERDALE RD
287	PR-101	HIGHWAY ALIGNMENT PROFILE - MISC ROADS ALONG RIVERDALE RD
288	PR-102	HIGHWAY ALIGNMENT PROFILE - HANSON OAKS DRIVE
289	TR-01	TRAIL ALIGNMENT PROFILE - STA 0+00 TO STA 24+00
290	TR-02	TRAIL ALIGNMENT PROFILE - STA 24+00 TO STA 48+00
291	TR-03	TRAIL ALIGNMENT PROFILE - STA 48+00 TO STA 75+00
292	TR-04	TRAIL ALIGNMENT PROFILE - STA 75+00 TO STA 99+00
293	TR-05	TRAIL ALIGNMENT PROFILE - STA 99+00 TO STA 127+00
294	TR-06	TRAIL ALIGNMENT PROFILE - STA 127+00 TO STA 151+00
295	TR-07	TRAIL ALIGNMENT PROFILE - STA 151+00 TO STA 175+00
296	TR-08	TRAIL ALIGNMENT PROFILE - STA 175+00 TO STA 199+00
297	TR-09	TRAIL ALIGNMENT PROFILE - STA 199+00 TO STA 223+00
298	TR-10	TRAIL ALIGNMENT PROFILE - STA 223+00 TO STA 248+00
299	TR-11	TRAIL ALIGNMENT PROFILE - TRAIL CONNECTION PROFILES
300	TR-12	TRAIL ALIGNMENT PROFILE - TRAIL CONNECTION PROFILES
301	TR-13	TRAIL ALIGNMENT PROFILE - TRAIL CONNECTION PROFILES
302	TR-14	TRAIL ALIGNMENT PROFILE - TRAIL CONNECTION PROFILES
303	TS-001	ALIGNMENT TYPICAL SECTION BETHESDA TUNNEL
304	TS-002	ALIGNMENT TYPICAL SECTION BETHESDA TUNNEL
305	TS-003	ALIGNMENT TYPICAL SECTION BETHESDA TUNNEL
306	TS-004	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
307	TS-005	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
308	TS-006	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
309	TS-007	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
310	TS-008	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
311	TS-009	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
312	TS-010	ALIGNMENT TYPICAL SECTION GEORGETOWN BRANCH - CCT
313	TS-011	ALIGNMENT TYPICAL SECTION CSX CORRIDOR - CCT
314	TS-012	ALIGNMENT TYPICAL SECTION CSX CORRIDOR - CCT
315	TS-013	ALIGNMENT TYPICAL SECTION CSX CORRIDOR - CCT
316	TS-014	ALIGNMENT TYPICAL SECTION CSX CORRIDOR - WOODSIDE
317	TS-015	ALIGNMENT TYPICAL SECTION BONIFANT STREET
318	TS-016	ALIGNMENT TYPICAL SECTION BONIFANT STREET
319	TS-017	ALIGNMENT TYPICAL SECTION BONIFANT STREET
320	TS-018	ALIGNMENT TYPICAL SECTION BONIFANT STREET
321	TS-019	ALIGNMENT TYPICAL SECTION SILVER SPRING LIBRARY
322	TS-020	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
323	TS-021	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
324	TS-022	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
325	TS-023	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
326	TS-024	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
327	TS-025	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
328	TS-026	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
329	TS-027	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
330	TS-028	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
331	TS-029	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
332	TS-030	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
333	TS-031	ALIGNMENT TYPICAL SECTION MANCHESTER PLACE STATION
334	TS-032	ALIGNMENT TYPICAL SECTION MANCHESTER PLACE STATION
335	TS-033	ALIGNMENT TYPICAL SECTION MANCHESTER PLACE STATION
336	TS-034	ALIGNMENT TYPICAL SECTION PLYMOUTH TUNNEL
337	TS-035	ALIGNMENT TYPICAL SECTION PLYMOUTH TUNNEL CUT AND COVER EAST
338	TS-036	ALIGNMENT TYPICAL SECTION ARLISS STREET
339	TS-037	ALIGNMENT TYPICAL SECTION ARLISS STREET
340	TS-038	ALIGNMENT TYPICAL SECTION ARLISS STREET
341	TS-039	ALIGNMENT TYPICAL SECTION PINEY BRANCH ROAD
342	TS-040	ALIGNMENT TYPICAL SECTION PINEY BRANCH ROAD
343	TS-041	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
344	TS-042	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
345	TS-043	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
346	TS-044	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
347	TS-045	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
348	TS-046	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
349	TS-047	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
350	TS-048	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
351	TS-049	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
352	TS-050	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
353	TS-051	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
354	TS-052	ALIGNMENT TYPICAL SECTION MD 193 (UNIVERSITY BLVD)
355	TS-053	ALIGNMENT TYPICAL SECTION CAMPUS DRIVE
356	TS-054	ALIGNMENT TYPICAL SECTION PRESIDENTIAL DRIVE
357	TS-055	ALIGNMENT TYPICAL SECTION PRESIDENTIAL DRIVE / CAMPUS DRIVE

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
358	TS-056	ALIGNMENT TYPICAL SECTION PRESIDENTIAL DRIVE / CAMPUS DRIVE
359	TS-057	ALIGNMENT TYPICAL SECTION CAMPUS DRIVE
360	TS-058	ALIGNMENT TYPICAL SECTION CAMPUS DRIVE
361	TS-059	ALIGNMENT TYPICAL SECTION ENGINEERING FIELDS
362	TS-060	ALIGNMENT TYPICAL SECTION ROSSBOROUGH LANE
363	TS-061	ALIGNMENT TYPICAL SECTION ROSSBOROUGH LANE
364	TS-062	ALIGNMENT TYPICAL SECTION ROSSBOROUGH LANE
365	TS-063	ALIGNMENT TYPICAL SECTION ROSSBOROUGH LANE
366	TS-064	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
367	TS-065	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
368	TS-066	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
369	TS-067	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
370	TS-068	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
371	TS-069	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
372	TS-070	ALIGNMENT TYPICAL SECTION COLLEGE PARK METRO
373	TS-071	ALIGNMENT TYPICAL SECTION COLLEGE PARK METRO
374	TS-072	ALIGNMENT TYPICAL SECTION RIVER ROAD
375	TS-073	ALIGNMENT TYPICAL SECTION RIVER ROAD
376	TS-074	ALIGNMENT TYPICAL SECTION RIVER ROAD
377	TS-075	ALIGNMENT TYPICAL SECTION RIVER ROAD
378	TS-076	ALIGNMENT TYPICAL SECTION RIVER ROAD
379	TS-077	ALIGNMENT TYPICAL SECTION RIVER ROAD
380	TS-078	ALIGNMENT TYPICAL SECTION RIVER ROAD
381	TS-079	ALIGNMENT TYPICAL SECTION RIVER ROAD
382	TS-080	ALIGNMENT TYPICAL SECTION RIVER ROAD
383	TS-081	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
384	TS-082	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
385	TS-083	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
386	TS-084	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
387	TS-085	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
388	TS-086	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
389	TS-087	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
390	TS-088	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
391	TS-089	ALIGNMENT TYPICAL SECTION KENILWORTH AERIAL 1 OF 3
392	TS-090	ALIGNMENT TYPICAL SECTION KENILWORTH AERIAL 2 OF 3
393	TS-091	ALIGNMENT TYPICAL SECTION KENILWORTH AERIAL 3 OF 3
394	TS-092	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
395	TS-093	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
396	TS-094	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
397	TS-095	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
398	TS-096	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
399	TS-097	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
400	TS-098	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
401	TS-099	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
402	TS-100	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
403	TS-101	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
404	TS-102	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
405	TS-103	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
406	TS-104	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
407	TS-105	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
408	TS-106	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
409	TS-107	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
410	TS-108	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
411	TS-109	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
412	TS-110	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
413	TS-111	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
414	TS-112	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
415	TS-113	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
416	TS-114	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
417	TS-115	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
418	TS-116	ALIGNMENT TYPICAL SECTION MD 410 (VETERANS PARKWAY)
419	TS-117	ALIGNMENT TYPICAL SECTION ELLIN ROAD
420	TS-118	ALIGNMENT TYPICAL SECTION ELLIN ROAD
421	TS-119	ALIGNMENT TYPICAL SECTION ELLIN ROAD
422	TS-120	ALIGNMENT TYPICAL SECTION ELLIN ROAD

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 1

SHEET 2

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-102

SHEET NO. 6 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 1

TRACK/HIGHWAY/TRAIL ALIGNMENT PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
423	TS-121	ALIGNMENT TYPICAL SECTION NEWDALE RD
424	TS-122	ALIGNMENT TYPICAL SECTION JONES MILL RD
425	TS-123	ALIGNMENT TYPICAL SECTION JONES MILL RD
426	TS-124	ALIGNMENT TYPICAL SECTION LYTTONSVILLE PL
427	TS-125	ALIGNMENT TYPICAL SECTION BROOKVILLE RD
428	TS-126	ALIGNMENT TYPICAL SECTION STEWART AVE
429	TS-127	ALIGNMENT TYPICAL SECTION COMMERCIAL DRIVEWAY
430	TS-128	ALIGNMENT TYPICAL SECTION TALBOT AVE WEST
431	TS-129	ALIGNMENT TYPICAL SECTION TALBOT AVE EAST
432	TS-130	ALIGNMENT TYPICAL SECTION 4TH AVENUE
433	TS-131	ALIGNMENT TYPICAL SECTION 4TH AVENUE
434	TS-132	ALIGNMENT TYPICAL SECTION 16TH STREET
435	TS-133	ALIGNMENT TYPICAL SECTION 16TH STREET
436	TS-134	ALIGNMENT TYPICAL SECTION SPRING STREET
437	TS-135	ALIGNMENT TYPICAL SECTION BONIFANT STREET
438	TS-136	ALIGNMENT TYPICAL SECTION INTERNATIONAL MIDDLE SCHOOL ENTRANCE
439	TS-137	ALIGNMENT TYPICAL SECTION WAYNE AVENUE
440	TS-138	ALIGNMENT TYPICAL SECTION ARLISS STREET
441	TS-139	ALIGNMENT TYPICAL SECTION PINEY BRANCH ROAD
442	TS-140	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG UNIVERSITY BOULEVARD
443	TS-141	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG UNIVERSITY BOULEVARD
444	TS-142	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG UNIVERSITY BOULEVARD
445	TS-143	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG UNIVERSITY BOULEVARD
446	TS-144	ALIGNMENT TYPICAL SECTION MD 212 (RIGGS ROAD)
447	TS-145	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG UNIVERSITY BOULEVARD
448	TS-146	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG UNIVERSITY BOULEVARD
449	TS-147	ALIGNMENT TYPICAL SECTION CAMPUS DRIVE
450	TS-148	ALIGNMENT TYPICAL SECTION CAMPUS DRIVE
451	TS-149	ALIGNMENT TYPICAL SECTION CAMPUS DRIVE
452	TS-150	ALIGNMENT TYPICAL SECTION REGENTS DRIVE
453	TS-151	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
454	TS-152	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
455	TS-153	ALIGNMENT TYPICAL SECTION PAINT BRANCH PARKWAY
456	TS-154	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG RIVER ROAD
457	TS-155	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
458	TS-156	ALIGNMENT TYPICAL SECTION MD 201 (KENILWORTH AVENUE)
459	TS-157	ALIGNMENT TYPICAL SECTION MD 410 (EAST-WEST HIGHWAY)
460	TS-158	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ROADS
461	TS-159	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ROADS
462	TS-160	ALIGNMENT TYPICAL SECTION MISCELLANEOUS ROADS
463	TS-161	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG RIVERDALE ROAD
464	TS-162	ALIGNMENT TYPICAL SECTION PARK BUILDING ENTRANCES
465	TS-163	ALIGNMENT TYPICAL SECTION MISC ROADS ALONG RIVERDALE ROAD
466	TS-164	ALIGNMENT TYPICAL SECTION BALTIMORE-WASHINGTON PARKWAY
467	TS-165	ALIGNMENT TYPICAL SECTION BALTIMORE-WASHINGTON PARKWAY
468	TS-166	ALIGNMENT TYPICAL SECTION MD 410 (RIVERDALE ROAD)
469	TS-167	ALIGNMENT TYPICAL SECTION HANSON OAKS DRIVE

SURVEY PLANS

SHEET NO.	DWG. NO.	DESCRIPTION
470	SP-01	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
471	SP-02	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
472	SP-03	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
473	SP-04	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
474	SP-05	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
475	SP-06	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
476	SP-07	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
477	SP-08	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
478	SP-09	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
479	SP-10	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
480	SP-11	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
481	SP-12	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
482	SP-13	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
483	SP-14	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
484	SP-15	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
485	SP-16	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
486	SP-17	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
487	SP-18	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
488	SP-19	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
489	SP-20	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
490	SP-21	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
491	SP-22	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
492	SP-23	HORIZONTAL AND VERTICAL CONTROL DIAGRAM

SURVEY PLANS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
493	SP-24	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
494	SP-25	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
495	SP-26	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
496	SP-27	HORIZONTAL AND VERTICAL CONTROL DIAGRAM
497	SP-28	HORIZONTAL AND VERTICAL CONTROL DIAGRAM

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 1

SHEET 3

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. G-103

SHEET NO. 7 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 2

DRAFT WORK-IN-PROGRESS
STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-201	COVER SHEET - VOLUME 2
2	GN-201	KEY MAP
3	GN-202	GENERAL NOTES AND LEGEND
4	GN-203	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-201	INDEX OF DRAWINGS - VOLUME 2 SHEET 1
6	GI-202	INDEX OF DRAWINGS - VOLUME 2 SHEET 2
7	GI-203	INDEX OF DRAWINGS - VOLUME 2 SHEET 3

TRACK CROSS SECTIONS

SHEET NO.	DWG. NO.	DESCRIPTION
8	XS-001	CROSS SECTIONS STA TRK 1 299+21 TO STA TRK 1 300+00
9	XS-002	CROSS SECTIONS STA TRK 1 300+50 TO STA TRK 1 302+00
10	XS-003	CROSS SECTIONS STA TRK 1 302+50 TO STA TRK 1 304+00
11	XS-004	CROSS SECTIONS STA TRK 1 304+50 TO STA TRK 1 306+00
12	XS-005	CROSS SECTIONS STA TRK 1 306+50 TO STA TRK 1 308+00
13	XS-006	CROSS SECTIONS STA TRK 1 308+50 TO STA TRK 1 310+00
14	XS-007	CROSS SECTIONS STA TRK 1 310+50 TO STA TRK 1 312+00
15	XS-008	CROSS SECTIONS STA TRK 1 312+50 TO STA TRK 1 314+00
16	XS-009	CROSS SECTIONS STA TRK 1 314+50 TO STA TRK 1 316+00
17	XS-010	CROSS SECTIONS STA TRK 1 316+50 TO STA TRK 1 318+00
18	XS-011	CROSS SECTIONS STA TRK 1 318+50 TO STA TRK 1 320+00
19	XS-012	CROSS SECTIONS STA TRK 1 320+50 TO STA TRK 1 322+00
20	XS-013	CROSS SECTIONS STA TRK 1 322+50 TO STA TRK 1 324+00
21	XS-014	CROSS SECTIONS STA TRK 1 324+50 TO STA TRK 1 326+00
22	XS-015	CROSS SECTIONS STA TRK 1 326+50 TO STA TRK 1 328+00
23	XS-016	CROSS SECTIONS STA TRK 1 328+50 TO STA TRK 1 330+00
24	XS-017	CROSS SECTIONS STA TRK 1 330+50 TO STA TRK 1 332+00
25	XS-018	CROSS SECTIONS STA TRK 1 332+50 TO STA TRK 1 334+00
26	XS-019	CROSS SECTIONS STA TRK 1 334+50 TO STA TRK 1 336+00
27	XS-020	CROSS SECTIONS STA TRK 1 336+50 TO STA TRK 1 338+00
28	XS-021	CROSS SECTIONS STA TRK 1 338+50 TO STA TRK 1 340+00
29	XS-022	CROSS SECTIONS STA TRK 1 340+50 TO STA TRK 1 342+00
30	XS-023	CROSS SECTIONS STA TRK 1 342+50 TO STA TRK 1 344+00
31	XS-024	CROSS SECTIONS STA TRK 1 344+50 TO STA TRK 1 346+00
32	XS-025	CROSS SECTIONS STA TRK 1 346+50 TO STA TRK 1 348+00
33	XS-026	CROSS SECTIONS STA TRK 1 348+50 TO STA TRK 1 350+00
34	XS-027	CROSS SECTIONS STA TRK 1 350+50 TO STA TRK 1 352+00
35	XS-028	CROSS SECTIONS STA TRK 1 352+50 TO STA TRK 1 354+00
36	XS-029	CROSS SECTIONS STA TRK 1 354+50 TO STA TRK 1 356+00
37	XS-030	CROSS SECTIONS STA TRK 1 356+50 TO STA TRK 1 358+00
38	XS-031	CROSS SECTIONS STA TRK 1 358+50 TO STA TRK 1 360+00
39	XS-032	CROSS SECTIONS STA TRK 1 360+50 TO STA TRK 1 362+00
40	XS-033	CROSS SECTIONS STA TRK 1 362+50 TO STA TRK 1 364+00
41	XS-034	CROSS SECTIONS STA TRK 1 364+50 TO STA TRK 1 366+00
42	XS-035	CROSS SECTIONS STA TRK 1 366+50 TO STA TRK 1 368+00
43	XS-036	CROSS SECTIONS STA TRK 1 368+50 TO STA TRK 1 370+00
44	XS-037	CROSS SECTIONS STA TRK 1 370+50 TO STA TRK 1 372+50
45	XS-038	CROSS SECTIONS STA TRK 1 373+00 TO STA TRK 1 374+00
46	XS-039	CROSS SECTIONS STA TRK 1 374+50 TO STA TRK 1 375+50
47	XS-040	CROSS SECTIONS STA TRK 1 376+00 TO STA TRK 1 377+50
48	XS-041	CROSS SECTIONS STA TRK 1 378+00 TO STA TRK 1 379+50
49	XS-042	CROSS SECTIONS STA TRK 1 380+00 TO STA TRK 1 381+50
50	XS-043	CROSS SECTIONS STA TRK 1 382+00 TO STA TRK 1 383+50
51	XS-044	CROSS SECTIONS STA TRK 1 384+00 TO STA TRK 1 385+50
52	XS-045	CROSS SECTIONS STA TRK 1 386+00 TO STA TRK 1 387+50
53	XS-046	CROSS SECTIONS STA TRK 1 388+00 TO STA TRK 1 389+50
54	XS-047	CROSS SECTIONS STA TRK 1 390+00 TO STA TRK 1 391+50
55	XS-048	CROSS SECTIONS STA TRK 1 392+00 TO STA TRK 1 393+50
56	XS-049	CROSS SECTIONS STA TRK 1 394+00 TO STA TRK 1 395+50
57	XS-050	CROSS SECTIONS STA TRK 1 396+00 TO STA TRK 1 397+50
58	XS-051	CROSS SECTIONS STA TRK 1 398+00 TO STA TRK 1 399+50
59	XS-052	CROSS SECTIONS STA TRK 1 400+00 TO STA TRK 1 401+50
60	XS-053	CROSS SECTIONS STA TRK 1 402+00 TO STA TRK 1 403+50
61	XS-054	CROSS SECTIONS STA TRK 1 404+00 TO STA TRK 1 405+50
62	XS-055	CROSS SECTIONS STA TRK 1 406+00 TO STA TRK 1 407+50
63	XS-056	CROSS SECTIONS STA TRK 1 408+50 TO STA TRK 1 410+00
64	XS-057	CROSS SECTIONS STA TRK 1 410+50 TO STA TRK 1 411+00
65	XS-058	CROSS SECTIONS STA TRK 1 411+50 TO STA TRK 1 412+00
66	XS-059	CROSS SECTIONS STA TRK 1 412+50 TO STA TRK 1 413+00
67	XS-060	CROSS SECTIONS STA TRK 1 413+50 TO STA TRK 1 414+00
68	XS-061	CROSS SECTIONS STA TRK 1 414+50 TO STA TRK 1 415+00
69	XS-062	CROSS SECTIONS STA TRK 1 415+50 TO STA TRK 1 416+00

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
70	XS-063	CROSS SECTIONS STA TRK 1 416+50 TO STA TRK 1 417+00
71	XS-064	CROSS SECTIONS STA TRK 1 417+50 TO STA TRK 1 418+00
72	XS-065	CROSS SECTIONS STA TRK 1 418+50 TO STA TRK 1 419+00
73	XS-066	CROSS SECTIONS STA TRK 1 419+50 TO STA TRK 1 420+00
74	XS-067	CROSS SECTIONS STA TRK 1 420+50 TO STA TRK 1 421+00
75	XS-068	CROSS SECTIONS STA TRK 1 421+50 TO STA TRK 1 422+00
76	XS-069	CROSS SECTIONS STA TRK 1 422+50 TO STA TRK 1 423+00
77	XS-070	CROSS SECTIONS STA TRK 1 423+50 TO STA TRK 1 425+00
78	XS-071	CROSS SECTIONS STA TRK 1 425+50 TO STA TRK 1 427+00
79	XS-072	CROSS SECTIONS STA TRK 1 427+50 TO STA TRK 1 429+00
80	XS-073	CROSS SECTIONS STA TRK 1 429+50 TO STA TRK 1 431+00
81	XS-074	CROSS SECTIONS STA TRK 1 431+50 TO STA TRK 1 433+00
82	XS-075	CROSS SECTIONS STA TRK 1 433+50 TO STA TRK 1 435+00
83	XS-076	CROSS SECTIONS STA TRK 1 435+50 TO STA TRK 1 437+00
84	XS-077	CROSS SECTIONS STA TRK 1 437+50 TO STA TRK 1 439+00
85	XS-078	CROSS SECTIONS STA TRK 1 439+50 TO STA TRK 1 441+00
86	XS-079	CROSS SECTIONS STA TRK 1 441+50 TO STA TRK 1 443+00
87	XS-080	CROSS SECTIONS STA TRK 1 443+50 TO STA TRK 1 445+00
88	XS-081	CROSS SECTIONS STA TRK 1 445+50 TO STA TRK 1 447+00
89	XS-082	CROSS SECTIONS STA TRK 1 447+50 TO STA TRK 1 449+00
90	XS-083	CROSS SECTIONS STA TRK 1 449+50 TO STA TRK 1 451+00
91	XS-084	CROSS SECTIONS STA TRK 1 451+50 TO STA TRK 1 453+00
92	XS-085	CROSS SECTIONS STA TRK 1 453+50 TO STA TRK 1 455+00
93	XS-086	CROSS SECTIONS STA TRK 1 455+50 TO STA TRK 1 457+00
94	XS-087	CROSS SECTIONS STA TRK 1 457+50 TO STA TRK 1 459+00
95	XS-088	CROSS SECTIONS STA TRK 1 459+50 TO STA TRK 1 461+00
96	XS-089	CROSS SECTIONS STA TRK 1 461+50 TO STA TRK 1 463+00
97	XS-090	CROSS SECTIONS STA TRK 1 463+50 TO STA TRK 1 465+00
98	XS-091	CROSS SECTIONS STA TRK 1 465+50 TO STA TRK 1 467+00
99	XS-092	CROSS SECTIONS STA TRK 1 467+50 TO STA TRK 1 468+50
100	XS-093	CROSS SECTIONS STA TRK 1 470+00 TO STA TRK 1 470+50
101	XS-094	CROSS SECTIONS STA TRK 1 471+00 TO STA TRK 1 471+50
102	XS-095	CROSS SECTIONS STA TRK 1 472+00 TO STA TRK 1 472+50
103	XS-096	CROSS SECTIONS STA TRK 1 473+00 TO STA TRK 1 473+50
104	XS-097	CROSS SECTIONS STA TRK 1 474+00 TO STA TRK 1 474+50
105	XS-098	CROSS SECTIONS STA TRK 1 475+00 TO STA TRK 1 475+50
106	XS-099	CROSS SECTIONS STA TRK 1 476+00 TO STA TRK 1 476+50
107	XS-100	CROSS SECTIONS STA TRK 1 477+00 TO STA TRK 1 477+50
108	XS-101	CROSS SECTIONS STA TRK 1 478+00 TO STA TRK 1 478+50
109	XS-102	CROSS SECTIONS STA TRK 1 479+00 TO STA TRK 1 479+50
110	XS-103	CROSS SECTIONS STA TRK 1 480+00 TO STA TRK 1 480+50
111	XS-104	CROSS SECTIONS STA TRK 1 481+00 TO STA TRK 1 481+50
112	XS-105	CROSS SECTIONS STA TRK 1 482+00 TO STA TRK 1 482+50
113	XS-106	CROSS SECTIONS STA TRK 1 483+00 TO STA TRK 1 483+50
114	XS-107	CROSS SECTIONS STA TRK 1 484+00 TO STA TRK 1 484+50
115	XS-108	CROSS SECTIONS STA TRK 1 485+00 TO STA TRK 1 485+50
116	XS-109	CROSS SECTIONS STA TRK 1 486+00 TO STA TRK 1 486+50
117	XS-110	CROSS SECTIONS STA TRK 1 487+00 TO STA TRK 1 487+50
118	XS-111	CROSS SECTIONS STA TRK 1 488+00
119	XS-112	CROSS SECTIONS STA TRK 1 488+50
120	XS-113	CROSS SECTIONS STA TRK 1 489+00
121	XS-114	CROSS SECTIONS STA TRK 1 489+50
122	XS-115	CROSS SECTIONS STA TRK 1 490+00
123	XS-116	CROSS SECTIONS STA TRK 1 490+50
124	XS-117	CROSS SECTIONS STA TRK 1 491+00
125	XS-118	CROSS SECTIONS STA TRK 1 491+50 TO STA TRK 1 492+00
126	XS-119	CROSS SECTIONS STA TRK 1 492+50 TO STA TRK 1 493+00
127	XS-120	CROSS SECTIONS STA TRK 1 493+50 TO STA TRK 1 494+00
128	XS-121	CROSS SECTIONS STA TRK 1 494+50 TO STA TRK 1 495+00
129	XS-122	CROSS SECTIONS STA TRK 1 495+50 TO STA TRK 1 496+00
130	XS-123	CROSS SECTIONS STA TRK 1 497+00 TO STA TRK 1 497+50
131	XS-124	CROSS SECTIONS STA TRK 1 498+00 TO STA TRK 1 498+50
132	XS-125	CROSS SECTIONS STA TRK 1 499+00 TO STA TRK 1 499+50
133	XS-126	CROSS SECTIONS STA TRK 1 500+00 TO STA TRK 1 500+50
134	XS-127	CROSS SECTIONS STA TRK 1 501+00 TO STA TRK 1 501+50
135	XS-128	CROSS SECTIONS STA TRK 1 502+50 TO STA TRK 1 503+00
136	XS-129	CROSS SECTIONS STA TRK 1 503+50 TO STA TRK 1 504+00
137	XS-130	CROSS SECTIONS STA TRK 1 504+50 TO STA TRK 1 505+00
138	XS-131	CROSS SECTIONS STA TRK 1 505+50 TO STA TRK 1 506+00
139	XS-132	CROSS SECTIONS STA TRK 1 506+50 TO STA TRK 1 507+00
140	XS-133	CROSS SECTIONS STA TRK 1 507+50 TO STA TRK 1 508+00
141	XS-134	CROSS SECTIONS STA TRK 1 508+50 TO STA TRK 1 509+00

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
142	XS-135	CROSS SECTIONS STA TRK 1 510+00 TO STA TRK 1 510+50
143	XS-136	CROSS SECTIONS STA TRK 1 511+00 TO STA TRK 1 511+50
144	XS-137	CROSS SECTIONS STA TRK 1 512+00 TO STA TRK 1 512+50
145	XS-138	CROSS SECTIONS STA TRK 1 513+00 TO STA TRK 1 513+50
146	XS-139	CROSS SECTIONS STA TRK 1 514+00 TO STA TRK 1 514+50
147	XS-140	CROSS SECTIONS STA TRK 1 515+00 TO STA TRK 1 515+50
148	XS-141	CROSS SECTIONS STA TRK 1 516+00 TO STA TRK 1 516+50
149	XS-142	CROSS SECTIONS STA TRK 1 517+00 TO STA TRK 1 517+50
150	XS-143	CROSS SECTIONS STA TRK 1 518+00 TO STA TRK 1 518+50
151	XS-144	CROSS SECTIONS STA TRK 1 519+00 TO STA TRK 1 519+50
152	XS-145	CROSS SECTIONS STA TRK 1 535+50 TO STA TRK 1 537+00
153	XS-146	CROSS SECTIONS STA TRK 1 537+50 TO STA TRK 1 539+00
154	XS-147	CROSS SECTIONS STA TRK 1 539+50 TO STA TRK 1 541+00
155	XS-148	CROSS SECTIONS STA TRK 1 541+50 TO STA TRK 1 543+00
156	XS-149	CROSS SECTIONS STA TRK 1 543+50 TO STA TRK 1 544+50
157	XS-150	CROSS SECTIONS STA TRK 1 618+00 TO STA TRK 1 619+50
158	XS-151	CROSS SECTIONS STA TRK 1 620+00 TO STA TRK 1 621+50
159	XS-152	CROSS SECTIONS STA TRK 1 622+00 TO STA TRK 1 623+50
160	XS-153	CROSS SECTIONS STA TRK 1 624+00 TO STA TRK 1 625+50
161	XS-154	CROSS SECTIONS STA TRK 1 626+00 TO STA TRK 1 627+50
162	XS-155	CROSS SECTIONS STA TRK 1 628+00 TO STA TRK 1 629+50
163	XS-156	CROSS SECTIONS STA TRK 1 630+00 TO STA TRK 1 631+50
164	XS-157	CROSS SECTIONS STA TRK 1 632+00 TO STA TRK 1 633+50
165	XS-158	CROSS SECTIONS STA TRK 1 634+00 TO STA TRK 1 635+50
166	XS-159	CROSS SECTIONS STA TRK 1 636+00 TO STA TRK 1 637+50
167	XS-160	CROSS SECTIONS STA TRK 1 638+00 TO STA TRK 1 639+50
168	XS-161	CROSS SECTIONS STA TRK 1 640+00 TO STA TRK 1 641+50
169	XS-162	CROSS SECTIONS STA TRK 1 642+00 TO STA TRK 1 643+50
170	XS-163	CROSS SECTIONS STA TRK 1 644+00 TO STA TRK 1 645+50
171	XS-164	CROSS SECTIONS STA TRK 1 646+00 TO STA TRK 1 647+50
172	XS-165	CROSS SECTIONS STA TRK 1 648+00 TO STA TRK 1 649+50
173	XS-166	CROSS SECTIONS STA TRK 1 650+00 TO STA TRK 1 651+50
174	XS-167	CROSS SECTIONS STA TRK 1 652+00 TO STA TRK 1 653+50
175	XS-168	CROSS SECTIONS STA TRK 1 654+00 TO STA TRK 1 655+50
176	XS-169	CROSS SECTIONS STA TRK 1 656+00 TO STA TRK 1 657+50
177	XS-170	CROSS SECTIONS STA TRK 1 658+00 TO STA TRK 1 659+50
178	XS-171	CROSS SECTIONS STA TRK 1 660+00 TO STA TRK 1 661+50
179	XS-172	CROSS SECTIONS STA TRK 1 662+00 TO STA TRK 1 663+50
180	XS-173	CROSS SECTIONS STA TRK 1 664+00 TO STA TRK 1 665+50
181	XS-174	CROSS SECTIONS STA TRK 1 666+00 TO STA TRK 1 667+50
182	XS-175	CROSS SECTIONS STA TRK 1 668+00 TO STA TRK 1 669+50
183	XS-176	CROSS SECTIONS STA TRK 1 670+00 TO STA TRK 1 671+50
184	XS-177	CROSS SECTIONS STA TRK 1 672+00 TO STA TRK 1 673+50
185	XS-178	CROSS SECTIONS STA TRK 1 674+00 TO STA TRK 1 675+50
186	XS-179	CROSS SECTIONS STA TRK 1 676+00 TO STA TRK 1 677+50
187	XS-180	CROSS SECTIONS STA TRK 1 678+00 TO STA TRK 1 679+50
188	XS-181	CROSS SECTIONS STA TRK 1 680+00 TO STA TRK 1 681+50
189	XS-182	CROSS SECTIONS STA TRK 1 682+00 TO STA TRK 1 683+50
190	XS-183	CROSS SECTIONS STA TRK 1 684+00 TO STA TRK 1 684+50
191	XS-184	CROSS SECTIONS STA TRK 1 685+00 TO STA TRK 1 685+50
192	XS-185	CROSS SECTIONS STA TRK 1 686+00 TO STA TRK 1 686+50
193	XS-186	CROSS SECTIONS STA TRK 1 687+00 TO STA TRK 1 687+50
194	XS-187	CROSS SECTIONS STA TRK 1 688+00 TO STA TRK 1 688+50
195	XS-188	CROSS SECTIONS STA TRK 1 689+00 TO STA TRK 1 689+50
196	XS-189	CROSS SECTIONS STA TRK 1 690+00 TO STA TRK 1 690+50
197	XS-190	CROSS SECTIONS STA TRK 1 691+00 TO STA TRK 1 691+50
198	XS-191	CROSS SECTIONS STA TRK 1 692+00 TO STA TRK 1 692+50
199	XS-192	CROSS SECTIONS STA TRK 1 693+00 TO STA TRK 1 693+50
200	XS-193	CROSS SECTIONS STA TRK 1 694+00 TO STA TRK 1 694+50
201	XS-194	CROSS SECTIONS STA TRK 1 695+00 TO STA TRK 1 695+50
202	XS-195	CROSS SECTIONS STA TRK 1 696+00 TO STA TRK 1 696+50
203	XS-196	CROSS SECTIONS STA TRK 1 697+00 TO STA TRK 1 697+50
204	XS-197	CROSS SECTIONS STA TRK 1 698+00 TO STA TRK 1 699+50
205	XS-198	CROSS SECTIONS STA TRK 1 700+00 TO STA TRK 1 701+50
206	XS-199	CROSS SECTIONS STA TRK 1 702+00 TO STA TRK 1 703+50
207	XS-200	CROSS SECTIONS STA TRK 1 704+00 TO STA TRK 1 705+50
208	XS-201	CROSS SECTIONS STA TRK 1 706+00 TO STA TRK 1 707+50
209	XS-202	CROSS SECTIONS STA TRK 1 708+00 TO STA TRK 1 708+50
210	XS-203	CROSS SECTIONS STA TRK 1 709+00 TO STA TRK 1 710+50
211	XS-204	CROSS SECTIONS STA TRK 1 711+00 TO STA TRK 1 712+50
212	XS-205	CROSS SECTIONS STA TRK 1 713+00 TO STA TRK 1 714+50
213	XS-206	CROSS SECTIONS STA TRK 1 715+00 TO STA TRK 1 715+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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
INDEX OF DRAWINGS – VOLUME 2
SHEET 1
DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–104
SHEET NO. 8 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 2

DRAFT WORK-IN-PROGRESS
STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
214	XS-207	CROSS SECTIONS STA TRK 1 716+00 TO STA TRK 1 716+50
215	XS-208	CROSS SECTIONS STA TRK 1 717+00 TO STA TRK 1 717+50
216	XS-209	CROSS SECTIONS STA TRK 1 718+00 TO STA TRK 1 719+50
217	XS-210	CROSS SECTIONS STA TRK 1 720+00 TO STA TRK 1 721+50
218	XS-211	CROSS SECTIONS STA TRK 1 722+00 TO STA TRK 1 723+50
219	XS-212	CROSS SECTIONS STA TRK 1 724+00 TO STA TRK 1 724+50
220	XS-213	CROSS SECTIONS STA TRK 1 722+50 TO STA TRK 1 723+00
221	XS-214	CROSS SECTIONS STA TRK 1 723+50 TO STA TRK 1 724+00
222	XS-215	CROSS SECTIONS STA TRK 1 724+50 TO STA TRK 1 725+00
223	XS-216	CROSS SECTIONS STA TRK 1 725+50 TO STA TRK 1 726+00
224	XS-217	CROSS SECTIONS STA TRK 1 726+50 TO STA TRK 1 727+00
225	XS-218	CROSS SECTIONS STA TRK 1 727+50 TO STA TRK 1 728+00
226	XS-219	CROSS SECTIONS STA TRK 1 728+50 TO STA TRK 1 729+00
227	XS-220	CROSS SECTIONS STA TRK 1 729+50 TO STA TRK 1 730+00
228	XS-221	CROSS SECTIONS STA TRK 1 730+50 TO STA TRK 1 731+00
229	XS-222	CROSS SECTIONS STA TRK 1 731+50 TO STA TRK 1 732+00
230	XS-223	CROSS SECTIONS STA TRK 1 732+50 TO STA TRK 1 733+00
231	XS-224	CROSS SECTIONS STA TRK 1 733+50 TO STA TRK 1 734+00
232	XS-225	CROSS SECTIONS STA TRK 1 734+50 TO STA TRK 1 735+00
233	XS-226	CROSS SECTIONS STA TRK 1 735+50 TO STA TRK 1 736+00
234	XS-227	CROSS SECTIONS STA TRK 1 736+50 TO STA TRK 1 737+00
235	XS-228	CROSS SECTIONS STA TRK 1 737+50 TO STA TRK 1 738+00
236	XS-229	CROSS SECTIONS STA TRK 1 738+50 TO STA TRK 1 739+00
237	XS-230	CROSS SECTIONS STA TRK 1 739+50 TO STA TRK 1 740+00
238	XS-231	CROSS SECTIONS STA TRK 1 740+50 TO STA TRK 1 741+00
239	XS-232	CROSS SECTIONS STA TRK 1 741+50 TO STA TRK 1 742+00
240	XS-233	CROSS SECTIONS STA TRK 1 742+50 TO STA TRK 1 743+00
241	XS-234	CROSS SECTIONS STA TRK 1 743+50 TO STA TRK 1 744+00
242	XS-235	CROSS SECTIONS STA TRK 1 744+50 TO STA TRK 1 745+00
243	XS-236	CROSS SECTIONS STA TRK 1 745+50 TO STA TRK 1 746+00
244	XS-237	CROSS SECTIONS STA TRK 1 746+50 TO STA TRK 1 747+00
245	XS-238	CROSS SECTIONS STA TRK 1 747+50 TO STA TRK 1 748+00
246	XS-239	CROSS SECTIONS STA TRK 1 748+50 TO STA TRK 1 749+00
247	XS-240	CROSS SECTIONS STA TRK 1 749+50 TO STA TRK 1 750+00
248	XS-241	CROSS SECTIONS STA TRK 1 750+50 TO STA TRK 1 751+50
249	XS-242	CROSS SECTIONS STA TRK 1 752+00 TO STA TRK 1 752+50
250	XS-243	CROSS SECTIONS STA TRK 1 753+00 TO STA TRK 1 753+50
251	XS-244	CROSS SECTIONS STA TRK 1 754+00 TO STA TRK 1 754+50
252	XS-245	CROSS SECTIONS STA TRK 1 755+00 TO STA TRK 1 755+50
253	XS-246	CROSS SECTIONS STA TRK 1 756+00 TO STA TRK 1 756+50
254	XS-247	CROSS SECTIONS STA TRK 1 757+00 TO STA TRK 1 757+50
255	XS-248	CROSS SECTIONS STA TRK 1 758+00 TO STA TRK 1 759+00
256	XS-249	CROSS SECTIONS STA TRK 1 759+50 TO STA TRK 1 760+00
257	XS-250	CROSS SECTIONS STA TRK 1 760+50 TO STA TRK 1 761+00
258	XS-251	CROSS SECTIONS STA TRK 1 761+50 TO STA TRK 1 762+00
259	XS-252	CROSS SECTIONS STA TRK 1 762+50 TO STA TRK 1 763+00
260	XS-253	CROSS SECTIONS STA TRK 1 763+50 TO STA TRK 1 764+00
261	XS-254	CROSS SECTIONS STA TRK 1 764+50 TO STA TRK 1 765+00
262	XS-255	CROSS SECTIONS STA TRK 1 765+50 TO STA TRK 1 766+00
263	XS-256	CROSS SECTIONS STA TRK 1 766+50 TO STA TRK 1 767+00
264	XS-257	CROSS SECTIONS STA TRK 1 767+50 TO STA TRK 1 768+00
265	XS-258	CROSS SECTIONS STA TRK 1 768+50 TO STA TRK 1 769+00
266	XS-259	CROSS SECTIONS STA TRK 1 769+50 TO STA TRK 1 770+00
267	XS-260	CROSS SECTIONS STA TRK 1 770+50 TO STA TRK 1 771+00
268	XS-261	CROSS SECTIONS STA TRK 1 771+50 TO STA TRK 1 772+00
269	XS-262	CROSS SECTIONS STA TRK 1 772+50 TO STA TRK 1 773+00
270	XS-263	CROSS SECTIONS STA TRK 1 773+50 TO STA TRK 1 774+00
271	XS-264	CROSS SECTIONS STA TRK 1 774+50 TO STA TRK 1 775+00
272	XS-265	CROSS SECTIONS STA TRK 1 775+50 TO STA TRK 1 776+00
273	XS-266	CROSS SECTIONS STA TRK 1 776+50 TO STA TRK 1 777+00
274	XS-267	CROSS SECTIONS STA TRK 1 777+50 TO STA TRK 1 778+00
275	XS-268	CROSS SECTIONS STA TRK 1 778+50 TO STA TRK 1 779+00
276	XS-269	CROSS SECTIONS STA TRK 1 779+50 TO STA TRK 1 780+00
277	XS-270	CROSS SECTIONS STA TRK 1 780+50 TO STA TRK 1 781+00
278	XS-271	CROSS SECTIONS STA TRK 1 781+50 TO STA TRK 1 782+00
279	XS-272	CROSS SECTIONS STA TRK 1 782+50 TO STA TRK 1 783+00
280	XS-273	CROSS SECTIONS STA TRK 1 783+50 TO STA TRK 1 784+00
281	XS-274	CROSS SECTIONS STA TRK 1 784+50 TO STA TRK 1 785+00
282	XS-275	CROSS SECTIONS STA TRK 1 785+50 TO STA TRK 1 786+00
283	XS-276	CROSS SECTIONS STA TRK 1 786+50 TO STA TRK 1 787+00
284	XS-277	CROSS SECTIONS STA TRK 1 787+50 TO STA TRK 1 788+00
285	XS-278	CROSS SECTIONS STA TRK 1 788+50 TO STA TRK 1 789+00

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
286	XS-279	CROSS SECTIONS STA TRK 1 789+50 TO STA TRK 1 790+00
287	XS-280	CROSS SECTIONS STA TRK 1 790+50 TO STA TRK 1 791+00
288	XS-281	CROSS SECTIONS STA TRK 1 791+50 TO STA TRK 1 792+00
289	XS-282	CROSS SECTIONS STA TRK 1 792+50 TO STA TRK 1 793+00
290	XS-283	CROSS SECTIONS STA TRK 1 793+50 TO STA TRK 1 794+00
291	XS-284	CROSS SECTIONS STA TRK 1 794+50 TO STA TRK 1 795+00
292	XS-285	CROSS SECTIONS STA TRK 1 795+50 TO STA TRK 1 796+00
293	XS-286	CROSS SECTIONS STA TRK 1 796+50 TO STA TRK 1 797+00
294	XS-287	CROSS SECTIONS STA TRK 1 797+50 TO STA TRK 1 798+00
295	XS-288	CROSS SECTIONS STA TRK 1 798+50 TO STA TRK 1 799+00
296	XS-289	CROSS SECTIONS STA TRK 1 799+50 TO STA TRK 1 800+00
297	XS-290	CROSS SECTIONS STA TRK 1 800+50 TO STA TRK 1 801+00
298	XS-291	CROSS SECTIONS STA TRK 1 801+50 TO STA TRK 1 802+00
299	XS-292	CROSS SECTIONS STA TRK 1 802+50 TO STA TRK 1 803+00
300	XS-293	CROSS SECTIONS STA TRK 1 803+50 TO STA TRK 1 804+00
301	XS-294	CROSS SECTIONS STA TRK 1 804+50 TO STA TRK 1 805+00
302	XS-295	CROSS SECTIONS STA TRK 1 805+50 TO STA TRK 1 806+00
303	XS-296	CROSS SECTIONS STA TRK 1 806+50 TO STA TRK 1 807+00
304	XS-297	CROSS SECTIONS STA TRK 1 807+50 TO STA TRK 1 808+00
305	XS-298	CROSS SECTIONS STA TRK 1 808+50 TO STA TRK 1 809+00
306	XS-299	CROSS SECTIONS STA TRK 1 809+50 TO STA TRK 1 810+00
307	XS-300	CROSS SECTIONS STA TRK 1 810+50 TO STA TRK 1 811+00
308	XS-301	CROSS SECTIONS STA TRK 1 811+50 TO STA TRK 1 812+00
309	XS-302	CROSS SECTIONS STA TRK 1 812+50 TO STA TRK 1 813+00
310	XS-303	CROSS SECTIONS STA TRK 1 813+50 TO STA TRK 1 814+00
311	XS-304	CROSS SECTIONS STA TRK 1 814+50 TO STA TRK 1 815+00
312	XS-305	CROSS SECTIONS STA TRK 1 815+50 TO STA TRK 1 816+00
313	XS-306	CROSS SECTIONS STA TRK 1 816+50 TO STA TRK 1 817+00
314	XS-307	CROSS SECTIONS STA TRK 1 817+50 TO STA TRK 1 818+00
315	XS-308	CROSS SECTIONS STA TRK 1 818+50 TO STA TRK 1 819+00
316	XS-309	CROSS SECTIONS STA TRK 1 819+50 TO STA TRK 1 820+00
317	XS-310	CROSS SECTIONS STA TRK 1 820+50 TO STA TRK 1 821+00
318	XS-311	CROSS SECTIONS STA TRK 1 821+50 TO STA TRK 1 822+00
319	XS-312	CROSS SECTIONS STA TRK 1 822+50 TO STA TRK 1 823+00
320	XS-313	CROSS SECTIONS STA TRK 1 823+50 TO STA TRK 1 824+00
321	XS-314	CROSS SECTIONS STA TRK 1 824+50 TO STA TRK 1 825+00
322	XS-315	CROSS SECTIONS STA TRK 1 825+50 TO STA TRK 1 826+00
323	XS-316	CROSS SECTIONS STA TRK 1 826+50 TO STA TRK 1 827+00
324	XS-317	CROSS SECTIONS STA TRK 1 827+50 TO STA TRK 1 828+00
325	XS-318	CROSS SECTIONS STA TRK 1 828+50 TO STA TRK 1 829+00
326	XS-319	CROSS SECTIONS STA TRK 1 829+50 TO STA TRK 1 830+00
327	XS-320	CROSS SECTIONS STA TRK 1 830+50 TO STA TRK 1 831+50
328	XS-321	CROSS SECTIONS STA TRK 1 832+00 TO STA TRK 1 833+00
329	XS-322	CROSS SECTIONS STA TRK 1 833+50 TO STA TRK 1 834+50
330	XS-323	CROSS SECTIONS STA TRK 1 835+00 TO STA TRK 1 835+50
331	XS-324	CROSS SECTIONS STA TRK 1 836+00 TO STA TRK 1 836+50
332	XS-325	CROSS SECTIONS STA TRK 1 837+00 TO STA TRK 1 837+50
333	XS-326	CROSS SECTIONS STA TRK 1 838+00 TO STA TRK 1 838+50
334	XS-327	CROSS SECTIONS STA TRK 1 839+00 TO STA TRK 1 839+50
335	XS-328	CROSS SECTIONS STA TRK 1 840+00 TO STA TRK 1 840+50
336	XS-329	CROSS SECTIONS STA TRK 1 841+00 TO STA TRK 1 841+50
337	XS-330	CROSS SECTIONS STA TRK 1 842+00 TO STA TRK 1 842+50
338	XS-331	CROSS SECTIONS STA TRK 1 843+00 TO STA TRK 1 843+50
339	XS-332	CROSS SECTIONS STA TRK 1 844+00 TO STA TRK 1 844+50
340	XS-333	CROSS SECTIONS STA TRK 1 845+00 TO STA TRK 1 845+50
341	XS-334	CROSS SECTIONS STA TRK 1 846+00 TO STA TRK 1 846+50
342	XS-335	CROSS SECTIONS STA TRK 1 847+00 TO STA TRK 1 847+50
343	XS-336	CROSS SECTIONS STA TRK 1 848+00 TO STA TRK 1 848+50
344	XS-337	CROSS SECTIONS STA TRK 1 849+00 TO STA TRK 1 849+50
345	XS-338	CROSS SECTIONS STA TRK 1 850+00 TO STA TRK 1 850+50
346	XS-339	CROSS SECTIONS STA TRK 1 851+00 TO STA TRK 1 851+50
347	XS-340	CROSS SECTIONS STA TRK 1 852+00 TO STA TRK 1 852+50
348	XS-341	CROSS SECTIONS STA TRK 1 853+00 TO STA TRK 1 853+00
349	XS-342	CROSS SECTIONS STA TRK 1 853+50 TO STA TRK 1 853+50
350	XS-343	CROSS SECTIONS STA TRK 1 854+00 TO STA TRK 1 854+50
351	XS-344	CROSS SECTIONS STA TRK 1 855+00 TO STA TRK 1 855+50
352	XS-345	CROSS SECTIONS STA TRK 1 856+00 TO STA TRK 1 856+50
353	XS-346	CROSS SECTIONS STA TRK 1 857+00 TO STA TRK 1 857+50
354	XS-347	CROSS SECTIONS STA TRK 1 858+00 TO STA TRK 1 858+50
355	XS-348	CROSS SECTIONS STA TRK 1 859+00 TO STA TRK 1 859+50
356	XS-349	CROSS SECTIONS STA TRK 1 860+00 TO STA TRK 1 860+50
357	XS-350	CROSS SECTIONS STA TRK 1 861+00 TO STA TRK 1 861+50

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
358	XS-351	CROSS SECTIONS STA TRK 1 862+00 TO STA TRK 1 862+50
359	XS-352	CROSS SECTIONS STA TRK 1 863+00 TO STA TRK 1 863+00
360	XS-353	CROSS SECTIONS STA TRK 1 863+50 TO STA TRK 1 864+00
361	XS-354	CROSS SECTIONS STA TRK 1 864+50 TO STA TRK 1 865+00
362	XS-355	CROSS SECTIONS STA TRK 1 865+50 TO STA TRK 1 866+00
363	XS-356	CROSS SECTIONS STA TRK 1 866+50 TO STA TRK 1 867+00
364	XS-357	CROSS SECTIONS STA TRK 1 867+50 TO STA TRK 1 868+00
365	XS-358	CROSS SECTIONS STA TRK 1 868+50 TO STA TRK 1 869+00
366	XS-359	CROSS SECTIONS STA TRK 1 869+50 TO STA TRK 1 870+00
367	XS-360	CROSS SECTIONS STA TRK 1 870+50 TO STA TRK 1 871+00
368	XS-361	CROSS SECTIONS STA TRK 1 871+50 TO STA TRK 1 872+00
369	XS-362	CROSS SECTIONS STA TRK 1 871+50 TO STA TRK 1 872+00
370	XS-363	CROSS SECTIONS STA TRK 1 873+50 TO STA TRK 1 874+00
371	XS-364	CROSS SECTIONS STA TRK 1 874+50 TO STA TRK 1 875+00
372	XS-365	CROSS SECTIONS STA TRK 1 875+50 TO STA TRK 1 877+00
373	XS-366	CROSS SECTIONS STA TRK 1 877+50 TO STA TRK 1 879+00
374	XS-367	CROSS SECTIONS STA TRK 1 879+50 TO STA TRK 1 881+00
375	XS-368	CROSS SECTIONS STA TRK 1 881+50 TO STA TRK 1 883+00
376	XS-369	CROSS SECTIONS STA TRK 1 883+50 TO STA TRK 1 885+00
377	XS-370	CROSS SECTIONS STA TRK 1 885+50 TO STA TRK 1 887+00
378	XS-371	CROSS SECTIONS STA TRK 1 887+50 TO STA TRK 1 889+00
379	XS-372	CROSS SECTIONS STA TRK 1 889+50 TO STA TRK 1 891+00
380	XS-373	CROSS SECTIONS STA TRK 1 891+50 TO STA TRK 1 893+00
381	XS-374	CROSS SECTIONS STA TRK 1 893+50 TO STA TRK 1 895+00
382	XS-375	CROSS SECTIONS STA TRK 1 895+50 TO STA TRK 1 897+00
383	XS-376	CROSS SECTIONS STA TRK 1 897+50 TO STA TRK 1 899+00
384	XS-377	CROSS SECTIONS STA TRK 1 899+50 TO STA TRK 1 901+00
385	XS-378	CROSS SECTIONS STA TRK 1 901+50 TO STA TRK 1 903+00
386	XS-379	CROSS SECTIONS STA TRK 1 903+50 TO STA TRK 1 905+00
387	XS-380	CROSS SECTIONS STA TRK 1 905+50 TO STA TRK 1 907+00
388	XS-381	CROSS SECTIONS STA TRK 1 907+50 TO STA TRK 1 909+00
389	XS-382	CROSS SECTIONS STA TRK 1 909+50 TO STA TRK 1 911+00
390	XS-383	CROSS SECTIONS STA TRK 1 911+50 TO STA TRK 1 913+00
391	XS-384	CROSS SECTIONS STA TRK 1 913+50 TO STA TRK 1 915+00
392	XS-385	CROSS SECTIONS STA TRK 1 915+50 TO STA TRK 1 917+00
393	XS-386	CROSS SECTIONS STA TRK 1 917+50 TO STA TRK 1 919+00
394	XS-387	CROSS SECTIONS STA TRK 1 919+50 TO STA TRK 1 921+00
395	XS-388	CROSS SECTIONS STA TRK 1 921+50 TO STA TRK 1 923+00
396	XS-389	CROSS SECTIONS STA TRK 1 923+50 TO STA TRK 1 925+00
397	XS-390	CROSS SECTIONS STA TRK 1 925+50 TO STA TRK 1 927+00
398	XS-391	CROSS SECTIONS STA TRK 1 927+50 TO STA TRK 1 929+00
399	XS-392	CROSS SECTIONS STA TRK 1 929+50 TO STA TRK 1 931+00
400	XS-393	CROSS SECTIONS STA TRK 1 931+50 TO STA TRK 1 933+00
401	XS-394	CROSS SECTIONS STA TRK 1 933+50 TO STA TRK 1 935+00
402	XS-395	CROSS SECTIONS STA TRK 1 935+50 TO STA TRK 1 937+00
403	XS-396	CROSS SECTIONS STA TRK 1 937+50 TO STA TRK 1 938+50
404	XS-397	CROSS SECTIONS STA TRK 1 939+00 TO STA TRK 1 940+50
405	XS-398	CROSS SECTIONS STA TRK 1 941+00 TO STA TRK 1 942+50
406	XS-399	CROSS SECTIONS STA TRK 1 943+00 TO STA TRK 1 944+50
407	XS-400	CROSS SECTIONS STA TRK 1 945+00 TO STA TRK 1 946+50
408	XS-401	CROSS SECTIONS STA TRK 1 947+00 TO STA TRK 1 948+50
409	XS-402	CROSS SECTIONS STA TRK 1 949+00 TO STA TRK 1 950+50
410	XS-403	CROSS SECTIONS STA TRK 1 951+00 TO STA TRK 1 952+50
411	XS-404	CROSS SECTIONS STA TRK 1 953+00 TO STA TRK 1 954+50
412	XS-405	CROSS SECTIONS STA TRK 1 955+00 TO STA TRK 1 956+50
413	XS-406	CROSS SECTIONS STA TRK 1 957+00 TO STA TRK 1 958+50
414	XS-407	CROSS SECTIONS STA TRK 1 959+00 TO STA TRK 1 960+50
415	XS-408	CROSS SECTIONS STA TRK 1 961+00 TO STA TRK 1 962+50
416	XS-409	CROSS SECTIONS STA TRK 1 963+00 TO STA TRK 1 964+50
417	XS-410	CROSS SECTIONS STA TRK 1 965+00 TO STA TRK 1 966+50
418	XS-411	CROSS SECTIONS STA TRK 1 967+00 TO STA TRK 1 968+50
419	XS-412	CROSS SECTIONS STA TRK 1 969+00 TO STA TRK 1 970+50
420	XS-413	CROSS SECTIONS STA TRK 1 971+00 TO STA TRK 1 972+50
421	XS-414	CROSS SECTIONS STA TRK 1 973+00 TO STA TRK 1 974+50
422	XS-415	CROSS SECTIONS STA TRK 1 975+00 TO STA TRK 1 976+50
423	XS-416	CROSS SECTIONS STA TRK 1 977+00 TO STA TRK 1 978+21
424	XS-417	CROSS SECTIONS STA TRK 1 1000+00 TO STA TRK 1 1001+50
425	XS-418	CROSS SECTIONS STA TRK 1 1002+00 TO STA TRK 1 1003+50
426	XS-419	CROSS SECTIONS STA TRK 1 1004+00 TO STA TRK 1 1005+50
427	XS-420	CROSS SECTIONS STA TRK 1 1006+00 TO STA TRK 1 1007+50
428	XS-421	CROSS SECTIONS STA TRK 1 1008+00 TO STA TRK 1 1009+50
429	XS-422	CROSS SECTIONS STA TRK 1 1010+00 TO STA TRK 1 1011+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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 2
SHEET 2

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-105
SHEET NO. 9 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 2

DRAFT WORK-IN-PROGRESS
STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
430	XS-423	CROSS SECTIONS STA TRK 1 1012+00 TO STA TRK 1 1013+50
431	XS-424	CROSS SECTIONS STA TRK 1 1014+00 TO STA TRK 1 1014+50
432	XS-425	CROSS SECTIONS STA TRK 1 1015+00 TO STA TRK 1 1016+00
433	XS-426	CROSS SECTIONS STA TRK 1 1016+50 TO STA TRK 1 1018+00
434	XS-427	CROSS SECTIONS STA TRK 1 1018+50 TO STA TRK 1 1020+00
435	XS-428	CROSS SECTIONS STA TRK 1 1020+50 TO STA TRK 1 1022+00
436	XS-429	CROSS SECTIONS STA TRK 1 1022+50 TO STA TRK 1 1024+00
437	XS-430	CROSS SECTIONS STA TRK 1 1024+50 TO STA TRK 1 1026+00
438	XS-431	CROSS SECTIONS STA TRK 1 1026+50 TO STA TRK 1 1028+00
439	XS-432	CROSS SECTIONS STA TRK 1 1028+50 TO STA TRK 1 1030+00
440	XS-433	CROSS SECTIONS STA TRK 1 1030+50 TO STA TRK 1 1032+00
441	XS-434	CROSS SECTIONS STA TRK 1 1032+50 TO STA TRK 1 1034+00
442	XS-435	CROSS SECTIONS STA TRK 1 1034+50 TO STA TRK 1 1036+00
443	XS-436	CROSS SECTIONS STA TRK 1 1036+50 TO STA TRK 1 1038+00
444	XS-437	CROSS SECTIONS STA TRK 1 1038+50 TO STA TRK 1 1040+00
445	XS-438	CROSS SECTIONS STA TRK 1 1040+50 TO STA TRK 1 1042+00
446	XS-439	CROSS SECTIONS STA TRK 1 1042+50 TO STA TRK 1 1044+00
447	XS-440	CROSS SECTIONS STA TRK 1 1044+50 TO STA TRK 1 1046+00
448	XS-441	CROSS SECTIONS STA TRK 1 1046+50 TO STA TRK 1 1047+00
449	XS-442	CROSS SECTIONS STA TRK 1 1047+50 TO STA TRK 1 1049+00
450	XS-443	CROSS SECTIONS STA TRK 1 1049+50 TO STA TRK 1 1051+00
451	XS-444	CROSS SECTIONS STA TRK 1 1051+50 TO STA TRK 1 1053+50
452	XS-445	CROSS SECTIONS STA TRK 1 1054+00 TO STA TRK 1 1055+50
453	XS-446	CROSS SECTIONS STA TRK 1 1056+00 TO STA TRK 1 1057+50
454	XS-447	CROSS SECTIONS STA TRK 1 1058+00 TO STA TRK 1 1059+50
455	XS-448	CROSS SECTIONS STA TRK 1 1060+00 TO STA TRK 1 1061+50
456	XS-449	CROSS SECTIONS STA TRK 1 1062+00 TO STA TRK 1 1063+50
457	XS-450	CROSS SECTIONS STA TRK 1 1064+00 TO STA TRK 1 1065+50
458	XS-451	CROSS SECTIONS STA TRK 1 1066+00 TO STA TRK 1 1067+50
459	XS-452	CROSS SECTIONS STA TRK 1 1068+00 TO STA TRK 1 1069+50
460	XS-453	CROSS SECTIONS STA TRK 1 1070+00 TO STA TRK 1 1071+50
461	XS-454	CROSS SECTIONS STA TRK 1 1072+00 TO STA TRK 1 1073+50
462	XS-455	CROSS SECTIONS STA TRK 1 1074+00 TO STA TRK 1 1074+50
463	XS-456	CROSS SECTIONS STA TRK 1 1075+00 TO STA TRK 1 1075+50
464	XS-457	CROSS SECTIONS STA TRK 1 1076+00 TO STA TRK 1 1076+50
465	XS-458	CROSS SECTIONS STA TRK 1 1077+00 TO STA TRK 1 1077+50
466	XS-459	CROSS SECTIONS STA TRK 1 1078+00
467	XS-460	CROSS SECTIONS STA TRK 1 1078+50
468	XS-461	CROSS SECTIONS STA TRK 1 1079+00
469	XS-462	CROSS SECTIONS STA TRK 1 1079+50
470	XS-463	CROSS SECTIONS STA TRK 1 1080+00
471	XS-464	CROSS SECTIONS STA TRK 1 1080+50
472	XS-465	CROSS SECTIONS STA TRK 1 1081+00 TO STA TRK 1 1081+50
473	XS-466	CROSS SECTIONS STA TRK 1 1082+00 TO STA TRK 1 1082+50
474	XS-467	CROSS SECTIONS STA TRK 1 1081+00 TO STA TRK 1 1081+50
475	XS-468	CROSS SECTIONS STA TRK 1 1082+00 TO STA TRK 1 1082+50
476	XS-469	CROSS SECTIONS STA TRK 1 1083+00 TO STA TRK 1 1083+50
477	XS-470	CROSS SECTIONS STA TRK 1 1084+00 TO STA TRK 1 1084+50
478	XS-471	CROSS SECTIONS STA TRK 1 1085+00
479	XS-472	CROSS SECTIONS STA TRK 1 1085+50 TO STA TRK 1 1087+00
480	XS-473	CROSS SECTIONS STA TRK 1 1087+50 TO STA TRK 1 1089+00
481	XS-474	CROSS SECTIONS STA TRK 1 1089+50 TO STA TRK 1 1091+00
482	XS-475	CROSS SECTIONS STA TRK 1 1091+50 TO STA TRK 1 1093+00
483	XS-476	CROSS SECTIONS STA TRK 1 1093+50 TO STA TRK 1 1095+00
484	XS-477	CROSS SECTIONS STA TRK 1 1095+50 TO STA TRK 1 1097+00
485	XS-478	CROSS SECTIONS STA TRK 1 1097+50 TO STA TRK 1 1099+00
486	XS-479	CROSS SECTIONS STA TRK 1 1099+50 TO STA TRK 1 1101+00
487	XS-480	CROSS SECTIONS STA TRK 1 1101+50 TO STA TRK 1 1103+00
488	XS-481	CROSS SECTIONS STA TRK 1 1103+50 TO STA TRK 1 1105+00
489	XS-482	CROSS SECTIONS STA TRK 1 1105+50 TO STA TRK 1 1107+00
490	XS-483	CROSS SECTIONS STA TRK 1 1107+50 TO STA TRK 1 1109+00
491	XS-484	CROSS SECTIONS STA TRK 1 1109+50 TO STA TRK 1 1111+00
492	XS-485	CROSS SECTIONS STA TRK 1 1111+50 TO STA TRK 1 1113+00
493	XS-486	CROSS SECTIONS STA TRK 1 1113+50 TO STA TRK 1 1115+00
494	XS-487	CROSS SECTIONS STA TRK 1 1115+50 TO STA TRK 1 1117+00
495	XS-488	CROSS SECTIONS STA TRK 1 1117+50 TO STA TRK 1 1119+00
496	XS-489	CROSS SECTIONS STA TRK 1 1119+50 TO STA TRK 1 1120+00
497	XS-490	CROSS SECTIONS STA TRK 1 1120+50 TO STA TRK 1 1121+00
498	XS-491	CROSS SECTIONS STA TRK 1 1121+50 TO STA TRK 1 1122+00
499	XS-492	CROSS SECTIONS STA TRK 1 1122+50 TO STA TRK 1 1123+00
500	XS-493	CROSS SECTIONS STA TRK 1 1123+50 TO STA TRK 1 1124+00
501	XS-494	CROSS SECTIONS STA TRK 1 1124+50 TO STA TRK 1 1125+00

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
502	XS-495	CROSS SECTIONS STA TRK 1 1125+50 TO STA TRK 1 1126+00
503	XS-496	CROSS SECTIONS STA TRK 1 1126+50 TO STA TRK 1 1127+00
504	XS-497	CROSS SECTIONS STA TRK 1 1127+50 TO STA TRK 1 1128+00
505	XS-498	CROSS SECTIONS STA TRK 1 1128+50 TO STA TRK 1 1129+00
506	XS-499	CROSS SECTIONS STA TRK 1 1129+50 TO STA TRK 1 1130+00
507	XS-500	CROSS SECTIONS STA TRK 1 1130+50 TO STA TRK 1 1131+00
508	XS-501	CROSS SECTIONS STA TRK 1 1131+50 TO STA TRK 1 1132+00
509	XS-502	CROSS SECTIONS STA TRK 1 1132+50 TO STA TRK 1 1133+00
510	XS-503	CROSS SECTIONS STA TRK 1 1133+50 TO STA TRK 1 1134+00
511	XS-504	CROSS SECTIONS STA TRK 1 1134+50 TO STA TRK 1 1135+00
512	XS-505	CROSS SECTIONS STA TRK 1 1135+50 TO STA TRK 1 1136+00
513	XS-506	CROSS SECTIONS STA TRK 1 1136+50 TO STA TRK 1 1137+00
514	XS-507	CROSS SECTIONS STA TRK 1 1137+50
515	XS-508	CROSS-SECTIONS STA TRK 1 1138+00 TO STA TRK 1 1139+50
516	XS-509	CROSS SECTIONS STA TRK 1 1140+00 TO STA TRK 1 1141+50
517	XS-510	CROSS SECTIONS STA TRK 1 1142+00 TO STA TRK 1 1143+50
518	XS-511	CROSS SECTIONS STA TRK 1 1144+00 TO STA TRK 1 1145+50
519	XS-512	CROSS SECTIONS STA TRK 1 1146+00 TO STA TRK 1 1147+50
520	XS-513	CROSS SECTIONS STA TRK 1 1148+00 TO STA TRK 1 1149+50
521	XS-514	CROSS SECTIONS STA TRK 1 1150+00 TO STA TRK 1 1151+50
522	XS-515	CROSS SECTIONS STA TRK 1 1152+00 TO STA TRK 1 1153+50
523	XS-516	CROSS SECTIONS STA TRK 1 1154+00 TO STA TRK 1 1155+50
524	XS-517	CROSS SECTIONS STA TRK 1 1156+00 TO STA TRK 1 1157+50
525	XS-518	CROSS SECTIONS STA TRK 1 1158+00 TO STA TRK 1 1159+50
526	XS-519	CROSS SECTIONS STA TRK 1 1160+00 TO STA TRK 1 1161+50
527	XS-520	CROSS SECTIONS STA TRK 1 1162+00 TO STA TRK 1 1163+50
528	XS-521	CROSS SECTIONS STA TRK 1 1164+00 TO STA TRK 1 1165+50
529	XS-522	CROSS SECTIONS STA TRK 1 1166+00 TO STA TRK 1 1167+50
530	XS-523	CROSS SECTIONS STA TRK 1 1168+00 TO STA TRK 1 1169+50
531	XS-524	CROSS SECTIONS STA TRK 1 1170+00 TO STA TRK 1 1171+50
532	XS-525	CROSS SECTIONS STA TRK 1 1172+00 TO STA TRK 1 1173+50
533	XS-526	CROSS SECTIONS STA TRK 1 1174+00 TO STA TRK 1 1175+50
534	XS-527	CROSS SECTIONS STA TRK 1 1176+00 TO STA TRK 1 1177+50
535	XS-528	CROSS SECTIONS STA TRK 1 1178+00 TO STA TRK 1 1179+50
536	XS-529	CROSS SECTIONS STA TRK 1 1180+00 TO STA TRK 1 1181+50
537	XS-530	CROSS SECTIONS STA TRK 1 1182+00 TO STA TRK 1 1183+50
538	XS-531	CROSS SECTIONS STA TRK 1 1184+00 TO STA TRK 1 1185+50
539	XS-532	CROSS SECTIONS STA TRK 1 1186+00 TO STA TRK 1 1187+50
540	XS-533	CROSS SECTIONS STA TRK 1 1188+00 TO STA TRK 1 1189+50
541	XS-534	CROSS SECTIONS STA TRK 1 1190+00 TO STA TRK 1 1191+50
542	XS-535	CROSS SECTIONS STA TRK 1 1192+00 TO STA TRK 1 1193+50
543	XS-536	CROSS SECTIONS STA TRK 1 1194+00 TO STA TRK 1 1195+50
544	XS-537	CROSS SECTIONS STA TRK 1 1196+00 TO STA TRK 1 1197+50
545	XS-538	CROSS SECTIONS STA TRK 1 1198+00 TO STA TRK 1 1200+00
546	XS-539	CROSS SECTIONS STA TRK 1 1200+50 TO STA TRK 1 1202+00
547	XS-540	CROSS SECTIONS STA TRK 1 1202+50 TO STA TRK 1 1204+00
548	XS-541	CROSS SECTIONS STA TRK 1 1204+50 TO STA TRK 1 1205+00
549	XS-542	CROSS SECTIONS STA TRK 1 1205+50 TO STA TRK 1 1206+00
550	XS-543	CROSS SECTIONS STA TRK 1 1206+50 TO STA TRK 1 1208+00
551	XS-544	CROSS SECTIONS STA TRK 1 1208+50 TO STA TRK 1 1210+00
552	XS-545	CROSS SECTIONS STA TRK 1 1210+50 TO STA TRK 1 1212+00
553	XS-546	CROSS SECTIONS STA TRK 1 1212+50 TO STA TRK 1 1214+00
554	XS-547	CROSS SECTIONS STA TRK 1 1214+50 TO STA TRK 1 1215+50
555	XS-548	CROSS SECTIONS STA TRK 1 1216+00 TO STA TRK 1 1217+50
556	XS-549	CROSS SECTIONS STA TRK 1 1218+00 TO STA TRK 1 1219+50
557	XS-550	CROSS SECTIONS STA TRK 1 1220+00 TO STA TRK 1 1221+50
558	XS-551	CROSS SECTIONS STA TRK 1 1222+00 TO STA TRK 1 1223+50
559	XS-552	CROSS SECTIONS STA TRK 1 1224+00 TO STA TRK 1 1225+50
560	XS-553	CROSS SECTIONS STA TRK 1 1226+00 TO STA TRK 1 1227+50
561	XS-554	CROSS SECTIONS STA TRK 1 1228+00 TO STA TRK 1 1229+50
562	XS-555	CROSS SECTIONS STA TRK 1 1230+00 TO STA TRK 1 1231+50
563	XS-556	CROSS SECTIONS STA TRK 1 1232+00 TO STA TRK 1 1233+50
564	XS-557	CROSS SECTIONS STA TRK 1 1234+00 TO STA TRK 1 1235+50
565	XS-558	CROSS SECTIONS STA TRK 1 1236+00 TO STA TRK 1 1237+50
566	XS-559	CROSS SECTIONS STA TRK 1 1238+00 TO STA TRK 1 1239+50
567	XS-560	CROSS SECTIONS STA TRK 1 1240+00 TO STA TRK 1 1241+50
568	XS-561	CROSS SECTIONS STA TRK 1 1242+00 TO STA TRK 1 1243+50
569	XS-562	CROSS SECTIONS STA TRK 1 1244+00 TO STA TRK 1 1245+50
570	XS-563	CROSS SECTIONS STA TRK 1 1246+00 TO STA TRK 1 1247+50
571	XS-564	CROSS SECTIONS STA TRK 1 1248+00 TO STA TRK 1 1249+50
572	XS-565	CROSS SECTIONS STA TRK 1 1250+00 TO STA TRK 1 1251+50
573	XS-566	CROSS SECTIONS STA TRK 1 1252+00 TO STA TRK 1 1253+50

TRACK CROSS SECTIONS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
574	XS-567	CROSS SECTIONS STA TRK 1 1254+00 TO STA TRK 1 1255+50
575	XS-568	CROSS SECTIONS STA TRK 1 1256+00 TO STA TRK 1 1256+00

ROADWAY CROSS SECTIONS

SHEET NO.	DWG. NO.	DESCRIPTION
576	XS-569	ROADWAY CROSS SECTIONS - JONES MILL RD STA 1030+75 TO STA 1032+00
577	XS-570	ROADWAY CROSS SECTIONS - JONES MILL RD STA 1032+50 TO STA 1034+00
578	XS-571	ROADWAY CROSS SECTIONS - JONES MILL RD STA 1034+50
579	XS-572	ROADWAY CROSS SECTIONS - LYTTONSVILLE PL STA 1053+58 TO STA 1055+00
580	XS-573	ROADWAY CROSS SECTIONS - LYTTONSVILLE PL STA 1055+50 TO STA 1057+00
581	XS-574	ROADWAY CROSS SECTIONS - LYTTONSVILLE PL STA 1057+50 TO STA 1058+50
582	XS-575	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1601+00 TO STA 1603+50
583	XS-576	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1604+00 TO STA 1605+50
584	XS-577	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1606+00 TO STA 1607+50
585	XS-578	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1608+00 TO STA 1609+50
586	XS-579	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1610+00 TO STA 1611+50
587	XS-580	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1612+00 TO STA 1613+50
588	XS-581	ROADWAY CROSS SECTIONS - BROOKVILLE RD STA 1613+79
589	XS-582	ROADWAY CROSS SECTIONS - STEWART AVE STA 2010+23 TO STA 2011+50
590	XS-583	ROADWAY CROSS SECTIONS - STEWART AVE STA 2012+00 TO STA 2013+50
591	XS-584	ROADWAY CROSS SECTIONS - COMM. DRIVEWAY STA 2020+50 TO STA 2021+50
592	XS-585	ROADWAY CROSS SECTIONS - COMM. DRIVEWAY STA 2022+00 TO STA 2023+50
593	XS-586	ROADWAY CROSS SECTIONS - COMM. DRIVEWAY STA 2024+00 TO STA 2025+50
594	XS-587	ROADWAY CROSS SECTIONS - COMM. DRIVEWAY STA 2026+00
595	XS-588	ROADWAY CROSS SECTIONS - TALBOT AVE WEST STA 2030+53 TO STA 2032+00
596	XS-589	ROADWAY CROSS SECTIONS - TALBOT AVE WEST STA 2032+50 TO STA 2034+00
597	XS-590	ROADWAY CROSS SECTIONS - TALBOT AVE WEST STA 2034+50 TO STA 2035+21
598	XS-591	ROADWAY CROSS SECTIONS - TALBOT AVE EAST STA 2050+00 TO STA 2051+50
599	XS-592	ROADWAY CROSS SECTIONS - TALBOT AVE EAST STA 2052+00 TO STA 2053+50
600	XS-593	ROADWAY CROSS SECTIONS - TALBOT AVE EAST STA 2054+00 TO STA 2055+50
601	XS-594	ROADWAY CROSS SECTIONS - 16TH ST STA 15+50 TO STA 17+00
602	XS-595	ROADWAY CROSS SECTIONS - 16TH ST STA 17+50 TO STA 19+00
603	XS-596	ROADWAY CROSS SECTIONS - 16TH ST STA 19+50 TO STA 21+00
604	XS-597	ROADWAY CROSS SECTIONS - 16TH ST STA 21+50 TO STA 23+00
605	XS-598	ROADWAY CROSS SECTIONS - 16TH ST STA 23+50 TO STA 25+00
606	XS-599	ROADWAY CROSS SECTIONS - 16TH ST STA 25+50 TO STA 27+00
607	XS-600	ROADWAY CROSS SECTIONS - 16TH ST STA 27+50 TO STA 29+00
608	XS-601	ROADWAY CROSS SECTIONS - 16TH ST STA 29+50 TO STA 30+50
609	XS-602	ROADWAY CROSS SECTIONS - SPRING STREET STA 2080+52 TO STA 2081+00
610	XS-603	ROADWAY CROSS SECTIONS - SPRING STREET STA 2081+50 TO STA 2082+00
611	XS-604	ROADWAY CROSS SECTIONS - SPRING STREET STA 2082+50 TO STA 2083+00
612	XS-605	ROADWAY CROSS SECTIONS - SPRING STREET STA 2083+50 TO STA 2084+00
613	XS-606	ROADWAY CROSS SECTIONS - SPRING STREET STA 2084+50
614	XS-607	ROADWAY CROSS SECTIONS - QUESADA RD REALG STA 8120+50 TO STA 8123+00
615	XS-608	ROADWAY CROSS SECTIONS - QUESADA RD REALG STA 8123+50
616	XS-609	ROADWAY CROSS SECTIONS - QUESADA ROAD STA 8500+50 TO STA 8503+00
617	XS-610	ROADWAY CROSS SECTIONS - QUESADA ROAD STA 8503+50 TO STA 8506+00
618	XS-611	ROADWAY CROSS SECTIONS - QUESADA ROAD STA 8506+50 TO STA 8508+50
619	XS-612	ROADWAY CROSS SECTIONS - MD 201 STA 8609+50 TO STA 8612+00
620	XS-613	ROADWAY CROSS SECTIONS - MD 201 STA 8612+50 TO STA 8613+50
621	XS-614	ROADWAY CROSS SECTIONS - MUSTANG DRIVE STA 8211+00 TO STA 8213+50
622	XS-615	ROADWAY CROSS SECTIONS - PARKING LOT DRIVE STA 8220+50 TO STA 8222+50
623	XS-616	ROADWAY CROSS SECTIONS - EASTPINE DRIVE STA 8251+00 TO STA 8253+50
624	XS-617	ROADWAY CROSS SECTIONS - EASTPINE DRIVE STA 8254+00 TO STA 8254+50
625	XS-618	ROADWAY CROSS SECTIONS - PARK BLDG REAR STA 8320+60 TO STA 8321+50
626	XS-619	ROADWAY CROSS SECTIONS - MD 410 STA 8710+00 TO STA 8712+50
627	XS-620	ROADWAY CROSS SECTIONS - MD 410 STA 8713+00 TO STA 8715+50
628	XS-621	ROADWAY CROSS SECTIONS - MD 410 STA 8716+00 TO STA 8716+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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 2
SHEET 3

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220
DRAWING NO. GI-106
SHEET NO. 10 OF 497

c:\pwworking\mtapw\wra-daniel.beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 3

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-301	COVER SHEET
2	GN-301	KEY MAP
3	GN-302	GENERAL NOTES AND LEGEND
4	GN-303	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-301	INDEX OF DRAWINGS - VOLUME 3

MAINTENANCE OF TRAFFIC

SHEET NO.	DWG. NO.	DESCRIPTION
6	MT-101	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - CROSS SECTIONS
7	MT-102	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - PRE-STAGES 1-3
8	MT-103	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - STAGE 1
9	MT-104	MAINTENANCE OF TRAFFIC PLAN JONES MILL ROAD - STAGE 2
10	MT-105	MAINTENANCE OF TRAFFIC PLAN LYTTONSVILLE PLACE - CROSS SECTIONS
11-13	MT-106 TO MT-108	MAINTENANCE OF TRAFFIC PLAN LYTTONSVILLE PLACE - STAGE 1
14-16	MT-109 TO MT-111	MAINTENANCE OF TRAFFIC PLAN LYTTONSVILLE PLACE - STAGE 2
17	MT-201	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - CROSS SECTIONS
18	MT-202	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 1
19	MT-203	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 1A
20	MT-204	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 2
21	MT-205	MAINTENANCE OF TRAFFIC PLAN STEWART AVENUE - STAGE 2A
22-23	MT-206 TO MT-207	MAINTENANCE OF TRAFFIC PLAN TALBOT AVENUE - STAGE 1
24-25	MT-208 TO MT-209	MAINTENANCE OF TRAFFIC PLAN TALBOT AVENUE - STAGE 2
26	MT-210	DETOUR PLAN TALBOT AVENUE
27-28	MT-211 TO MT-212	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - CROSS SECTIONS
29-31	MT-213 TO MT-215	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - PRE-STAGE 1
32-35	MT-216 TO MT-219	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - STAGE 1
36-39	MT-220 TO MT-223	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - STAGE 2
40-43	MT-224 TO MT-227	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - STAGE 3
44-47	MT-228 TO MT-231	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - STAGE 4
48-51	MT-232 TO MT-235	MAINTENANCE OF TRAFFIC PLAN 16TH STREET - STAGE 5
52	MT-236	MAINTENANCE OF TRAFFIC PLAN 8600 PARKING LOT - STAGE 1
53	MT-237	MAINTENANCE OF TRAFFIC PLAN 8600 PARKING LOT - STAGE 2
54	MT-238	MAINTENANCE OF TRAFFIC PLAN 8600 PARKING LOT - STAGE 3
55-56	MT-239 TO MT-240	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - CROSS SECTIONS
57	MT-241	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 1
58	MT-242	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 2
59	MT-243	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 3
60	MT-244	MAINTENANCE OF TRAFFIC PLAN SPRING STREET - STAGE 4
61	MT-245	MAINTENANCE OF TRAFFIC PLAN SUMMIT LOT - STAGE 1
62	MT-246	MAINTENANCE OF TRAFFIC PLAN SUMMIT LOT - STAGE 2
63	MT-247	MAINTENANCE OF TRAFFIC PLAN COLESVILLE ROAD - STAGE 1
64	MT-301	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 1
65	MT-302	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 2
66	MT-303	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST WEST OF GEORGIA AVE - STAGE 3
67	MT-304	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST EAST OF GEORGIA AVE - STAGE 1
68	MT-305	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST EAST OF GEORGIA AVE - STAGE 2
69	MT-306	MAINTENANCE OF TRAFFIC PLAN BONIFANT ST EAST OF GEORGIA AVE - STAGE 3
70-71	MT-307 TO MT-308	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 1A
72-74	MT-309 TO MT-311	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 1B
75-76	MT-312 TO MT-313	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 1C
77-78	MT-314 TO MT-315	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 2A
79-80	MT-316 TO MT-317	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 2B
81-82	MT-318 TO MT-319	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 2C
83-84	MT-320 TO MT-321	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 2D
85-86	MT-322 TO MT-323	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 3A
87-88	MT-324 TO MT-325	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 3B
89-90	MT-326 TO MT-327	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 3C
91-92	MT-328 TO MT-329	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 3D
93	MT-330	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 4A
94	MT-331	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 4B
95-96	MT-332 TO MT-333	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 4C
97-98	MT-334 TO MT-335	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 4D
99-100	MT-336 TO MT-337	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 5A
101-102	MT-338 TO MT-339	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 5B
103-104	MT-340 TO MT-341	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 5C
105-106	MT-342 TO MT-343	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 5D
107-108	MT-344 TO MT-345	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 6A
109-110	MT-346 TO MT-347	MAINTENANCE OF TRAFFIC PLAN WAYNE AVENUE - STAGE 6B
111-112	MT-501 TO MT-502	MAINTENANCE OF TRAFFIC PLAN ARLISS STREET - STAGE 1
113-114	MT-503 TO MT-504	MAINTENANCE OF TRAFFIC PLAN ARLISS STREET - STAGE 2
115-116	MT-505 TO MT-506	MAINTENANCE OF TRAFFIC PLAN ARLISS STREET - STAGE 3
117-118	MT-507 TO MT-508	MAINTENANCE OF TRAFFIC PLAN ARLISS STREET - STAGE 4

MAINTENANCE OF TRAFFIC (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
119-120	MT-509 TO MT-510	MAINTENANCE OF TRAFFIC PLAN PINEY BRANCH ROAD - STAGE 1
121-122	MT-511 TO MT-512	MAINTENANCE OF TRAFFIC PLAN PINEY BRANCH ROAD - STAGE 2
123-124	MT-513 TO MT-514	MAINTENANCE OF TRAFFIC PLAN PINEY BRANCH ROAD - STAGE 3
125-126	MT-515 TO MT-516	MAINTENANCE OF TRAFFIC PLAN PINEY BRANCH ROAD - STAGE 4
127-128	MT-517 TO MT-518	MAINTENANCE OF TRAFFIC PLAN PINEY BRANCH ROAD - STAGE 5
129-130	MT-519 TO MT-520	MAINTENANCE OF TRAFFIC PLAN PINEY BRANCH ROAD - STAGE 6
131-137	MT-601 TO MT-607	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY BOULEVARD - STAGE 1
138	MT-608	MAINTENANCE OF TRAFFIC PLAN RIGGS ROAD - STAGE 1
139-145	MT-609 TO MT-615	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY BOULEVARD - STAGE 1
146-159	MT-616 TO MT-629	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY BOULEVARD - STAGE 2
160-173	MT-630 TO MT-643	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY BOULEVARD - STAGE 3
174	MT-644	MAINTENANCE OF TRAFFIC PLAN NORTHWEST BRANCH BRIDGE - STAGE 1
175	MT-645	MAINTENANCE OF TRAFFIC PLAN NORTHWEST BRANCH BRIDGE - STAGE 2
176	MT-646	MAINTENANCE OF TRAFFIC PLAN NORTHWEST BRANCH BRIDGE - STAGE 3
177-178	MT-647 TO MT-648	MAINTENANCE OF TRAFFIC PLAN NORTHWEST BRANCH BRIDGE - STAGE 4
179-184	MT-701 TO MT-706	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY OF MARYLAND CAMPUS - STAGE 1
185-190	MT-707 TO MT-712	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY OF MARYLAND CAMPUS - STAGE 2
191	MT-713	MAINTENANCE OF TRAFFIC PLAN UNIVERSITY OF MARYLAND CAMPUS - STAGE 3
192	MT-714	MAINTENANCE OF TRAFFIC PLAN CAMPUS DRIVE AT REGENTS DRIVE - STAGE 1
193	MT-715	MAINTENANCE OF TRAFFIC PLAN CAMPUS DRIVE AT REGENTS DRIVE - STAGE 2
194	MT-716	MAINTENANCE OF TRAFFIC PLAN CAMPUS DRIVE AT REGENTS DRIVE - STAGE 3
195	MT-717	MAINTENANCE OF TRAFFIC PLAN US 1 AT ROSSBOROUGH LANE - STAGE 1
196	MT-718	MAINTENANCE OF TRAFFIC PLAN US 1 AT ROSSBOROUGH LANE - STAGE 2
197-200	MT-719 TO MT-722	MAINTENANCE OF TRAFFIC PLAN PAINT BRANCH PARKWAY - STAGE 1
201-204	MT-723 TO MT-726	MAINTENANCE OF TRAFFIC PLAN PAINT BRANCH PARKWAY - STAGE 2
205-208	MT-727 TO MT-730	MAINTENANCE OF TRAFFIC PLAN PAINT BRANCH PARKWAY - STAGE 3
209	MT-801	MAINTENANCE OF TRAFFIC PLAN NE BRANCH BRIDGE & RIVER ROAD - STAGE 1
210	MT-802	MAINTENANCE OF TRAFFIC PLAN NE BRANCH BRIDGE & RIVER ROAD - STAGE 2
211-212	MT-803 TO MT-804	MAINTENANCE OF TRAFFIC PLAN NE BRANCH BRIDGE & RIVER ROAD - STAGE 3
213	MT-805	MAINTENANCE OF TRAFFIC PLAN NE BRANCH BRIDGE & RIVER ROAD - STAGE 4
214-217	MT-806 TO MT-809	MAINTENANCE OF TRAFFIC PLAN NE BRANCH BRIDGE & RIVER ROAD - STAGE 5
218-219	MT-810 TO MT-811	MAINTENANCE OF TRAFFIC PLAN KENILWORTH AVENUE - STAGE 1
220-223	MT-812 TO MT-815	MAINTENANCE OF TRAFFIC PLAN KENILWORTH AVENUE - STAGE 2
224-227	MT-816 TO MT-819	MAINTENANCE OF TRAFFIC PLAN KENILWORTH AVENUE - STAGE 3
228-231	MT-820 TO MT-823	MAINTENANCE OF TRAFFIC PLAN KENILWORTH AVENUE - STAGE 4
232	MT-824	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 201 AERIAL - STAGE 1
233	MT-825	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 201 AERIAL - STAGE 2
234-236	MT-826 TO MT-828	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 201 AERIAL - STAGE 3
237-241	MT-829 TO MT-833	MAINTENANCE OF TRAFFIC PLAN RIVERDALE ROAD - STAGE 1
242-243	MT-834 TO MT-835	MAINTENANCE OF TRAFFIC PLAN RIVERDALE ROAD - STAGE 2
244-246	MT-836 TO MT-838	MAINTENANCE OF TRAFFIC PLAN RIVERDALE ROAD - STAGE 3
247	MT-839	MAINTENANCE OF TRAFFIC PLAN BW PARKWAY - STAGE 1
248	MT-840	MAINTENANCE OF TRAFFIC PLAN BW PARKWAY - STAGE 2
249	MT-841	MAINTENANCE OF TRAFFIC PLAN BW PARKWAY - STAGE 3
250-258	MT-901 TO MT-909	MAINTENANCE OF TRAFFIC PLAN MD 410 VETERANS PARKWAY
259	MT-910	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 450 - STAGE 1
260	MT-911	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 450 - STAGE 2
261	MT-912	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 450 - STAGE 3
262	MT-913	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 450 - STAGE 4
263	MT-914	MAINTENANCE OF TRAFFIC PLAN MD 410 AT MD 450 - STAGE 5
264-270	MT-915 TO MT-921	MAINTENANCE OF TRAFFIC PLAN MD 410 CROSSING AT ELLIN ROAD - STAGE 1
271-276	MT-922 TO MT-927	MAINTENANCE OF TRAFFIC PLAN MD 410 CROSSING AT ELLIN ROAD - STAGE 2
277-280	MT-928 TO MT-931	MAINTENANCE OF TRAFFIC PLAN MD 410 CROSSING AT ELLIN ROAD - STAGE 3
281-282	MT-932 TO MT-933	MAINTENANCE OF TRAFFIC PLAN MD 410 CROSSING AT ELLIN ROAD - STAGE 4
283	MT-934	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGES 1,2,3
284-286	MT-935 TO MT-937	MAINTENANCE OF TRAFFIC PLAN ELLIN ROAD - STAGE 4

TRAFFIC SIGNALS

SHEET NO.	DWG. NO.	DESCRIPTION
287	SG-101	TRAFFIC SIGNALIZATION PLAN JONES MILL ROAD AND JONES BRIDGE ROAD
288	SG-201	TRAFFIC SIGNALIZATION PLAN BROOKVILLE ROAD AND STEWART AVENUE
289	SG-202	TRAFFIC SIGNALIZATION PLAN MD 390 AND SUBURBAN TOWER APARTMENTS
290	SG-203	TRAFFIC SIGNALIZATION PLAN MD 390 AND SPRING STREET
291	SG-301	TRAFFIC SIGNALIZATION PLAN BONIFANT STREET AND DIXON AVENUE
292	SG-302	TRAFFIC SIGNALIZATION PLAN US 29 (GEORGIA AVENUE) AND BONIFANT STREET
293	SG-303	TRAFFIC SIGNALIZATION PLAN BONIFANT STREET AND FENTON STREET
294	SG-304	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND FENTON STREET
295	SG-305	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND CEDAR STREET
296	SG-306	TRAFFIC SIGNALIZATION PLAN SLIGO CREEK ELEMENTARY/MIDDLE SCHOOL ZONE HIBS
297	SG-307	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND DALE DRIVE
298	SG-308	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND MANSFIELD ROAD
299	SG-309	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND SLIGO CREEK PARKWAY

TRAFFIC SIGNALS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
300	SG-401	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND MANCHESTER ROAD
301	SG-501	TRAFFIC SIGNALIZATION PLAN WAYNE AVENUE AND APARTMENT ENTRANCE/TUNNEL ENTRANCE
302	SG-502	TRAFFIC SIGNALIZATION PLAN ARLISS STREET AND WALDEN ROAD/GARLAND AVENUE
303	SG-503	TRAFFIC SIGNALIZATION PLAN ARLISS STREET PEDESTRIAN HIB
304	SG-504	TRAFFIC SIGNALIZATION PLAN MD 320 AND ARLISS STREET
305	SG-505	TRAFFIC SIGNALIZATION PLAN MD 320 AND GARLAND AVENUE
306	SG-506	TRAFFIC SIGNALIZATION PLAN MD 320 AND BARRON STREET
307	SG-601	TRAFFIC SIGNALIZATION PLAN MD 193 AT MD 320
308	SG-602	TRAFFIC SIGNALIZATION PLAN MD 193 AT SEEK LANE
309	SG-603	TRAFFIC SIGNALIZATION PLAN MD 193 AT MD 195
310	SG-604	TRAFFIC SIGNALIZATION PLAN MD 193 AT MERRIMAC DRIVE
311	SG-605	TRAFFIC SIGNALIZATION PLAN MD 193 AT LEBANON STREET
312	SG-606	TRAFFIC SIGNALIZATION PLAN MD 193 AT LANGLEY PARK SHOPPING CENTER
313	SG-607	TRAFFIC SIGNALIZATION PLAN MD 193 AT TAKOMA/LANGLEY CROSSROADS TRANSIT CENTER
314	SG-608	TRAFFIC SIGNALIZATION PLAN MD 650 AND MD 193
315	SG-609	TRAFFIC SIGNALIZATION PLAN MD 193 AND ENT. TO TAKOMA/LANGLEY CROSSROADS
316	SG-610	TRAFFIC SIGNALIZATION PLAN MD 193 AND 14TH AVENUE
317	SG-611	TRAFFIC SIGNALIZATION PLAN MD 193 AND 15TH AVENUE
318	SG-612	TRAFFIC SIGNALIZATION PLAN MD 193 AND MD 212
319	SG-613	TRAFFIC SIGNALIZATION PLAN MD 193 AND GUILFORD ROAD
320	SG-614	TRAFFIC SIGNALIZATION PLAN MD 193 AND 23RD AVENUE
321	SG-615	TRAFFIC SIGNALIZATION PLAN MD 193 AND 24TH AVENUE
322	SG-616	TRAFFIC SIGNALIZATION PLAN MD 193 WEST OF WEST PARK DRIVE
323	SG-617	TRAFFIC SIGNALIZATION PLAN MD 193 AND WEST PARK DRIVE
324	SG-618	TRAFFIC SIGNALIZATION PLAN MD 193 AND MD 193B
325	SG-619	TRAFFIC SIGNALIZATION PLAN MD 193B AND ADELPHI ROAD
326	SG-701	TRAFFIC SIGNALIZATION PLAN CAMPUS DRIVE AT PRESIDENTIAL DRIVE
327	SG-702	TRAFFIC SIGNALIZATION PLAN UNION DRIVE AT VALLEY DRIVE
328	SG-703	TRAFFIC SIGNALIZATION PLAN CAMPUS DRIVE AT REGENTS DRIVE
329	SG-704	TRAFFIC SIGNALIZATION PLAN US 1 AND ROSSBOROUGH LANE
330	SG-705	TRAFFIC SIGNALIZATION PLAN PAINT BRANCH PARKWAY AT ROSSBOROUGH LANE
331	SG-706	TRAFFIC SIGNALIZATION PLAN PAINT BRANCH PARKWAY AT PAINT BRANCH PARK TRAIL
332	SG-707	TRAFFIC SIGNALIZATION PLAN PAINT BRANCH PARKWAY AT U.M./MFRI ENTRANCE
333	SG-708	TRAFFIC SIGNALIZATION PLAN PAINT BRANCH PARKWAY AT METRO PARKING
334	SG-801	TRAFFIC SIGNALIZATION PLAN RIVER ROAD AND RIVERTECH COURT
335	SG-802	TRAFFIC SIGNALIZATION PLAN RIVER ROAD AND HAIG ROAD
336	SG-803	TRAFFIC SIGNALIZATION PLAN MD 201 AND RIVER ROAD/TUCKERMAN STREET
337	SG-804	TRAFFIC SIGNALIZATION PLAN MD 201 AND RITTENHOUSE STREET
338	SG-805	TRAFFIC SIGNALIZATION PLAN MD 201 AND MD 410
339	SG-806	TRAFFIC SIGNALIZATION PLAN MD 410 HIB BETWEEN MD 201 AND 58TH AVENUE
340	SG-807	TRAFFIC SIGNALIZATION PLAN MD 410 AT MUSTANG DRIVE/62ND PLACE
341	SG-808	TRAFFIC SIGNALIZATION PLAN MD 410 AT 64TH AVENUE/EAST PINE DRIVE
342	SG-809	TRAFFIC SIGNALIZATION PLAN MD 410 AT MD 295 - WEST RAMP
343	SG-810	TRAFFIC SIGNALIZATION PLAN MD 410 AT MD 295 - EAST RAMP
344	SG-811	TRAFFIC SIGNALIZATION PLAN MD 410 AT 67TH COURT/67TH AVENUE
345	SG-901	TRAFFIC SIGNALIZATION PLAN MD 410 AT RIVERDALE ROAD
346	SG-902	TRAFFIC SIGNALIZATION PLAN MD 410 AT GLENRIDGE ACCESS ROAD
347	SG-903	TRAFFIC SIGNALIZATION PLAN MD 450 AT MD 410
348	SG-904	TRAFFIC SIGNALIZATION PLAN MD 410 AT ELLIN ROAD
349	SG-905	TRAFFIC SIGNALIZATION PLAN ELLIN ROAD AT HANSON OAKS DRIVE

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN | DRAWN | CHECK | APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 3

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-107

SHEET NO. 11 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 4

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-401	COVER SHEET
2	GN-401	KEY MAP
3	GN-402	GENERAL NOTES AND LEGEND
4	GN-403	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-404	SWM & DRAINAGE ABBREVIATIONS & SYMBOLS
6	GI-401	INDEX OF DRAWINGS - VOLUME 4

RIGHT-OF-WAY

SHEET NO.	DWG. NO.	DESCRIPTION
7	RW-01	RIGHT OF WAY PLAN STA TRK 1 299+21 TO STA TRK 1 311+00
8	RW-02	RIGHT OF WAY PLAN STA TRK 1 311+00 TO STA TRK 1 323+00
9	RW-03	RIGHT OF WAY PLAN STA TRK 1 323+00 TO STA TRK 1 335+00
10	RW-04	RIGHT OF WAY PLAN STA TRK 1 335+00 TO STA TRK 1 347+00
11	RW-05	RIGHT OF WAY PLAN STA TRK 1 347+00 TO STA TRK 1 359+00
12	RW-06	RIGHT OF WAY PLAN STA TRK 1 359+00 TO STA TRK 1 371+00
13	RW-07	RIGHT OF WAY PLAN STA TRK 1 371+00 TO STA TRK 1 383+00
14	RW-08	RIGHT OF WAY PLAN STA TRK 1 383+00 TO STA TRK 1 395+00
15	RW-09	RIGHT OF WAY PLAN STA TRK 1 395+00 TO STA TRK 1 407+00
16	RW-10	RIGHT OF WAY PLAN STA TRK 1 407+00 TO STA TRK 1 419+00
17	RW-11	RIGHT OF WAY PLAN STA TRK 1 419+00 TO STA TRK 1 431+00
18	RW-12	RIGHT OF WAY PLAN STA TRK 1 431+00 TO STA TRK 1 443+00
19	RW-13	RIGHT OF WAY PLAN STA TRK 1 443+00 TO STA TRK 1 455+00
20	RW-14	RIGHT OF WAY PLAN STA TRK 1 455+00 TO STA TRK 1 467+00
21	RW-15	RIGHT OF WAY PLAN STA TRK 1 467+00 TO STA TRK 1 479+00
22	RW-16	RIGHT OF WAY PLAN STA TRK 1 479+00 TO STA TRK 1 491+00
23	RW-17	RIGHT OF WAY PLAN STA TRK 1 491+00 TO STA TRK 1 503+00
24	RW-18	RIGHT OF WAY PLAN STA TRK 1 503+00 TO STA TRK 1 515+00
25	RW-19	RIGHT OF WAY PLAN STA TRK 1 515+00 TO STA TRK 1 527+00
26	RW-20	RIGHT OF WAY PLAN STA TRK 1 527+00 TO STA TRK 1 536+00
27	RW-21	RIGHT OF WAY PLAN STA TRK 1 536+00 TO STA TRK 1 618+00
28	RW-22	RIGHT OF WAY PLAN STA TRK 1 618+00 TO STA TRK 1 628+00
29	RW-23	RIGHT OF WAY PLAN STA TRK 1 628+00 TO STA TRK 1 638+00
30	RW-24	RIGHT OF WAY PLAN STA TRK 1 638+00 TO STA TRK 1 646+00
31	RW-25	RIGHT OF WAY PLAN STA TRK 1 646+00 TO STA TRK 1 657+00
32	RW-26	RIGHT OF WAY PLAN STA TRK 1 657+00 TO STA TRK 1 666+00
33	RW-27	RIGHT OF WAY PLAN STA TRK 1 666+00 TO STA TRK 1 676+00
34	RW-28	RIGHT OF WAY PLAN STA TRK 1 676+00 TO STA TRK 1 683+00
35	RW-29	RIGHT OF WAY PLAN STA TRK 1 683+00 TO STA TRK 1 692+00
36	RW-30	RIGHT OF WAY PLAN STA TRK 1 692+00 TO STA TRK 1 703+00
37	RW-31	RIGHT OF WAY PLAN STA TRK 1 703+00 TO STA TRK 1 711+00
38	RW-32	RIGHT OF WAY PLAN STA TRK 1 711+00 TO STA TRK 1 719+00
39	RW-33	RIGHT OF WAY PLAN STA TRK 1 719+00 TO STA TRK 1 724+41
40	RW-34	RIGHT OF WAY PLAN STA TRK 1 722+00 TO STA TRK 1 734+00
41	RW-35	RIGHT OF WAY PLAN STA TRK 1 734+00 TO STA TRK 1 745+00
42	RW-36	RIGHT OF WAY PLAN STA TRK 1 745+00 TO STA TRK 1 756+00
43	RW-37	RIGHT OF WAY PLAN STA TRK 1 756+00 TO STA TRK 1 767+00
44	RW-38	RIGHT OF WAY PLAN STA TRK 1 767+00 TO STA TRK 1 778+00
45	RW-39	RIGHT OF WAY PLAN STA TRK 1 778+00 TO STA TRK 1 789+00
46	RW-40	RIGHT OF WAY PLAN STA TRK 1 789+00 TO STA TRK 1 800+50
47	RW-41	RIGHT OF WAY PLAN STA TRK 1 800+50 TO STA TRK 1 812+00
48	RW-42	RIGHT OF WAY PLAN STA TRK 1 812+00 TO STA TRK 1 824+00
49	RW-43	RIGHT OF WAY PLAN STA TRK 1 824+00 TO STA TRK 1 836+00
50	RW-44	RIGHT OF WAY PLAN STA TRK 1 836+00 TO STA TRK 1 847+50
51	RW-45	RIGHT OF WAY PLAN STA TRK 1 847+50 TO STA TRK 1 859+00
52	RW-46	RIGHT OF WAY PLAN STA TRK 1 859+00 TO STA TRK 1 870+50
53	RW-47	RIGHT OF WAY PLAN STA TRK 1 870+50 TO STA TRK 1 876+50
54	RW-48	RIGHT OF WAY PLAN STA TRK 1 876+50 TO STA TRK 1 884+00
55	RW-49	RIGHT OF WAY PLAN STA TRK 1 884+00 TO STA TRK 1 895+00
56	RW-50	RIGHT OF WAY PLAN STA TRK 1 895+00 TO STA TRK 1 906+50
57	RW-51	RIGHT OF WAY PLAN STA TRK 1 906+50 TO STA TRK 1 915+50
58	RW-52	RIGHT OF WAY PLAN STA TRK 1 915+50 TO STA TRK 1 926+00
59	RW-53	RIGHT OF WAY PLAN STA TRK 1 926+00 TO STA TRK 1 937+50
60	RW-54	RIGHT OF WAY PLAN STA TRK 1 937+50 TO STA TRK 1 949+00
61	RW-55	RIGHT OF WAY PLAN STA TRK 1 949+00 TO STA TRK 1 960+00
62	RW-56	RIGHT OF WAY PLAN STA TRK 1 960+00 TO STA TRK 1 969+00
63	RW-57	RIGHT OF WAY PLAN STA TRK 1 969+00 TO STA TRK 1 1000+00
64	RW-58	RIGHT OF WAY PLAN STA TRK 1 1000+00 TO STA TRK 1 1010+00
65	RW-59	RIGHT OF WAY PLAN STA TRK 1 1010+00 TO STA TRK 1 1021+00
66	RW-60	RIGHT OF WAY PLAN STA TRK 1 1021+00 TO STA TRK 1 1032+00
67	RW-61	RIGHT OF WAY PLAN STA TRK 1 1032+00 TO STA TRK 1 1042+00
68	RW-62	RIGHT OF WAY PLAN STA TRK 1 1042+00 TO STA TRK 1 1053+00
69	RW-63	RIGHT OF WAY PLAN STA TRK 1 1053+00 TO STA TRK 1 1064+00

RIGHT-OF-WAY (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
70	RW-64	RIGHT OF WAY PLAN STA TRK 1 1064+00 TO STA TRK 1 1074+00
71	RW-65	RIGHT OF WAY PLAN STA TRK 1 1074+00 TO STA TRK 1 1081+00
72	RW-66	RIGHT OF WAY PLAN STA TRK 1 1081+00 TO STA TRK 1 1090+00
73	RW-67	RIGHT OF WAY PLAN STA TRK 1 1090+00 TO STA TRK 1 1100+00
74	RW-68	RIGHT OF WAY PLAN STA TRK 1 1100+00 TO STA TRK 1 1111+00
75	RW-69	RIGHT OF WAY PLAN STA TRK 1 1111+00 TO STA TRK 1 1121+00
76	RW-70	RIGHT OF WAY PLAN STA TRK 1 1121+00 TO STA TRK 1 1130+00
77	RW-71	RIGHT OF WAY PLAN STA TRK 1 1130+00 TO STA TRK 1 1139+50
78	RW-72	RIGHT OF WAY PLAN STA TRK 1 1139+50 TO STA TRK 1 1150+00
79	RW-73	RIGHT OF WAY PLAN STA TRK 1 1150+00 TO STA TRK 1 1160+00
80	RW-74	RIGHT OF WAY PLAN STA TRK 1 1160+00 TO STA TRK 1 1170+00
81	RW-75	RIGHT OF WAY PLAN STA TRK 1 1170+00 TO STA TRK 1 1181+00
82	RW-76	RIGHT OF WAY PLAN STA TRK 1 1181+00 TO STA TRK 1 1191+00
83	RW-77	RIGHT OF WAY PLAN STA TRK 1 1191+00 TO STA TRK 1 1202+00
84	RW-78	RIGHT OF WAY PLAN STA TRK 1 1202+00 TO STA TRK 1 1212+00
85	RW-79	RIGHT OF WAY PLAN STA TRK 1 1212+00 TO STA TRK 1 1223+00
86	RW-80	RIGHT OF WAY PLAN STA TRK 1 1223+00 TO STA TRK 1 1233+00
87	RW-81	RIGHT OF WAY PLAN STA TRK 1 1233+00 TO STA TRK 1 1243+00
88	RW-82	RIGHT OF WAY PLAN STA TRK 1 1243+00 TO STA TRK 1 1250+50
89	RW-83	RIGHT OF WAY PLAN STA TRK 1 1250+50 TO STA TRK 1 1256+25
90	RW-84	RIGHT OF WAY PLAN LYT PL - STA 1050+00 TO STA 1054+00
91	RW-85	RIGHT OF WAY PLAN SPRING ST - STA 25+50 TO STA 36+59
92	RW-86	RIGHT OF WAY PLAN RIGGS RD - STA 6407+00 TO STA 6411+42
93	RW-87	RIGHT OF WAY PLAN CAMPUS DR - STA 7104+50 TO STA 7107+88
94	RW-88	RIGHT OF WAY PLAN PB PKWY - STA 7300+00 TO STA 7304+00
95	RW-89	RIGHT OF WAY PLAN QUESADA RD - STA 8503+00 TO STA 8512+00

SWM & DRAINAGE

SHEET NO.	DWG. NO.	DESCRIPTION
96	DR-01	SWM & DRAINAGE PLAN STA TRK 1 299+00 TO STA TRK 1 311+00
97	DR-02	SWM & DRAINAGE PLAN STA TRK 1 311+00 TO STA TRK 1 323+00
98	DR-03	SWM & DRAINAGE PLAN STA TRK 1 323+00 TO STA TRK 1 335+00
99	DR-04	SWM & DRAINAGE PLAN STA TRK 1 335+00 TO STA TRK 1 347+00
100	DR-05	SWM & DRAINAGE PLAN STA TRK 1 347+00 TO STA TRK 1 359+00
101	DR-06	SWM & DRAINAGE PLAN STA TRK 1 359+00 TO STA TRK 1 371+00
102	DR-07	SWM & DRAINAGE PLAN STA TRK 1 371+00 TO STA TRK 1 383+00
103	DR-08	SWM & DRAINAGE PLAN STA TRK 1 383+00 TO STA TRK 1 395+00
104	DR-09	SWM & DRAINAGE PLAN STA TRK 1 395+00 TO STA TRK 1 407+00
105	DR-10	SWM & DRAINAGE PLAN STA TRK 1 407+00 TO STA TRK 1 419+00
106	DR-11	SWM & DRAINAGE PLAN STA TRK 1 419+00 TO STA TRK 1 431+00
107	DR-12	SWM & DRAINAGE PLAN STA TRK 1 431+00 TO STA TRK 1 443+00
108	DR-13	SWM & DRAINAGE PLAN STA TRK 1 443+00 TO STA TRK 1 455+00
109	DR-14	SWM & DRAINAGE PLAN STA TRK 1 455+00 TO STA TRK 1 468+00
110	DR-15	SWM & DRAINAGE PLAN STA TRK 1 468+00 TO STA TRK 1 480+00
111	DR-16	SWM & DRAINAGE PLAN STA TRK 1 480+00 TO STA TRK 1 492+00
112	DR-17	SWM & DRAINAGE PLAN STA TRK 1 492+00 TO STA TRK 1 504+00
113	DR-18	SWM & DRAINAGE PLAN STA TRK 1 504+00 TO STA TRK 1 516+00
114	DR-19	SWM & DRAINAGE PLAN STA TRK 1 516+00 TO STA TRK 1 528+00
115	DR-20	SWM & DRAINAGE PLAN STA TRK 1 528+00 TO STA TRK 1 540+00
116	DR-21	SWM & DRAINAGE PLAN STA TRK 1 540+00 TO STA TRK 1 618+00
117	DR-22	SWM & DRAINAGE PLAN STA TRK 1 618+00 TO STA TRK 1 628+00
118	DR-23	SWM & DRAINAGE PLAN STA TRK 1 628+00 TO STA TRK 1 638+00
119	DR-24	SWM & DRAINAGE PLAN STA TRK 1 638+00 TO STA TRK 1 646+00
120	DR-25	SWM & DRAINAGE PLAN STA TRK 1 646+00 TO STA TRK 1 656+00
121	DR-26	SWM & DRAINAGE PLAN STA TRK 1 656+00 TO STA TRK 1 666+00
122	DR-27	SWM & DRAINAGE PLAN STA TRK 1 666+00 TO STA TRK 1 674+00
123	DR-28	SWM & DRAINAGE PLAN STA TRK 1 674+00 TO STA TRK 1 680+50
124	DR-29	SWM & DRAINAGE PLAN STA TRK 1 680+50 TO STA TRK 1 687+00
125	DR-30	SWM & DRAINAGE PLAN STA TRK 1 687+00 TO STA TRK 1 692+00
126	DR-31	SWM & DRAINAGE PLAN STA TRK 1 692+00 TO STA TRK 1 703+00
127	DR-32	SWM & DRAINAGE PLAN STA TRK 1 703+00 TO STA TRK 1 710+00
128	DR-33	SWM & DRAINAGE PLAN STA TRK 1 710+00 TO STA TRK 1 719+00
129	DR-34	SWM & DRAINAGE PLAN STA TRK 1 719+00 TO STA TRK 1 725+00
130	DR-35	SWM & DRAINAGE PLAN NO STATION LIMITS
131	DR-36	SWM & DRAINAGE PLAN STA TRK 1 722+00 TO STA TRK 1 734+00
132	DR-37	SWM & DRAINAGE PLAN STA TRK 1 734+00 TO STA TRK 1 745+00
133	DR-38	SWM & DRAINAGE PLAN STA TRK 1 745+00 TO STA TRK 1 756+00
134	DR-39	SWM & DRAINAGE PLAN STA TRK 1 756+00 TO STA TRK 1 767+00
135	DR-40	SWM & DRAINAGE PLAN STA TRK 1 767+00 TO STA TRK 1 778+00
136	DR-41	SWM & DRAINAGE PLAN STA TRK 1 778+00 TO STA TRK 1 789+00
137	DR-42	SWM & DRAINAGE PLAN STA TRK 1 789+00 TO STA TRK 1 800+50
138	DR-43	SWM & DRAINAGE PLAN STA TRK 1 800+50 TO STA TRK 1 812+00

SWM & DRAINAGE (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
139	DR-44	SWM & DRAINAGE PLAN STA TRK 1 812+00 TO STA TRK 1 824+00
140	DR-45	SWM & DRAINAGE PLAN STA TRK 1 824+00 TO STA TRK 1 836+00
141	DR-46	SWM & DRAINAGE PLAN STA TRK 1 836+00 TO STA TRK 1 847+50
142	DR-47	SWM & DRAINAGE PLAN STA TRK 1 847+50 TO STA TRK 1 859+00
143	DR-48	SWM & DRAINAGE PLAN STA TRK 1 859+00 TO STA TRK 1 870+50
144	DR-49	SWM & DRAINAGE PLAN STA TRK 1 870+50 TO STA TRK 1 876+50
145	DR-50	SWM & DRAINAGE PLAN STA TRK 1 876+50 TO STA TRK 1 884+00
146	DR-51	SWM & DRAINAGE PLAN STA TRK 1 884+00 TO STA TRK 1 895+50
147	DR-52	SWM & DRAINAGE PLAN STA TRK 1 895+50 TO STA TRK 1 907+00
148	DR-53	SWM & DRAINAGE PLAN STA TRK 1 907+00 TO STA TRK 1 915+50
149	DR-54	SWM & DRAINAGE PLAN STA TRK 1 915+50 TO STA TRK 1 926+50
150	DR-55	SWM & DRAINAGE PLAN CAMPUS DR - STA 7104+50 TO STA 7108+54
151	DR-56	SWM & DRAINAGE PLAN STA TRK 1 926+50 TO STA TRK 1 936+50
152	DR-57	SWM & DRAINAGE PLAN STA TRK 1 936+50 TO STA TRK 1 945+50
153	DR-58	SWM & DRAINAGE PLAN STA TRK 1 945+50 TO STA TRK 1 957+50
154	DR-59	SWM & DRAINAGE PLAN STA TRK 1 957+50 TO STA TRK 1 969+00
155	DR-60	SWM & DRAINAGE PLAN STA TRK 1 969+00 TO STA TRK 1 978+48
156	DR-61	SWM & DRAINAGE PLAN STA TRK 1 1000+00 TO STA TRK 1 1010+00
157	DR-62	SWM & DRAINAGE PLAN STA TRK 1 1010+00 TO STA TRK 1 1021+00
158	DR-63	SWM & DRAINAGE PLAN STA TRK 1 1021+00 TO STA TRK 1 1032+00
159	DR-64	SWM & DRAINAGE PLAN STA TRK 1 1032+00 TO STA TRK 1 1042+00
160	DR-65	SWM & DRAINAGE PLAN STA TRK 1 1042+00 TO STA TRK 1 1053+00
161	DR-66	SWM & DRAINAGE PLAN STA TRK 1 1053+00 TO STA TRK 1 1064+00
162	DR-67	SWM & DRAINAGE PLAN STA TRK 1 1064+00 TO STA TRK 1 1074+00
163	DR-68	SWM & DRAINAGE PLAN STA TRK 1 1074+00 TO STA TRK 1 1081+00
164	DR-69	SWM & DRAINAGE PLAN STA TRK 1 1081+00 TO STA TRK 1 1090+00
165	DR-70	SWM & DRAINAGE PLAN STA TRK 1 1090+00 (PR. SD OUTFALL)
166	DR-71	SWM & DRAINAGE PLAN STA TRK 1 1090+00 TO STA TRK 1 1100+00
167	DR-72	SWM & DRAINAGE PLAN STA TRK 1 1100+00 TO STA TRK 1 1111+00
168	DR-73	SWM & DRAINAGE PLAN STA TRK 1 1111+00 TO STA TRK 1 1121+00
169	DR-74	SWM & DRAINAGE PLAN STA TRK 1 1121+00 TO STA TRK 1 1130+00
170	DR-75	SWM & DRAINAGE PLAN BW PARKWAY SOUTH OF RIVERDALE RD
171	DR-76	SWM & DRAINAGE PLAN BW PARKWAY NORTH OF RIVERDALE RD
172	DR-77	SWM & DRAINAGE PLAN MD NATIONAL CAPITAL PARK POLICE BUILDING
173	DR-78	SWM & DRAINAGE PLAN QUESADA RD - STA 8503+00 TO STA 8509+00
174	DR-79	SWM & DRAINAGE PLAN STA TRK 1 1130+00 TO STA TRK 1 1139+50
175	DR-80	SWM & DRAINAGE PLAN STA TRK 1 1139+50 TO STA TRK 1 1150+00
176	DR-81	SWM & DRAINAGE PLAN STA TRK 1 1150+00 TO STA TRK 1 1160+00
177	DR-82	SWM & DRAINAGE PLAN STA TRK 1 1160+00 TO STA TRK 1 1170+00
178	DR-83	SWM & DRAINAGE PLAN STA TRK 1 1170+00 TO STA TRK 1 1181+00
179	DR-84	SWM & DRAINAGE PLAN STA TRK 1 1181+00 TO STA TRK 1 1191+00
180	DR-85	SWM & DRAINAGE PLAN STA TRK 1 1191+00 TO STA TRK 1 1202+00
181	DR-86	SWM & DRAINAGE PLAN STA TRK 1 1202+00 TO STA TRK 1 1212+00
182	DR-87	SWM & DRAINAGE PLAN STA TRK 1 1212+00 TO STA TRK 1 1223+00
183	DR-88	SWM & DRAINAGE PLAN STA TRK 1 1223+00 TO STA TRK 1 1233+00
184	DR-89	SWM & DRAINAGE PLAN STA TRK 1 1233+00 TO STA TRK 1 1243+00
185	DR-90	SWM & DRAINAGE PLAN STA TRK 1 1243+00 TO STA TRK 1 1252+50
186	DR-91	SWM & DRAINAGE PLAN STA TRK 1 1252+50 TO STA TRK 1 1256+00

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN

DRAWN

CHECK

APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 4

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–108

SHEET NO. 12 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 5

GENERAL DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-501	COVER SHEET
2	GN-501	KEY MAP
3	GN-502	GENERAL NOTES AND LEGEND
4	GN-503	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-504	UTILITY ABBREVIATIONS AND SYMBOLS
6	GI-501	INDEX OF DRAWINGS - VOLUME 5 SHEET 1
7	GI-502	INDEX OF DRAWINGS - VOLUME 5 SHEET 2

UNDERGROUND UTILITY RELOCATION DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
8	UT-001	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 300+00 TO STA TRK 1 311+50
9	UT-002	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 311+50 TO STA TRK 1 324+00
10	UT-003	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 324+00 TO STA TRK 1 336+00
11	UT-004	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 336+00 TO STA TRK 1 348+00
12	UT-005	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 348+00 TO STA TRK 1 360+00
13	UT-006	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 360+00 TO STA TRK 1 372+00
14	UT-007	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 372+00 TO STA TRK 1 384+00
15	UT-008	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 384+00 TO STA TRK 1 396+00
16	UT-009	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 396+00 TO STA TRK 1 408+00
17	UT-010	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 408+00 TO STA TRK 1 420+00
18	UT-011	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 420+00 TO STA TRK 1 432+00
19	UT-012	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 432+00 TO STA TRK 1 444+00
20	UT-013	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 444+00 TO STA TRK 1 455+00
21	UT-014	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 455+00 TO STA TRK 1 467+00
22	UT-015	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 467+00 TO STA TRK 1 479+50
23	UT-016	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 479+50 TO STA TRK 1 491+00
24	UT-017	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 491+00 TO STA TRK 1 503+00
25	UT-018	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 503+00 TO STA TRK 1 515+00
26	UT-019	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 515+00 TO STA TRK 1 527+00
27	UT-020	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 527+00 TO STA TRK 1 536+00
28	UT-021	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 536+00 TO STA TRK 1 618+00
29	UT-022	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 618+00 TO STA TRK 1 628+00
30	UT-023	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 628+00 TO STA TRK 1 638+00
31	UT-024	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 638+00 TO STA TRK 1 646+00
32	UT-025	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 646+00 TO STA TRK 1 657+00
33	UT-026	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 657+00 TO STA TRK 1 666+00
34	UT-027	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 666+00 TO STA TRK 1 676+00
35	UT-028	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 676+00 TO STA TRK 1 683+00
36	UT-029	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 683+00 TO STA TRK 1 692+00
37	UT-030	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 692+00 TO STA TRK 1 703+00
38	UT-031	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 703+00 TO STA TRK 1 711+00
39	UT-032	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 711+00 TO STA TRK 1 719+00
40	UT-033	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 719+00 TO STA TRK 1 725+00
41	UT-034	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 722+00 TO STA TRK 1 734+00
42	UT-035	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 734+00 TO STA TRK 1 745+00
43	UT-036	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 745+00 TO STA TRK 1 756+00
44	UT-037	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 756+00 TO STA TRK 1 767+00
45	UT-038	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 767+00 TO STA TRK 1 778+00
46	UT-039	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 778+00 TO STA TRK 1 789+50
47	UT-040	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 789+50 TO STA TRK 1 800+50
48	UT-041	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 800+50 TO STA TRK 1 812+00
49	UT-042	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 812+00 TO STA TRK 1 824+00
50	UT-043	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 824+00 TO STA TRK 1 836+00
51	UT-044	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 836+00 TO STA TRK 1 847+50
52	UT-045	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 847+50 TO STA TRK 1 859+00
53	UT-046	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 859+00 TO STA TRK 1 870+50
54	UT-047	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 870+50 TO STA TRK 1 876+50
55	UT-048	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 876+50 TO STA TRK 1 884+00
56	UT-049	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 884+00 TO STA TRK 1 895+00
57	UT-050	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 895+00 TO STA TRK 1 906+50
58	UT-051	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 906+50 TO STA TRK 1 915+50
59	UT-052	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 915+50 TO STA TRK 1 926+00
60	UT-053	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 926+00 TO STA TRK 1 937+50
61	UT-054	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 937+50 TO STA TRK 1 949+00
62	UT-055	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 949+00 TO STA TRK 1 960+00
63	UT-056	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 960+00 TO STA TRK 1 969+00
64	UT-057	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 969+00 TO STA TRK 1 1000+00
65	UT-058	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1000+00 TO STA TRK 1 1010+00
66	UT-059	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1010+00 TO STA TRK 1 1021+00
67	UT-060	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1021+00 TO STA TRK 1 1032+00
68	UT-061	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1032+00 TO STA TRK 1 1042+00
69	UT-062	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1042+00 TO STA TRK 1 1053+00

UNDERGROUND UTILITY RELOCATION DRAWINGS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
70	UT-063	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1053+00 TO STA TRK 1 1064+00
71	UT-064	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1064+00 TO STA TRK 1 1074+00
72	UT-065	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1074+00 TO STA TRK 1 1081+00
73	UT-066	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1081+00 TO STA TRK 1 1090+00
74	UT-067	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1090+00 TO STA TRK 1 1100+00
75	UT-068	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1100+00 TO STA TRK 1 1111+00
76	UT-069	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1111+00 TO STA TRK 1 1121+00
77	UT-070	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1121+00 TO STA TRK 1 1130+00
78	UT-071	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1130+00 TO STA TRK 1 1139+50
79	UT-072	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1139+50 TO STA TRK 1 1150+00
80	UT-073	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1150+00 TO STA TRK 1 1160+00
81	UT-074	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1160+00 TO STA TRK 1 1170+00
82	UT-075	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1170+00 TO STA TRK 1 1181+00
83	UT-076	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1181+00 TO STA TRK 1 1191+00
84	UT-077	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1191+00 TO STA TRK 1 1202+00
85	UT-078	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1202+00 TO STA TRK 1 1212+00
86	UT-079	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1212+00 TO STA TRK 1 1223+00
87	UT-080	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1223+00 TO STA TRK 1 1233+00
88	UT-081	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1233+00 TO STA TRK 1 1243+00
89	UT-082	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1243+00 TO STA TRK 1 1250+50
90	UT-083	PROP UNDERGROUND UTILITY RELOCATIONS STA TRK 1 1250+50 TO STA TRK 1 1255+77

OVERHEAD UTILITY RELOCATION DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
91	UT-084	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 300+00 TO STA TRK 1 311+50
92	UT-085	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 311+50 TO STA TRK 1 324+00
93	UT-086	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 324+00 TO STA TRK 1 336+00
94	UT-087	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 336+00 TO STA TRK 1 348+00
95	UT-088	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 348+00 TO STA TRK 1 360+00
96	UT-089	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 360+00 TO STA TRK 1 372+00
97	UT-090	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 372+00 TO STA TRK 1 384+00
98	UT-091	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 384+00 TO STA TRK 1 396+00
99	UT-092	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 396+00 TO STA TRK 1 408+00
100	UT-093	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 408+00 TO STA TRK 1 420+00
101	UT-094	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 420+00 TO STA TRK 1 432+00
102	UT-095	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 432+00 TO STA TRK 1 444+00
103	UT-096	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 444+00 TO STA TRK 1 455+00
104	UT-097	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 455+00 TO STA TRK 1 467+00
105	UT-098	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 467+00 TO STA TRK 1 479+50
106	UT-099	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 479+50 TO STA TRK 1 491+00
107	UT-100	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 491+00 TO STA TRK 1 503+00
108	UT-101	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 503+00 TO STA TRK 1 515+00
109	UT-102	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 515+00 TO STA TRK 1 527+00
110	UT-103	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 527+00 TO STA TRK 1 536+00
111	UT-104	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 536+00 TO STA TRK 1 618+00
112	UT-105	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 618+00 TO STA TRK 1 628+00
113	UT-106	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 628+00 TO STA TRK 1 638+00
114	UT-107	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 638+00 TO STA TRK 1 646+00
115	UT-108	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 646+00 TO STA TRK 1 657+00
116	UT-109	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 657+00 TO STA TRK 1 666+00
117	UT-110	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 666+00 TO STA TRK 1 676+00
118	UT-111	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 676+00 TO STA TRK 1 683+00
119	UT-112	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 683+00 TO STA TRK 1 692+00
120	UT-113	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 692+00 TO STA TRK 1 703+00
121	UT-114	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 703+00 TO STA TRK 1 711+00
122	UT-115	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 711+00 TO STA TRK 1 719+00
123	UT-116	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 719+00 TO STA TRK 1 722+00
124	UT-117	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 722+00 TO STA TRK 1 734+00
125	UT-118	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 734+00 TO STA TRK 1 745+00
126	UT-119	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 745+00 TO STA TRK 1 756+00
127	UT-120	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 756+00 TO STA TRK 1 767+00
128	UT-121	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 767+00 TO STA TRK 1 778+00
129	UT-122	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 778+00 TO STA TRK 1 789+50
130	UT-123	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 789+50 TO STA TRK 1 800+50
131	UT-124	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 800+50 TO STA TRK 1 812+00
132	UT-125	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 812+00 TO STA TRK 1 824+00
133	UT-126	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 824+00 TO STA TRK 1 836+00
134	UT-127	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 836+00 TO STA TRK 1 847+50
135	UT-128	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 847+50 TO STA TRK 1 859+00
136	UT-129	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 859+00 TO STA TRK 1 870+50
137	UT-130	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 870+50 TO STA TRK 1 876+50
138	UT-131	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 876+50 TO STA TRK 1 884+00

OVERHEAD UTILITY RELOCATION DRAWINGS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
139	UT-132	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 884+00 TO STA TRK 1 895+00
140	UT-133	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 895+00 TO STA TRK 1 906+50
141	UT-134	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 906+50 TO STA TRK 1 915+50
142	UT-135	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 915+50 TO STA TRK 1 926+00
143	UT-136	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 926+00 TO STA TRK 1 937+50
144	UT-137	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 937+50 TO STA TRK 1 949+00
145	UT-138	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 949+00 TO STA TRK 1 960+00
146	UT-139	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 960+00 TO STA TRK 1 969+00
147	UT-140	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 969+00 TO STA TRK 1 1000+00
148	UT-141	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1000+00 TO STA TRK 1 1010+00
149	UT-142	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1010+00 TO STA TRK 1 1021+00
150	UT-143	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1021+00 TO STA TRK 1 1032+00
151	UT-144	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1032+00 TO STA TRK 1 1042+00
152	UT-145	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1042+00 TO STA TRK 1 1053+00
153	UT-146	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1053+00 TO STA TRK 1 1064+00
154	UT-147	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1064+00 TO STA TRK 1 1074+00
155	UT-148	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1074+00 TO STA TRK 1 1081+00
156	UT-149	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1081+00 TO STA TRK 1 1090+00
157	UT-150	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1090+00 TO STA TRK 1 1100+00
158	UT-151	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1100+00 TO STA TRK 1 1111+00
159	UT-152	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1111+00 TO STA TRK 1 1121+00
160	UT-153	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1121+00 TO STA TRK 1 1130+00
161	UT-154	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1130+00 TO STA TRK 1 1139+50
162	UT-155	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1139+50 TO STA TRK 1 1150+00
163	UT-156	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1150+00 TO STA TRK 1 1160+00
164	UT-157	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1160+00 TO STA TRK 1 1170+00
165	UT-158	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1170+00 TO STA TRK 1 1181+00
166	UT-159	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1181+00 TO STA TRK 1 1191+00
167	UT-160	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1191+00 TO STA TRK 1 1202+00
168	UT-161	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1202+00 TO STA TRK 1 1212+00
169	UT-162	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1212+00 TO STA TRK 1 1223+00
170	UT-163	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1223+00 TO STA TRK 1 1233+00
171	UT-164	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1233+00 TO STA TRK 1 1243+00
172	UT-165	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1243+00 TO STA TRK 1 1250+50
173	UT-166	PROP OVERHEAD UTILITY RELOCATIONS STA TRK 1 1250+50 TO STA TRK 1 1255+77

SANITARY SEWER AND WATER PROFILES

SHEET NO.	DWG. NO.	DESCRIPTION
174	UT-167	SANITARY SEWER PROFILE STA TRK 1 308+50 TO STA TRK 1 317+00
175	UT-168	SANITARY SEWER PROFILE STA TRK 1 317+00 TO STA TRK 1 401+50
176	UT-169	SANITARY SEWER PROFILE STA TRK 1 435+00 TO STA TRK 1 446+00
177	UT-170	WATER LINE PROFILE STA TRK 1 405+50 TO STA TRK 1 432+50
178	UT-171	SANITARY PROFILE STA TRK 1 462+85 TO STA TRK 1 473+20
179	UT-172	SANITARY PROFILE STA TRK 1 501+90 TO STA TRK 1 510+55
180	UT-173	SANITARY PROFILE STA TRK 1 528+35 TO STA TRK 1 531+79
181	UT-174	SANITARY PROFILE STA TRK 1 501+90 TO STA TRK 1 540+25
182	UT-175	WATER LINE PROFILE STA TRK 1 466+50 TO STA TRK 1 474+50
183	UT-176	WATER LINE PROFILE STA TRK 1 494+00 TO STA TRK 1 497+50
184	UT-177	WATER LINE PROFILE STA TRK 1 497+00 TO STA TRK 1 512+50
185	UT-178	WATER LINE PROFILE STA TRK 1 508+50 TO STA TRK 1 532+00
186	UT-179	WATER LINE PROFILE STA TRK 1 539+00 TO STA TRK 1 543+00
187	UT-180	WATER LINE PROFILE STA TRK 1 535+50 TO STA TRK 1 618+60
188	UT-181	SANITARY SEWER PROFILE STA TRK 1 544+00 TO STA TRK 1 620+15
189	UT-182	SANITARY SEWER PROFILE STA TRK 1 636+85 TO STA TRK 1 645+50
190	UT-183	SANITARY SEWER PROFILE STA TRK 1 627+10 TO STA TRK 1 636+85
191	UT-184	SANITARY SEWER PROFILE STA TRK 1 636+80 TO STA TRK 1 644+70
192	UT-185	SANITARY SEWER PROFILE STA TRK 1 648+80 TO STA TRK 1 670+50
193	UT-186	SANITARY SEWER PROFILE STA TRK 1 673+20 TO STA TRK 1 682+45
194	UT-187	SANITARY SEWER PROFILE STA TRK 1 670+60 TO STA TRK 1 675+30
195	UT-188	SANITARY SEWER PROFILE STA TRK 1 681+15 TO STA TRK 1 703+85
196	UT-189	SANITARY SEWER PROFILE STA TRK 1 717+85 TO STA TRK 1 723+40
197	UT-190	WATER LINE PROFILE STA TRK 1 621+41 TO STA TRK 1 636+00
198	UT-191	WATER LINE PROFILE STA TRK 1 636+00 TO STA TRK 1 644+00
199	UT-192	WATER LINE PROFILE STA TRK 1 636+61 TO STA TRK 1 644+79
200	UT-193	WATER LINE PROFILE STA TRK 1 644+05 TO STA TRK 1 651+94
201	UT-194	WATER LINE PROFILE STA TRK 1 652+42 TO STA TRK 1 657+20
202	UT-195	WATER LINE PROFILE STA TRK 1 658+75 TO STA TRK 1 669+40
203	UT-196	WATER LINE PROFILE STA TRK 1 670+00 TO STA TRK 1 681+50

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 5

SHEET 1

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-109

SHEET NO. 13 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 5

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

SANITARY SEWER AND WATER PROFILES (CONTINUED)

204	UT-197	WATER LINE PROFILE STA TRK 1 672+50 TO STA TRK 1 675+40
205	UT-198	WATER LINE PROFILE STA TRK 1 681+65 TO STA TRK 1 705+40
206	UT-199	WATER LINE PROFILE STA TRK 1 705+31 TO STA TRK 1 709+31
207	UT-200	WATER LINE PROFILE STA TRK 1 715+97 TO STA TRK 1 720+72
208	UT-201	WATER LINE PROFILE STA TRK 1 716+37 TO STA TRK 1 724+39
209	UT-202	SANITARY SEWER PROFILE STA TRK 1 733+00 TO STA TRK 1 837+00
210	UT-203	SANITARY SEWER PROFILE STA TRK 1 819+00 TO STA TRK 1 828+00
211	UT-204	SANITARY SEWER PROFILE STA TRK 1 819+00 TO STA TRK 1 828+00
212	UT-205	SANITARY SEWER PROFILE STA TRK 1 949+70 TO STA TRK 1 973+40
213	UT-206	SANITARY SEWER PROFILE STA TRK 1 1005+42 TO STA TRK 1 1005+60
214	UT-207	SANITARY SEWER PROFILE STA TRK 1 1066+61 TO STA TRK 1 1074+50
215	UT-208	SANITARY SEWER PROFILE STA TRK 1 1075+41 TO STA TRK 1 1079+74
216	UT-209	SANITARY SEWER PROFILE STA TRK 1 1084+88 TO STA TRK 1 1104+31
217	UT-210	SANITARY SEWER PROFILE STA TRK 1 1129+51
218	UT-211	SANITARY SEWER PROFILE STA TRK 1 1127+90 TO STA TRK 1 1133+96
219	UT-212	SANITARY SEWER PROFILE STA TRK 1 1147+78 TO STA TRK 1 1180+62
220	UT-213	SANITARY SEWER PROFILE STA TRK 1 1214+41 TO STA TRK 1 1229+18

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 5

SHEET 2

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–110

SHEET NO. 14 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 6

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-601	COVER SHEET
2	GN-601	KEY MAP
3	GN-602	GENERAL NOTES AND LEGEND
4	GN-603	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-601	INDEX OF DRAWINGS - VOLUME 6 SHEET 1
6	GI-602	INDEX OF DRAWINGS - VOLUME 6 SHEET 2
7	GI-603	INDEX OF DRAWINGS - VOLUME 6 SHEET 3

ZONE 12 A - CCT PEDESTRIAN BRIDGE EAST OF BETHESDA STATION

SHEET NO.	DWG. NO.	DESCRIPTION
8	STTA01	CCT PEDESTRIAN BRIDGE AT BETHESDA STATION GENERAL PLAN & ELEVATION
9	STTA02	CCT PEDESTRIAN BRIDGE AT BETHESDA STATION TYPICAL SECTION

ZONE 1 D - SLEAFORD ROAD PED. CULVERT AND BETHESDA-CCC RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
10	ST1D01	BETHESDA WALLS STRUCTURE LOCATION MAP - 1
11	ST1D02	BETHESDA WALLS STRUCTURE LOCATION MAP - 2
12	ST1D03	BETHESDA WALLS STRUCTURE LOCATION MAP - 3
13	ST1D04	BETHESDA WALLS STRUCTURE LOCATION MAP - 4
14	ST1D001	RETAINING WALL 1DO GENERAL PLAN
15	ST1D002	MSE WALL TYPICAL SECTION
16	ST1D101	RETAINING WALL 1D1 GENERAL PLAN
17	ST1D102	BACK-TO-BACK MSE WALLS TYPICAL SECTION
18	ST1D201	SLEAFORD ROAD CULVERT PLAN AND PROFILE
19	ST1D202	SLEAFORD ROAD CULVERT TYPICAL SECTION

ZONE 1 Z - BETHESDA - CCC RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
20	ST1Z001	RETAINING WALL 1ZO GENERAL PLAN
21	ST1Z002	CONCRETE CAST-IN-PLACE WALLS TYPICAL SECTION
22	ST1Z101	RETAINING WALL 1Z1 GENERAL PLAN
23	ST1Z201	RETAINING WALL 1Z2 GENERAL PLAN
24	ST1Z301	RETAINING WALL 1Z3 GENERAL PLAN & ELEVATION - 1
25	ST1Z302	RETAINING WALL 1Z3 GENERAL PLAN & ELEVATION - 2
26	ST1Z303	SOUTH SOLDIER PILE WALL TYPICAL SECTION
27	ST1Z401	RETAINING WALL 1Z4 GENERAL PLAN & ELEVATION - 1
28	ST1Z402	RETAINING WALL 1Z4 GENERAL PLAN & ELEVATION - 2
29	ST1Z501	RETAINING WALL 1Z5 GENERAL PLAN & ELEVATION
30	ST1Z601	RETAINING WALL 1Z6 GENERAL PLAN & ELEVATION
31	ST1Z701	RETAINING WALL 1Z7 GENERAL PLAN

ZONE 12 F - CCT RETAINING WALLS NEAR LYNN DRIVE

SHEET NO.	DWG. NO.	DESCRIPTION
32	STTF001	RETAINING WALL TFO GENERAL PLAN - 1
33	STTF002	RETAINING WALL TFO GENERAL PLAN - 2
34	STTF003	NORTH SOLDIER PILE WALL TYPICAL SECTION
35	STTF101	RETAINING WALL TF1 GENERAL PLAN
36	STTF102	CONCRETE CAST-IN-PLACE CUT WALLS TYPICAL SECTION
37	STTF201	RETAINING WALL TF2 GENERAL PLAN
38	STTF202	LYNN DRIVE TRAIL CONNECTION TYPICAL SECTION
39	STTF301	RETAINING WALL TF3 GENERAL PLAN
40	STTF401	RETAINING WALL TF4 GENERAL PLAN
41	STTF402	EAST-WEST HIGWAY TRAIL CONNECTION SOLDIER PILE WALL - TYPICAL SECTION
42	STTF501	RETAINING WALL TF5 GENERAL PLAN

ZONE 12 G - CCT RETAINING WALLS NEAR EAST-WEST HIGHWAY

SHEET NO.	DWG. NO.	DESCRIPTION
43	STTG001	RETAINING WALL TGO GENERAL PLAN
44	STTG101	RETAINING WALL TG1 GENERAL PLAN & ELEVATION

ZONE 12 H - CCT RETAINING WALLS NEAR SLEAFORD ROAD

SHEET NO.	DWG. NO.	DESCRIPTION
45	STTH001	RETAINING WALL THO GENERAL PLAN & ELEVATION
46	STTH101	RETAINING WALL TH1 GENERAL PLAN

ZONE 1 H - CCC SOUTH RETAINING WALL

SHEET NO.	DWG. NO.	DESCRIPTION
47	ST1H001	COLUMBIA COUNTRY CLUB STRUCTURE LOCATION MAP - 1
48	ST1H002	COLUMBIA COUNTRY CLUB STRUCTURE LOCATION MAP - 2
49	ST1H003	COLUMBIA COUNTRY CLUB STRUCTURE LOCATION MAP - 3
50	ST1H004	COLUMBIA COUNTRY CLUB STRUCTURE LOCATION MAP - 4

ZONE 1 H - CCC SOUTH RETAINING WALL (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
51	ST1H01	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 1
52	ST1H02	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 2
53	ST1H03	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 3
54	ST1H04	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 4
55	ST1H05	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 5
56	ST1H06	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 6
57	ST1H07	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 7
58	ST1H08	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 8
59	ST1H09	RETAINING WALL 1H GENERAL PLAN & ELEVATION - 9
60	ST1H10	RETAINING WALL 1H TYPICAL SECTION

ZONE 1 J - CCC CULVERTS AND SEGMENTAL RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
61	ST1J001	WEST GOLF CART UNDERPASS PLAN AND PROFILE
62	ST1J002	WEST GOLF CART UNDERPASS TYPICAL SECTION
63	ST1J101	EAST GOLF CART UNDERPASS PLAN AND PROFILE
64	ST1J102	EAST GOLF CART UNDERPASS TYPICAL SECTION
65	ST1J201	RETAINING WALL 1J2 GENERAL PLAN & ELEVATION
66	ST1J202	SEGMENTAL RETAINING WALL TYPICAL SECTION
67	ST1J301	RETAINING WALL 1J3 GENERAL PLAN & ELEVATION
68	ST1J401	RETAINING WALL 1J4 GENERAL PLAN & ELEVATION
69	ST1J501	RETAINING WALL 1J5 GENERAL PLAN & ELEVATION - 1
70	ST1J502	RETAINING WALL 1J5 GENERAL PLAN & ELEVATION - 2
71	ST1J601	RETAINING WALL 1J6 GENERAL PLAN & ELEVATION - 1
72	ST1J602	RETAINING WALL 1J6 GENERAL PLAN & ELEVATION - 2
73	ST1J701	RETAINING WALL 1J7 GENERAL PLAN & ELEVATION - 1
74	ST1J702	RETAINING WALL 1J7 GENERAL PLAN & ELEVATION - 2

ZONE 12 J - CCT RETAINING WALLS AT CCC

SHEET NO.	DWG. NO.	DESCRIPTION
75	STTJ001	RETAINING WALL TJO GENERAL PLAN & ELEVATION - 1
76	STTJ002	RETAINING WALL TJO GENERAL PLAN & ELEVATION - 2
77	STTJ003	SHEET PILE WALL TYPICAL SECTION
78	STTJ101	RETAINING WALL TJ1 GENERAL PLAN & ELEVATION
79	STTJ102	COUNTRY CLUB MSE WALL TYPICAL SECTION
80	STTJ201	RETAINING WALL TJ2 GENERAL PLAN & ELEVATION
81	STTJ301	RETAINING WALL TJ3 ELEVATION PLAN & ELEVATION - 1
82	STTJ302	RETAINING WALL TJ3 ELEVATION PLAN & ELEVATION - 2

ZONE 1 E - CONNECTICUT AVENUE LRT BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
83	ST1E01	CONNECTICUT AVENUE LRT BRIDGE GENERAL PLAN AND ELEVATION
84	ST1E02	CONNECTICUT AVENUE LRT BRIDGE TYPICAL SECTION

ZONE 1 K - CONQUELIN RUN CULVERT

SHEET NO.	DWG. NO.	DESCRIPTION
85	ST1K01	COQUELIN RUN CULVERT PLAN AND PROFILE (OPTION 1)
86	ST1K02	COQUELIN RUN CULVERT TYPICAL SECTION (OPTION 1)
87	ST1K03	COQUELIN RUN WATERWAY CULVERT PLAN AND PROFILE (OPTION 2)
88	ST1K04	COQUELIN RUN FUTURE TRAIL CULVERT PLAN AND PROFILE (OPTION 2)
89	ST1K05	COQUELIN RUN CULVERT TYPICAL SECTION (OPTION 2)

ZONE 1 L - JONES MILL ROAD BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
90	ST1L01	JONES MILL ROAD BRIDGE GENERAL PLAN & ELEVATION
91	ST1L02	JONES MILL ROAD BRIDGE TYPICAL SECTION
92	ST1L03	JONES MILL ROAD BRIDGE SEQUENCE OF CONSTRUCTION

ZONE 1 P - ROCK CREEK LRT BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
93	ST1P01	ROCK CREEK LRT BRIDGE GENERAL PLAN & ELEVATION
94	ST1P02	ROCK CREEK LRT BRIDGE DEMOLITION PLAN
95	ST1P03	ROCK CREEK LRT BRIDGE ABUTMENT A - FOUNDATION PLAN
96	ST1P04	ROCK CREEK LRT BRIDGE ABUTMENT A - PLAN & ELEVATION
97	ST1P05	ROCK CREEK LRT BRIDGE ABUTMENT A - WING PLAN
98	ST1P06	ROCK CREEK LRT BRIDGE ABUTMENT A - WING A ELEVATION

ZONE 1 P - ROCK CREEK LRT BRIDGE (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
99	ST1P07	ROCK CREEK LRT BRIDGE ABUTMENT A - WING B ELEVATION
100	ST1P08	ROCK CREEK LRT BRIDGE ABUTMENT B - FOUNDATION PLAN
101	ST1P09	ROCK CREEK LRT BRIDGE ABUTMENT B - PLAN & ELEVATION
102	ST1P10	ROCK CREEK LRT BRIDGE ABUTMENT B - WING PLAN
103	ST1P11	ROCK CREEK LRT BRIDGE ABUTMENT B - WING C ELEVATION
104	ST1P12	ROCK CREEK LRT BRIDGE ABUTMENT B - WING D ELEVATION
105	ST1P13	ROCK CREEK LRT BRIDGE FRAMING PLAN
106	ST1P14	ROCK CREEK LRT BRIDGE ERECTION PLAN

ZONE 12 C - ROCK CREEK CCT PEDESTRIAN BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
107	STTC01	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE GENERAL PLAN
108	STTC02	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE CONSTRUCTION PLAN - 1
109	STTC03	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE CONSTRUCTION PLAN - 2
110	STTC04	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE ABUTMENT A - PLAN & ELEVATION
111	STTC05	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE ABUTMENT B - PLAN & ELEVATION
112	STTC06	CAPITAL CRECSENT TRAIL PEDESTRIAN BRIDGE FRAMING PLAN

ZONE 1 U - ROCK CREEK PEDESTRIAN CONNECTION RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
113	ST1U01	ROCK CREEK CONNECTION OVERALL STRUCTURE LOCATION MAP
114	ST1U001	RETAINING WALL - 1UO GENERAL PLAN & ELEVATION
115	ST1U002	RETAINING WALL - 1UO TYPICAL SECTION
116	ST1U101	RETAINING WALL - 1U1 GENERAL PLAN & ELEVATION
117	ST1U102	RETAINING WALL - 1U1 TYPICAL SECTION

ZONE 1 V - ROCK CREEK PEDESTRIAN CONNECTION RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
118	ST1V001	RETAINING WALL - 1VO GENERAL PLAN & ELEVATION
119	ST1V002	RETAINING WALL - 1VO TYPICAL SECTION

ZONE 12 N - ROCK CREEK PEDESTRIAN CONNECTION RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
120	STTN001	RETAINING WALL - TNO GENERAL PLAN & ELEVATION - 1
121	STTN002	RETAINING WALL - TNO GENERAL PLAN & ELEVATION - 2
122	STTN003	RETAINING WALL - TNO TYPICAL SECTION
123	STTN101	RETAINING WALL - TN1 GENERAL PLAN & ELEVATION
124	STTN102	RETAINING WALL - TN1 TYPICAL SECTION
125	STTN201	RETAINING WALL - TN2 GENERAL PLAN & ELEVATION - 1
126	STTN202	RETAINING WALL - TN2 GENERAL PLAN & ELEVATION - 2
127	STTN203	RETAINING WALL - TN2 TYPICAL SECTION
128	STTN301	RETAINING WALL - TN3 GENERAL PLAN & ELEVATION - 1
129	STTN302	RETAINING WALL - TN3 GENERAL PLAN & ELEVATION - 2
130	STTN303	RETAINING WALL - TN3 CAST-IN-PLACE - TYPICAL SECTION
131	STTN304	RETAINING WALL - TN3 SOLDIER PILE WALL - TYPICAL SECTION
132	STTN401	RETAINING WALL - TN4 GENERAL PLAN & ELEVATION
133	STTN402	RETAINING WALL - TN4 TYPICAL SECTION
134	STTN501	RETAINING WALL - TN5 GENERAL PLAN & ELEVATION
135	STTN502	RETAINING WALL - TN5 TYPICAL SECTION
136	STTN01	SEQUENCE OF CONSTRUCTION STAGE 1 - 1
137	STTN02	SEQUENCE OF CONSTRUCTION STAGE 1 - 2
138	STTN03	SEQUENCE OF CONSTRUCTION STAGE 1 - 3
139	STTN04	SEQUENCE OF CONSTRUCTION STAGE 2 - 1
140	STTN05	SEQUENCE OF CONSTRUCTION STAGE 2 - 2
141	STTN06	SEQUENCE OF CONSTRUCTION STAGE 2 - 3
142	STTN07	SEQUENCE OF CONSTRUCTION STAGE 3 - 1
143	STTN08	SEQUENCE OF CONSTRUCTION STAGE 3 - 2
144	STTN09	SEQUENCE OF CONSTRUCTION STAGE 3 - 3
145	STTN10	SEQUENCE OF CONSTRUCTION STAGE 4 - 1
146	STTN11	SEQUENCE OF CONSTRUCTION STAGE 4 - 2
147	STTN12	SEQUENCE OF CONSTRUCTION STAGE 4 - 3

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 6
SHEET 1

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-111

SHEET NO. 15 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 6

ZONE 1 S - CCT UNDERPASS EAST OF ROCK CREEK

SHEET NO.	DWG. NO.	DESCRIPTION
148	ST1S01	CAPITAL CRESCENT TRAIL UNDERPASS GENERAL PLAN AND ELEVATION
149	ST1S02	CAPITAL CRESCENT TRAIL UNDERPASS TYPICAL SECTION
150	ST1S03	CAPITAL CRESCENT TRAIL UNDERPASS CROSS SECTION - 1
151	ST1S04	CAPITAL CRESCENT TRAIL UNDERPASS CROSS SECTION - 2
152	ST1S05	CAPITAL CRESCENT TRAIL UNDERPASS CROSS SECTION - 3

ZONE 1 T - LYTTONSVILLE PLACE BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
153	ST1T01	LYTTONSVILLE PLACE BRIDGE GENERAL PLAN AND ELEVATION
154	ST1T02	LYTTONSVILLE PLACE BRIDGE TYPICAL SECTIONS
155	ST1T03	LYTTONSVILLE PLACE BRIDGE SEQUENCE OF CONSTRUCTION - 1
156	ST1T04	LYTTONSVILLE PLACE BRIDGE SEQUENCE OF CONSTRUCTION - 2
157	ST1T05	LYTTONSVILLE PLACE BRIDGE SEQUENCE OF CONSTRUCTION - 3
158	ST1T06	LYTTONSVILLE PLACE BRIDGE SEQUENCE OF CONSTRUCTION - 4

ZONE 12 D - CCT PEDESTRIAN BRIDGE WEST OF TALBOT AVENUE

SHEET NO.	DWG. NO.	DESCRIPTION
159	STTD01	CCT PEDESTRIAN BRIDGE GENERAL PLAN AND ELEVATION
160	STTD02	CCT PEDESTRIAN BRIDGE NOTES AND VERTICAL ALIGNMENT DATA
161	STTD03	CCT PEDESTRIAN BRIDGE TYPICAL SECTION

ZONE 2 G - TALBOT AVENUE BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
162	ST2G01	TALBOT AVENUE BRIDGE GENERAL PLAN AND ELEVATION
163	ST2G02	TALBOT AVENUE BRIDGE SUPERSTRUCTURE TYPICAL SECTION (SPAN 1)
164	ST2G03	TALBOT AVENUE BRIDGE SUPERSTRUCTURE TYPICAL SECTION (SPAN 2)

ZONE 2 E - 16TH STREET BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
165	ST2E01	LENGTHENING OF BRIDGE NO. 15089 ON MD390 GENERAL PLAN AND ELEVATION
166	ST2E02	LENGTHENING OF BRIDGE NO. 15089 ON MD390 TYPICAL SECTIONS
167	ST2E03	LENGTHENING OF BRIDGE NO. 15089 ON MD390 SEQUENCE OF CONSTRUCTION - 1
168	ST2E04	LENGTHENING OF BRIDGE NO. 15089 ON MD390 SEQUENCE OF CONSTRUCTION - 2
169	ST2E05	LENGTHENING OF BRIDGE NO. 15089 ON MD390 SEQUENCE OF CONSTRUCTION - 3
170	ST2E06	LENGTHENING OF BRIDGE NO. 15089 ON MD390 SEQUENCE OF CONSTRUCTION - 4
171	ST2E07	LENGTHENING OF BRIDGE NO. 15089 ON MD390 SEQUENCE OF CONSTRUCTION - 5

ZONE 2 D - SPRING STREET BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
172	ST2D01	SPRING STREET BRIDGE GENERAL PLAN AND ELEVATION
173	ST2D02	SPRING STREET BRIDGE SUPERSTRUCTURE TYPICAL SECTIONS
174	ST2D03	SPRING STREET BRIDGE SEQUENCE OF CONSTRUCTION - 1
175	ST2D04	SPRING STREET BRIDGE SEQUENCE OF CONSTRUCTION - 2
176	ST2D05	SPRING STREET BRIDGE SEQUENCE OF CONSTRUCTION - 3
177	ST2D06	SPRING STREET BRIDGE SEQUENCE OF CONSTRUCTION - 4

ZONE 2 A - SILVER SPRING TRANSIT CENTER

SHEET NO.	DWG. NO.	DESCRIPTION
178	ST2A01	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 1
179	ST2A02	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 2
180	ST2A03	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 3
181	ST2A04	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 4
182	ST2A05	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 5
183	ST2A06	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 6
184	ST2A07	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL PLAN & ELEVATION - 7
185	ST2A08	SILVER SPRING TRANSIT CENTER STRUCTURE GENERAL NOTES
186	ST2A09	SILVER SPRING TRANSIT CENTER STRUCTURE ABUTMENT A ELEVATION & SECTION
187	ST2A10	SILVER SPRING TRANSIT CENTER STRUCTURE WINGWALL TYPICAL SECTION
188	ST2A11	SILVER SPRING TRANSIT CENTER STRUCTURE ABUTMENT B ELEVATION & SECTION
189	ST2A12	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 1 ELEVATIONS
190	ST2A13	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 2 ELEVATIONS
191	ST2A14	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 3 ELEVATIONS
192	ST2A15	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 4 ELEVATIONS
193	ST2A16	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 5 ELEVATIONS
194	ST2A17	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 6 ELEVATIONS
195	ST2A18	SILVER SPRING TRANSIT CENTER STRUCTURE PIER 7 ELEVATIONS
196	ST2A19	SILVER SPRING TRANSIT CENTER STRUCTURE TYPICAL SECTION - 1
197	ST2A20	SILVER SPRING TRANSIT CENTER STRUCTURE TYPICAL SECTION - 2
198	ST2A21	SILVER SPRING TRANSIT CENTER STRUCTURE TYPICAL SECTION - 3
199	ST2A22	SILVER SPRING TRANSIT CENTER STRUCTURE SEGMENTAL BOX GIRDER DETAILS
200	ST2A23	SILVER SPRING TRANSIT CENTER STRUCTURE PIER & ABUTMENT SEGMENT DETAILS
201	ST2A24	SILVER SPRING TRANSIT CENTER STRUCTURE GIRDER DETAILS AT EAST ELEVATOR & STAIRS

ZONE 2 A - SILVER SPRING TRANSIT CENTER (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
202	ST2A25	SILVER SPRING TRANSIT CENTER STRUCTURE SEQUENCE OF CONSTRUCTION - 1
203	ST2A26	SILVER SPRING TRANSIT CENTER STRUCTURE SEQUENCE OF CONSTRUCTION - 2
204	ST2A27	SILVER SPRING TRANSIT CENTER STRUCTURE BOX GIRDER DUCT LOCATION DETAILS
205	ST2A28	SILVER SPRING TRANSIT CENTER STRUCTURE SPAN 1 TRK 1 POST-TENSIONING LAYOUT
206	ST2A29	SILVER SPRING TRANSIT CENTER STRUCTURE SPAN 1 TRK 2 POST-TENSIONING LAYOUT
207	ST2A30	SILVER SPRING TRANSIT CENTER STRUCTURE SPAN 2 TRK 1 POST-TENSIONING LAYOUT
208	ST2A31	SILVER SPRING TRANSIT CENTER STRUCTURE SPAN 2 TRK 2 POST-TENSIONING LAYOUT

ZONE 2 C - SILVER SPRING TRANSIT CENTER VERTICAL STRUCTURES

SHEET NO.	DWG. NO.	DESCRIPTION
209	ST2C01	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 PLAN (1 OF 2)
210	ST2C02	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 PLAN (2 OF 2)
211	ST2C03	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FRAMING PLAN (1 OF 2)
212	ST2C04	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FRAMING PLAN (2 OF 2)
213	ST2C05	SILVER SPRING TRANSIT CENTER STATION MEZZANINE LEVEL FRAMING PLAN (1 OF 2)
214	ST2C06	SILVER SPRING TRANSIT CENTER STATION MEZZANINE LEVEL FRAMING PLAN (2 OF 2)
215	ST2C07	SILVER SPRING TRANSIT CENTER STATION PLATFORM LEVEL FRAMING PLAN (1 OF 2)
216	ST2C08	SILVER SPRING TRANSIT CENTER STATION PLATFORM LEVEL FRAMING PLAN (2 OF 2)

ZONE 2 B - CCT PEDESTRIAN BRIDGE AT SILVER SPRING TRANSIT CENTER

SHEET NO.	DWG. NO.	DESCRIPTION
217	ST2B01	CCT TRUSS BRIDGE AT SSTC GENERAL PLAN AND ELEVATION - 1
218	ST2B02	CCT TRUSS BRIDGE AT SSTC GENERAL PLAN AND ELEVATION - 2
219	ST2B03	CCT TRUSS BRIDGE AT SSTC TYPICAL SECTION

ZONE 3 F - SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL

SHEET NO.	DWG. NO.	DESCRIPTION
220	ST3F01	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL 1
221	ST3F02	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL 2
222	ST3F03	SILVER SPRING INTERNATIONAL MIDDLE SCHOOL RETAINING WALL ELEVATIONS AND DETAIL

ZONE 3 A - WAYNE AVENUE BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
223	ST3A01	WAYNE AVENUE BRIDGE OVER SLIGO CREEK GENERAL PLAN AND ELEVATION
224	ST3A02	WAYNE AVENUE BRIDGE OVER SLIGO CREEK SUPERSTRUCTURE TYPICAL SECTION
225	ST3A03	WAYNE AVENUE BRIDGE OVER SLIGO CREEK SEQUENCE OF CONSTRUCTION - 1
226	ST3A04	WAYNE AVENUE BRIDGE OVER SLIGO CREEK SEQUENCE OF CONSTRUCTION - 2

ZONE 4 A - PLYMOUTH TUNNEL

SHEET NO.	DWG. NO.	DESCRIPTION
227	ST4A01	PLYMOUTH TUNNEL SEM TUNNEL PLAN
228	ST4A02	PLYMOUTH TUNNEL SEM TUNNEL PROFILE
229	ST4A03	PLYMOUTH TUNNEL SEM TUNNEL SPACE PROOFING
230	ST4A04	PLYMOUTH TUNNEL SEM TUNNEL CONCRETE LINING (TYPICAL)
231	ST4A05	PLYMOUTH TUNNEL SEM TUNNEL CONCRETE LINING (ENLARGED)
232	ST4A06	PLYMOUTH TUNNEL SEM TUNNEL WATERPROOFING DETAILS
233	ST4A07	PLYMOUTH TUNNEL SEM TUNNEL GROUND SUPPORT GEOMETRY
234	ST4A08	PLYMOUTH TUNNEL SEM TUNNEL EXCAVATION SEQUENCE
235	ST4A09	PLYMOUTH TUNNEL SEM TUNNEL EAST PORTAL EXCAVATION
236	ST4A10	PLYMOUTH TUNNEL SEM TUNNEL WEST PORTAL EXCAVATION

ZONE 4 B - PLYMOUTH TUNNEL - EAST CUT AND COVER

SHEET NO.	DWG. NO.	DESCRIPTION
237	ST4B01	PLYMOUTH TUNNEL EAST CUT & COVER TUNNEL PLAN
238	ST4B02	PLYMOUTH TUNNEL EAST CUT & COVER TUNNEL PROFILE
239	ST4B03	PLYMOUTH TUNNEL EAST CUT & COVER TUNNEL SPACE PROOFING
240	ST4B04	PLYMOUTH TUNNEL EAST C&C PERMANENT CONCRETE LINING
241	ST4B05	PLYMOUTH TUNNEL EAST C&C SUPPORT OF EXCAVATION PLAN
242	ST4B06	PLYMOUTH TUNNEL EAST C&C EXCAVATION ELEVATION (NORTH)
243	ST4B07	PLYMOUTH TUNNEL EAST C&C EXCAVATION ELEVATION (SOUTH)
244	ST4B08	PLYMOUTH TUNNEL EAST C&C SUPPORT OF EXCAVATION SECTIONS

ZONE 4 G - PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL

SHEET NO.	DWG. NO.	DESCRIPTION
245	ST4G01	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL PLAN
246	ST4G02	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL PROFILE (NORTH)
247	ST4G03	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL PROFILE (SOUTH)
248	ST4G04	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL SPACE PROOFING
249	ST4G05	PLYMOUTH TUNNEL EAST PORTAL RET WALL ELEVATION (NORTH)
250	ST4G06	PLYMOUTH TUNNEL EAST PORTAL RET WALL ELEVATION (SOUTH)
251	ST4G07	PLYMOUTH TUNNEL EAST PORTAL RETAINING WALL SECTION
252	ST4G08	PLYMOUTH TUNNEL EAST PORTAL SUPPORT OF EXCAVATION PLAN
253	ST4G09	PLYMOUTH TUNNEL EAST PORTAL EXCAVATION ELEVATION (NORTH)
254	ST4G10	PLYMOUTH TUNNEL EAST PORTAL EXCAVATION ELEVATION (SOUTH)
255	ST4G11	PLYMOUTH TUNNEL EAST PORTAL EXCAVATION SECTIONS

ZONE 5 C - LONG BRANCH STREAM CULVERT

SHEET NO.	DWG. NO.	DESCRIPTION
256	ST5C01	PINEY BRANCH ROAD OVER LONG BRANCH CULVERT PLAN AND SECTIONS

ZONE 6 C - UNIVERSITY BOULEVARD BRIDGE OVER NW BRANCH

SHEET NO.	DWG. NO.	DESCRIPTION
257	ST6C01	UNIVERSITY BLVD. OVER NORTHWEST BRANCH GENERAL PLAN
258	ST6C02	UNIVERSITY BLVD. OVER NORTHWEST BRANCH ELEVATION AND GENERAL NOTES
259	ST6C03	UNIVERSITY BLVD. OVER NORTHWEST BRANCH EXISTING AND PROPOSED TYPICAL SECTIONS
260	ST6C04	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 1
261	ST6C05	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 2
262	ST6C06	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 3A
263	ST6C07	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 3B
264	ST6C08	UNIVERSITY BLVD. OVER NORTHWEST BRANCH SEQUENCE OF CONSTRUCTION - STAGE 4
265	ST6C09	UNIVERSITY BLVD. OVER NORTHWEST BRANCH NW APPROACH WALL - PLAN AND ELEVATION
266	ST6C10	UNIVERSITY BLVD. OVER NORTHWEST BRANCH NW RETAINING WALL - TYPICAL SECTION

ZONE 8 U - COLLEGE PARK METRO STATION RETAINING WALL 1001+00 - 1007+00

SHEET NO.	DWG. NO.	DESCRIPTION
267	ST8U01	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 1
268	ST8U02	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 2
269	ST8U03	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 3
270	ST8U04	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 4
271	ST8U05	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 5
272	ST8U06	COLLEGE PARK METRO RETAINING WALL - 8U GENERAL PLAN AND ELEVATION - 6
273	ST8U07	COLLEGE PARK METRO RETAINING WALLS TYPICAL SECTIONS - 1
274	ST8U08	COLLEGE PARK METRO RETAINING WALLS TYPICAL SECTIONS - 2

ZONE 8 M - COLLEGE PARK METRO STATION RETAINING WALL 1008+00 - 1012+00

SHEET NO.	DWG. NO.	DESCRIPTION
275	ST8M01	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 1
276	ST8M02	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 2
277	ST8M03	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 3
278	ST8M04	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 4
279	ST8M05	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 5
280	ST8M06	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 6
281	ST8M07	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 7
282	ST8M08	COLLEGE PARK METRO RETAINING WALL - 8M GENERAL PLAN AND ELEVATION - 8

ZONE 8 N - RIVER ROAD RETAINING WALL 1020+00 - 1023+00

SHEET NO.	DWG. NO.	DESCRIPTION
283	ST8N01	RIVER ROAD RETAINING WALL - 8N GENERAL PLAN AND ELEVATION - 1
284	ST8N02	RIVER ROAD RETAINING WALL - 8N GENERAL PLAN AND ELEVATION - 2

ZONE 8 X - RIVER ROAD RETAINING WALL 1041+84 - 1044+48

SHEET NO.	DWG. NO.	DESCRIPTION
285	ST8X01	RIVER ROAD RETAINING WALL - 8X GENERAL PLAN AND ELEVATION - 1
286	ST8X02	RIVER ROAD RETAINING WALL - 8X GENERAL PLAN AND ELEVATION - 2
287	ST8X03	RIVER ROAD RETAINING WALL - 8X TYPICAL SECTION
288	ST8X04	RIVER ROAD RETAINING WALL - 8X TYPICAL SECTION

ZONE 8 B - ANACOSTIA RIVER AERIAL

SHEET NO.	DWG. NO.	DESCRIPTION
289	ST8B01	ANACOSTIA LRT BRIDGE GENERAL PLAN & ELEVATION
290	ST8B02	ANACOSTIA LRT BRIDGE TYPICAL SECTION
291	ST8B03	ANACOSTIA LRT BRIDGE CONSTRUCTION PLAN
292	ST8B04	ANACOSTIA LRT BRIDGE ABUTMENT A - PLAN & ELEVATION
293	ST8B05	ANACOSTIA LRT BRIDGE ABUTMENT B - PLAN & ELEVATION
294	ST8B06	ANACOSTIA LRT BRIDGE PIER - PLAN & ELEVATION

ZONE 8 T - RIVER ROAD RETAINING WALL 1052+50 - 1055+00

SHEET NO.	DWG. NO.	DESCRIPTION
295	ST8T01	RIVER ROAD RETAINING WALL - 8T GENERAL PLAN AND ELEVATION - 1
296	ST8T02	RIVER ROAD RETAINING WALL - 8T GENERAL PLAN AND ELEVATION - 2

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 6

SHEET 2

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–112

SHEET NO. 16 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 6

ZONE 8 C - KENILWORTH AVENUE AERIAL AND RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
297	ST8C01	KENILWORTH AVENUE AERIAL KEY PLAN
298	ST8C02	KENILWORTH AVENUE AERIAL GENERAL PLAN AND ELEVATION - 1
299	ST8C03	KENILWORTH AVENUE AERIAL GENERAL PLAN AND ELEVATION - 2
300	ST8C04	KENILWORTH AVENUE AERIAL ABUTMENT A PLAN AND ELEVATION
301	ST8C05	KENILWORTH AVENUE AERIAL RETAINING WALL SECTIONS AND DETAILS
302	ST8C06	KENILWORTH AVENUE AERIAL PIER 1 AND 2 PLAN AND ELEVATIONS
303	ST8C07	KENILWORTH AVENUE AERIAL PIER 3 PLAN AND ELEVATION
304	ST8C08	KENILWORTH AVENUE AERIAL TYPICAL SECTION
305	ST8C09	KENILWORTH AVENUE AERIAL FRAMING PLAN
306	ST8C10	KENILWORTH AVENUE AERIAL CONSTRUCTION SEQUENCE

ZONE 8 F - RIVERDALE PARK STATION AERIAL

SHEET NO.	DWG. NO.	DESCRIPTION
307	ST8F01	RIVERDALE PARK STATION AERIAL GENERAL PLAN AND ELEVATION
308	ST8F02	RIVERDALE PARK STATION AERIAL PIER 4 AND 5 PLAN AND ELEVATION
309	ST8F03	RIVERDALE PARK STATION AERIAL PIER 6 PLAN AND ELEVATION
310	ST8F04	RIVERDALE PARK STATION AERIAL TYPICAL SECTION
311	ST8F05	RIVERDALE PARK STATION AERIAL FRAMING PLAN
312	ST8F06	RIVERDALE PARK STATION AERIAL VERTICAL CIRCULATION DETAILS

ZONE 8 D - RIVERDALE ROAD AERIAL AND RETAINING WALLS

SHEET NO.	DWG. NO.	DESCRIPTION
313	ST8D01	RIVERDALE ROAD AERIAL GENERAL PLAN AND ELEVATION - 1
314	ST8D02	RIVERDALE ROAD AERIAL GENERAL PLAN AND ELEVATION - 2
315	ST8D03	RIVERDALE ROAD AERIAL ABUTMENT B PLAN AND ELEVATION
316	ST8D04	RIVERDALE ROAD AERIAL RETAINING WALL SECTIONS AND DETAILS
317	ST8D05	RIVERDALE ROAD AERIAL TYPICAL SECTION
318	ST8D06	RIVERDALE ROAD AERIAL FRAMING PLAN

ZONE 8 J - BW PARKWAY SB BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
319	ST8J01	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL NOTES & ABBREVIATIONS - SBR
320	ST8J02	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL PLAN - SBR
321	ST8J03	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL ELEVATION - SBR
322	ST8J04	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT B PLAN AND ELEVATION - SBR
323	ST8J05	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT A PLAN AND ELEVATION - SBR
324	ST8J06	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT TYPICAL SECTIONS - SBR
325	ST8J07	BW PARKWAY OVER MD 410 AND LIGHT RAIL WINGWALL ELEVATION - SBR
326	ST8J08	BW PARKWAY OVER MD 410 AND LIGHT RAIL PIER PLAN & ELEVATION - SBR
327	ST8J09	BW PARKWAY OVER MD 410 AND LIGHT RAIL EXISTING TYPICAL SECTION - SBR
328	ST8J10	BW PARKWAY OVER MD 410 AND LIGHT RAIL PROPOSED TYPICAL SECTION - SBR

ZONE 8 K - BW PARKWAY NB BRIDGE

SHEET NO.	DWG. NO.	DESCRIPTION
329	ST8K01	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL NOTES & ABBREVIATIONS - NBR
330	ST8K02	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL PLAN - NBR
331	ST8K03	BW PARKWAY OVER MD 410 AND LIGHT RAIL GENERAL ELEVATION - NBR
332	ST8K04	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT B PLAN AND ELEVATION - NBR
333	ST8K05	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT A PLAN AND ELEVATION - NBR
334	ST8K06	BW PARKWAY OVER MD 410 AND LIGHT RAIL ABUTMENT TYPICAL SECTIONS - NBR
335	ST8K07	BW PARKWAY OVER MD 410 AND LIGHT RAIL WINGWALL ELEVATIONS - NBR
336	ST8K08	BW PARKWAY OVER MD 410 AND LIGHT RAIL PIER PLAN & ELEVATION - NBR
337	ST8K09	BW PARKWAY OVER MD 410 AND LIGHT RAIL EXISTING TYPICAL SECTION - NBR
338	ST8K10	BW PARKWAY OVER MD 410 AND LIGHT RAIL PROPOSED TYPICAL SECTION - NBR

ZONE 9 D - VETERANS PARKWAY RETAINING WALL 1133+50 - 1146+39

SHEET NO.	DWG. NO.	DESCRIPTION
339	ST9D01	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 1
340	ST9D02	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 2
341	ST9D03	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 3
342	ST9D04	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 4
343	ST9D05	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 5
344	ST9D06	VETERANS PKWY RETAINING WALL - 9D GENERAL PLAN AND ELEVATION - 6

ZONE 9 E - VETERANS PARKWAY RETAINING WALL 1148+24 - 1159+89

SHEET NO.	DWG. NO.	DESCRIPTION
345	ST9E01	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 1
346	ST9E02	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 2
347	ST9E03	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 3
348	ST9E04	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 4
349	ST9E05	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 5
350	ST9E06	VETERANS PKWY RETAINING WALL - 9E GENERAL PLAN AND ELEVATION - 6

ZONE 9 F - VETERANS PARKWAY RETAINING WALL 1159+00 - 1179+39

SHEET NO.	DWG. NO.	DESCRIPTION
351	ST9F01	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 1
352	ST9F02	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 2
353	ST9F03	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 3
354	ST9F04	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 4
355	ST9F05	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 5
356	ST9F06	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 6
357	ST9F07	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 7
358	ST9F08	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 8
359	ST9F09	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 9
360	ST9F10	VETERANS PKWY RETAINING WALL - 9F GENERAL PLAN AND ELEVATION - 10

ZONE 9 G - VETERANS PARKWAY RETAINING WALL 1180+59 - 1189+78

SHEET NO.	DWG. NO.	DESCRIPTION
361	ST9G01	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 1
362	ST9G02	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 2
363	ST9G03	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 3
364	ST9G04	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 4
365	ST9G05	VETERANS PKWY RETAINING WALL - 9G GENERAL PLAN AND ELEVATION - 5

ZONE 9 H - VETERANS PARKWAY RETAINING WALL 1182+29 - 1196+30

SHEET NO.	DWG. NO.	DESCRIPTION
366	ST9H01	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 1
367	ST9H02	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 2
368	ST9H03	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 3
369	ST9H04	VETERANS PKWY RETAINING WALL - 9H GENERAL PLAN AND ELEVATION - 4

ZONE 9 J - VETERANS PARKWAY RETAINING WALL 1191+84 - 1194+74

SHEET NO.	DWG. NO.	DESCRIPTION
370	ST9J01	VETERANS PKWY RETAINING WALL - 9J GENERAL PLAN AND ELEVATION - 1
371	ST9J02	VETERANS PKWY RETAINING WALL - 9J GENERAL PLAN AND ELEVATION - 2

ZONE 9 K - VETERANS PARKWAY RETAINING WALL 1203+00 - 1214+65

SHEET NO.	DWG. NO.	DESCRIPTION
372	ST9K01	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 1
373	ST9K02	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 2
374	ST9K03	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 3
375	ST9K04	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 4
376	ST9K05	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 5
377	ST9K06	VETERANS PKWY RETAINING WALL - 9K GENERAL PLAN AND ELEVATION - 6

ZONE 9 L - VETERANS PARKWAY RETAINING WALL 1205+50 - 1209+66

SHEET NO.	DWG. NO.	DESCRIPTION
378	ST9L01	VETERANS PKWY RETAINING WALL - 9L GENERAL PLAN AND ELEVATION - 1
379	ST9L02	VETERANS PKWY RETAINING WALL - 9L GENERAL PLAN AND ELEVATION - 2
380	ST9L03	VETERANS PKWY RETAINING WALLS TYPICAL SECTIONS - 1
381	ST9L04	VETERANS PKWY RETAINING WALLS TYPICAL SECTIONS - 2
382	ST9L05	VETERANS PKWY RETAINING WALLS TYPICAL SECTIONS - 3

ZONE 9 Q - ELLIN ROAD RETAINING WALL 1217+11 - 1227+90

SHEET NO.	DWG. NO.	DESCRIPTION
383	ST9Q01	ELLIN ROAD RETAINING WALL - 9Q GENERAL PLAN AND ELEVATION - 1
384	ST9Q02	ELLIN ROAD RETAINING WALL - 9Q GENERAL PLAN AND ELEVATION - 2
385	ST9Q03	ELLIN ROAD RETAINING WALL - 9Q GENERAL PLAN AND ELEVATION - 3
386	ST9Q04	ELLIN ROAD RETAINING WALL - 9Q GENERAL PLAN AND ELEVATION - 4
387	ST9Q05	ELLIN ROAD RETAINING WALL - 9Q GENERAL PLAN AND ELEVATION - 5
388	ST9Q06	ELLIN ROAD RETAINING WALL - 9Q GENERAL PLAN AND ELEVATION - 6

ZONE 9 R - ELLIN ROAD RETAINING WALL 1239+41 - 1242+78

SHEET NO.	DWG. NO.	DESCRIPTION
389	ST9R01	ELLIN ROAD RETAINING WALL - 9R GENERAL PLAN AND ELEVATION - 1
390	ST9R02	ELLIN ROAD RETAINING WALL - 9R GENERAL PLAN AND ELEVATION - 2
391	ST9R03	ELLIN ROAD RETAINING WALLS TYPICAL SECTION

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN | DRAWN | CHECK | APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 6

SHEET 3

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–113

SHEET NO. 17 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 7

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-701	COVER SHEET
2	GN-701	KEY MAP
3	GN-702	CIVIL ABBREVIATIONS AND SYMBOLS
4	GN-703	ARCHITECTURAL LEGEND AND ABBREVIATIONS
5	GN-704	STRUCTURAL LEGEND AND ABBREVIATIONS
6	GN-705	MECHANICAL/PLUMBING ABBREVIATIONS AND DETAILS
7	GN-706	ELECTRICAL GENERAL NOTES AND ABBREVIATIONS LIST
8	GN-707	ELECTRICAL SYMBOL LIST
9	GA-701	ADA GENERAL NOTES SHEET 1
10	GA-702	ADA GENERAL NOTES SHEET 2
11	GA-703	ADA GENERAL NOTES SHEET 3
12	GI-701	INDEX OF SHEETS - VOLUME 7 SHEET 1
13	GI-702	INDEX OF SHEETS - VOLUME 7 SHEET 2
14	GI-703	INDEX OF SHEETS - VOLUME 7 SHEET 3

TYPICAL CENTER PLATFORM DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
15	AROA01	TYPICAL CENTER PLATFORM SINGLE CANOPY FLOOR & ROOF PLAN
16	AROA02	TYPICAL CENTER PLATFORM SINGLE CANOPY SECTIONS
17	STOA01	TYPICAL CENTER PLATFORM SINGLE CANOPY PLATFORM
18	ELOA01	TYPICAL CENTER PLATFORM SINGLE CANOPY LIGHTING PLAN
19	ELOA02	CANOPY POWER SINGLE CANOPY POWER PLAN
20	ELOA03	ONE LINE DIAGRAM
21	AROA21	TYPICAL CENTER PLATFORM DOUBLE CANOPY FLOOR & ROOF PLAN
22	AROA22	TYPICAL CENTER PLATFORM DOUBLE CANOPY SECTIONS
23	STOA02	TYPICAL CENTER PLATFORM DOUBLE CANOPY PLATFORM
24	ELOA21	CANOPY LIGHTING DOUBLE CANOPY LIGHTING PLAN
25	ELOA22	CANOPY POWER DOUBLE CANOPY POWER PLAN

TYPICAL SIDE PLATFORM DRAWINGS

SHEET NO.	DWG. NO.	DESCRIPTION
26	AROB01	TYPICAL SIDE PLATFORM SINGLE CANOPY FLOOR & ROOF PLAN
27	AROB02	TYPICAL SIDE PLATFORM SINGLE CANOPY SECTIONS
28	STOB01	TYPICAL SIDE PLATFORM SINGLE CANOPY PLATFORM
29	ELOB01	TYPICAL SIDE PLATFORM SINGLE CANOPY LIGHTING PLAN
30	ELOB02	TYPICAL SIDE PLATFORM SINGLE CANOPY POWER PLAN
31	AROB21	TYPICAL SIDE PLATFORM DOUBLE CANOPY FLOOR & ROOF PLAN
32	AROB22	TYPICAL SIDE PLATFORM DOUBLE CANOPY SECTIONS
33	STOB02	TYPICAL SIDE PLATFORM DOUBLE CANOPY PLATFORM
34	ELOB21	TYPICAL SIDE PLATFORM DOUBLE CANOPY LIGHTING PLAN
35	ELOB22	TYPICAL SIDE PLATFORM DOUBLE CANOPY POWER PLAN

TYPICAL CENTER CANOPY

SHEET NO.	DWG. NO.	DESCRIPTION
36	AROC01	TYPICAL CENTER CANOPY ENLARGED FLOOR, ROOF, RCP & LIGHTING PLAN
37	AROC02	TYPICAL CENTER CANOPY CANOPY ELEVATIONS
38	STOC01	TYPICAL CENTER CANOPY FRAMING PLAN & SECTION
39	ELOC01	TYPICAL CENTER CANOPY LIGHTING PLAN
40	ELOC02	TYPICAL CENTER CANOPY POWER PLAN

TYPICAL SIDE CANOPY

SHEET NO.	DWG. NO.	DESCRIPTION
41	AROD01	TYPICAL SIDE CANOPY ENLARGED FLOOR, ROOF, RCP & LIGHTING PLAN
42	AROD02	TYPICAL SIDE CANOPY CANOPY ELEVATIONS
43	STOD01	TYPICAL SIDE CANOPY FRAMING PLAN & SECTION
44	ELOD01	TYPICAL SIDE CANOPY LIGHTING PLAN
45	ELOD02	TYPICAL SIDE CANOPY POWER PLAN

TICKEN VENDING MACHINE CANOPY

SHEET NO.	DWG. NO.	DESCRIPTION
46	AROE01	TYPICAL TVM CANOPY PLANS, SECTIONS, ELEVATIONS & DETAILS
47	ELOE01	TYPICAL TVM CANOPY LIGHTING PLAN
48	ELOE02	TYPICAL TVM CANOPY POWER PLAN

TYPICAL AERIAL PLATFORM CANOPY DETAILS

SHEET NO.	DWG. NO.	DESCRIPTION
49	AROF01	TYPICAL AERIAL PLATFORM CANOPIES
50	AROF02	TYPICAL AERIAL PLATFORM CANOPIES

TYPICAL VERTICAL CIRCULATION DETAILS (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
51	AROG01	TYPICAL STAIR DETAILS
52	AROG02	TYPICAL VERTICAL CIRCULATION ENCLOSURE
53	AROG03	TYPICAL STAIR CANOPY
54	AROG04	TYPICAL ELEVATOR
55	AROG05	TYPICAL ESCALATOR
56	AROG06	AT GRADE SIDE PLATFORM RAILING PLAN DETAILS
57	AROG07	AT GRADE CENTER PLATFORM RAILING PLAN DETAILS
58	AROG08	AERIAL SIDE PLATFORM RAILING PLAN DETAILS
59	AROG09	AT GRADE SIDE PLATFORM RAILING ELEVATION DETAILS
60	AROG10	AT GRADE SIDE PLATFORM RAILING ELEVATION DETAILS - CANOPY
61	AROG11	AT GRADE CENTER PLATFORM RAILING ELEVATION DETAILS
62	AROG12	AERIAL SIDE PLATFORM RAILING ELEVATION DETAILS
63	AROG13	AT GRADE SIDE PLATFORM RAILING SECTION DETAILS
64	AROG14	AT GRADE CENTER PLATFORM RAILING SECTION DETAILS
65	AROG15	AERIAL SIDE PLATFORM RAILING SECTION DETAILS

TYPICAL DETAILS

SHEET NO.	DWG. NO.	DESCRIPTION
66	LSOH01	LANDSCAPE DETAILS
67	LSOH02	LANDSCAPE DETAILS
68	ELOH01	ELECTRICAL DETAILS
69	ELOH02	ELECTRICAL DETAILS

BETHESDA STATION

SHEET NO.	DWG. NO.	DESCRIPTION
70	CV1N01	BETHESDA STATION EXISTING CONDITIONS PLAN
71	CV1N02	BETHESDA STATION CIVIL PLAN
72	LS1N01	BETHESDA STATION LANDSCAPE PLAN
73	AR1N01	BETHESDA STATION STATION PLAN
74	AR1N11	BETHESDA STATION PLATFORM FLOOR PLAN
75	AR1N12	BETHESDA STATION ELM ST. CONNECTION PLAN
76	AR1N13	BETHESDA STATION CENTRAL CORE FLOOR PLAN
77	AR1N21	BETHESDA STATION PLATFORM RCP & LIGHTING PLAN
78	AR1N31	BETHESDA STATION VENT SHAFT ELEVATION
79	AR1N32	BETHESDA STATION VENT SHAFT ELEVATION
80	AR1N33	BETHESDA STATION PLATFORM & INTERIOR ELEVATIONS
81	AR1N41	BETHESDA STATION PLATFORM SECTIONS
82	ST1N11	BETHESDA STATION PLENUM LEVEL FRAMING PLAN (1 OF 3)
83	ST1N12	BETHESDA STATION PLENUM LEVEL FRAMING PLAN (2 OF 3)
84	ST1N13	BETHESDA STATION PLENUM LEVEL FRAMING PLAN (3 OF 3)
85	ST1N31	BETHESDA STATION APEX SECTIONS
86	ST1N32	BETHESDA STATION AIR RIGHTS SECTION
87	ST1N33	BETHESDA STATION AIR RIGHTS SECTION
88	ME1N11	BETHESDA STATION PLATFORM FLOOR PLAN - MECHANICAL
89	PL1N11	BETHESDA STATION PLATFORM FLOOR PLAN - PLUMBING
90	FP1N11	BETHESDA STATION PLATFORM FLOOR PLAN
91	FP1N12	BETHESDA STATION PLATFORM FLOOR PLAN
92	EL1N11	BETHESDA STATION WEST SECTION FLOOR PLAN POWER
93	EL1N12	BETHESDA STATION EAST SECTION FLOOR PLAN POWER

CHEVY CHASE LAKE STATION

SHEET NO.	DWG. NO.	DESCRIPTION
94	CV1R01	CHEVY CHASE LAKE STATION EXISTING CONDITIONS PLAN
95	CV1R02	CHEVY CHASE LAKE STATION CIVIL PLAN
96	LS1R01	CHEVY CHASE LAKE STATION LANDSCAPE PLAN - PLAZA LEVEL
97	LS1R02	CHEVY CHASE LAKE STATION LANDSCAPE PLAN - PLATFORM LEVEL
98	AR1R01	CHEVY CHASE LAKE STATION STATION PLAN
99	AR1R11	CHEVY CHASE LAKE STATION PLAZA FLOOR PLAN
100	AR1R12	CHEVY CHASE LAKE STATION PLATFORM FLOOR PLAN
101	AR1R41	CHEVY CHASE LAKE STATION STATION SECTIONS
102	AR1R42	CHEVY CHASE LAKE STATION LONGITUDINAL SECTION
103	ST1R01	CHEVY CHASE LAKE STATION PLATFORM PLAN
104	ST1R02	CHEVY CHASE LAKE STATION PLATFORM PLAN
105	EL1R11	CHEVY CHASE LAKE STATION FLOOR PLAN POWER

LYTTONSVILLE STATION

SHEET NO.	DWG. NO.	DESCRIPTION
106	CV1Y01	LYTTONSVILLE STATION EXISTING CONDITIONS PLAN
107	CV1Y02	LYTTONSVILLE STATION CIVIL PLAN
108	LS1Y01	LYTTONSVILLE STATION LANDSCAPE PLAN
109	AR1Y01	LYTTONSVILLE STATION STATION PLAN

WOODSIDE STATION

SHEET NO.	DWG. NO.	DESCRIPTION
110	CV2F01	WOODSIDE STATION EXISTING CONDITIONS PLAN
111	CV2F02	WOODSIDE STATION CIVIL PLAN
112	LS2F01	WOODSIDE STATION LANDSCAPE PLAN
113	AR2F01	WOODSIDE STATION STATION PLAN

SILVER SPRING TRANSIT CENTER STATION

SHEET NO.	DWG. NO.	DESCRIPTION
114	CV2C01	SILVER SPRING TRANSIT CENTER STATION EXISTING CONDITIONS PLAN
115	CV2C02	SILVER SPRING TRANSIT CENTER STATION CIVIL PLAN
116	LS2C01	SILVER SPRING TRANSIT CENTER STATION LANDSCAPE PLAN
117	AR2C01	SILVER SPRING TRANSIT CENTER STATION STATION PLAN - SCHEME 1
118	AR2C02	SILVER SPRING TRANSIT CENTER STATION STATION PLAN - SCHEME 2
119	AR2C11	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 FLOOR PLAN
120	AR2C12	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 02 FLOOR PLAN
121	AR2C13	SILVER SPRING TRANSIT CENTER STATION MEZZANINE FLOOR PLAN
122	AR2C14	SILVER SPRING TRANSIT CENTER STATION PLATFORM FLOOR PLAN
123	AR2C21	SILVER SPRING TRANSIT CENTER STATION TRANSIT CENTER LEVEL 01 RCP
124	AR2C22	SILVER SPRING TRANSIT CENTER STATION TRANSIT CENTER LEVEL 02 RCP
125	AR2C23	SILVER SPRING TRANSIT CENTER STATION MEZZANINE RCP
126	AR2C31	SILVER SPRING TRANSIT CENTER STATION ELEVATIONS - SCHEME 1
127	AR2C32	SILVER SPRING TRANSIT CENTER STATION ELEVATIONS - SCHEME 2
128	AR2C41	SILVER SPRING TRANSIT CENTER STATION WEST CROSS SECTION-SCHEME 1
129	AR2C42	SILVER SPRING TRANSIT CENTER STATION EAST CROSS SECTION-SCHEME 1
130	AR2C43	SILVER SPRING TRANSIT CENTER STATION LONGITUDINALSECTION- SCHEME 1
131	AR2C44	SILVER SPRING TRANSIT CENTER STATION WEST CROSS SECTION - SCHEME 2
132	AR2C45	SILVER SPRING TRANSIT CENTER STATION EAST CROSS SECTION-SCHEME 2
133	AR2C46	SILVER SPRING TRANSIT CENTER STATION LONGITUDINAL SECTION - SCHEME 2
134	AR2C51	SILVER SPRING TRANSIT CENTER STATION CANOPY DETAILS - SCHEME 1
135	AR2C52	SILVER SPRING TRANSIT CENTER STATION CANOPY DETAILS - SCHEME 2
136	ME2C11	SILVER SPRING TRANSIT CENTER STATION TRANSIT LEVEL 01 PLAN - MECHANICAL
137	ME2C12	SILVER SPRING TRANSIT CENTER STATION MEZZANINE PLAN - MECHANICAL
138	PL2C11	SILVER SPRING TRANSIT CENTER STATION MEZZANINE PLAN - PLUMBING
139	FP2C11	SILVER SPRING TRANSIT CENTER STATION PLATFORM PLAN
140	FP2C12	SILVER SPRING TRANSIT CENTER STATION MEZZANINE PLAN
141	FP2C13	SILVER SPRING TRANSIT CENTER STATION WMATA PLAN
142	FP2C14	SILVER SPRING TRANSIT CENTER STATION PLAZA LEVEL PLAN

SILVER SPRING LIBRARY STATION

SHEET NO.	DWG. NO.	DESCRIPTION
143	CV3B01	SILVER SPRING LIBRARY STATION EXISTING CONDITIONS PLAN
144	CV3B02	SILVER SPRING LIBRARY STATION CIVIL PLAN
145	LS3B01	SILVER SPRING LIBRARY STATION LANDSCAPE PLAN
146	AR3B01	SILVER SPRING LIBRARY STATION STATION PLAN
147	AR3B11	SILVER SPRING LIBRARY STATION PLATFORM PLAN
148	ST3B11	SILVER SPRING LIBRARY STATION STRUCTURAL PLATFORM PLAN
149	ST3B31	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS
150	ST3B32	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS
151	ST3B33	SILVER SPRING LIBRARY STATION STRUCTURAL SECTIONS
152	EL3B11	SILVER SPRING LIBRARY STATION FLOOR PLAN LIGHTING
153	EL3B21	SILVER SPRING LIBRARY STATION FLOOR PLAN POWER

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 7
SHEET 1

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-114

SHEET NO. 18 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 7

DALE DRIVE STATION

SHEET NO.	DWG. NO.	DESCRIPTION
154	CV3D01	DALE DRIVE STATION EXISTING CONDITIONS PLAN
155	CV3D02	DALE DRIVE STATION CIVIL PLAN
156	LS3D01	DALE DRIVE STATION LANDSCAPE PLAN
157	AR3D01	DALE DRIVE STATION STATION PLAN

MANCHESTER PLACE STATION (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
158	CV4C01	MANCHESTER PLACE STATION EXISTING CONDITIONS PLAN
159	CV4C02	MANCHESTER PLACE STATION CIVIL PLAN
160	LS4C01	MANCHESTER PLACE STATION LANDSCAPE PLAN
161	AR4C01	MANCHESTER PLACE STATION STATION PLAN
162	AR4C11	MANCHESTER PLACE STATION PLATFORM PLAN
163	AR4C12	MANCHESTER PLACE STATION ENLARGED FLOOR PLANS
164	AR4C41	MANCHESTER PLACE STATION BUILDING SECTIONS
165	AR4C42	MANCHESTER PLACE STATION BUILDING SECTIONS
166	AR4C43	MANCHESTER PLACE STATION BUILDING SECTIONS
167	ST4C11	MANCHESTER PLACE STATION STRUCTURAL PLANS - SHEET 1 OF 2
168	ST4C12	MANCHESTER PLACE STATION STRUCTURAL PLANS - SHEET 2 OF 2
169	ST4C21	MANCHESTER PLACE STATION STRUCTURAL ELEVATIONS - SHEET 1 OF 2
170	ST4C22	MANCHESTER PLACE STATION STRUCTURAL ELEVATIONS - SHEET 2 OF 2
171	ST4C31	MANCHESTER PLACE STATION STRUCTURAL SECTIONS - SHEET 1 OF 2
172	ST4C32	MANCHESTER PLACE STATION STRUCTURAL SECTIONS - SHEET 2 OF 2
173	ST4C41	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION PLAN
174	ST4C42	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION ELEVATION (NORTH)
175	ST4C43	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION ELEVATION (SOUTH)
176	ST4C44	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION ELEVATION (EAST)
177	ST4C45	MANCHESTER PLACE STATION SUPPORT OF EXCAVATION SECTIONS
178	ST4C46	MANCHESTER PLACE STATION WEST PORTAL RETAINING WALLS - PLAN
179	ST4C47	MANCHESTER PLACE STATION WEST PORTAL WALLS - ELEVATIONS & SECTIONS
180	ME4C11	MANCHESTER PLACE STATION PLATFORM PLAN - MECHANICAL
181	PL4C11	MANCHESTER PLACE STATION PLATFORM PLAN - PLUMBING
182	FP4C11	MANCHESTER PLACE STATION BELOW GROUND
183	EL4C21	MANCHESTER PLACE STATION POWER PLAN - MEZZANINE
184	EL4C22	MANCHESTER PLACE STATION POWER PLAN - PLATFORM
185	EL4C23	MANCHESTER PLACE STATION POWER PLAN - PLAZA

LONG BRANCH STATION

SHEET NO.	DWG. NO.	DESCRIPTION
186	CV5A01	LONG BRANCH STATION EXISTING CONDITIONS PLAN
187	CV5A02	LONG BRANCH STATION CIVIL PLAN
188	LS5A01	LONG BRANCH STATION LANDSCAPE PLAN
189	AR5A01	LONG BRANCH STATION STATION PLAN

PINEY BRANCH STATION

SHEET NO.	DWG. NO.	DESCRIPTION
190	CV5B01	PINEY BRANCH ROAD STATION EXISTING CONDITIONS PLAN
191	CV5B02	PINEY BRANCH ROAD STATION CIVIL PLAN
192	LS5B01	PINEY BRANCH ROAD STATION LANDSCAPE PLAN
193	AR5B01	PINEY BRANCH ROAD STATION STATION PLAN

TAKOMA/LANGLEY TRANSIT CENTER STATION

SHEET NO.	DWG. NO.	DESCRIPTION
194	CV6A01	TAKOMA/LANGLEY TRANSIT CENTER STATION EXISTING CONDITIONS PLAN
195	CV6A02	TAKOMA/LANGLEY TRANSIT CENTER STATION CIVIL PLAN
196	LS6A01	TAKOMA/LANGLEY TRANSIT CENTER STATION LANDSCAPE PLAN
197	AR6A01	TAKOMA/LANGLEY TRANSIT CENTER STATION STATION PLAN

RIGGS ROAD STATION

SHEET NO.	DWG. NO.	DESCRIPTION
198	CV6B01	RIGGS ROAD STATION EXISTING CONDITIONS PLAN
199	CV6B02	RIGGS ROAD STATION CIVIL PLAN
200	LS6B01	RIGGS ROAD STATION LANDSCAPE PLAN
201	AR6B01	RIGGS ROAD STATION STATION PLAN
202	AR6B02	RIGGS ROAD STATION STATION PLAN

WEST CAMPUS STATION

SHEET NO.	DWG. NO.	DESCRIPTION
203	CV7A01	WEST CAMPUS STATION EXISTING CONDITIONS PLAN
204	CV7A02	WEST CAMPUS STATION CIVIL PLAN
205	LS7A01	WEST CAMPUS STATION LANDSCAPE PLAN
206	AR7A01	WEST CAMPUS STATION STATION PLAN

CAMPUS CENTER STATION

SHEET NO.	DWG. NO.	DESCRIPTION
207	CV7B01	CAMPUS CENTER STATION EXISTING CONDITIONS PLAN
208	CV7B02	CAMPUS CENTER STATION CIVIL PLAN
209	LS7B01	CAMPUS CENTER STATION LANDSCAPE PLAN
210	AR7B01	CAMPUS CENTER STATION STATION PLAN
211	AR7B11	CAMPUS CENTER STATION PLATFORM FLOOR PLAN
212	AR7B31	CAMPUS CENTER STATION ELEVATION
213	AR7B41	CAMPUS CENTER STATION SECTIONS

EAST CAMPUS STATION

SHEET NO.	DWG. NO.	DESCRIPTION
214	CV7C01	EAST CAMPUS STATION EXISTING CONDITIONS PLAN
215	CV7C02	EAST CAMPUS STATION CIVIL PLAN
216	LS7C01	EAST CAMPUS STATION LANDSCAPE PLAN
217	AR7C01	EAST CAMPUS STATION STATION PLAN

COLLEGE PARK METRO STATION

SHEET NO.	DWG. NO.	DESCRIPTION
218	CV7D01	COLLEGE PARK METRO STATION EXISTING CONDITIONS PLAN
219	CV7D02	COLLEGE PARK METRO STATION CIVIL PLAN
220	LS7D01	COLLEGE PARK METRO STATION LANDSCAPE PLAN
221	AR7D01	COLLEGE PARK METRO STATION STATION PLAN

M SQUARE STATION

SHEET NO.	DWG. NO.	DESCRIPTION
222	CV8A01	M SQUARE STATION EXISTING CONDITIONS PLAN
223	CV8A02	M SQUARE STATION CIVIL PLAN
224	LS8A01	M SQUARE STATION LANDSCAPE PLAN
225	AR8A01	M SQUARE STATION STATION PLAN

RIVERDALE PARK STATION

SHEET NO.	DWG. NO.	DESCRIPTION
226	CV8F01	RIVERDALE PARK STATION EXISTING CONDITIONS PLANS
227	CV8F02	RIVERDALE PARK STATION CIVIL PLAN
228	LS8F01	RIVERDALE PARK STATION LANDSCAPE PLAN
229	AR8F01	RIVERDALE PARK STATION STATION PLAN
230	AR8F11	RIVERDALE PARK STATION PLAZA FLOOR PLAN
231	AR8F12	RIVERDALE PARK STATION PLATFORM FLOOR PLAN
232	AR8F31	RIVERDALE PARK STATION STATION ELEVATIONS
233	AR8F41	RIVERDALE PARK STATION SECTIONS
234	ME8F11	RIVERDALE PARK STATION PLAZA FLOOR PLAN - MECHANICAL
235	EL8F11	RIVERDALE PARK STATION PLAZA PLAN POWER
236	EL8F12	RIVERDALE PARK STATION PLATFORM PLAN POWER

BEACON HEIGHTS STATION

SHEET NO.	DWG. NO.	DESCRIPTION
237	CV8H01	BEACON HEIGHTS STATION EXISTING CONDITIONS PLAN
238	CV8H02	BEACON HEIGHTS STATION CIVIL PLAN
239	LS8H01	BEACON HEIGHTS STATION LANDSCAPE PLAN
240	AR8H01	BEACON HEIGHTS STATION STATION PLAN

ANNAPOLIS ROAD/GLENRIDGE STATION

SHEET NO.	DWG. NO.	DESCRIPTION
241	CV9B01	ANNAPOLIS ROAD/GLENRIDGE STATION EXISTING CONDITIONS PLAN
242	CV9B02	ANNAPOLIS ROAD/GLENRIDGE STATION CIVIL PLAN
243	LS9B01	ANNAPOLIS ROAD/GLENRIDGE STATION LANDSCAPE PLAN
244	AR9B01	ANNAPOLIS ROAD/GLENRIDGE STATION STATION PLAN

NEW CARROLLTON STATION

SHEET NO.	DWG. NO.	DESCRIPTION
245	CV9C01	NEW CARROLLTON STATION EXISTING CONDITIONS PLAN (1 OF 3)
246	CV9C02	NEW CARROLLTON STATION EXISTING CONDITIONS PLAN (2 OF 3)
247	CV9C03	NEW CARROLLTON STATION EXISTING CONDITIONS PLAN (3 OF 3)
248	CV9C04	NEW CARROLLTON STATION CIVIL PLAN
249	CV9C05	NEW CARROLLTON STATION CIVIL PLAN
250	CV9C06	NEW CARROLLTON STATION CIVIL PLAN
251	LS9C01	NEW CARROLLTON STATION LANDSCAPE PLAN
252	LS9C02	NEW CARROLLTON STATION LANDSCAPE PLAN
253	LS9C03	NEW CARROLLTON STATION LANDSCAPE PLAN
254	AR9C01	NEW CARROLLTON STATION STATION PLAN

TRACTION POWER SUBSTATIONS

SHEET NO.	DWG. NO.	DESCRIPTION
255	CV1M11	TPSS Q01 EXISTING CONDITIONS PLAN
256	CV1M12	TPSS Q01 CIVIL PLAN
257	CV1W11	TPSS Q02 EXISTING CONDITIONS PLAN
258	CV1W12	TPSS Q02 CIVIL PLAN
259	CV1X11	TPSS Q03 EXISTING CONDITIONS PLAN
260	CV1X12	TPSS Q03 CIVIL PLAN
261	CV2P11	TPSS Q04 EXISTING CONDITIONS PLAN
262	CV2P12	TPSS Q04 CIVIL PLAN
263	CV2Q11	TPSS Q05 EXISTING CONDITIONS PLAN
264	CV2Q12	TPSS Q05 CIVIL PLAN
265	CV3C11	TPSS Q06 EXISTING CONDITIONS PLAN
266	CV3C12	TPSS Q06 CIVIL PLAN
267	CV4D11	TPSS Q07 EXISTING CONDITIONS PLAN
268	CV4D12	TPSS Q07 CIVIL PLAN
269	CV6F11	TPSS Q08 EXISTING CONDITIONS PLAN
270	CV6F12	TPSS Q08 CIVIL PLAN
271	CV6G11	TPSS Q09 EXISTING CONDITIONS PLAN
272	CV6G12	TPSS Q09 CIVIL PLAN
273	CV6H11	TPSS Q10 EXISTING CONDITIONS PLAN
274	CV6H12	TPSS Q10 CIVIL PLAN
275	CV7E11	TPSS Q11 EXISTING CONDITIONS PLAN
276	CV7E12	TPSS Q11 CIVIL PLAN
277	CV7F11	TPSS Q12 EXISTING CONDITIONS PLAN
278	CV7F12	TPSS Q12 CIVIL PLAN
279	CV8E11	TPSS Q13 EXISTING CONDITIONS PLAN
280	CV8E12	TPSS Q13 CIVIL PLAN
281	CV8G11	TPSS Q14 EXISTING CONDITIONS PLAN
282	CV8G12	TPSS Q14 CIVIL PLAN
283	CV8L11	TPSS Q15 EXISTING CONDITIONS PLAN
284	CV8L12	TPSS Q15 CIVIL PLAN
285	CV9T11	TPSS Q16 EXISTING CONDITIONS PLAN
286	CV9T12	TPSS Q16 CIVIL PLAN
287	CV9U11	TPSS Q17 EXISTING CONDITIONS PLAN
288	CV9U12	TPSS Q17 CIVIL PLAN
289	CV9V11	TPSS Q18 EXISTING CONDITIONS PLAN
290	CV9V12	TPSS Q18 CIVIL PLAN

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 7

SHEET 2

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–115

SHEET NO. 19 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 7

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

SIGNAL BUNGALOWS

291	CVB011	CIH 01 - BETHESDA EXISTING CONDITIONS
292	CVB012	CIH 01 - BETHESDA SITE PLAN
293	CVB021	CIH 02 - WEST LYTTONSVILLE EXISTING CONDITIONS
294	CVB022	CIH 02 - WEST LYTTONSVILLE SITE PLAN
295	CVB031	CIH 03 - EAST LYTTONSVILLE EXISTING CONDITIONS
296	CVB032	CIH 03 - EAST LYTTONSVILLE SITE PLAN
297	CVB041	CIH 04 - BONIFANT EXISTING CONDITIONS
298	CVB042	CIH 04 - BONIFANT SITE PLAN
299	CVB051	CIH 05 - MANCHESTER EXISTING CONDITIONS
300	CVB052	CIH 05 - MANCHESTER SITE PLAN
301	CVB061	CIH 06 - UNIVERSITY BOULEVARD EXISTING CONDITIONS
302	CVB062	CIH 06 - UNIVERSITY BOULEVARD SITE PLAN
303	CVB071	CIH 07 - RIGGS ROAD EXISTING CONDITIONS
304	CVB072	CIH 07 - RIGGS ROAD SITE PLAN
305	CVB081	CIH 08 - CAMPUS WEST EXISTING CONDITIONS
306	CVB082	CIH 08 - CAMPUS WEST SITE PLAN
307	CVB091	CIH 09 - CAMPUS EAST EXISTING CONDITIONS
308	CVB092	CIH 09 - CAMPUS EAST SITE PLAN
309	CVB101	CIH 10 - COLLEGE PARK EXISTING CONDITIONS
310	CVB102	CIH 10 - COLLEGE PARK SITE PLAN
311	CVB111	CIH 11 - KENILWORTH AVE EXISTING CONDITIONS
312	CVB112	CIH 11 - KENILWORTH AVE SITE PLAN
313	CVB121	CIH 12 - GLENRIDGE YARD WEST EXISTING CONDITIONS
314	CVB122	CIH 12 - GLENRIDGE YARD WEST SITE PLAN
315	CVB131	CIH 13 - GLENRIDGE YARD EAST EXISTING CONDITIONS
316	CVB132	CIH 13 - GLENRIDGE YARD EAST SITE PLAN
317	CVB141	CIH 14 - NEW CARROLLTON EXISTING CONDITIONS
318	CVB142	CIH 14 - NEW CARROLLTON SITE PLAN

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 7

SHEET 3

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. GI–116

SHEET NO. 20 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 8

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-801	COVER SHEET
2	GN-801	KEY MAP
3	GN-802	GENERAL NOTES AND LEGEND
4	GN-803	CIVIL ABBREVIATIONS AND SYMBOLS
5	GI-801	INDEX OF DRAWINGS - VOLUME 8

LYTTONSVILLE YARD FACILITY

SHEET NO.	DWG. NO.	DESCRIPTION
6	CV-L01	LYTTONSVILLE YARD FACILITY MISCELLANEOUS DETAILS
7	CV-L02	LYTTONSVILLE YARD FACILITY MISCELLANEOUS DETAILS
8	CV-L03	LYTTONSVILLE YARD FACILITY EXISTING CONDITIONS PLAN 1 OF 3
9	CV-L04	LYTTONSVILLE YARD FACILITY EXISTING CONDITIONS PLAN 2 OF 3
10	CV-L05	LYTTONSVILLE YARD FACILITY EXISTING CONDITIONS PLAN 3 OF 3
11	CV-L06	LYTTONSVILLE YARD FACILITY DEMOLITION PLAN 1 OF 3
12	CV-L07	LYTTONSVILLE YARD FACILITY DEMOLITION PLAN 2 OF 3
13	CV-L08	LYTTONSVILLE YARD FACILITY DEMOLITION PLAN 3 OF 3
14	CV-L09	LYTTONSVILLE YARD FACILITY SITE / UTILITY PLAN 1 of 3
15	CV-L10	LYTTONSVILLE YARD FACILITY SITE / UTILITY PLAN 2 OF 3
16	CV-L11	LYTTONSVILLE YARD FACILITY SITE / UTILITY PLAN 3 OF 3
17	TW-L01	LYTTONSVILLE YARD FACILITY HORIZONTAL ALIGNMENT
18	TW-L02	LYTTONSVILLE YARD FACILITY HORIZONTAL ALIGNMENT
19	TW-L03	LYTTONSVILLE YARD FACILITY HORIZONTAL ALIGNMENT
20	TW-L04	LYTTONSVILLE YARD FACILITY PROFILE STA Y1 0+00 TO STA Y1 10+00
21	TW-L05	LYTTONSVILLE YARD FACILITY PROFILE STA Y1 10+00 TO STA Y1 16+91.98
22	TW-L06	LYTTONSVILLE YARD FACILITY PROFILE STA Y9 0+00 TO STA Y9 11+00
23	TW-L07	LYTTONSVILLE YARD FACILITY PROFILE STA Y9 11+00 TO STA Y9 23+00
24	TW-L08	LYTTONSVILLE YARD FACILITY PROFILE STA Y9 23+00 TO STA Y9 29+09.47
25	TW-L09	LYTTONSVILLE YARD FACILITY PROFILE STA Y10 0+00 TO STA Y10 7+30.68
26	TW-L10	LYTTONSVILLE YARD FACILITY TYPICAL SECTIONS
27	DR-L01	LYTTONSVILLE YARD FACILITY SWM & DRAINAGE PLAN 1 OF 3
28	DR-L02	LYTTONSVILLE YARD FACILITY SWM & DRAINAGE PLAN 2 OF 3
29	DR-L03	LYTTONSVILLE YARD FACILITY SWM & DRAINAGE PLAN 3 OF 3
30	AR-L01	LYTTONSVILLE YARD FACILITY TRACK AND DECK LEVEL CODE ANALYSIS
31	AR-L02	LYTTONSVILLE YARD FACILITY SECOND AND THIRD FLOOR CODE ANALYSIS
32	AR-L03	LYTTONSVILLE YARD FACILITY TRACK LEVEL PLAN
33	AR-L04	LYTTONSVILLE YARD FACILITY DECK AND THIRD FLOOR PLAN
34	AR-L05	LYTTONSVILLE YARD FACILITY PARKING DECK VIEW
35	ST-L01	LYTTONSVILLE YARD FACILITY COLUMN LAYOUT PLAN (SHEET 1 OF 3)
36	ST-L02	LYTTONSVILLE YARD FACILITY COLUMN LAYOUT PLAN (SHEET 2 OF 3)
37	ST-L03	LYTTONSVILLE YARD FACILITY COLUMN LAYOUT PLAN (SHEET 3 OF 3)
38	ST-L04	LYTTONSVILLE YARD FACILITY FRAMING AND SLAB PLAN (SHEET 1 OF 2)
39	ST-L05	LYTTONSVILLE YARD FACILITY FRAMING AND SLAB PLAN (SHEET 2 OF 2)
40	ST-L06	LYTTONSVILLE YARD FACILITY ROOF FRAMING PLAN
41	ST-L07	LYTTONSVILLE YARD FACILITY COLUMN LAYOUT & 3RD FLOOR FRAMING PLAN

GLENRIDGE YARD & SHOP FACILITY

SHEET NO.	DWG. NO.	DESCRIPTION
42	CV-G01	GLENRIDGE YARD & SHOP FACILITY EXISTING CONDITIONS PLAN (SHEET 1 of 3)
43	CV-G02	GLENRIDGE YARD & SHOP FACILITY EXISTING CONDITIONS PLAN (SHEET 2 of 3)
44	CV-G03	GLENRIDGE YARD & SHOP FACILITY EXISTING CONDITIONS PLAN (SHEET 3 of 3)
45	CV-G04	GLENRIDGE YARD & SHOP FACILITY DEMOLITION PLAN (SHEET 1 of 3)
46	CV-G05	GLENRIDGE YARD & SHOP FACILITY DEMOLITION PLAN (SHEET 2 of 3)
47	CV-G06	GLENRIDGE YARD & SHOP FACILITY DEMOLITION PLAN (SHEET 3 of 3)
48	CV-G07	GLENRIDGE YARD & SHOP FACILITY CIVIL PLAN (SHEET 1 of 3)
49	CV-G08	GLENRIDGE YARD & SHOP FACILITY CIVIL PLAN (SHEET 2 of 3)
50	CV-G09	GLENRIDGE YARD & SHOP FACILITY CIVIL PLAN (SHEET 3 of 3)
51	TW-G01	GLENRIDGE YARD & SHOP FACILITY ALIGNMENT PLAN (SHEET 1 of 3)
52	TW-G02	GLENRIDGE YARD & SHOP FACILITY ALIGNMENT PLAN (SHEET 2 of 3)
53	TW-G03	GLENRIDGE YARD & SHOP FACILITY ALIGNMENT PLAN (SHEET 3 of 3)
54	TW-G04	GLENRIDGE YARD TRACK PROFILE STA TRK 3 266+00 TO STA TRK 3 284+50
55	TW-G05	GLENRIDGE YARD TRACK PROFILE STA TRK 11 966+00 to STA TRK 11 987+00
56	TW-G06	GLENRIDGE YARD TRACK PROFILE STA TRK 11 988+00 TO STA TRK 11 997+20
57	DR-G01	GLENRIDGE YARD & SHOP FACILITY SWM & DRAINAGE PLAN TRK1 1166+77 - 1179+12
58	DR-G02	GLENRIDGE YARD & SHOP FACILITY SWM & DRAINAGE PLAN STA TRK1 1179+12 TO 1188+50
59	DR-G03	GLENRIDGE YARD & SHOP FACILITY SWM & DRAINAGE PLAN SOUTH PORTION
60	AR-G01	GLENRIDGE YARD & SHOP FACILITY BUILDING CODE ANALYSIS
61	AR-G02	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN
62	AR-G03	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT A
63	AR-G04	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT B
64	AR-G05	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT C
65	AR-G06	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT D
66	AR-G07	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT E
67	AR-G08	GLENRIDGE YARD & SHOP FACILITY FIRST FLOOR PLAN SEGMENT F
68	AR-G09	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN
69	AR-G10	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT A
70	AR-G11	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT B
71	AR-G12	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT C
72	AR-G13	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT D
73	AR-G14	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT E
74	AR-G15	GLENRIDGE YARD & SHOP FACILITY SECOND FLOOR PLAN SEGMENT F
75	AR-G16	GLENRIDGE YARD & SHOP FACILITY BUILDING NORTH ELEVATION
76	AR-G17	GLENRIDGE YARD & SHOP FACILITY BUILDING SOUTH ELEVATION
77	AR-G18	GLENRIDGE YARD & SHOP FACILITY BUILDING EAST ELEVATION
78	AR-G19	GLENRIDGE YARD & SHOP FACILITY BUILDING WEST ELEVATION
79	AR-G20	GLENRIDGE YARD & SHOP FACILITY BUILDING SECTIONS

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 8

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. GI-117

SHEET NO. 21 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 9

DRAFT WORK-IN-PROGRESS
STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

GENERAL

SHEET NO.	DWG. NO.	DESCRIPTION
1	TI-901	COVER SHEET
2	GN-901	KEY MAP
3	GN-902	GENERAL NOTES AND LEGEND
4	GN-903	CIVIL ABBREVIATIONS AND SYMBOLS
5	GN-904	KEY PLAN SYSTEMS
6	GN-905	GENERAL NOTES OVERHEAD CONTACT SYSTEM
7	GN-906	GENERAL NOTES COMMUNICATIONS (SHEET 1 OF 2)
8	GN-907	GENERAL NOTES COMMUNICATIONS (SHEET 2 OF 2)
9	GN-908	SYMBOLS AND ABBREVIATIONS TRACTION POWER
10	GN-909	SYMBOLS AND ABBREVIATIONS OVERHEAD CONTACT SYSTEM
11	GN-910	ABBREVATIONS SHEET TRAIN CONTROL / SIGNALING
12	GN-911	SYMBOLS SHEET TRAIN CONTROL / SIGNALING
13	GN-912	SYMBOLS AND ABBREVIATIONS COMMUNICATIONS / DUCT BANK
14	GI-901	INDEX OF DRAWINGS - VOLUME 9 SHEET 1
15	GI-902	INDEX OF DRAWINGS - VOLUME 9 SHEET 2

TRACTION POWER

SHEET NO.	DWG. NO.	DESCRIPTION
16	TP-0003	SINGLE LINE DIAGRAM - TYPICAL MAIN LINE 750 VDC TPSS
17	TP-0004	SINGLE LINE DIAGRAM - MAIN LINE DOUBLE-ENDED TPSS SHT 1 OF 2
18	TP-0005	SINGLE LINE DIAGRAM - MAIN LINE DOUBLE-ENDED TPSS SHT 2 OF 2
19	TP-0006	SINGLE LINE DIAGRAM - TYPICAL YARD 750 VDC TPSS
20	TP-0007	SINGLE LINE DIAGRAM - SHOP TPSS
21	TP-0010	EQUIPMENT LAYOUT - TYPICAL MAIN LINE 750 VDC TPSS
22	TP-0011	EQUIPMENT LAYOUT - TYPICAL MAIN LINE 750 VDC DOUBLE-ENDED TPSS
23	TP-0015	GROUND GRID DESIGN TYPE 1 - TYPICAL MAIN LINE & YARD TPSS
24	TP-0020	13.2 KV DUCT BANK SECTIONS AND DETAILS - TYPICAL
25	TP-0021	750 VDC DUCT BANK SECTIONS - TYPICAL DETAILS
26	TP-0022	13.2 KV DISTRIBUTION MANHOLES - TYPICAL DETAILS
27	TP-0023	750 VDC DISTRIBUTION MANHOLES - TYPICAL DETAILS
28	TP-0030	750 VDC FEEDER RISER DETAILS
29	TP-0031	TRACTION POWER NEGATIVE RETURN FOR BALLASTED TRACK - TYPICAL
30	TP-0032	TRACTION POWER RETURN FOR EMBEDDED TRACK - TYPICAL
31	TP-0050	SHOP 750VDC AUX POWER - CABLE REEL ASSEMBLY DETAILS & SCHEMATIC
32	TP-0051	TYPICAL SHOP TRACK OCS POWER CONTROL CIRCUIT DIAGRAM
33	TP-0052	SHOP ETS CONTROL CIRCUIT SCHEMATIC DIAGRAM

OVERHEAD CONTACT SYSTEM

SHEET NO.	DWG. NO.	DESCRIPTION
34	OC-0001	MASTER OVERLAP PLAN SHEET 1
35	OC-0002	MASTER OVERLAP PLAN SHEET 2
36	OC-0003	MASTER OVERLAP PLAN SHEET 3
37	OC-0004	SECTIONALIZING PLAN SHEET 1
38	OC-0005	SECTIONALIZING PLAN SHEET 2
39	OC-0006	SECTIONALIZING PLAN SHEET 3
40	OC-0007	SECTIONALIZING PLAN LYTTONSVILLE YARD
41	OC-0010	CATENARY LAYOUT PLAN 1 STA. EB 300+00 TO STA. EB 312+00
42	OC-0011	CATENARY LAYOUT PLAN 2 STA. EB 312+00 TO STA. EB 324+00
43	OC-0012	CATENARY LAYOUT PLAN 3 STA. EB 324+00 TO STA. EB 336+00
44	OC-0013	CATENARY LAYOUT PLAN 4 STA. EB 336+00 TO STA. EB 348+00
45	OC-0014	CATENARY LAYOUT PLAN 5 STA. EB 348+00 TO STA. EB 360+00
46	OC-0015	CATENARY LAYOUT PLAN 6 STA. EB 360+00 TO STA. EB 372+00
47	OC-0016	CATENARY LAYOUT PLAN 7 STA. EB 372+00 TO STA. EB 384+00
48	OC-0017	CATENARY LAYOUT PLAN 8 STA. EB 384+00 TO STA. EB 396+00
49	OC-0018	CATENARY LAYOUT PLAN 9 STA. EB 396+00 TO STA. EB 408+00
50	OC-0019	CATENARY LAYOUT PLAN 10 STA. EB 408+00 TO STA. EB 420+00
51	OC-0020	CATENARY LAYOUT PLAN 11 STA. EB 420+00 TO STA. EB 432+00
52	OC-0021	CATENARY LAYOUT PLAN 12 STA. EB 432+00 TO STA. EB 444+00
53	OC-0022	CATENARY LAYOUT PLAN 13 STA. EB 444+00 TO STA. EB 456+00
54	OC-0023	CATENARY LAYOUT PLAN 14 STA. EB 456+00 TO STA. EB 468+00
55	OC-0024	CATENARY LAYOUT PLAN 15 STA. EB 468+00 TO STA. EB 480+00
56	OC-0025	CATENARY LAYOUT PLAN 16 STA. EB 480+00 TO STA. EB 492+00
57	OC-0026	CATENARY LAYOUT PLAN 17 STA. EB 492+00 TO STA. EB 504+00
58	OC-0027	CATENARY LAYOUT PLAN 18 STA. EB 504+00 TO STA. EB 516+00
59	OC-0028	CATENARY LAYOUT PLAN 19 STA. EB 516+00 TO STA. EB 528+00
60	OC-0029	CATENARY LAYOUT PLAN 20 STA. EB 528+00 TO STA. EB 540+00
61	OC-0030	CATENARY LAYOUT PLAN 21 STA. EB 540+00 TO STA. EB 618+00
62	OC-0031	CATENARY LAYOUT PLAN 22 STA. EB 618+00 TO STA. EB 628+00
63	OC-0032	CATENARY LAYOUT PLAN 23 STA. EB 628+00 TO STA. EB 638+00
64	OC-0033	CATENARY LAYOUT PLAN 24 STA. EB 638+00 TO STA. EB 646+00
65	OC-0034	CATENARY LAYOUT PLAN 25 STA. EB 646+00 TO STA. EB 656+00
66	OC-0035	CATENARY LAYOUT PLAN 26 STA. EB 656+00 TO STA. EB 666+00

OVERHEAD CONTACT SYSTEM (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
67	OC-0036	CATENARY LAYOUT PLAN 27 STA. EB 666+00 TO STA. EB 674+00
68	OC-0037	CATENARY LAYOUT PLAN 28 STA. EB 674+00 TO STA. EB 682+00
69	OC-0038	CATENARY LAYOUT PLAN 29 STA. EB 682+00 TO STA. EB 692+00
70	OC-0039	CATENARY LAYOUT PLAN 30 STA. EB 692+00 TO STA. EB 702+00
71	OC-0040	CATENARY LAYOUT PLAN 31 STA. EB 702+00 TO STA. EB 709+00
72	OC-0041	CATENARY LAYOUT PLAN 32 STA. EB 709+00 TO STA. EB 718+00
73	OC-0042	CATENARY LAYOUT PLAN 33 STA. EB 718+00 TO STA. EB 722+92
74	OC-0043	CATENARY LAYOUT PLAN 34 STA. EB 722+92 TO STA. EB 734+00
75	OC-0044	CATENARY LAYOUT PLAN 35 STA. EB 734+00 TO STA. EB 744+50
76	OC-0045	CATENARY LAYOUT PLAN 36 STA. EB 744+50 TO STA. EB 756+00
77	OC-0046	CATENARY LAYOUT PLAN 37 STA. EB 756+00 TO STA. EB 767+00
78	OC-0047	CATENARY LAYOUT PLAN 38 STA. EB 767+00 TO STA. EB 778+00
79	OC-0048	CATENARY LAYOUT PLAN 39 STA. EB 778+00 TO STA. EB 789+00
80	OC-0049	CATENARY LAYOUT PLAN 40 STA. EB 789+00 TO STA. EB 800+50
81	OC-0050	CATENARY LAYOUT PLAN 41 STA. EB 800+50 TO STA. EB 812+00
82	OC-0051	CATENARY LAYOUT PLAN 42 STA. EB 812+00 TO STA. EB 824+00
83	OC-0052	CATENARY LAYOUT PLAN 43 STA. EB 824+00 TO STA. EB 836+00
84	OC-0053	CATENARY LAYOUT PLAN 44 STA. EB 836+00 TO STA. EB 847+50
85	OC-0054	CATENARY LAYOUT PLAN 45 STA. EB 847+50 TO STA. EB 859+00
86	OC-0055	CATENARY LAYOUT PLAN 46 STA. EB 859+00 TO STA. EB 870+50
87	OC-0056	CATENARY LAYOUT PLAN 47 STA. EB 870+50 TO STA. EB 876+50
88	OC-0057	CATENARY LAYOUT PLAN 48 STA. EB 876+50 TO STA. EB 884+00
89	OC-0058	CATENARY LAYOUT PLAN 49 STA. EB 884+00 TO STA. EB 895+50
90	OC-0059	CATENARY LAYOUT PLAN 50 STA. EB 895+50 TO STA. EB 907+00
91	OC-0060	CATENARY LAYOUT PLAN 51 STA. EB 907+00 TO STA. EB 915+50
92	OC-0061	CATENARY LAYOUT PLAN 52 STA. EB 915+50 TO STA. EB 926+50
93	OC-0062	CATENARY LAYOUT PLAN 53 STA. EB 926+50 TO STA. EB 937+50
94	OC-0063	CATENARY LAYOUT PLAN 54 STA. EB 937+50 TO STA. EB 949+00
95	OC-0064	CATENARY LAYOUT PLAN 55 STA. EB 949+00 TO STA. EB 960+00
96	OC-0065	CATENARY LAYOUT PLAN 56 STA. EB 960+00 TO STA. EB 969+00
97	OC-0066	CATENARY LAYOUT PLAN 57 STA. EB 969+00 TO STA. EB 978+48
98	OC-0067	CATENARY LAYOUT PLAN 58 STA. EB 1000+00 TO STA. EB 1010+00
99	OC-0068	CATENARY LAYOUT PLAN 59 STA. EB 1010+00 TO STA. EB 1021+00
100	OC-0069	CATENARY LAYOUT PLAN 60 STA. EB 1021+00 TO STA. EB 1032+00
101	OC-0070	CATENARY LAYOUT PLAN 61 STA. EB 1032+00 TO STA. EB 1042+00
102	OC-0071	CATENARY LAYOUT PLAN 62 STA. EB 1042+00 TO STA. EB 1053+00
103	OC-0072	CATENARY LAYOUT PLAN 63 STA. EB 1053+00 TO STA. EB 1064+50
104	OC-0073	CATENARY LAYOUT PLAN 64 STA. EB 1064+50 TO STA. EB 1074+00
105	OC-0074	CATENARY LAYOUT PLAN 65 STA. EB 1074+00 TO STA. EB 1081+00
106	OC-0075	CATENARY LAYOUT PLAN 66 STA. EB 1081+00 TO STA. EB 1090+00
107	OC-0076	CATENARY LAYOUT PLAN 67 STA. EB 1090+00 TO STA. EB 1100+00
108	OC-0077	CATENARY LAYOUT PLAN 68 STA. EB 1100+00 TO STA. EB 1111+00
109	OC-0078	CATENARY LAYOUT PLAN 69 STA. EB 1111+00 TO STA. EB 1121+00
110	OC-0079	CATENARY LAYOUT PLAN 70 STA. EB 1121+00 TO STA. EB 1130+00
111	OC-0080	CATENARY LAYOUT PLAN 71 STA. EB 1130+00 TO STA. EB 1139+50
112	OC-0081	CATENARY LAYOUT PLAN 72 STA. EB 1139+50 TO STA. EB 1150+00
113	OC-0082	CATENARY LAYOUT PLAN 73 STA. EB 1150+00 TO STA. EB 1160+00
114	OC-0083	CATENARY LAYOUT PLAN 74 STA. EB 1160+00 TO STA. EB 1170+00
115	OC-0084	CATENARY LAYOUT PLAN 75 STA. EB 1170+00 TO STA. EB 1181+00
116	OC-0085	CATENARY LAYOUT PLAN 76 STA. EB 1181+00 TO STA. EB 1191+00
117	OC-0086	CATENARY LAYOUT PLAN 77 STA. EB 1191+00 TO STA. EB 1202+00
118	OC-0087	CATENARY LAYOUT PLAN 78 STA. EB 1202+00 TO STA. EB 1212+00
119	OC-0088	CATENARY LAYOUT PLAN 79 STA. EB 1212+00 TO STA. EB 1223+00
120	OC-0089	CATENARY LAYOUT PLAN 80 STA. EB 1223+00 TO STA. EB 1233+00
121	OC-0090	CATENARY LAYOUT PLAN 81 STA. EB 1233+00 TO STA. EB 1243+00
122	OC-0091	CATENARY LAYOUT PLAN 82 STA. EB 1243+00 TO STA. EB 1250+00
123	OC-0092	CATENARY LAYOUT PLAN 83 STA. EB 1250+00 TO STA. EB 1256+50
124	OC-0100	CONDUCTOR PARTICULARS AUTO-TENSIONED SIMPLE CATENARY
125	OC-0101	CONDUCTOR PARTICULARS FIXED TERMINATION CATENARY
126	OC-0102	STRUCTURE SPACING CHART A/T CATENARY, BALLASTED TRACK
127	OC-0103	STRUCTURE SPACING CHART, A/T CATENARY, DIRECT FIXATION TRACK
128	OC-0104	STRUCTURE SPACING CHART FIXED TENSION SINGLE CONTACT
129	OC-0107	ALONG TRACK MOVEMENT, STAGGER CHANGE & EFFECT, A/T CATENARY
130	OC-0110	HANGER LENGTHS AND ADJUSTMENTS AUTO-TENSIONED CATENARY
131	OC-0111	HANGER LENGTHS AND ADJUSTMENTS LOW PROFILE CATENARY
132	OC-0112	DESIGN CRITERIA TOLERANCES AND MINIMUM CONTACT WIRE HEIGHT
133	OC-0113	PANTOGRAPH AND CLEARANCE ENVELOPE
134	OC-0114	NESC CLEARANCE CHART
135	OC-0115	TYPICAL ARRANGEMENT INSULATED OVERLAP WITH CENTER POLES
136	OC-0118	TYPICAL ARRANGEMENT UN-INSULATED OVERLAP WITH CENTER POLES
137	OC-0119	TYPICAL ARRANGEMENT UN-INSULATED OVERLAP WITH SIDE POLES
138	OC-0120	TYPICAL ARRANGEMENT UN-INSULATED OVERLAP WITH HEADSPANS

OVERHEAD CONTACT SYSTEM (CONTINUED) (CONTINUED)

SHEET NO.	DWG. NO.	DESCRIPTION
139	OC-0121	TYPICAL ARRANGEMENT MID-POINT ANCHOR W/ CENTER OR SIDE POLES
140	OC-0124	TYPICAL ARRANGEMENT DOUBLE CROSSOVER WITH SIDE POLES
141	OC-0125	TYPICAL CANTILEVER ARRANGEMENT W/ CENTER OR SIDE POLES
142	OC-0126	TYPICAL CANTILEVER OVERLAP ARRANGEMENT W/CENTER OR SIDE POLES
143	OC-0127	TYPICAL HEADSPAN ARRANGEMENTS SHEET 1
144	OC-0128	TYPICAL HEADSPAN ARRANGEMENTS SHEET 2
145	OC-0200	TUBULAR POLE ASSEMBLY (TYPICAL)
146	OC-0201	TUBULAR FEEDER POLE ASSEMBLY (TYPICAL)
147	OC-0202	TYPICAL ANCHOR BOLT FOUNDATION
148	OC-0203	SHAFT FOUNDATION (TYPICAL)
149	OC-0204	GUY FOUNDATION (TYPICAL)

TRAIN CONTROL / SIGNALING

SHEET NO.	DWG. NO.	DESCRIPTION
150	SG-0004	DOUBLE LINE TRACK PLAN STA. 299+21 TO STA. 313+00
151	SG-0005	DOUBLE LINE TRACK PLAN STA. 313+00 TO STA. 327+00
152	SG-0006	DOUBLE LINE TRACK PLAN STA. 327+00 TO STA. 342+00
153	SG-0007	DOUBLE LINE TRACK PLAN STA. 342+00 TO STA. 357+00
154	SG-0008	DOUBLE LINE TRACK PLAN STA. 357+00 TO STA. 372+00
155	SG-0009	DOUBLE LINE TRACK PLAN STA. 372+00 TO STA. 387+00
156	SG-0010	DOUBLE LINE TRACK PLAN STA. 387+00 TO STA. 402+00
157	SG-0011	DOUBLE LINE TRACK PLAN STA. 402+00 TO STA. 417+00
158	SG-0012	DOUBLE LINE TRACK PLAN STA. 417+00 TO STA. 432+00
159	SG-0013	DOUBLE LINE TRACK PLAN STA. 432+00 TO STA. 447+00
160	SG-0014	DOUBLE LINE TRACK PLAN STA. 447+00 TO STA. 462+00
161	SG-0015	DOUBLE LINE TRACK PLAN STA. 462+00 TO STA. 477+00
162	SG-0016	DOUBLE LINE TRACK PLAN STA. 477+00 TO STA. 492+00
163	SG-0017	DOUBLE LINE TRACK PLAN STA. 492+00 TO STA. 507+00
164	SG-0018	DOUBLE LINE TRACK PLAN STA. 507+00 TO STA. 522+00
165	SG-0019	DOUBLE LINE TRACK PLAN STA. 522+00 TO STA. 537+00
166	SG-0020	DOUBLE LINE TRACK PLAN STA. 537+00 TO STA. 552+00
167	SG-0021	DOUBLE LINE TRACK PLAN STA. 552+00 TO STA. 567+00
168	SG-0022	DOUBLE LINE TRACK PLAN STA. 567+00 TO STA. 582+00
169	SG-0023	DOUBLE LINE TRACK PLAN STA. 582+00 TO STA. 597+00
170	SG-0024	DOUBLE LINE TRACK PLAN STA. 597+00 TO STA. 612+00
171	SG-0025	DOUBLE LINE TRACK PLAN STA. 612+00 TO STA. 627+00
172	SG-0026	DOUBLE LINE TRACK PLAN STA. 627+00 TO STA. 642+00
173	SG-0027	DOUBLE LINE TRACK PLAN STA. 642+00 TO STA. 657+00
174	SG-0028	DOUBLE LINE TRACK PLAN STA. 657+00 TO STA. 672+00
175	SG-0029	DOUBLE LINE TRACK PLAN STA. 672+00 TO STA. 685+00
176	SG-0030	DOUBLE LINE TRACK PLAN STA. 685+00 TO STA. 700+00
177	SG-0031	DOUBLE LINE TRACK PLAN STA. 700+00 TO STA. 715+00
178	SG-0032	DOUBLE LINE TRACK PLAN STA. 715+00 TO STA. 730+00
179	SG-0033	DOUBLE LINE TRACK PLAN STA. 730+00 TO STA. 745+00
180	SG-0034	DOUBLE LINE TRACK PLAN STA. 745+00 TO STA. 760+00
181	SG-0035	DOUBLE LINE TRACK PLAN STA. 760+00 TO STA. 775+00
182	SG-0036	DOUBLE LINE TRACK PLAN STA. 775+00 TO STA. 790+00
183	SG-0037	DOUBLE LINE TRACK PLAN STA. 790+00 TO STA. 805+00
184	SG-0038	DOUBLE LINE TRACK PLAN STA. 805+00 TO STA. 820+00
185	SG-0039	DOUBLE LINE TRACK PLAN STA. 820+00 TO STA. 835+00
186	SG-0040	DOUBLE LINE TRACK PLAN STA. 835+00 TO STA. 850+00
187	SG-0041	DOUBLE LINE TRACK PLAN STA. 850+00 TO STA. 865+00
188	SG-0042	DOUBLE LINE TRACK PLAN STA. 865+00 TO STA. 880+00
189	SG-0043	DOUBLE LINE TRACK PLAN STA. 880+00 TO STA. 895+00
190	SG-0044	DOUBLE LINE TRACK PLAN STA. 895+00 TO STA. 910+00
191	SG-0045	DOUBLE LINE TRACK PLAN STA. 910+00 TO STA. 925+00
192	SG-0046	DOUBLE LINE TRACK PLAN STA. 925+00 TO STA. 940+00
193	SG-0047	DOUBLE LINE TRACK PLAN STA. 940+00 TO STA. 955+00
194	SG-0048	DOUBLE LINE TRACK PLAN STA. 955+00 TO STA. 970+00
195	SG-0049	DOUBLE LINE TRACK PLAN STA. 970+00 TO STA. 1009+00
196	SG-0050	DOUBLE LINE TRACK PLAN STA. 1009+00 TO STA. 1025+00
197	SG-0051	DOUBLE LINE TRACK PLAN STA. 1025+00 TO STA. 1039+00
198	SG-0052	DOUBLE LINE TRACK PLAN STA. 1039+00 TO STA. 1054+00
199	SG-0053	DOUBLE LINE TRACK PLAN STA. 1054+00 TO STA. 1069+00
200	SG-0054	DOUBLE LINE TRACK PLAN STA. 1069+00 TO STA. 1084+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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 9
SHEET 1

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220
DRAWING NO. GI–118
SHEET NO. 22 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pgi1001.dgn
9/28/2012

INDEX OF DRAWINGS - VOLUME 9

SHEET NO.	DWG. NO.	DESCRIPTION
TRAIN CONTROL / SIGNALING (CONTINUED)		
201	SG-0055	DOUBLE LINE TRACK PLAN STA. 1084+00 TO STA. 1099+00
202	SG-0056	DOUBLE LINE TRACK PLAN STA. 1099+00 TO STA. 1114+00
203	SG-0057	DOUBLE LINE TRACK PLAN STA. 1114+00 TO STA. 1129+00
204	SG-0058	DOUBLE LINE TRACK PLAN STA. 1129+00 TO STA. 1144+00
205	SG-0059	DOUBLE LINE TRACK PLAN STA. 1144+00 TO STA. 1159+00
206	SG-0060	DOUBLE LINE TRACK PLAN STA. 1159+00 TO STA. 1174+00
207	SG-0061	DOUBLE LINE TRACK PLAN STA. 1174+00 TO STA. 1189+00
208	SG-0062	DOUBLE LINE TRACK PLAN STA. 1189+00 TO STA. 1204+00
209	SG-0063	DOUBLE LINE TRACK PLAN STA. 1204+00 TO STA. 1219+00
210	SG-0064	DOUBLE LINE TRACK PLAN STA. 1219+00 TO STA. 1234+00
211	SG-0065	DOUBLE LINE TRACK PLAN STA. 1234+00 TO STA. 1247+00
212	SG-0066	DOUBLE LINE TRACK PLAN STA. 1247+00 TO STA. 1256+25.31
213	SG-0067	TYPICAL CABLE PLAN FOR SINGLE CROSSOVER INTERLOCKING
214	SG-0068	TYPICAL CABLE PLAN FOR TAIL TRACK INTERLOCKING
215	SG-0069	TYPICAL CABLE PLAN FOR SCISSORS CROSSOVER INTERLOCKING
216	SG-0070	TYPICAL ROUTE AND ASPECT CHART FOR SINGLE CROSSOVER INTERLOCKING
217	SG-0071	TYPICAL ROUTE AND ASPECT CHART FOR TAIL TRACK INTERLOCKING
218	SG-0072	TYPICAL ROUTE AND ASPECT CHART FOR SCISSORS CROSSOVER INTERLOCKING
COMMUNICATIONS		
219	CM-0105	MDOT NETWORK BLOCK DIAGRAM
220	CM-0107	PURPLE LINE NETWORK BLOCK DIAGRAM
221	CM-0120	SCADA BLOCK DIAGRAM
222	CM-0130	TELEPHONE SYSTEM BLOCK DIAGRAM
223	CM-0140	PA/ VMS BLOCK DIAGRAM
224	CM-0142	PA SPEAKER DETAILS
225	CM-0150	CCTV SYSTEM BLOCK DIAGRAM
226	CM-0160	INTRUSION ACCESS CONTROL BLOCK DIAGRAM
227	CM-0170	FIRE ALARM BLOCK DIAGRAM
228	CM-0200	RADIO SYSTEM BLOCK DIAGRAM
229	CM-0201	RADIO SYSTEM ARCHITECTURE
230	CM-0202	COMMUNICATIONS WIRELESS LAN ACCESS POINT DIAGRAMS
231	CM-0211	STATION SIDE PLATFORM RISER DIAGRAM
232	CM-0212	STATION CENTER PLATFORM RISER DIAGRAM
233	CM-0231	OCC DISPATCH ROOM DETAILS AND TYPICAL DRAWING
DUCT BANK		
234	CM-1005	SYSTEM DUCT BANK DIAGRAM
235	CM-1010	TYPICAL SECTION DUCT BANK - SHEET 1
236	CM-1011	TYPICAL SECTION DUCT BANK - SHEET 2
237	CM-1020	MANHOLE AND HANDHOLE DETAILS
238	CM-1300	TYPICAL STATION SIDE PLATFORM SINGLE CANOPY LOCAL CONDUIT
239	CM-1301	TYPICAL STATION CENTER PLATFORM DOUBLE CANOPY LOCAL CONDUIT
240	CM-1302	TYPICAL STATION CENTER PLATFORM SINGLE CANOPY LOCAL CONDUIT
241	CM-1303	TYPICAL STATION CENTER PLATFORM DOUBLE CANOPY LOCAL CONDUIT

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

INDEX OF DRAWINGS – VOLUME 9
SHEET 2

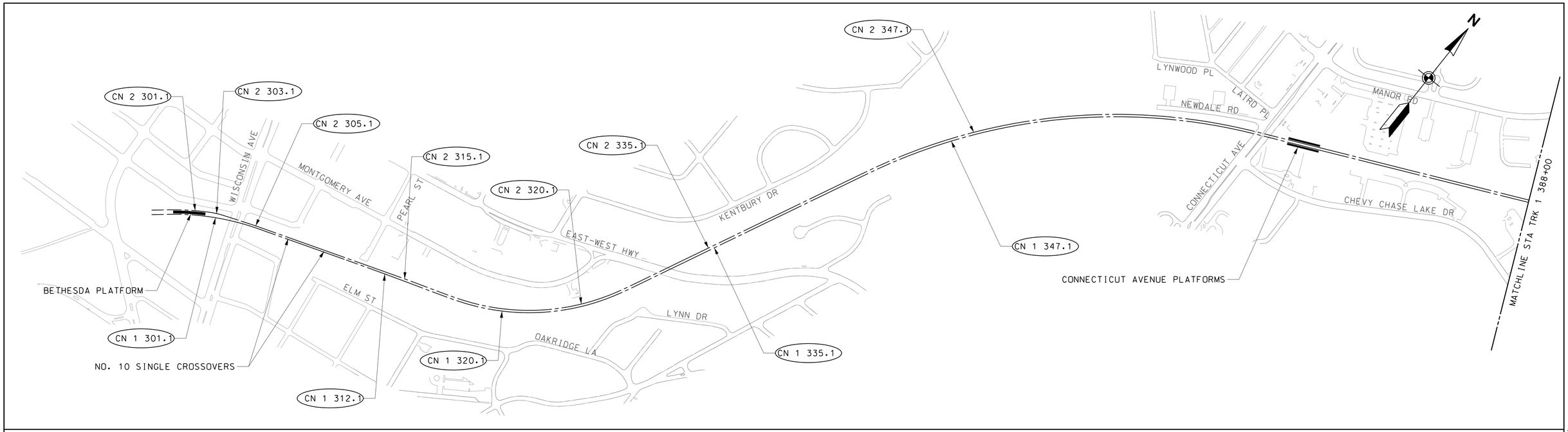
DATE: SEPTEMBER 28, 2012 SCALE: NONE

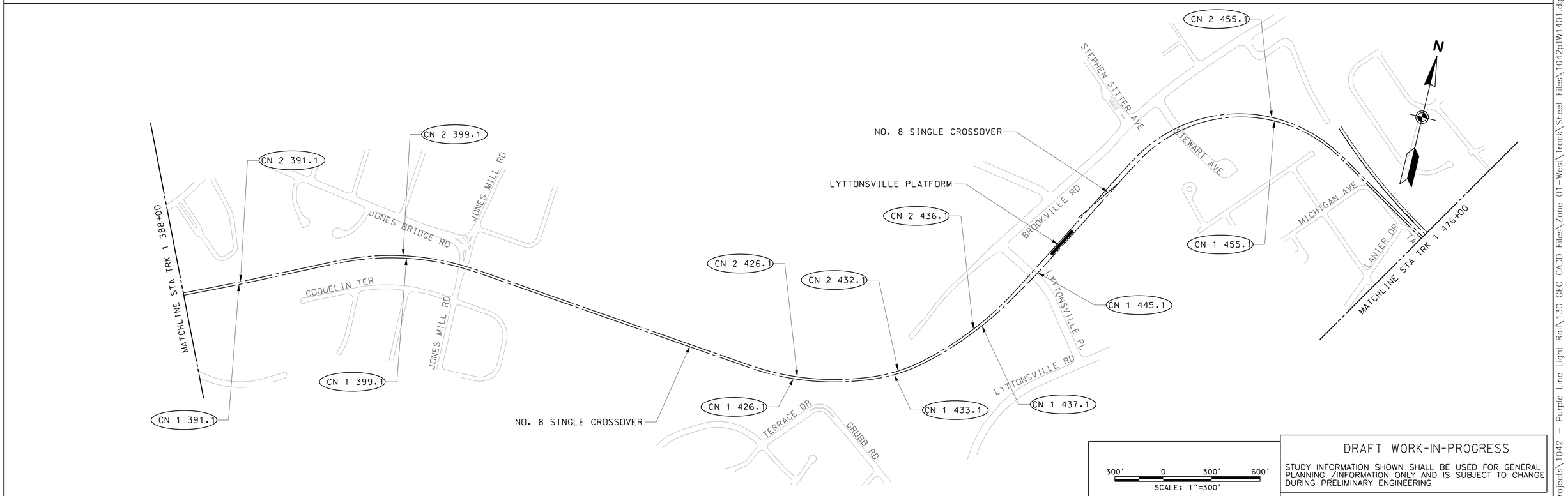
CONTRACT NO. T-1042-0220

DRAWING NO. GI-119

SHEET NO. 23 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0108059\1042pGI1001.dgn
9/28/2012





300' 0 300' 600'
SCALE: 1"=300'

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 299+00 TO STA TRK 1 476+00

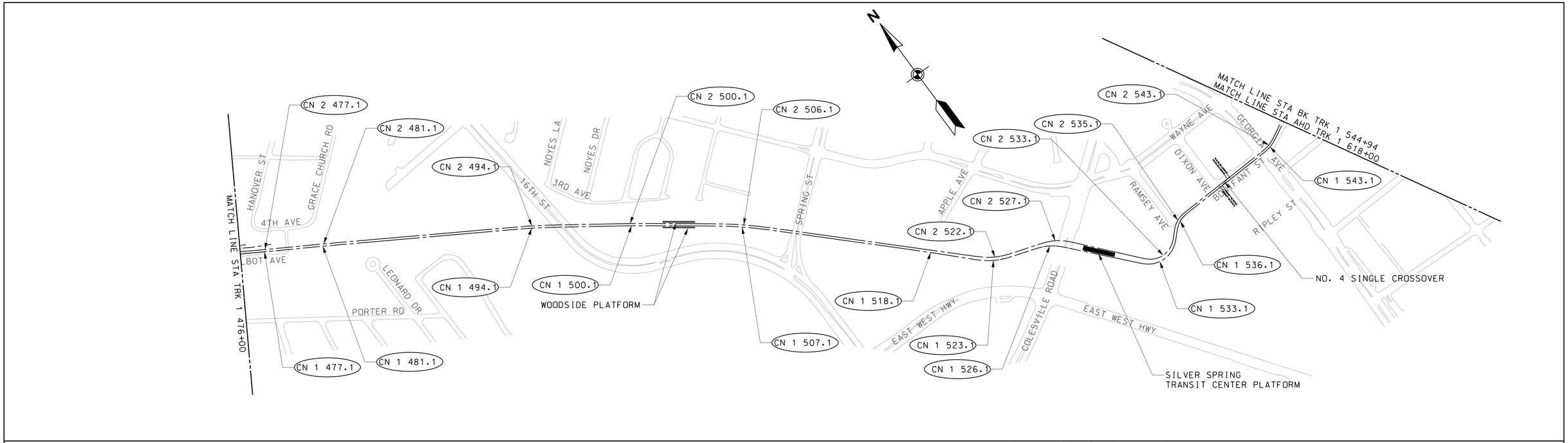
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

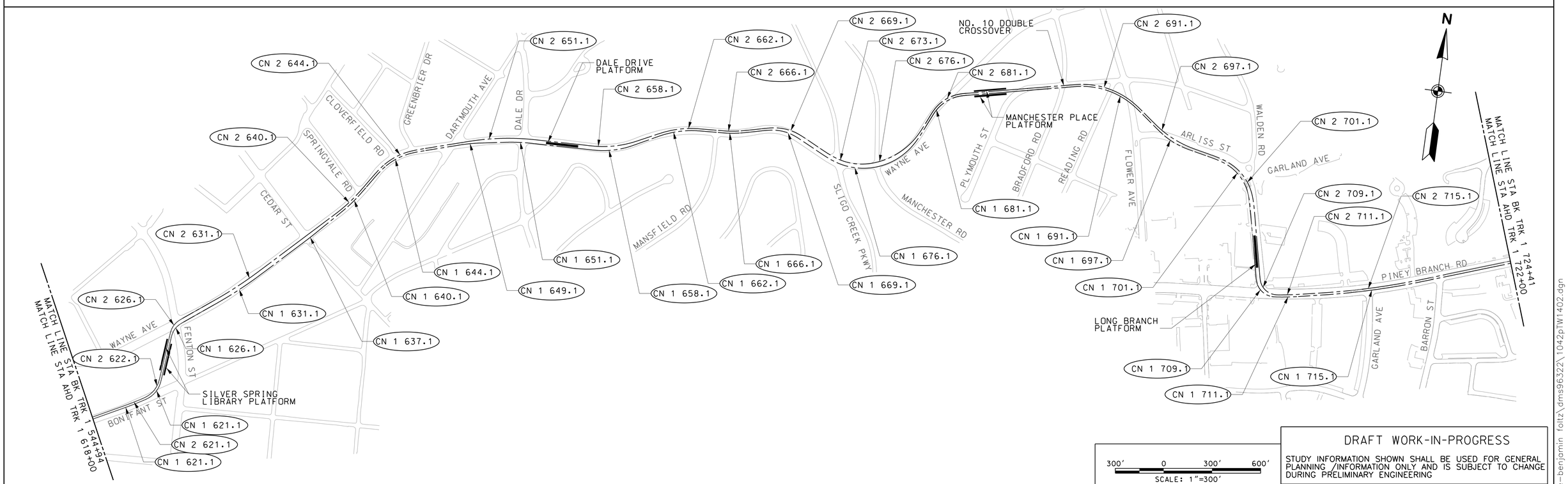
CONTRACT NO. T-1042-0220

DRAWING NO. TW-01

SHEET NO. 24 OF 497

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 01-West\Track\Sheet Files\1042pTW1401.dgn
9/14/2012





300' 0 300' 600'
SCALE: 1"=300'

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 476+00 TO STA TRK 1 724+41

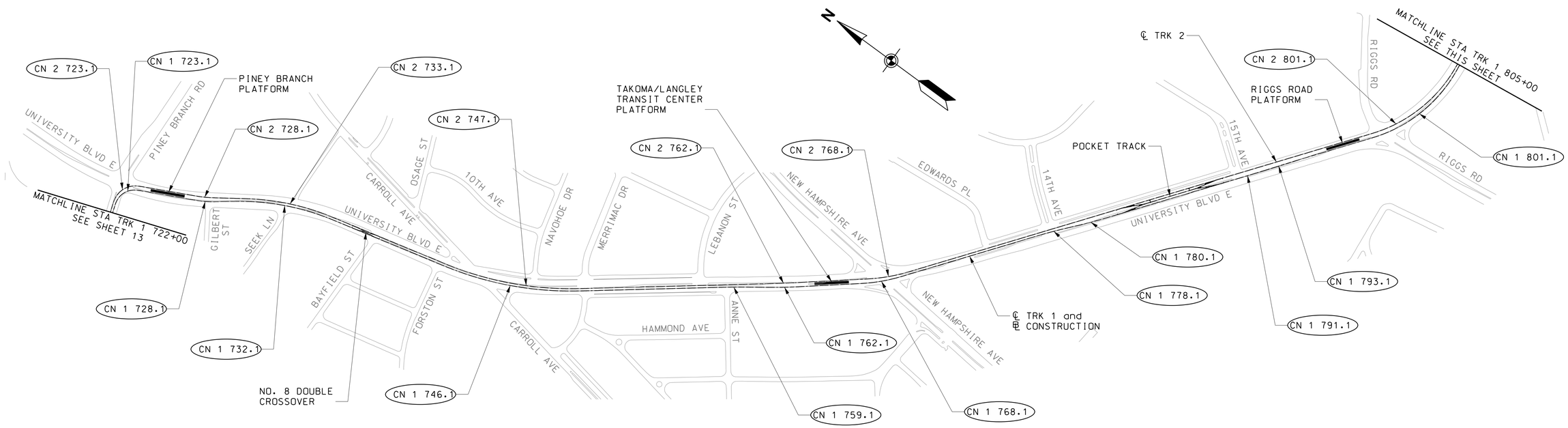
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

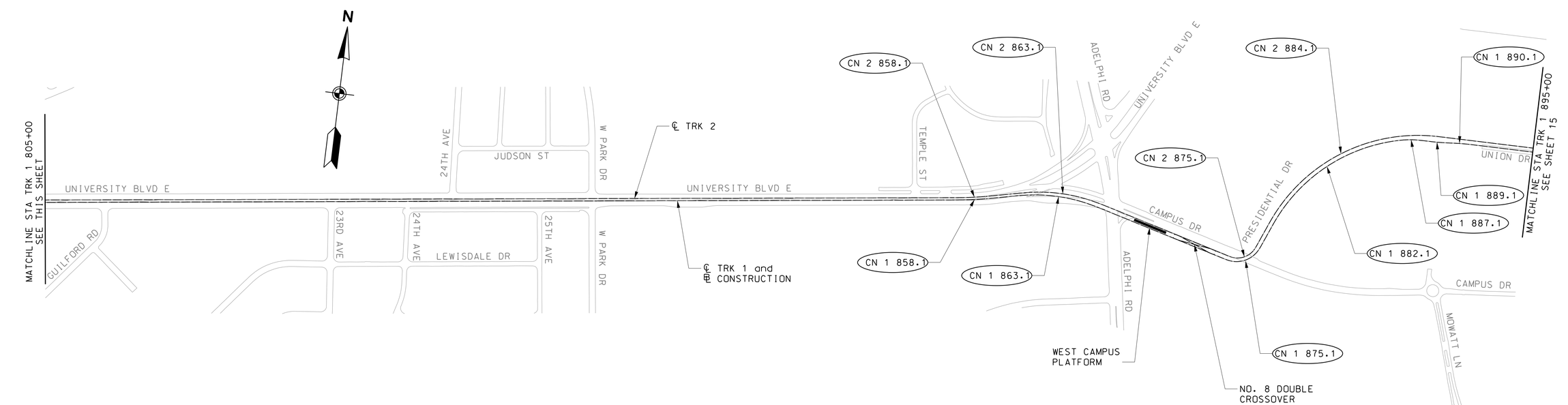
CONTRACT NO. T-1042-0220

DRAWING NO. TW-02

SHEET NO. 25 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/14/2012





DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 722+00 TO STA TRK 1 895+00

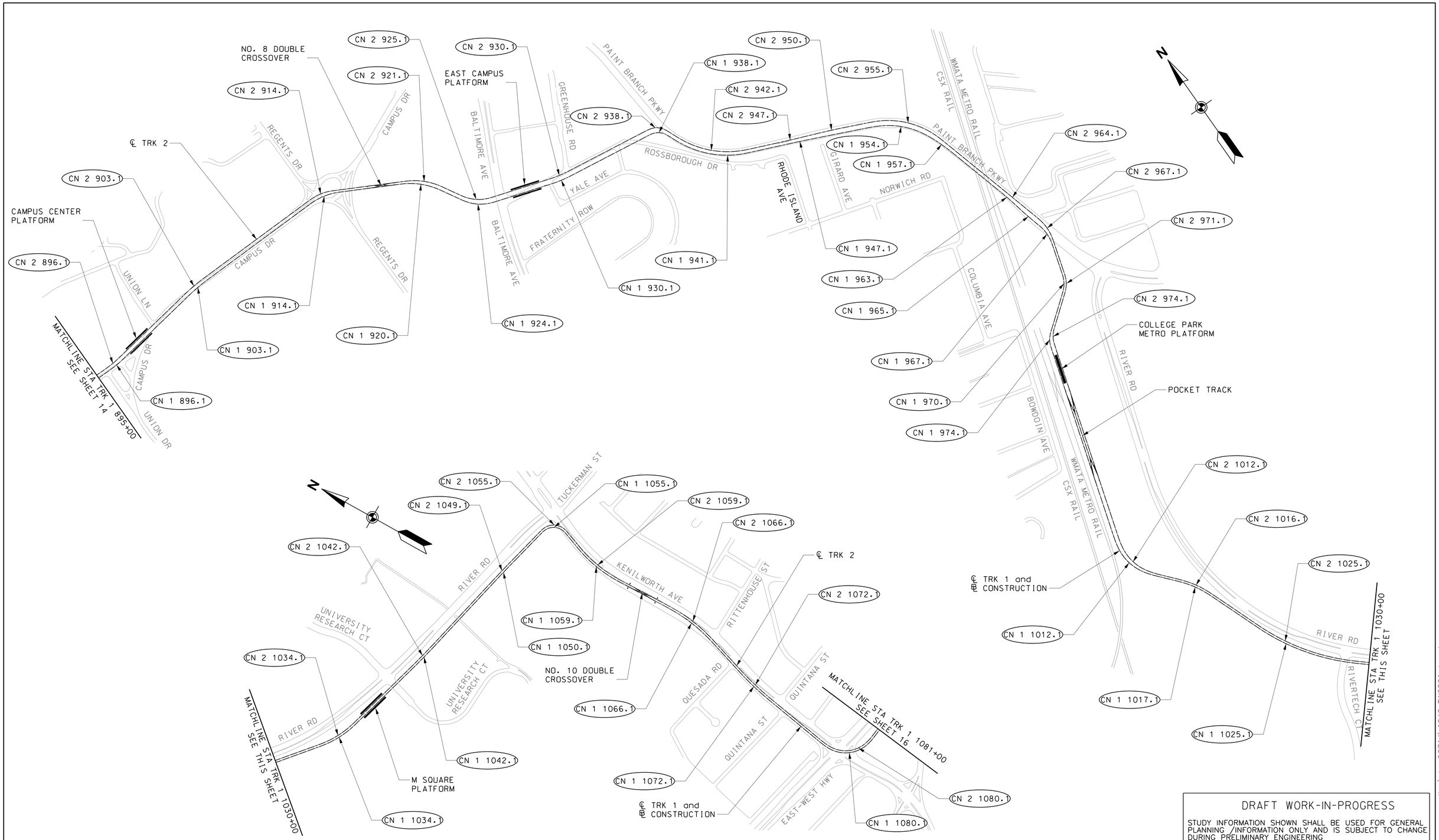
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220

DRAWING NO. TW-03

SHEET NO. 26 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_has.dgn
9/13/2012



DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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 ____

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 STA 895+00 TO STA TRK 1 1081+00

DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220

DRAWING NO. TW-04

SHEET NO. 27 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_has.dgn
9/13/2012

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

HORIZONTAL ALIGNMENT SCHEMATIC

STA TRK 1 1081+00 TO STA TRK 1 1256+25.38

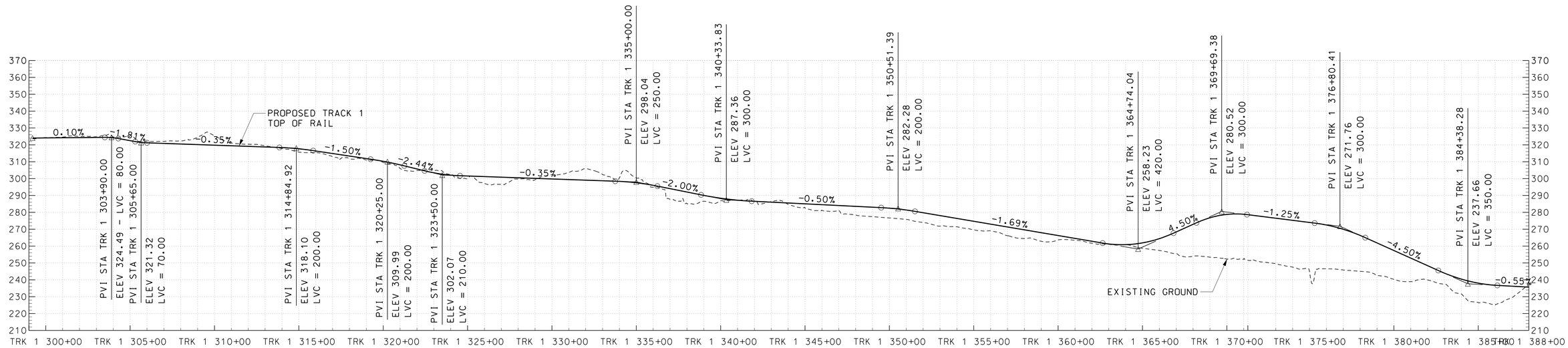
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

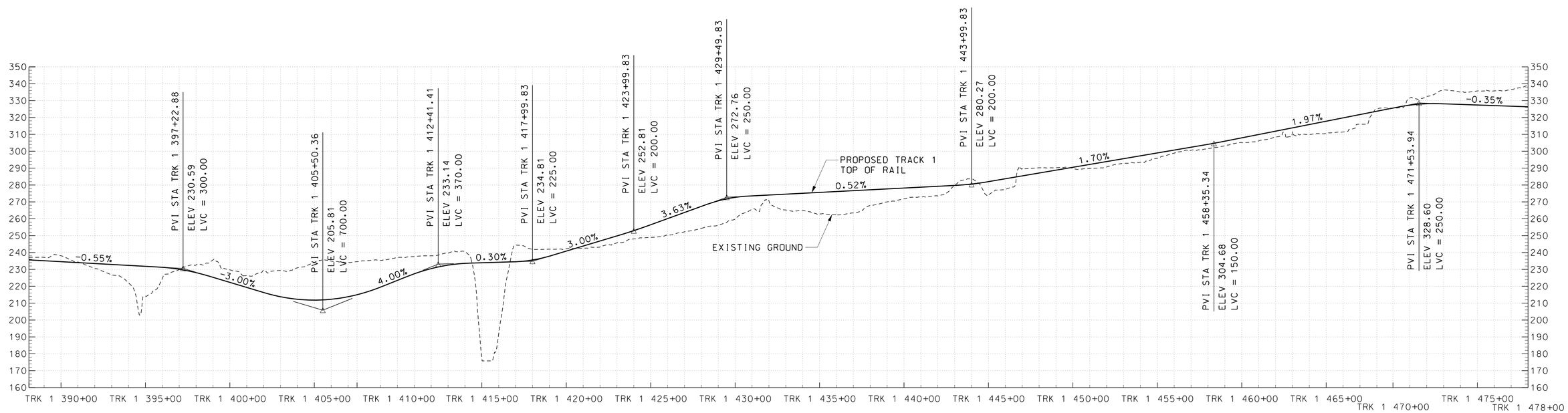
CONTRACT NO. T-1042-0220

DRAWING NO. TW-05

SHEET NO. 28 OF 497

c:\pwworking\mtapw\gf-george weltonj\dms96714\1042pTW0001_has.dgn
9/13/2012





HORIZONTAL SCALE
300' 0 300' 600'
SCALE: 1"=300'

VERTICAL SCALE
30' 0 30' 60'
SCALE: 1"=30'

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

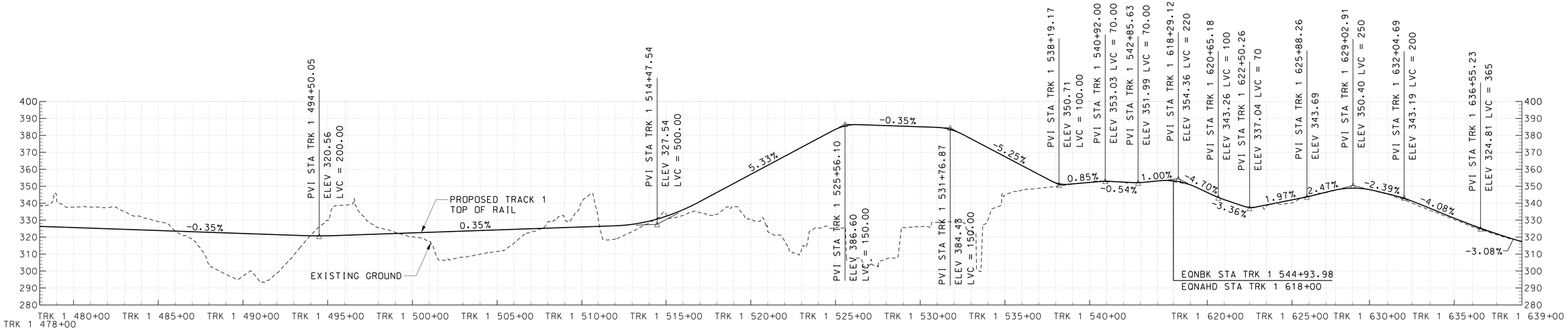
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

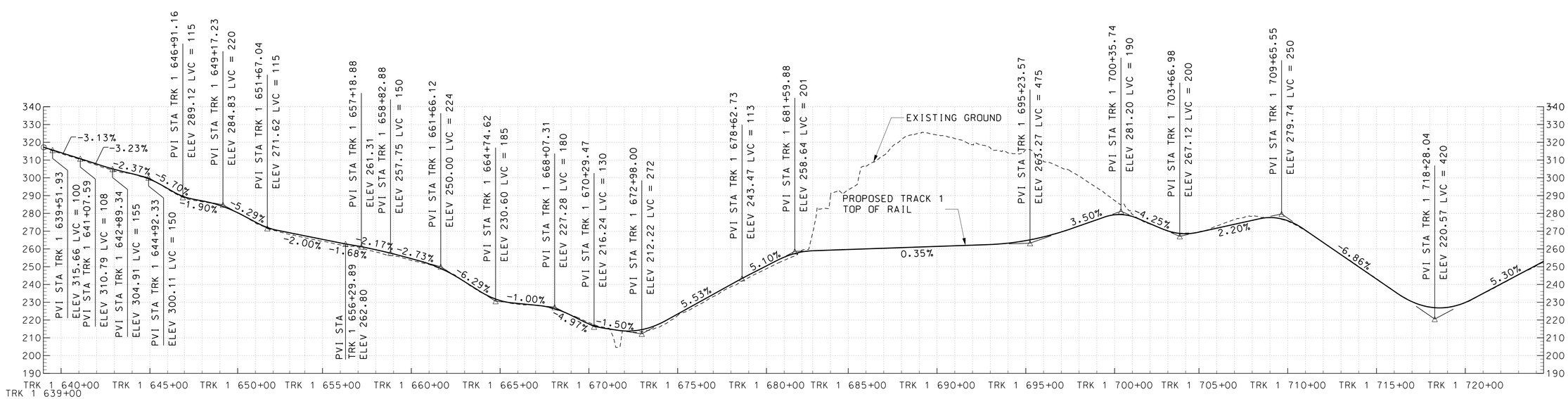
VERTICAL ALIGNMENT SCHEMATIC
STA TRK 1 299+00 TO STA TRK 1 478+00

DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220
DRAWING NO. TW-06
SHEET NO. 29 OF 497

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 01-West\Track\Sheet Files\1042pTW1421.dgn
9/14/2012





HORIZONTAL SCALE
300′ 0 300′ 600′
SCALE: 1″=300′

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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 State of Maryland

License No. Expiration Date

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

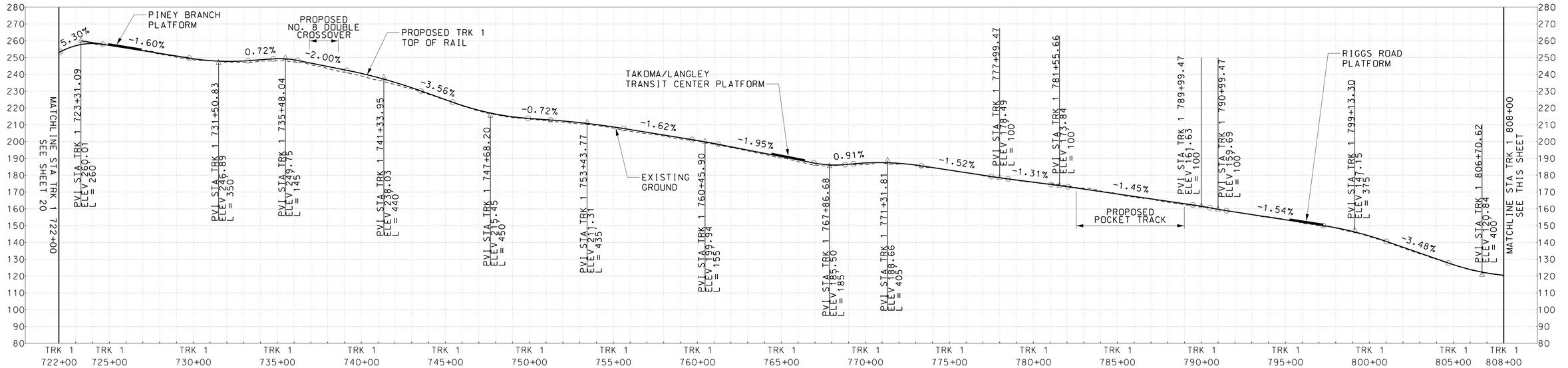
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

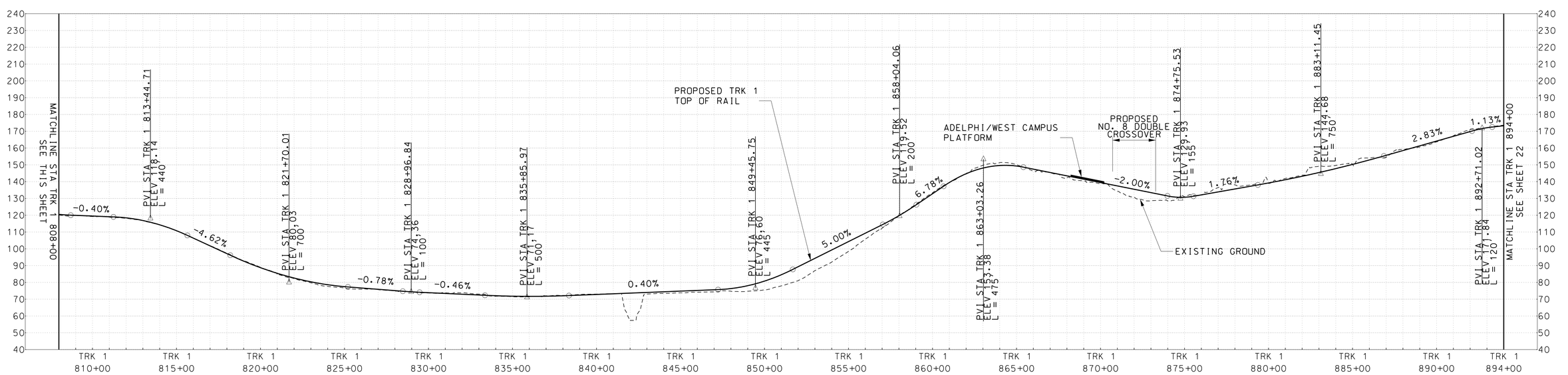
VERTICAL ALIGNMENT SCHEMATIC
STA TRK 1 478+00 TO STA TRK 1 724+41

DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

CONTRACT NO. T–1042–0220
DRAWING NO. TW–07
SHEET NO. 30 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/14/2012





DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC

STA TRK 1 722+00 TO STA TRK 1 894+00

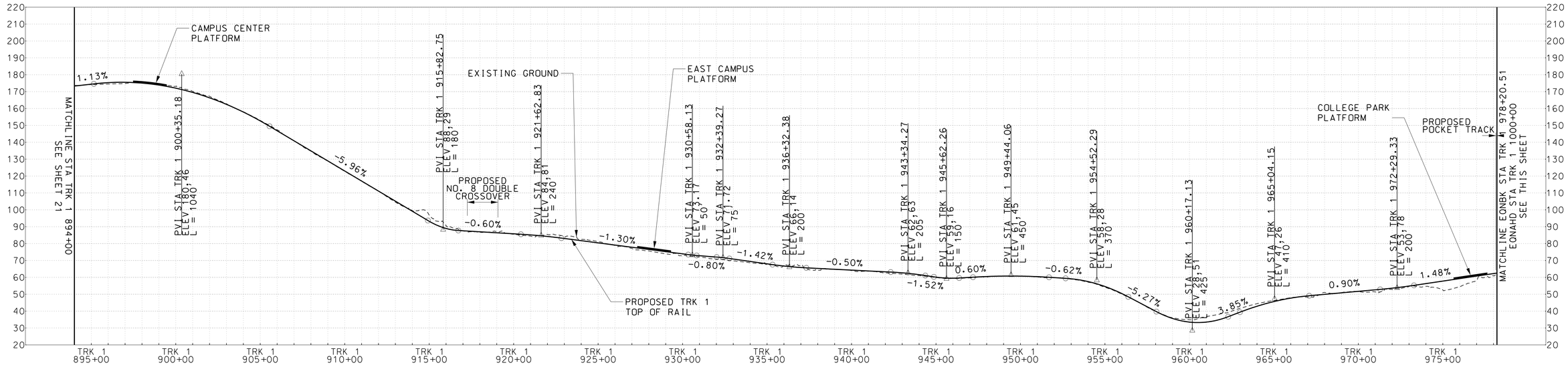
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

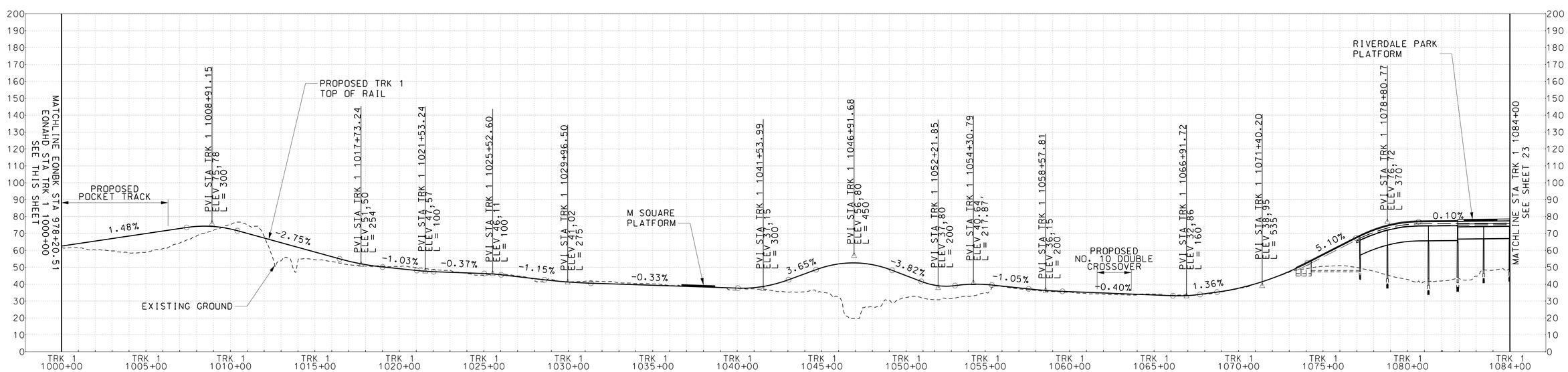
CONTRACT NO. T-1042-0220

DRAWING NO. TW-08

SHEET NO. 31 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_vas.dgn
9/12/2012





DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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 ____

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN / DRAWN / CHECK / APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC

STA TRK 1 894+00 TO STA TRK 1 1084+00

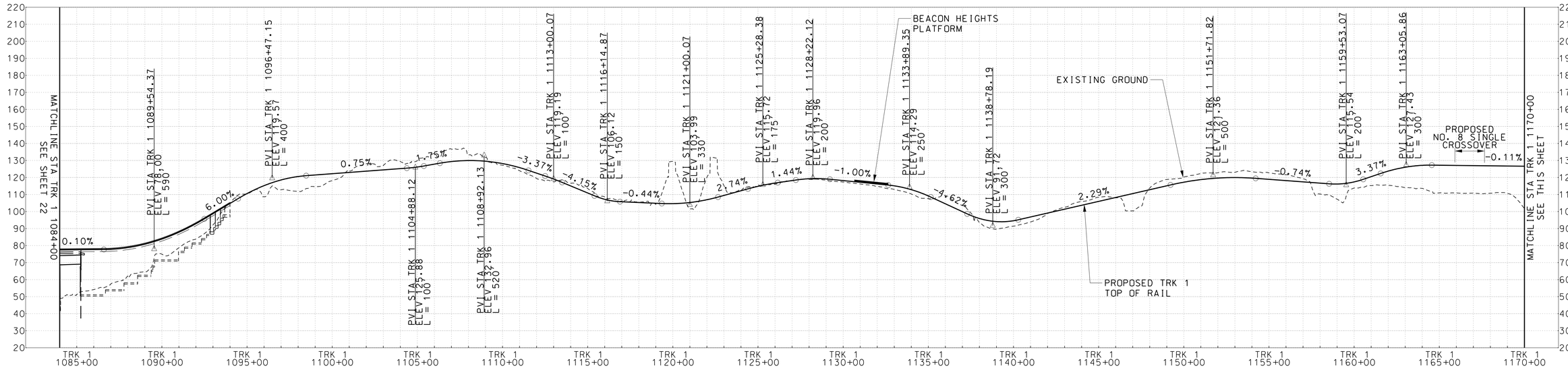
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

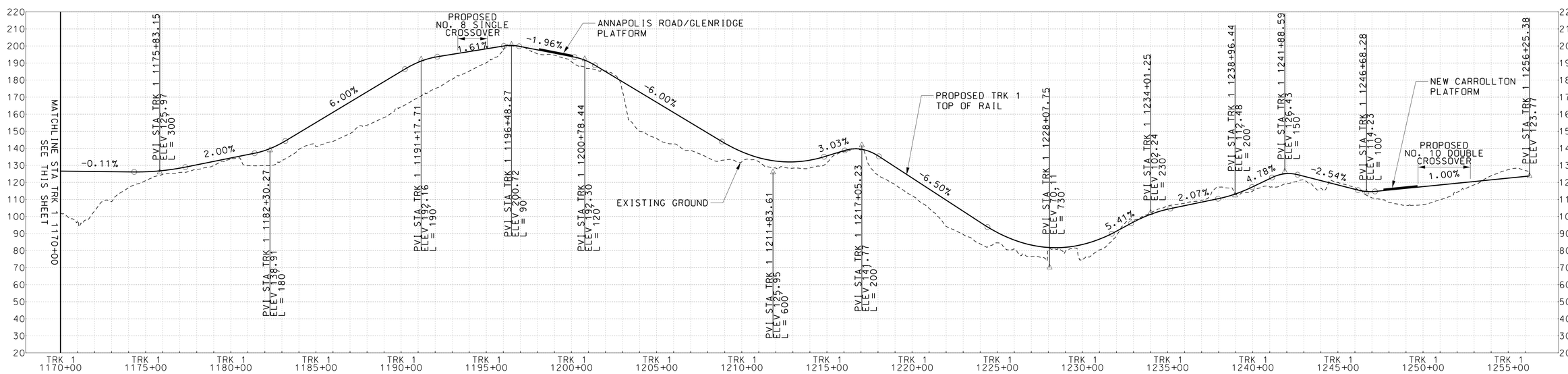
CONTRACT NO. T-1042-0220

DRAWING NO. TW-09

SHEET NO. 32 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_vas.dgn
9/12/2012





DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC

STA TRK 1 1084+00 TO STA TRK 1 1256+25

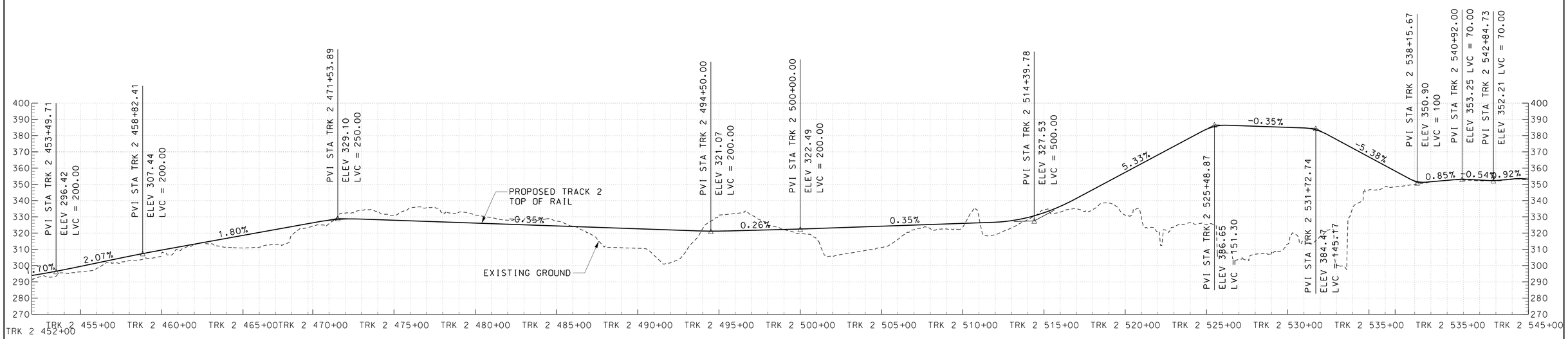
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

CONTRACT NO. T-1042-0220

DRAWING NO. TW-10

SHEET NO. 33 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_vas.dgn
9/12/2012



HORIZONTAL SCALE
300′ 0 300′ 600′
SCALE: 1″=300′

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC

STA TRK 2 452+00 TO STA TRK 2 618+00

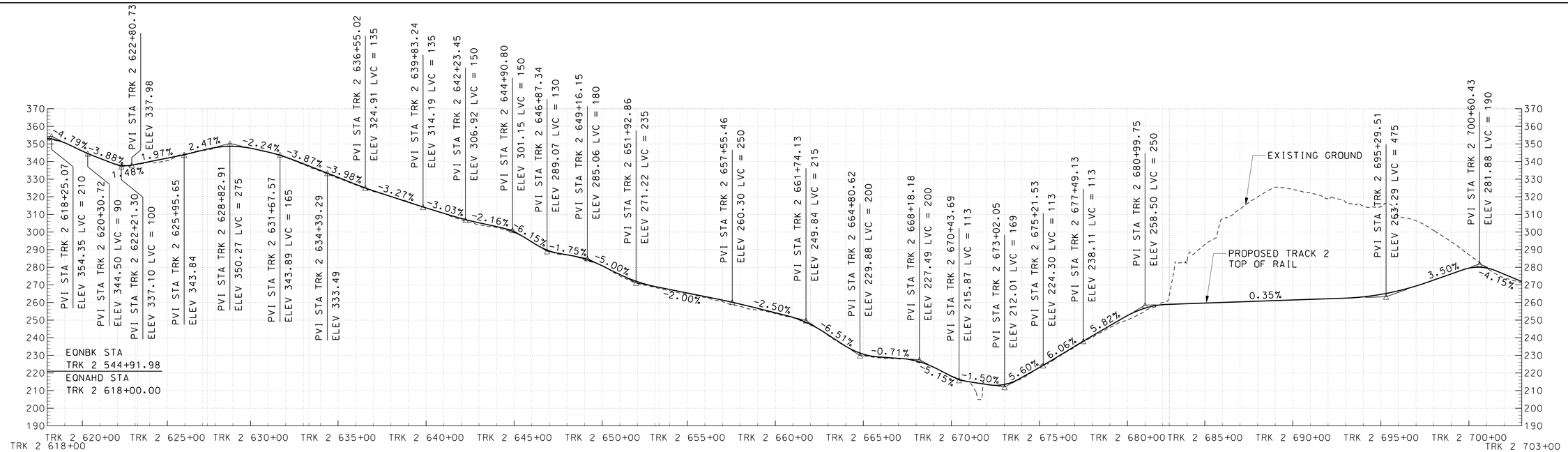
DATE: SEPTEMBER 28, 2012 SCALE: 1" = 300'

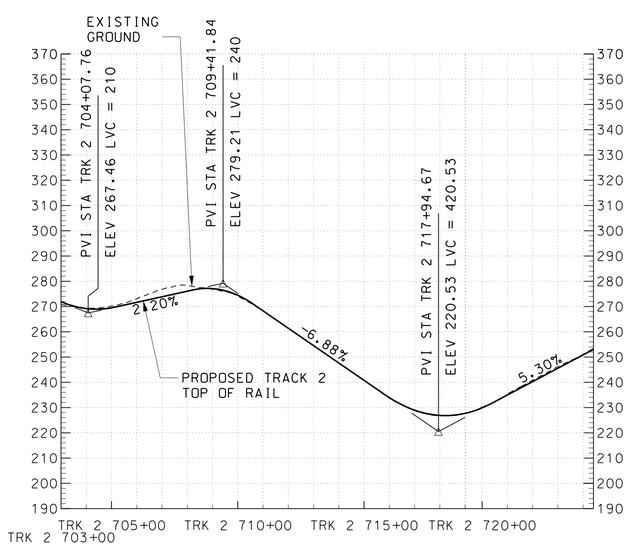
CONTRACT NO. T-1042-0220

DRAWING NO. TW-11

SHEET NO. 34 OF 497

pw:\\00 - Current Projects\1042 - Purple Line Light Rail\130 GEC CADD Files\Zone 01-West\Track\Sheet Files\1042pTW1423.dgn
9/14/2012





HORIZONTAL SCALE
300′ 0 300′ 600′
SCALE: 1″=300′

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

VERTICAL ALIGNMENT SCHEMATIC
STA TRK 2 618+00 TO STA TRK 2 724+41

DATE: SEPTEMBER 28, 2012 SCALE: 1″ = 300′

CONTRACT NO. T-1042-0220
DRAWING NO. TW-12
SHEET NO. 35 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
BEGIN	POB	TRK 1 299+21.32											478934.2715	1285364.7187
			N 50°23'29" E								L = 109.38			
CN 1 301.1	PC	TRK 1 300+30.70	19°14'39"	1548.78	520.20	0	75	0.000	1.023	20			479004.0051	1285448.9862
	PI	TRK 1 303+13.03											479184.0025	1285666.4989
	CS	TRK 1 305+50.90											479262.7778	1285897.4371
	ST	TRK 1 306+25.90											479287.7380	1285968.1597
			N 71°01'22" E								L = 536.84			
CN 1 312.1	PC	TRK 1 311+62.74	1°01'10"	24000	427.02	0	0	0.000	0.334	45			479462.3135	1286475.8215
	PI	TRK 1 313+76.25											479531.7465	1286677.7311
	PT	TRK 1 315+89.75											479597.5762	1286880.8440
			N 72°02'32" E								L = 159.94			
CN 1 320.1	TS	TRK 1 317+49.70	38°06'15"	1364.75	907.62	200	200	3.250	2.625	45			479646.8891	1287032.9955
	SC	TRK 1 319+49.70											479713.1641	1287221.6448
	PI	TRK 1 324+36.56											479858.6584	1287686.3950
	CS	TRK 1 328+57.32											480300.1417	1287891.9527
	ST	TRK 1 330+57.32											480478.3940	1287982.5452
			N 25°32'29" E								L = 405.92			
CN 1 335.1	PC	TRK 1 334+63.24	00°04'28"	130000	168.91	0	0	0.000	0.092	55			480844.6489	1288157.5657
	PI	TRK 1 335+47.70											480920.8521	1288193.9806
	PT	TRK 1 336+32.16											480997.0079	1288230.4945
			N 25°36'57" E								L = 906.15			
CN 1 347.1	TS	TRK 1 345+38.31	37°25'24"	3500	2286.05	150	150	2.000	1.423	55			481814.0950	1288622.2570
	SC	TRK 1 346+88.31											481948.8824	1288688.0707
	PI	TRK 1 358+83.11											483026.7170	1289203.6637
	CS	TRK 1 369+74.36											483521.3205	1290291.2900
	ST	TRK 1 371+24.36											483584.5090	1290427.3278
	STA EQN	TRK 1 371+24.36 BK = TRK 1 371.34.48 AHD											483584.5090	1290427.3278
			N 65°29'41" E								L = 1859.14			
CN 1 391.1	TS	TRK 1 389+93.62	00°59'03"	10015	172.04	60	60	0.750	0.446	55			484355.6393	1292119.0055
	SC	TRK 1 390+53.62											484380.5804	1292173.5760
	PI	TRK 1 391+39.65											484416.2071	1292251.8770
	CS	TRK 1 392+25.66											484453.7461	1292329.2795
	ST	TRK 1 392+85.66											484479.8369	1292383.3097
			N 64°10'02" E								L = 366.65			
CN 1 399.1	TS	TRK 1 396+52.31	23°40'37"	1600	661.19	220	220	3.250	2.938	50			484639.6016	1292713.3169
	SC	TRK 1 398+72.31											484730.8841	1292913.4348
	PI	TRK 1 402+14.72											484884.6724	1293219.5310
	CS	TRK 1 405+33.49											484845.5055	1293559.8421
	ST	TRK 1 407+53.49											484828.5949	1293779.1449
	STA EQN	TRK 1 407+53.49 BK = TRK 1 407+61.28 AHD											484828.5949	1293779.1449
			S 84°16'40" E								L = 1621.41			
CN 1 426.1	TS	TRK 1 423+82.69	22°55'50"	1605	642.34	120	60	2.125	1.823	40			484666.9275	1295392.4730
	SC	TRK 1 425+02.69											484656.4519	1295512.0075
	PI	TRK 1 428+06.73											484624.6478	1295814.3950
	CS	TRK 1 431+45.03											484743.9829	1296144.0396
CN 1 433.1	SC	TRK 1 432+05.11	18°25'26"	1026	329.92	60	70	2.750	1.978	35			484764.4672	1296200.5164
	PI	TRK 1 436+37.49											484911.4000	1296607.1700
	CS	TRK 1 435+35.03											484928.3929	1296485.1883
CN 1 437.1	SC	TRK 1 436+05.03	15°47'50"	2160	595.54	70	70	1.500	0.746	35			484974.0900	1296538.2046
	PI	TRK 1 436+37.49											484911.4000	1296607.1700
	CS	TRK 1 442+00.57											485428.3801	1296920.3663
	ST	TRK 1 442+70.57											485488.0298	1296956.9969
			N 31°14'40" E								L = 106.56			

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 299+21 TO STA TRK 1 442+70

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-13

SHEET NO. 36 OF 497

c:\pwworking\mtapw\wra-nicolas.kern\dms55072\1042pTW1701.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 1 445.1	TS	TRK 1 443+77.13	01°59'38"	2600	90.48	40	40	0.875	0.496	30			485579.1337	1297012.2681
	SC	TRK 1 444+17.13											485613.3851	1297032.9280
	PI	TRK 1 444+62.38											485652.0246	1297056.4899
	CS	TRK 1 445+07.61											485691.8950	1297077.9033
	ST	TRK 1 445+47.61											485727.0422	1297096.9994
		N 28°22'09" E									L = 738.57			
CN 1 455.1	TS	TRK 1 452+86.18	81°29'16"	871	1238.76	176	176	3.250	4.024	40			486376.9173	1297447.9317
	SC	TRK 1 454+62.18											486528.8084	1297536.6841
	PI	TRK 1 462+94.61											487264.2346	1297927.0827
	CS	TRK 1 467+00.95											486824.9611	1298634.4026
	ST	TRK 1 468+76.95											486738.3207	1298787.5083
	STA EQN	TRK 1 468+76.95 BK = TRK 1 469+81.49 AHD											486738.3207	1298787.5083
		S 58°33'56" E									L = 705.56			
CN 1 477.1	PC	TRK 1 476+86.00	00°37'34"	15114	165.17	0	0	0.000	0.793	55			486370.9069	1299388.6187
	PI	TRK 1 477+68.59											486327.8354	1299459.0862
	PT	TRK 1 478+51.17											486285.5365	1299530.0202
		S 59°11'31" E									L = 166.12			
CN 1 481.1	PC	TRK 1 480+17.29	00°38'37"	14700	165.17	0	0	0.000	0.815	55			486200.4567	1299672.6967
	PI	TRK 1 480+99.88											486158.1579	1299743.6307
	PT	TRK 1 481+82.47											486115.0647	1299814.0848
		S 58°32'53" E									L = 1057.39			
CN 1 494.1	TS	TRK 1 492+39.85	02°22'17"	4000	165.55	105	105	1.375	1.620	55			485563.3366	1300716.1200
	SC	TRK 1 493+44.85											485508.1584	1300805.4520
	PI	TRK 1 494+27.68											485465.3299	1300876.3538
	CS	TRK 1 495+10.40											485417.0578	1300943.6676
	ST	TRK 1 496+15.40											485356.7178	1301029.5973
	STA EQN	TRK 1 496+15.40 BK = TRK 1 496+16.35 AHD											485356.7178	1301029.5973
		S 54°40'22" E									L = 300.36			
CN 1 500.1	TS	TRK 1 499+16.72	00°59'27"	7810	135.05	50	50	0.750	0.277	45			485183.0356	1301274.6498
	SC	TRK 1 499+66.72											485154.0798	1301315.4120
	PI	TRK 1 500+34.25											485115.0742	1301370.5382
	CS	TRK 1 501+01.77											485074.6879	1301424.6611
	ST	TRK 1 501+51.77											485044.8601	1301464.7896
	STA EQN	TRK 1 501+51.77 BK = TRK 1 501+52.09 AHD											485044.8601	1301464.7896
		S 53°18'54" E									L = 308.21			
CN 1 507.1	TS	TRK 1 504+60.29	04°27'14"	2486	193.25	140	140	2.000	1.226	45			484860.7342	1301711.9494
	SC	TRK 1 506+00.29											484776.0492	1301823.4262
	PI	TRK 1 506+97.19											484719.2096	1301901.9238
	CS	TRK 1 507+93.54											484650.5101	1301970.2831
	ST	TRK 1 509+33.42											484553.5647	1302071.2792
	STA EQN	TRK 1 509+33.42 BK = TRK 1 509+35.42 AHD											484553.5647	1302071.2792
		S 45°38'04" E									L = 793.23			
CN 1 518.1	PC	TRK 1 517+28.66	01°08'45"	12000	239.98	0	0	0.000	0.825	50			483998.9095	1302638.3584
	PI	TRK 1 518+48.65											483915.0049	1302724.1424
	PT	TRK 1 519+68.64											483829.4017	1302808.2314
		S 44°29'19" E									L = 141.37			
CN 1 523.1	TS	TRK 1 521+10.01	11°38'30"	400	81.27	109	109	2.500	3.688	25			483728.5467	1302907.3023
	SC	TRK 1 522+19.01											483654.3961	1302987.0713
	PI	TRK 1 522+61.75											483620.2983	1303013.6359
	CS	TRK 1 523+00.29											483611.5412	1303055.9638
	ST	TRK 1 524+09.29											483572.7628	1303157.7363
		S 71°44'36" E									L = 90.60			
CN 1 526.1	TS	TRK 1 524+99.89	14°46'39"	300	77.38	80	80	2.375	2.905	20			483544.3812	1303243.7732
	SC	TRK 1 525+79.89											483515.9916	1303318.4988
	PI	TRK 1 526+20.64											483506.5510	1303358.4526
	CS	TRK 1 526+57.26											483473.6455	1303383.0018
	ST	TRK 1 527+37.26											483416.3702	1303438.7640
		S 41°41'13" E									L = 431.47			

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 443+77 TO STA TRK 1 527+37

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-14

SHEET NO. 37 OF 497

c:\pwworking\mtapw\wra-nicolas.kern\dms55072\1042pTW1701.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 1 533.1	TS	TRK 1 531+68.73	71°55'57"	170	213.43	63	68	1.000	1.329	10			483094.1503	1303725.7200
	SC	TRK 1 532+31.73											483049.8454	1303770.3740
	PI	TRK 1 533+83.90											482933.4697	1303868.8157
	CS	TRK 1 534+45.16											483043.8162	1303969.9678
	SS	TRK 1 535+13.45											483089.3490	1304020.6983
CN 1 536.1	SS	TRK 1 535+13.45	19°32'24"	148	50.47	63	63	0.875	1.801	10			483089.3490	1304020.6983
	SC	TRK 1 535+76.45											483131.1585	1304067.6561
	PI	TRK 1 536+05.04											483154.9501	1304084.6173
	CS	TRK 1 536+26.93											483151.4117	1304113.6208
	ST	TRK 1 536+89.93											483157.8506	1304176.1635
N 88°11'07" E											L = 562.87			
CN 1 543.1	TS	TRK 1 542+52.80	14°45'19"	222	57.17	42	42	-1.000	2.784	10			483175.6757	1304738.7561
	SC	TRK 1 542+94.80											483178.3274	1304780.6556
	PI	TRK 1 543+24.30											483177.9399	1304810.2164
	CS	TRK 1 543+51.97											483192.7107	1304835.8253
	ST	TRK 1 543+93.97											483210.8533	1304873.6861
N 62°35'25" E											L = 102.89			

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 531+69 TO STA TRK 1 543+94

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-15

SHEET NO. 38 OF 497

c:\pwworking\mtapw\wra-nicolas.kern\dms55072\1042pTW1701.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
N 62°35'25" E											L = 305.83			
CN 1 621.1	PC	TRK 1 619+98.13	3°07'24"	2412.50	131.51	0	40	0.283	-0.119	10			483348.0974	1305138.3454
	PI	TRK 1 622+23.90											483452.0337	1305338.7745
	CS	TRK 1 621+29.64											483411.7907	1305253.3858
CN 1 622.1	SC	TRK 1 621+69.64	39°11'02"	160	109.42	40	40	0	0.619	5			483433.6977	1305286.8163
	PI	TRK 1 622+23.90											483452.0337	1305338.7745
	CS	TRK 1 622+79.06											483524.4585	1305344.0551
	ST	TRK 1 623+19.06											483564.0541	1305349.5289
N 5°29'02" E											L = 249.42			
CN 1 626.1	TS	TRK 1 625+68.47	28°06'30"	120	58.87	40	40	0.283	3.017	10			483812.3277	1305373.3643
	SC	TRK 1 626+08.47											483851.8223	1305379.3840
	PI	TRK 1 626+41.14											483884.6549	1305380.3081
	CS	TRK 1 626+67.35											483902.7536	1305407.7174
	ST	TRK 1 627+07.35											483928.6948	1305438.1000
	STA EQN	TRK 1 627+07.35 BK = TRK 1 627+50.00 AHD											483928.6948	1305438.1000
N 52°41'28" E											L = 211.51			
CN 1 631.1	TS	TRK 1 629+61.52	6°02'43"	2500	263.78	55	55	1.000	0.426	30			484056.8966	1305606.3343
	SC	TRK 1 630+16.52											484090.3929	1305649.9574
	PI	TRK 1 631+48.62											484170.3052	1305755.1559
	CS	TRK 1 632+80.29											484263.2334	1305849.0550
	ST	TRK 1 633+35.29											484301.7179	1305888.3477
N 45°23'07" E											L = 289.09			
CN 1 637.1	TS	TRK 1 636+24.38	1°21'30"	2500	59.26	40	40	0.625	0.801	30			484504.7578	1306094.1361
	SC	TRK 1 636+64.38											484532.9270	1306122.5348
	PI	TRK 1 636+94.02											484553.6673	1306143.7077
	CS	TRK 1 637+23.65											484575.3775	1306163.8850
	ST	TRK 1 637+63.65											484604.5060	1306191.2989
N 43°06'37" E											L = 139.12			
CN 1 640.1	TS	TRK 1 639+02.77	2°37'51"	980	89.19	90	80	1.875	1.762	30			484706.0724	1306286.3772
	SC	TRK 1 639+92.77											484772.7035	1306346.8651
	PI	TRK 1 640+34.71											484802.3967	1306376.5482
	CS	TRK 1 640+81.96											484843.0842	1306401.6000
	ST	TRK 1 641+61.96											484909.6311	1306445.9910
N 32°55'34" E											L = 54.36			
CN 1 644.1	TS	TRK 1 642+16.32	21°13'45"	380	140.80	125	125	3.375	3.138	25			484955.2622	1306475.5407
	SC	TRK 1 643+41.32											485056.1822	1306549.0432
	PI	TRK 1 644+17.99											485124.5332	1306585.1570
	CS	TRK 1 644+82.12											485140.5017	1306660.7948
	ST	TRK 1 646+07.12											485183.4848	1306778.0123
	STA EQN	TRK 1 646+07.12 BK = TRK 1 646+13.15 AHD											485183.4848	1306778.0123
N 73°00'10" E											L = 186.85			
CN 1 649.1	TS	TRK 1 647+99.99	4°18'50"	995	74.92	55	55	1.500	0.987	25			485238.1044	1306956.6959
	SC	TRK 1 648+54.99											485253.6965	1307009.4376
	PI	TRK 1 648+92.55											485265.1615	1307045.2112
	CS	TRK 1 649+29.91											485270.8719	1307082.3407
	ST	TRK 1 649+84.91											485280.4638	1307136.4959

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 619+98 TO STA TRK 1 649+85

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-16

SHEET NO. 39 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
N 80°29'02" E								L = 105.26						
CN 1 651.1	TS	TRK 1 650+90.17	5°21'38"	1100	102.92	50	50	1.375	0.875	25			485297.8664	1307240.3104
	SC	TRK 1 651+40.17											485305.7587	1307289.6824
	PI	TRK 1 651+91.76											485314.6615	1307340.5002
	CS	TRK 1 652+43.09											485315.6794	1307392.0819
	ST	TRK 1 652+93.09											485317.4114	1307442.0508
	STA EQN	TRK 1 652+93.09 BK = TRK 1 653+15.21 AHD											485317.4114	1307442.0508
N 88°26'56" E								L = 305.63						
CN 1 658.1	TS	TRK 1 656+53.43	19°36'18"	545	186.48	60	60	1.500	1.406	20			485326.5669	1307780.1470
	SC	TRK 1 657+13.43											485329.2909	1307840.0771
	PI	TRK 1 658+08.88											485330.7748	1307935.5372
	CS	TRK 1 658+99.92											485375.7793	1308019.7360
	ST	TRK 1 659+59.92											485402.4658	1308073.4656
N 62°32'09" E								L = 110.53						
CN 1 662.1	TS	TRK 1 660+70.45	18°47'59"	600	196.87	60	60	2.000	2.125	25			485453.4401	1308171.5364
	SC	TRK 1 661+30.45											485480.2176	1308225.2222
	PI	TRK 1 662+30.93											485527.4545	1308313.9346
	CS	TRK 1 663+27.32											485531.6016	1308414.3539
	ST	TRK 1 663+87.32											485535.6713	1308474.2090
N 87°03'55" E								L = 83.38						
CN 1 666.1	TS	TRK 1 664+70.69	6°13'06"	720	78.14	60	60	1.500	1.938	25			485539.9402	1308557.4766
	SC	TRK 1 665+30.69											485543.8438	1308617.3449
	PI	TRK 1 665+69.99											485545.0245	1308656.6483
	CS	TRK 1 666+08.83											485555.2956	1308694.6042
	ST	TRK 1 666+68.83											485568.9263	1308753.0306
N 76°04'20" E								L = 65.94						
CN 1 669.1	TS	TRK 1 667+34.78	19°57'00"	270	94.01	95	95	2.500	3.367	20			485584.7989	1308817.0353
	SC	TRK 1 668+29.78											485602.1994	1308910.2953
	PI	TRK 1 668+81.30											485620.0669	1308959.2507
	CS	TRK 1 669+23.79											485592.2160	1309003.2984
	ST	TRK 1 670+18.79											485555.4181	1309090.7405
N 63°49'06" W								L = 107.35						
CN 1 676.1	TS	TRK 1 671+26.13	71°19'15"	402	500.40	135	160	3.250	2.907	25			485508.0553	1309187.0720
	SC	TRK 1 672+61.13											485455.4255	1309311.2069
	PI	TRK 1 676+15.09											485292.3197	1309625.8584
	CS	TRK 1 677+61.54											485608.7916	1309754.1210
	ST	TRK 1 679+21.54											485750.2860	1309828.2111
N 23°50'18" E								L = 70.96						
CN 1 681.1	TS	TRK 1679+92.50	44°20'01"	243	188.02	40	40	1.125	0.505	10			485815.1934	1309856.8905
	SC	TRK 1 680+32.50											485851.3129	1309874.0491
	PI	TRK 1 681+35.82											485946.2885	1309914.8149
	CS	TRK 1 682+20.52											485967.4043	1310015.9897
	ST	TRK 1 682+60.52											485977.0570	1310054.7951
	STA EQN	TRK 1 682+60.52 BK TRK 1 683+00.00 AHD											485977.0570	1310054.7951

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 650+90 TO STA TRK 1 683+00

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-17

SHEET NO. 40 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
N 77°36'11" E								L = 633.72						
CN 1 691.1	TS	TRK 1 689+33.71	39°00'38"	480	326.81	90	90	2.125	1.175	20			486113.1040	1310673.7346
	SC	TRK 1 690+23.71											486129.6632	1310762.1623
	PI	TRK 1 692+01.60											486170.6140	1310935.3737
	CS	TRK 1 693+50.53											486060.3955	1311075.1271
	ST	TRK 1 694+40.53											486008.0678	1311148.3083
N 52°38'36" W								L = 103.88						
CN 1 697.1	TS	TRK 1 695+44.41	15°23'36"	475	127.62	85	85	2.000	1.335	20			485945.0348	1311230.8811
	SC	TRK 1 696+29.41											485895.5140	1311299.9286
	PI	TRK 1 696+95.16											485853.5621	1311350.7098
	CS	TRK 1 697+57.02											485842.6838	1311415.6741
	ST	TRK 1 698+42.02											485822.9646	1311498.3240
N 78°17'22" W								L = 84.30						
CN 1 701.1	TS	TRK 1 699+26.32	35°35'29"	285	177.04	150	150	3.500	2.058	20			485805.8550	1311580.8672
	SC	TRK 1 700+76.32											485762.7998	1311724.0738
	PI	TRK 1 701+87.46											485752.8533	1311836.5673
	CS	TRK 1 702+53.36											485640.5160	1311848.1465
	ST	TRK 1 704+03.36											485497.9499	1311893.2770
	STA EQN	TRK 1 704+03.36 BK = TRK 1 704+28.37 AHD											485497.9499	1311893.2770
N 12°32'33" W								L = 392.23						
CN 1 709.1	TS	TRK 1 708+20.60	61°47'16"	118	127.25	50	40	1.125	2.231	10			485115.0796	1311978.4560
	SC	TRK 1 708+70.60											485067.2559	1311992.7014
	PI	TRK 1 709+67.83											484971.3670	1312010.4284
	CS	TRK 1 709+97.85											484998.7536	1312092.6542
CN 1 711.1	SC	TRK 1 710+37.85	4°29'27"	1600	125.41	40	0	0.375	0.182	15			485000.9713	1312132.5347
	PI	TRK 1 709+67.83											484971.3670	1312010.4284
	PT	TRK 1 711+63.26											485020.8918	1312256.3209
N 78°36'45" E								L = 144.51						
CN 1 715.1	PC	TRK 1 713+07.77	8°03'04"	4463.08	314.09	0	0	0.500	0.299	30			485049.4234	1312397.9812
	PI	TRK 1 716+21.85											485111.4376	1312705.8836
	PT	TRK 1 719+34.90											485215.9637	1313002.0658
N 70°33'41" E								L = 563.20						

LRT TRACK ALIGNMENT DATA - CROSSOVER - PURPLE LINE

CROSSOVER	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	TYPE
CROSSOVER 5	PS-10(5-1)	TRK 1 686+45.00	486051.1222	1310391.7511	
	PITO-10(5-1)	TRK 1 686+76.42	486057.8675	1310422.4385	
	PITO-10(5-2)	TRK 2 688+01.11	486096.8447	1310541.5376	
	PS-10(5-2)	TRK 2 688+32.53	486103.5900	1310572.2251	
					NO. 10 DOUBLE CROSSOVER
	PS-10(5-3)	TRK 2 686+45.00	486063.3307	1310389.0676	
	PITO-10(5-3)	TRK 2 686+76.42	486070.0760	1310419.7550	
	PITO-10(5-4)	TRK 1 688+01.11	486084.6361	1310544.2212	
	PS-10(5-4)	TRK 1 688+32.53	486091.3814	1310574.9086	

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 689+23 TO STA TRK 1 719+35

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-18

SHEET NO. 41 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
BEGIN	POB	TRK 1 722+00.00											485,384.3733	1,313,479.2667
					N 70°33'41" E					L = 30.19'				
CN 1 723.1	TS	TRK 1 722+30.19	59°18'37"	114	118.01	47	47	1.125	2.349	10			485,394.4217	1,313,507.7397
	SC	TRK 1 722+77.19											485,406.9606	1,313,552.9443
	PI	TRK 1 723+55.11											485,435.9938	1,313,625.5371
	CS	TRK 1 723+95.20											485,364.6509	1,313,657.5191
	ST	TRK 1 724+42.20											485,324.2066	1,313,681.2873
					S 26°30'22" E					L = 304.54'				
CN 1 728.1	TS	TRK 1 727+46.75	6°11'28"	510	55.11	42	42	1.000	0.747	15			485,051.6753	1,313,817.2034
	SC	TRK 1 727+88.75											485,014.3537	1,313,836.4604
	PI	TRK 1 728+16.46											484,989.2889	1,313,848.3166
	CS	TRK 1 728+43.85											484,967.6215	1,313,865.6179
	ST	TRK 1 728+85.85											484,933.9186	1,313,890.6748
					S 37°24'57" E					L = 58.96'				
CN 1 732.1	TS	TRK 1 729+44.82	20°00'26"	1413.75	493.67	88	88	1.125	2.306	35			484,887.0879	1,313,926.5002
	SC	TRK 1 730+32.82											484,816.6464	1,313,979.2385
	PI	TRK 1 732+83.87											484,617.7946	1,314,132.5090
	CS	TRK 1 735+26.49											484,373.8037	1,314,191.6895
	ST	TRK 1 736+14.49											484,288.5861	1,314,213.6277
					S 13°50'32" E					L = 587.29'				
CN 1 746.1	TS	TRK 1 742+01.78	19°46'44"	1913.75	660.64	140	140	-1.125	3.660	35			483,718.3492	1,314,354.1370
	SC	TRK 1 743+41.78											483,582.8416	1,314,389.2846
	PI	TRK 1 746+78.13											483,255.8318	1,314,468.1037
	CS	TRK 1 750+02.42											482,991.1390	1,314,675.6745
	ST	TRK 1 751+42.42											482,879.5047	1,314,760.1461
					S 37°48'46" E					L = 723.19'				
CN 1 759.1	TS	TRK 1 758+65.61	1°22'42"	4400	105.84	53	53	1.125	-0.023	35			482,308.1720	1,315,203.5194
	SC	TRK 1 759+18.61											482,266.2358	1,315,235.9286
	PI	TRK 1 759+71.54											482,224.4843	1,315,268.4638
	CS	TRK 1 760+24.46											482,181.4614	1,315,299.2982
	ST	TRK 1 760+77.46											482,138.5072	1,315,330.3453
					S 35°44'39" E					L = 62.48'				
CN 1 762.1	TS	TRK 1 761+39.93	1°55'28"	2800	94.05	79	79	-1.125	2.398	30			482,087.7975	1,315,366.8434
	SC	TRK 1 762+18.93											482,023.8968	1,315,413.2932
	PI	TRK 1 762+65.99											481,985.4872	1,315,440.4806
	CS	TRK 1 763+12.98											481,949.3007	1,315,470.5634
	ST	TRK 1 763+91.98											481,887.9205	1,315,520.2962
					S 39°17'07" E					L = 296.64'				
CN 1 768.1	TS	TRK 1 766+88.62	10°55'42"	990	188.83	47	47	-1.125	2.025	15			481,658.3213	1,315,708.1227
	SC	TRK 1 767+35.62											481,622.1806	1,315,738.1684
	PI	TRK 1 768+30.61											481,548.4240	1,315,798.0254
	CS	TRK 1 769+24.45											481,491.4678	1,315,874.0444
	ST	TRK 1 769+71.45											481,462.8439	1,315,911.3213
					S 52°56'01" E					L = 779.30'				
CN 1 778.1	TS	TRK 1 777+50.75	2°17'25"	2650.3	105.94	61.875	61.875	1.125	0.705	35			480,993.1288	1,316,533.1571
	SC	TRK 1 778+12.63											480,955.6427	1,316,582.3838
	PI	TRK 1 778+65.63											480,923.8889	1,316,624.8207
	CS	TRK 1 779+18.57											480,889.1484	1,316,664.8493
	ST	TRK 1 779+80.44											480,848.9876	1,316,711.9193
					S 49°18'21" E					L = 0.00'				
CN 1 780.1	TS	TRK 1 779+80.45	2°25'22"	2615	110.58	55	55	1.000	0.855	35			480,848.9855	1,316,711.9218
	SC	TRK 1 780+35.45											480,813.2709	1,316,753.7481
	PI	TRK 1 780+90.77											480,777.0546	1,316,795.5663
	CS	TRK 1 781+46.03											480,743.8648	1,316,839.8248
	ST	TRK 1 782+01.03											480,710.5607	1,316,883.5947
					S 52°56'02" E					L = 748.64'				
CN 1 791.1	TS	TRK 1 789+49.67	0°28'07"	15500	126.75	90	90	-1.125	1.534	40			480,259.3270	1,317,480.9637
	SC	TRK 1 790+39.67											480,205.1502	1,317,552.8307
	PI	TRK 1 791+03.05											480,166.8804	1,317,603.3498
	CS	TRK 1 791+66.42											480,129.4613	1,317,654.5022
	ST	TRK 1 792+56.42											480,076.1543	1,317,727.0167
					S 53°44'06" E					L = 0.00'				
CN 1 793.1	TS	TRK 1 792+56.42	0°35'34"	11000	113.82	40	40	0.500	-0.059	35			480,076.1520	1,317,727.0198
	SC	TRK 1 792+96.42											480,052.4716	1,317,759.2570
	PI	TRK 1 793+53.34											480,018.8258	1,317,805.1599
	CS	TRK 1 794+10.25											479,984.5026	1,317,850.5587
	ST	TRK 1 794+50.25											479,960.4124	1,317,882.4908
					S 52°56'02" E					L = 325.46'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 722+00 TO STA TRK 1 794+50

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-19

SHEET NO. 42 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_hod.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
	TS	TRK 1 797+75.71											479,764.2439	1,318,142.1900
	SC	TRK 1 798+30.71											479,731.5828	1,318,186.4388
CN 1 801.1	PI	TRK 1 801+39.17	40°21'25"	828	583.21	55	55	1.125	1.864	25			479,545.1701	1,318,432.2124
	CS	TRK 1 804+13.92											479,583.8837	1,318,738.2444
	ST	TRK 1 804+68.92											479,590.0737	1,318,792.8923
					N 82°54'12" E					L = 5277.48'				
	TS	TRK 1 857+46.40											480,242.0705	1,324,029.9411
	SC	TRK 1 858+06.40											480,249.7795	1,324,089.4432
CN 1 858.1	PI	TRK 1 858+72.96	3°47'43"	2007.25	132.96	60	60	1.250	1.167	35			480,257.7058	1,324,155.5292
	CS	TRK 1 859+39.36											480,272.5221	1,324,220.4189
	ST	TRK 1 859+99.36											480,285.3234	1,324,279.0368
					N 77°23'44" E					L = 56.79'				
	TS	TRK 1 860+56.15											480,297.7165	1,324,334.4596
	SC	TRK 1 862+11.15											480,327.3716	1,324,486.5488
CN 1 863.1	PI	TRK 1 863+67.50	18°25'39"	942	302.97	155	155	1.125	4.025	35			480,365.6594	1,324,638.3051
	CS	TRK 1 865+14.12											480,320.4063	1,324,788.1319
	ST	TRK 1 866+69.12											480,283.7614	1,324,938.6899
					S 74°44'58" E					L = 711.23'				
	TS	TRK 1 873+80.35											480,096.6791	1,325.624.8690
	SC	TRK 1 874+30.35											480,086.1499	1,325,673.6887
CN 1 875.1	PI	TRK 1 875+43.18	64°34'11"	155	174.68	50	50	-1.125	3.680	10			480,053.8476	1,325,781.9661
	CS	TRK 1 876+05.02											480,159.4500	1,325,822.1603
	ST	TRK 1 876+55.02											480,204.6100	1,325,843.4863
					N 22°11'54" E					L = 102.38'				
	TS	TRK 1 877+57.40											480299.3983	1325882.1657
	SC	TRK 1 878+17.40	51°36'20"	962	866.46	60	60	1.125	1.448	25			480354.7102	1325905.4098
CN 1 882.1	CS	TRK 1 886+83.86											480895.3947	1326544.9514
	PI	TRK 1 884+22.06											480914.7945	1326133.285
CN 1 887.1	SC	TRK 1 887+43.86											480907.9530	1326603.6013
	CS	TRK 1 887+95.33	5°49'43"	506	51.47	60	60	1.125	0.636	15			480913.6090	1326654.7411
	ST	TRK 1 888+55.33											480914.7945	1326714.7200
					S 90°00'00" E					L = 0.00'				
	TS	TRK 1 888+55.34											480,914.7945	1,326,714.7221
	SC	TRK 1 889+02.34											480,915.0777	1,326,761.7206
CN 1 889.1	PI	TRK 1 889+28.06	2°15'56"	1300	51.4	47	47	-1.125	1.810	15			480,914.7945	1,326,787.4500
	CS	TRK 1 889+53.74											480,917.0226	1,326,813.0843
	ST	TRK 1 890+00.74											480,920.2944	1,326,859.9696
					N 85°39'47" E					L = 0.00'				
	TS	TRK 1 890+00.74											480,920.2946	1,326,859.9723
	SC	TRK 1 890+47.74											480,923.5664	1,326,906.8576
CN 1 890.1	PI	TRK 1 890+73.47	2°15'56"	1300	51.4	47	47	1.125	-0.440	15			480,925.7945	1,326,932.4918
	CS	TRK 1 890+99.15											480,925.5113	1,326,958.2212
	ST	TRK 1 891+46.15											480,925.7945	1,327,005.2197
					S 90°00'00" E					L = 409.64'				
	TS	TRK 1 895+55.78											480,925.7945	1,327.414.8578
	SC	TRK 1 896+02.78											480,926.3788	1,327,461.8513
CN 1 896.1	PI	TRK 1 896+28.35	4°37'47"	630	50.91	47	47	-1.125	2.539	15			480,925.7945	1,327,487.4196
	CS	TRK 1 896+53.69											480,930.3293	1,327,512.5892
	ST	TRK 1 897+00.69											480,937.0256	1,327,559.1068
					N 81°05'45" E					L = 576.25'				
	TS	TRK 1 902+76.94											481,026.2183	1,328.128.4151
	SC	TRK 1 903+26.94											481,033.6140	1,328,177.8641
CN 1 903.1	PI	TRK 1 903+82.09	5°15'14"	1200	110.04	50	50	1.125	0.938	25			481,042.4924	1,328,232.2906
	CS	TRK 1 904+36.98											481,043.3606	1,328,287.4296
	ST	TRK 1 904+86.98											481,044.8097	1,328,337.4076
					N 88°44'14" E					L = 815.33'				
	TS	TRK 1 913+02.31											481,062.7792	1,329.152.5405
	SC	TRK 1 913+52.31											481,062.8397	1,329,202.5318
CN 1 914.1	PI	TRK 1 914+30.43	21°43'59"	400	151.73	50	50	1.125	1.103	15			481,065.6030	1,329,280.6299
	CS	TRK 1 915+04.04											481,028.4395	1,329,349.3744
	ST	TRK 1 915+54.04											481,006.1814	1,329,394.1372
					S 62°22'04" E					L = 370.77'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 797+75 TO STA TRK 1 915+54

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-20

SHEET NO. 43 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 1 920.1	TS	TRK 1 919+24.81	26°17'03"	480	220.2	50	50	1.125	0.731	15			480,834.2192	1,329,722.6200
	SC	TRK 1 919+74.81											480,810.2668	1,329,766.5026
	PI	TRK 1 920+88.65											480,758.2291	1,329,867.7765
	CS	TRK 1 921+95.01											480,659.3046	1,329,924.1526
	ST	TRK 1 922+45.01											480,616.5008	1,329,949.9835
					S 30°06'54" E					L = 104.32'				
CN 1 924.1	TS	TRK 1 923+49.32	28°35'21"	290	144.7	70	70	-1.125	4.197	15			480,526.2644	1,330,002.3235
	SC	TRK 1 924+19.32											480,467.2127	1,330,039.8276
	PI	TRK 1 924+97.12											480,398.4186	1,330,076.4782
	CS	TRK 1 925+64.03											480,377.7223	1,330,151.6285
	ST	TRK 1 926+34.03											480,354.0600	1,330,217.4597
					S 72°32'03" E					L = 352.08'				
CN 1 930.1	TS	TRK 1 929+86.11	5°57'44"	750	78.05	50	50	-1.125	2.313	15			480,248.3875	1,330,553.3100
	SC	TRK 1 930+36.11											480,233.9123	1,330,601.1663
	PI	TRK 1 930+75.30											480,221.6183	1,330,638.3885
	CS	TRK 1 931+14.16											480,216.9281	1,330,677.3069
	ST	TRK 1 931+64.16											480,209.6932	1,330,726.7782
					S 82°18'59" E					L = 561.99'				
CN 1 938.1	TS	TRK 1 937+26.15	39°50'18"	115	79.96	40	40	0.896	2.547	10			480,134.5531	1,331,283.7221
	SC	TRK 1 937+66.15											480,126.9280	1,331,322.9339
	PI	TRK 1 938+12.54											480,123.0015	1,331,369.3432
	CS	TRK 1 938+46.11											480,079.1528	1,331,385.0446
	ST	TRK 1 938+86.11											480,043.2096	1,331,402.4742
					S 22°32'57" E					L = 0.00'				
CN 1 941.1	TS	TRK 1 938+86.11	36°41'03"	640	409.77	90.78	90.78	2.034	1.833	25			480,043.2083	1,331,402.4747
	SC	TRK 1 939+76.89											479,960.2333	1,331,439.2505
	PI	TRK 1 941+95.58											479,757.4002	1,331,521.1478
	CS	TRK 1 943+86.66											479,675.1833	1,331,723.8515
	ST	TRK 1 944+77.44											479,638.2768	1,331,806.7685
					S 67°21'38" E					L = 203.22'				
CN 1 947.1	TS	TRK 1 946+80.66	0°48'17"	8000	112.37	55	55	1.125	-0.519	35			479,560.0515	1,331,994.3283
	SC	TRK 1 947+35.66											479,538.8221	1,332,045.0660
	PI	TRK 1 947+91.84											479,517.2513	1,332,096.9497
	CS	TRK 1 948+48.03											479,494.4845	1,332,148.3199
	ST	TRK 1 949+03.03											479,472.3136	1,332,198.6533
					S 66°09'42" E					L = 314.98'				
CN 1 954.1	TS	TRK 1 952+18.01	25°04'45"	530	231.99	147	147	2.250	4.475	30			479345.013	1332486.762
	SC	TRK 1 953+65.01											479279.5093	1332618.221
	CS	TRK 1 955+96.99											479118.7085	1332782.865
	PI	TRK 1 955+53.04											479209.6075	1332793.214
CN 1 957.1	SC	TRK 1 957+43.99											478987.5687	1332848.734
	CS	TRK 1 958+38.17	4°29'48"	1200	94.18	147	62	1.125	1.845	30			478898.7812	1332880.059
	ST	TRK 1 959+00.17											478839.2443	1332897.355
					S 15°42'19" E					L = 378.26'				
CN 1 963.1	TS	TRK 1 962+78.43	1°49'03"	1600	50.76	40	40	1.125	0.422	25			478,475.1038	1,332,999.7457
	SC	TRK 1 963+18.43											478,436.5526	1,333,010.4126
	PI	TRK 1 963+43.82											478,412.1540	1,333,017.4462
	CS	TRK 1 963+69.19											478,387.3241	1,333,022.7598
	ST	TRK 1 964+09.19											478,348.3020	1,333,031.5495
					S 12°27'19" E					L = 52.18'				
CN 1 965.1	TS	TRK 1 964+61.36	1°47'14"	2000	62.38	45.07	45.07	-1.125	1.917	20			478,297.3537	1,333,042.8028
	SC	TRK 1 965+06.43											478,253.3815	1,333,052.6885
	PI	TRK 1 965+37.64											478,222.8725	1,333,059.2539
	CS	TRK 1 965+68.82											478,192.8507	1,333,067.7743
	ST	TRK 1 966+13.89											478,149.3822	1,333,079.6809
					S 15°32'01" E					L = 0.00'				
CN 1 967.1	TS	TRK 1 966+13.89	22°15'20"	265	102.94	45.07	45.07	1.125	2.237	15			478,149.3809	1,333,079.6813
	SC	TRK 1 966+58.96											478,105.6466	1,333,090.5123
	PI	TRK 1 967+12.50											478,054.3735	1,333,106.0893
	CS	TRK 1 967+61.90											478,003.3608	1,333,089.6794
	ST	TRK 1 968+06.97											477,959.8086	1,333,078.1378
					S 16°28'00" W					L = 175.11'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 919+24 TO STA TRK 1 968+06

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-21

SHEET NO. 44 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 1 970.1	TS	TRK 1 969+82.08	20°45'38"	184	66.67	47	47	1.125	1.027	10			477,791.8771	1,333,028.5006
	SC	TRK 1 970+29.08											477,747.4448	1,333,013.2832
	PI	TRK 1 970+64.44											477,712.8939	1,333,005.1547
	CS	TRK 1 970+95.75											477,692.5811	1,332,976.0476
	ST	TRK 1 971+42.75											477,662.0316	1,332,940.3751
					S 51°51'45" W					L = 244.42'				
CN 1 974.1	TS	TRK 1 973+87.16	19°46'21"	150	51.76	40	40	0.750	1.890	10			477,511.0924	1,332,748.1349
	SC	TRK 1 974+27.16											477,485.0377	1,332,717.8260
	PI	TRK 1 974+54.66											477,469.4095	1,332,695.0464
	CS	TRK 1 974+78.93											477,442.5060	1,332,688.7728
	ST	TRK 1 975+18.93											477,404.7970	1,332,675.5250
	ST EQN	TRK 1 978+13.93 BK											477,116.1027	1,332,588.3018
		TRK 1 1000+00.00 AHD											477,116.1027	1,332,588.3018
					S 16°48'40" W					L = 1294.95'				
CN 1 1012.1	TS	TRK 1 1009+93.37	34°19'12"	329	197.07	136	136	3.250	4.273	25			476,165.1870	1,332,301.0016
	SC	TRK 1 1011+29.37											476,032.8525	1,332,270.7777
	PI	TRK 1 1012+44.95											475,924.3546	1,332,228.2389
	CS	TRK 1 1013+26.44											475,843.0942	1,332,311.7739
	ST	TRK 1 1014+62.44											475,735.0395	1,332,393.9326
					S 41°11'36" E					L = 76.89'				
CN 1 1017.1	TS	TRK 1 1015+39.33	9°27'00"	601	99.12	115	115	2.750	3.180	30			475,677.1825	1,332,444.5707
	SC	TRK 1 1016+54.33											475,588.3112	1,332,517.4826
	PI	TRK 1 1017+05.18											475,552.3764	1,332,553.8044
	CS	TRK 1 1017+53.45											475,503.4290	1,332,568.4580
	ST	TRK 1 1018+68.45											475,397.3084	1,332,612.6470
					S 20°46'48" E					L = 286.51'				
CN 1 1025.1	TS	TRK 1 1021+54.96	24°10'24"	1429	602.9	105	105	2.000	1.395	35			475,129.4376	1,332,714.2940
	SC	TRK 1 1022+59.96											475,031.7372	1,332,752.7429
	PI	TRK 1 1025+68.91											474,742.4145	1,332,861.1549
	CS	TRK 1 1028+62.86											474,541.3534	1,333,095.7509
	ST	TRK 1 1029+67.86											474,471.7297	1,333,174.3398
					S 49°09'48" E					L = 321.70'				
CN 1 1034.1	TS	TRK 1 1032+89.56	19°03'36"	644	214.23	60	60	1.750	2.093	25			474,261.3691	1,333,417.7291
	SC	TRK 1 1033+49.56											474,222.8480	1,333,463.7230
	PI	TRK 1 1034+58.83											474,150.6790	1,333,545.7986
	CS	TRK 1 1035+63.79											474,120.6453	1,333,650.8831
	ST	TRK 1 1036+23.79											474,102.7763	1,333,708.1545
					S 73°33'41" E					L = 463.55'				
CN 1 1042.1	TS	TRK 1 1040+87.35	1°21'54"	4464	106.35	100	100	1.250	-0.163	35			473,971.5966	1,334,152.7592
	SC	TRK 1 1041+87.35											473,943.6563	1,334,248.7760
	PI	TRK 1 1042+40.54											473,928.2440	1,334,299.6932
	CS	TRK 1 1042+93.70											473,915.9262	1,334,351.4462
	ST	TRK 1 1043+93.70											473,891.7275	1,334,448.4736
					S 76°12'36" E					L = 478.70'				
CN 1 1050.1	TS	TRK 1 1048+72.40	0°53'15"	10000	154.89	70	70	0.750	0.240	50			473,777.6222	1,334,913.3758
	SC	TRK 1 1049+42.40											473,760.8574	1,334,981.3386
	PI	TRK 1 1050+19.85											473,742.4756	1,335,056.5744

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 969+82 TO STA TRK 1 1051+67

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-22

SHEET NO. 45 OF 497

c:\pwworking\mtapw\gf-george weltonr\dms96714\1042pTW0001_hod.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
S 74°55'17" E												L = 211.30'		
CN 1 1055.1	TS	TRK 1 1054+11.30	73°22'39"	100	128.07	40	40	0.500	0.49	5			473649.1493	1335402.9726
	SC	TRK 1 1054+51.30											473636.2176	1335440.7494
	PI	TRK 1 1055+43.66											473614.7178	1335530.7718
	CS	TRK 1 1055+79.37											473529.5344	1335494.5771
	ST	TRK 1 1056+19.37											473491.4652	1335482.5330
S 21°22'28" W												L = 81.07'		
CN 1 1059.1	TS	TRK 1 1057+00.43	18°41'07"	909	296.44	60	60	1.750	0.973	25			473415.9757	1335452.9878
	SC	TRK 1 1057+60.43											473359.8681	1335431.7371
	PI	TRK 1 1059+11.01											473219.8874	1335376.2424
	CS	TRK 1 1060+56.88											473069.3490	1335379.7737
	ST	TRK 1 1061+16.88											473009.3538	1335380.2578
S 1°05'34" E												L = 283.56'		
CN 1 1066.1	TS	TRK 1 1064+00.44	11°08'37"	1045	203.25	150	150	3.000	1.642	35			472725.8459	1335385.6650
	SC	TRK 1 1065+50.44											472575.8820	1335384.9374
	PI	TRK 1 1066+53.90											472472.4280	1335390.4984
	CS	TRK 1 1067+53.68											472375.2341	1335354.6234
	ST	TRK 1 1069+03.68											472231.7484	1335311.0165
S 18°16'31" W												L = 169.97'		
CN 1 1072.1	TS	TRK 1 1070+73.65	5°35'49"	1950	190.48	80	80	1.500	0.988	35			472070.3552	1335257.7182
	SC	TRK 1 1071+53.65											471994.2220	1335233.1520
	PI	TRK 1 1072+49.12											471903.7374	1335202.6944
	CS	TRK 1 1073+44.13											471809.7145	1335186.1165
	ST	TRK 1 1074+24.13											471731.1121	1335171.2367
S 10°19'40" W												L = 382.76'		
CN 1 1080.1	TS	TRK 1 1078+06.89	61°19'50"	219	234.42	120	120	2.750	1.318	15			471354.5576	1335102.6166
	SC	TRK 1 1079+26.89											471235.4306	1335091.9877
	PI	TRK 1 1080+99.28											471066.9054	1335050.1973
	CS	TRK 1 1081+61.31											471054.7849	1335223.4032
	ST	TRK 1 1082+81.31											471028.2237	1335340.0167
	ST EQN	TRK 1 1082+81.31 BK =											471028.2237	1335340.0167
		TRK 1 1080+75.08 AHD											471028.2237	1335340.0167

LRT TRACK ALIGNMENT DATA - CROSSOVERS - PURPLE LINE

CROSSOVER	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	TYPE
CROSSOVER 11	PS-10(11-1)	TRK 1 1061+62.89	472963.3533	1335381.1352	
	PITO-10(11-1)	TRK 1 1061+94.31	472931.9390	1335381.7343	
	PITO-10(11-2)	TRK 2 1063+33.96	472792.5786	1335398.3948	
	PS-10(11-2)	TRK 2 1063+65.38	472761.1643	1335398.9940	
					NO. 10 DOUBLE CROSSOVER
	PS-10(11-3)	TRK 2 1061+62.89	472963.6202	1335395.1326	
	PITO-10(11-3)	TRK 2 1061+94.31	472932.2059	1335395.7318	
	PITO-10(11-4)	TRK 1 1063+33.96	472792.3117	1335384.3974	
	PS-10(11-4)	TRK 1 1063+65.38	472760.8974	1335384.9965	

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 1054+11 TO STA TRK 1 1080+75

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–23

SHEET NO. 46 OF 497

c:\pwworking\mtapw\je-melissa hedrick\d0107267\1042pCV0009.dgn
9/25/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
					S 82°23'52" E					L = 347.60'				
CN 1 1088.1	TS	TRK 1 1084+22.68	14°55'08"	2992	779.07	50	50	1.000	0.621	35			470,982.2380	1,335,684.5619
	SC	TRK 1 1084+72.68											470,975.7613	1,335,734.1405
	PI	TRK 1 1088+64.89											470,923.7358	1,336,122.8852
	CS	TRK 1 1092+51.74											470,980.3161	1,336,510.9933
	ST	TRK 1 1093+01.74											470,987.3737	1,336,560.4925
					N 81°43'33" E					L = 293.08'				
CN 1 1098.1	TS	TRK 1 1095+94.82	11°34'47"	1200	242.53	106	106	1.750	2.293	35			471,029.5500	1,336,850.5187
	SC	TRK 1 1097+00.82											471,046.3454	1,336,955.1703
	PI	TRK 1 1098+23.37											471,062.4405	1,337,076.6914
	CS	TRK 1 1099+43.34											471,115.4921	1,337,187.1992
	ST	TRK 1 1100+49.34											471,158.7231	1,337,283.9728
					N 65°05'06" E					L = 40.89'				
CN 1 1104.1	TS	TRK 1 1100+90.24	16°53'11"	1401	412.91	160	160	2.500	3.224	45			471,175.9506	1,337,321.0610
	SC	TRK 1 1102+50.24											471,240.5709	1,337,467.4058
	PI	TRK 1 1104+60.90											471,332.1010	1,337,657.2284
	CS	TRK 1 1106+63.15											471,334.5182	1,337,867.9522
	ST	TRK 1 1108+23.15											471,341.7072	1,338,027.7674
					N 88°30'54" E					L = 1490.92'				
CN 1 1126.1	TS	TRK 1 1123+14.06	36°54'16"	699	450.23	97	97	2.250	2.849	30			471,380.3461	1,339,518.1855
	SC	TRK 1 1124+11.06											471,385.1007	1,339,615.0481
	PI	TRK 1 1126+51.29											471,389.0857	1,339,855.2978
	CS	TRK 1 1128+61.29											471,564.4599	1,340,019.5528
	ST	TRK 1 1129+58.29											471,633.0529	1,340,088.1092
					N 43°39'35" E					L = 394.00'				
CN 1 1136.1	TS	TRK 1 1133+52.30	55°46'39"	323	314.44	136	136	3.250	4.413	25			471,918.0967	1,340,360.1189
	SC	TRK 1 1134+88.30											472,009.4833	1,340,460.4770
	PI	TRK 1 1136+92.75											472,164.3995	1,340,595.1590
	CS	TRK 1 1138+02.74											472,043.1102	1,340,760.7705
	ST	TRK 1 1139+38.74											471,976.1850	1,340,878.8564
					S 56°26'18" E					L = 1282.40'				
CN 1 1159.1	TS	TRK 1 1152+21.14	17°12'58"	3790	1138.81	112	112	1.500	1.661	55			471,267.2292	1,341,947.4724
	SC	TRK 1 1153+33.14											471,204.8535	1,342,040.4940
	PI	TRK 1 1159+08.31											470,887.3398	1,342,520.0832
	CS	TRK 1 1164+71.95											470,430.8685	1,342,870.0185
	ST	TRK 1 1165+83.95											470,342.3855	1,342,938.6808
					S 37°31'45" E					L = 703.05'				
CN 1 1174.1	TS	TRK 1 1172+87.00	1°12'44"	6000	126.96	75	75	1.000	0.997	55			469,784.8357	1,343,366.9534
	SC	TRK 1 1173+62.00											469,725.4528	1,343,412.7644
	PI	TRK 1 1174+25.49											469,675.0080	1,343,451.3157
	CS	TRK 1 1174+88.96											469,626.0879	1,343,491.7840
	ST	TRK 1 1175+63.96											469,568.0817	1,343,539.3262
					S 39°27'27" E					L = 797.99'				
CN 1 1184.1	TS	TRK 1 1183+61.95	0°46'27"	6000	81.06	60	60	0.750	1.247	55			468,951.9614	1,344,046.4516
	SC	TRK 1 1184+36.95											468,893.9552	1,344,093.9938
	PI	TRK 1 1184+77.48											468,862.7585	1,344,119.8740
	CS	TRK 1 1185+18.00											468,830.7071	1,344,144.6877
	ST	TRK 1 1185+93.00											468,771.6764	1,344,190.9517
					S 37°58'03" E					L = 1495.82'				
CN 1 1202.1	TS	TRK 1 1200+88.83	1°17'55"	7000	158.65	60	60	0.750	0.961	55			467,592.4270	1,345,111.2014
	SC	TRK 1 1201+48.83											467,545.1782	1,345,148.1817
	PI	TRK 1 1202+28.16											467,482.5796	1,345,196.9230
	CS	TRK 1 1203+07.48											467,421.6435	1,345,247.7273
	ST	TRK 1 1203+67.48											467,375.4630	1,345,286.0334
					S 39°45'26" E					L = 147.98'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN | DRAWN | CHECK | APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 1084+22 TO STA TRK 1 1203+67

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-24

SHEET NO. 47 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 1 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 1 1209.1	TS	TRK 1 1205+15.46	16°23'36"	2250	643.76	102	102	1.500	2.064	45			467,261.7049	1,345,380.6688
	SC	TRK 1 1206+17.46											467,182.8023	1,345,445.3055
	PI	TRK 1 1209+42.82											466,933.1626	1,345,653.9833
	CS	TRK 1 1212+61.22											466,628.6571	1,345,768.6254
	ST	TRK 1 1213+63.22											466,533.5618	1,345,805.5090
					S 20°45'59" E					L = 80.06'				
CN 1 1215.1	TS	TRK 1 1214+43.28	62°16'09"	129	140.2	40	40	1.125	1.945	10			466,458.7031	1,345,833.8949
	SC	TRK 1 1214+83.28											466,422.1232	1,345,849.9727
	PI	TRK 1 1215+72.01											466,338.3372	1,345,879.5368
	CS	TRK 1 1216+23.48											466,357.0108	1,345,966.4012
	ST	TRK 1 1216+63.48											466,362.4620	1,346,005.9849
					N 79°11'54" E					L = 82.97'				
CN 1 1220.1	TS	TRK 1 1217+46.45	32°21'44"	548	309.52	100	100	2.250	2.266	25			466,378.0122	1,346,087.4895
	SC	TRK 1 1218+46.45											466,393.7517	1,346,186.2056
	PI	TRK 1 1220+11.59											466,427.7016	1,346,347.9318
	CS	TRK 1 1221+55.98											466,337.5303	1,346,486.4131
	ST	TRK 1 1222+55.98											466,287.1360	1,346,572.7439
					S 57°59'02" E					L = 393.12'				
CN 1 1231.1	TS	TRK 1 1226+49.10	65°05'13"	570	647.51	110	110	2.500	1.842	25			466,078.7193	1,346,906.0731
	SC	TRK 1 1227+59.10											466,023.4543	1,347,001.1297
	PI	TRK 1 1231+51.26											465,812.4941	1,347,331.8577
	CS	TRK 1 1234+06.61											466,088.1530	1,347,610.9587
	ST	TRK 1 1235+16.61											466,162.1330	1,347,692.3034
					N 45°52'19" E					L = 747.58'				
CN 1 1243.1	TS	TRK 1 1242+64.19	35°47'04"	135	84.32	40	40	0.500	2.433	10			466,682.6469	1,348,228.9054
	SC	TRK 1 1243+04.19											466,709.0208	1,348,258.9270
	PI	TRK 1 1243+51.38											466,743.3525	1,348,291.4873
	CS	TRK 1 1243+88.51											466,734.3065	1,348,337.9308
	ST	TRK 1 1244+28.51											466,730.2653	1,348,377.6870
					S 81°22'01" E					L = 80.29'				
CN 1 1245.1	TS	TRK 1 1245+08.80	34°53'16"	100	60.89	40	40	0.000	0.990	5			466,718.2127	1,348,457.0720
	SC	TRK 1 1245+48.80											466,714.8615	1,348,496.8600
	PI	TRK 1 1245+84.35											466,706.8722	1,348,531.7669
	CS	TRK 1 1246+09.69											466,735.6325	1,348,553.1016
	ST	TRK 1 1246+49.69											466,764.0409	1,348,581.1602
					N 40°49'36" E					L = 975.62'				
END	POE	TRK 1 1256+25.31											467,502.2816	1,349,218.9942

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 1 ALIGNMENT DATA

STA TRK 1 1205+15 TO STA TRK 1 1256+25

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-25

SHEET NO. 48 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042p1W0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
BEGIN	POB	TRK 2 299+13.08											478955.6328	1285347.3975
N 50°23'29" E								L = 109.31						
CN 2 301.1	PC	TRK 2 300+22.39	08°19'54.71"	1577.5	229.40	0	40	0.000	0.565	15			479025.3241	1285431.6140
	PI	TRK 2 302+36.17											479161.6200	1285596.3100
	CS	TRK 2 302+51.79											479158.2320	1285618.3387
CN 2 303.1	SC	TRK 2 302+91.79	05°15'44.90"	500	45.92	40	40	0.000	1.782	15			479178.2469	1285652.9656
	PI	TRK 2 302+36.17											479161.6200	1285596.3100
	CS	TRK 2 303+37.71											479198.1026	1285694.3571
	ST	TRK 2 303+77.71											479212.7409	1285731.5793
N 69°17'45" E								L = 116.84						
CN 2 305.1	TS	TRK 2 304+94.56	00°57'35.49"	3000	50.43	40	40	0.000	0.528	20			479254.0501	1285840.8766
	SC	TRK 2 305+34.56											479268.1087	1285878.3246
	PI	TRK 2 305+59.78											479277.1077	1285901.8832
	CS	TRK 2 305+84.99											479285.2246	1285925.7601
	ST	TRK 2 306+24.99											479298.3162	1285963.5570
N 71°01'22" E								L = 818.51						
CN 2 315.1	PC	TRK 2 314+43.49	00°59'04.45"	10000	171.84	0	0	0.000	0.802	45			479564.4872	1286737.5767
	PI	TRK 2 315+29.42											479592.4283	1286818.8287
	PT	TRK 2 316+15.33											479618.9691	1286900.5488
N 72°00'27" E								L = 135.1						
CN 2 320.1	TS	TRK 2 317+50.44	37°58'39.51"	1350	894.83	200	200	3.250	2.690	45			479660.7020	1287029.0464
	SC	TRK 2 319+50.44											479727.1418	1287217.6365
	PI	TRK 2 324+30.48											479870.7626	1287675.8316
	CS	TRK 2 328+45.27											480306.1186	1287878.4021
	ST	TRK 2 330+45.27											480484.3458	1287969.0418
	STA EQN	TRK 2 330+45.27 BK = TRK 2 330+56.69 AHD											480484.3458	1287969.0418
N 25°32'29" E								L = 406.42						
CN 2 335.1	PC	TRK 2 334+63.1	00°04'28.01"	130000	168.92	0	0	0.000	0.092	55			480851.0450	1288144.2746
	PI	TRK 2 335+47.56											480927.2492	1288180.6900
	PT	TRK 2 336+32.02											481003.4060	1288217.2043
N 25°36'57" E								L = 906.13						
CN 2 347.1	TS	TRK 2 345+38.15	37°26'00.68"	3514.75	2296.32	150	150	2.000	1.408	55			481820.4724	1288608.9569
	SC	TRK 2 346+88.15											481955.2618	1288674.7666
	PI	TRK 2 358+88.30											483037.9189	1289192.6768
	CS	TRK 2 369+84.47											483534.7457	1290285.1697
	ST	TRK 2 371+34.47											483597.9302	1290421.2095
N 65°29'41" E								L = 1859.15						
CN 2 391.1	TS	TRK 2 389+93.61	00°59'01.40"	10000	171.69	60	60	0.750	0.448	55			484369.0618	1292112.8902
	SC	TRK 2 390+53.61											484394.0030	1292167.4607
	PI	TRK 2 391+39.47											484429.5576	1292245.6036
	CS	TRK 2 392+25.31											484467.0209	1292322.8496
	ST	TRK 2 392+85.31											484493.1117	1292376.8798
N 64°10'02" E								L = 366.65						
CN 2 399.1	TS	TRK 2 396+51.96	23°44'56.14"	1614.75	669.31	220	220	3.250	2.881	50			484652.8789	1292706.8923
	SC	TRK 2 398+71.96											484744.2036	1292906.9918
	PI	TRK 2 402+18.54											484899.7644	1293216.8548
	CS	TRK 2 405+41.27											484860.2282	1293561.3126
	ST	TRK 2 407+61.27											484843.2717	1293780.6127
S 84°16'40" E								L = 1621.48						
CN 2 426.1	TS	TRK 2 423+82.75	22°56'28.77"	1590	636.64	120	56	2.125	1.860	40			484681.5969	1295394.0142
	SC	TRK 2 425+02.75											484671.1354	1295513.5497
	PI	TRK 2 428+03.36											484639.6585	1295812.5303
	CS	TRK 2 431+39.39											484758.1684	1296139.9264

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 300+22 TO STA TRK 2 431+67

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-26

SHEET NO. 49 OF 497

c:\pwworking\mtapw\wra-nicolas kern\dms55072\1042pTW1701.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 2 432.1	SC	TRK 2 431+67.39	17°50'40.65"	1012	315.18	56	70	2.750	2.043	35			484767.6150	1296166.2847
	PI	TRK 2 436+68.38											484938.0200	1296637.4000
	CS	TRK 2 435+10.62											484932.3335	1296465.5599
CN 2 436.1	SC	TRK 2 435+80.62	18°59'19.24"	2010	666.14	70	80	1.625	0.788	35			484977.4885	1296519.0381
	PI	TRK 2 436+68.38											484938.0200	1296637.4000
	CS	TRK 2 442+46.76											485492.7876	1296936.3725
	ST	TRK 2 443+26.76											485562.9251	1296974.8498
	STA EQN	TRK 2 443+26.76 BK = TRK 2 443+45.16 AHD											485562.9251	1296974.8498
N 28°22'09" E											L = 930.29			
CN 2 455.1	TS	TRK 2 452+75.45	81°48'38.77"	896	1279.37	176	176	3.250	3.821	40			486381.4903	1297416.8747
	SC	TRK 2 454+51.45											486533.4685	1297505.4867
	PI	TRK 2 463+10.21											487291.9779	1297908.5377
	CS	TRK 2 467+30.82											486839.1173	1298638.4033
	ST	TRK 2 469+06.82											486752.3310	1298791.4314
	STA EQN	TRK 2 469+06.82 BK = TRK 2 469+77.53 AHD											486752.3310	1298791.4314
S 58°33'56" E											L = 708.46			
CN 2 477.1	PC	TRK 2 476+85.99	00°37'34.19"	15100	165.02	0	0	0.000	0.793	55			486382.8522	1299395.9200
	PI	TRK 2 477+68.51											486339.8206	1299466.3222
	PT	TRK 2 478+51.02											486297.5609	1299537.1905
S 59°11'31" E											L = 166.12			
CN 2 481.1	PC	TRK 2 480+17.13	00°38'37.67"	14714	165.33	0	0	0.000	0.814	55			486212.4811	1299679.8671
	PI	TRK 2 480+99.80											486170.1420	1299750.8685
	PT	TRK 2 481+82.47											486127.0078	1299821.3898
S 58°32'53" E											L = 1057.39			
CN 2 494.1	TS	TRK 2 492+39.85	02°22'35.67"	4014	166.50	105	105	1.375	1.609	55			485575.2797	1300723.4250
	SC	TRK 2 493+44.85											485520.1029	1300812.7578
	PI	TRK 2 494+28.16											485477.0259	1300884.0628
	CS	TRK 2 495+11.35											485428.4812	1300951.7640
	ST	TRK 2 496+16.35											485368.1399	1301037.6928
S 54°40'22" E											L = 300.35			
CN 2 500.1	TS	TRK 2 499+16.70	00°59'29.29"	7825	135.41	50	50	0.750	0.275	45			485194.4645	1301282.7356
	SC	TRK 2 499+66.70											485165.5088	1301323.4978
	PI	TRK 2 500+34.41											485126.4003	1301378.7690
	CS	TRK 2 501+02.11											485085.9080	1301433.0344
	ST	TRK 2 501+52.11											485056.0801	1301473.1628
S 53°18'54" E											L = 308.19			
CN 2 506.1	TS	TRK 2 504+60.30	04°28'19.17"	2500	195.13	140	140	2.000	1.208	45			484871.9612	1301720.3133
	SC	TRK 2 506+00.30											484787.2821	1301831.7946
	PI	TRK 2 506+98.14											484729.8753	1301911.0413
	CS	TRK 2 507+95.43											484660.5240	1301980.0773
	ST	TRK 2 509+35.43											484563.5733	1302081.0684
S 45°38'04" E											L = 1182.26			
CN 2 522.1	TS	TRK 2 521+17.69	11°04'07.43"	400	77.27	105	105	2.500	3.688	25			483736.8969	1302926.2619
	SC	TRK 2 522+22.69											483666.8839	1303004.4048
	PI	TRK 2 522+63.17											483635.1700	1303030.2674
	CS	TRK 2 522+99.96											483626.7881	1303070.3222
	ST	TRK 2 524+04.96											483589.5940	1303168.4279
S 71°44'36" E											L = 133.94			
CN 2 527.1	TS	TRK 2 525+38.90	19°01'29.68"	320	106.26	67	67	2.000	2.950	20			483547.6344	1303295.6253
	SC	TRK 2 526+05.90											483524.4495	1303358.4512
	PI	TRK 2 526+61.36											483509.2718	1303411.9188
	CS	TRK 2 527+12.16											483465.6618	1303446.3762
	ST	TRK 2 527+79.16											483416.4635	1303491.8092
S 40°43'20" E											L = 406.54			

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 431+39 TO STA TRK 2 527+79

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-27

SHEET NO. 50 OF 497

c:\pwworking\mtapw\wra-nicolas.kern\dms55072\1042pTW1701.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 2 533.1	TS	TRK 2 531+85.70	68°31'24.68"	141	168.63	63	67	1.000	1.809	10			483108.3576	1303757.0300
	SC	TRK 2 532+48.70											483063.8986	1303801.4690
	PI	TRK 2 533+72.52											482966.7630	1303878.9162
	CS	TRK 2 534+17.33											483057.7602	1303960.1092
	SS	TRK 2 534+84.75											483102.0393	1304010.7240
CN 2 535.1	SS	TRK 2 534+84.75	19°32'23.52"	148	50.47	63	63	0.875	1.801	10			483102.0393	1304010.7240
	SC	TRK 2 535+47.75											483143.8490	1304057.6820
	PI	TRK 2 535+76.34											483167.6406	1304074.6433
	CS	TRK 2 535+98.22											483164.1022	1304103.6467
	ST	TRK 2 536+61.22											483170.5411	1304166.1894
	STA EQN	TRK 2 536+61.22 BK = TRK 2 536+80.18 AHD											483170.5411	1304166.1894
N 88°11'07" E											L = 573.37			
CN 2 543.1	TS	TRK 2 542+53.55	14°08'09.45"	210	51.81	42	42	-1.000	2.886	10			483188.6985	1304739.2707
	SC	TRK 2 542+95.55											483191.4256	1304781.1633
	PI	TRK 2 543+22.33											483190.8765	1304808.0101
	CS	TRK 2 543+47.36											483204.4632	1304831.1714
	ST	TRK 2 543+89.36											483222.5367	1304869.0631
N 62°35'25" E											L = 101.30			

LRT TRACK ALIGNMENT DATA - CROSSOVER - PURPLE

CROSSOVER	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	TYPE
CROSSOVER 1	PS-10(1-1)	TRK 1 307+00.00	479311.8357	1286038.2351	
	PITO-10(1-1)	TRK 1 307+31.42	479322.0532	1286067.9473	
					NO. 10 SINGLE CROSSOVER
	PITO-10(1-2)	TRK 2 308+46.14	479370.2323	1286172.6874	
	PS-10(1-2)	TRK 2 308+77.56	479380.4498	1286202.3997	
CROSSOVER 2	PS-10(2-1)	TRK 2 309+27.56	479396.7093	1286249.6821	
	PITO-10(2-1)	TRK 2 309+58.98	479406.9268	1286279.3944	
					NO. 10 SINGLE CROSSOVER
	PITO-10(2-2)	TRK 1 310+73.69	479433.3561	1286391.6139	
	PS-10(2-2)	TRK 1 311+05.11	479443.5736	1286421.3261	
CROSSOVER 3	PS-8(3-1)	TRK 1 419+80.40	484707.0395	1294992.1836	
	PITO-8(3-1)	TRK 1 420+11.40	484703.9485	129523.0291	
					NO. 8 SINGLE CROSSOVER
	PITO-8(3-2)	TRK 2 421+28.92	484706.9056	1295141.4510	
	PS-8(3-2)	TRK 2 421+59.92	484703.8147	1295172.2965	
CROSSOVER 4	PS-4(4-1)	TRK 1 539+25.00	483165.2950	1304411.1198	
	PITO-4(4-1)	TRK 1 539+40.83	483165.7963	1304426.9419	
					NO. 4 SINGLE CROSSOVER
	PITO-4(4-2)	TRK 2 539+91.84	483180.4107	1304477.6921	
	PS-4(4-2)	TRK 2 540+07.67	483180.9120	1304493.5142	

LRT TRACK ALIGNMENT DATA - LYTTONSVILLE YARD CONNECTIONS

TURNOUT	POINT	STATION	PROJECT COORDINATES N	PROJECT COORDINATES E	TYPE
TURNOUT 1	PS-8	TRK 2 422+09.92	484698.8293	1295222.0474	LEFT HAND NO. 8
	PITO-8	TRK 2 422+40.92	484695.7383	1295252.8929	
	PF-8	TRK 2 422+78.92	484691.9495	1295290.7031	
TURNOUT 2	PS-8	TRK 2 451+67.22	486286.2634	1297365.4523	RIGHT HAND NO. 8
	PITO-8	TRK 2 451+36.22	486258.9864	1297350.7227	
	PF-8	TRK 2 450+98.22	486225.5431	1297332.6633	
TURNOUT 3	PS-8	TRK 1 452+45.28	486340.9236	1297428.4951	RIGHT HAND NO. 8
	PITO-8	TRK 1 452+14.28	486313.6465	1297413.7655	
	PF-8	TRK 1 451+76.28	486280.2125	1297395.7111	
CROSSING DIAMOND 1	PI-8	TRK 2 449+79.20	486121.5767	1297276.6529	NO. 8 STD

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 531+85 TO STA TRK 2 543+90

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-28

SHEET NO. 51 OF 497

c:\pwworking\mtapw\wra-nicolas kern\dms55072\1042pTW1701.dgn
9/14/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
N 62°35'25" E											L = 304.66			
CN 2 621.1	PC	TRK 2 619+94.30	2°44'50"	2400	115.07	0	60	0.283	-0.118	10			483359.1941	1305132.5910
	PI	TRK 2 622+14.16											483460.4103	1305327.7746
	CS	TRK 2 621+09.37											483414.5966	1305233.4368
CN 2 622.1	SC	TRK 2 621+69.37	33°56'51"	160	94.80	60	50	0	0.619	5			483448.2750	1305282.9663
	PI	TRK 2 622+14.16											483460.4103	1305327.7746
	CS	TRK 2 622+64.17											483528.0041	1305331.6524
	ST	TRK 2 623+14.17											483577.4054	1305339.0067
	STA EQN	TRK 2 623+14.17 BK TRK 2 623+31.34 AHD											483577.4054	1305339.0067
N 5°29'02" E											L = 257.60			
CN 2 626.1	TS	TRK 2 625+88.94	28°06'31"	120	58.87	40	40	0.283	3.017	10			483833.8221	1305363.6239
	SC	TRK 2 626+28.94											483873.3167	1305369.6435
	PI	TRK 2 626+61.60											483906.1493	1305370.5676
	CS	TRK 2 626+87.81											483924.2480	1305397.9769
	ST	TRK 2 627+27.81											483950.1892	1305428.3596
	STA EQN	TRK 2 627+27.81 BK TRK 2 627+55.28 AHD											483950.1892	1305428.3596
N 52°41'28" E											L = 206.23			
CN 2 631.1	TS	TRK 2 629+61.52	6°02'01"	2477	260.84	55	55	1.000	0.439	30			484075.1903	1305592.3937
	SC	TRK 2 630+16.52											484108.6880	1305636.0156
	PI	TRK 2 631+47.16											484187.7089	1305740.0474
	CS	TRK 2 632+77.36											484279.6072	1305832.9000
	ST	TRK 2 633+32.36											484318.0904	1305872.1939
	STA EQN	TRK 2 633+32.36 BK TRK 2 633+35.29 AHD											484318.0904	1305872.1939
N 45°23'07" E											L = 539.58			
CN 2 640.1	TS	TRK 2 638+74.87	8°45'12"	1005	153.54	65	65	1.875	1.671	30			484697.0568	1306256.2905
	SC	TRK 2 639+39.87											484743.2026	1306302.0635
	PI	TRK 2 640+17.09											484796.9425	1306357.5284
	CS	TRK 2 640+93.41											484862.1446	1306398.9172
	ST	TRK 2 641+58.41											484916.3171	1306434.8329
N 32°55'34" E											L = 54.83			
CN 2 644.1	TS	TRK 2 642+13.24	21°51'10"	393	149.89	125	125	3.375	2.923	25			484962.3427	1306464.6381
	SC	TRK 2 643+38.24											485063.4037	1306537.9633
	PI	TRK 2 644+19.63											485135.5793	1306576.8225
	CS	TRK 2 644+88.13											485153.1381	1306656.8915
	ST	TRK 2 646+13.13											485195.9119	1306774.1958

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN | DRAWN | CHECK | APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 619+94 TO STA TRK 2 646+13

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-29

SHEET NO. 52 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
N 73°00'10" E											L = 242.61			
CN 2 651.1	TS	TRK 2 648+55.74	13°35'52"	1550	367.86	55	45	1.000	0.597	25			485266.8319	1307006.2048
	SC	TRK 2 649+10.74											485282.5983	1307058.8958
	PI	TRK 2 650+93.35											485336.2921	1307233.4381
	CS	TRK 2 652+78.59											485341.1584	1307421.1869
	ST	TRK 2 653+23.59											485342.5942	1307466.1635
	STA EQN	TRK 2 653+23.59 BK TRK 2 653+40.00 AHD											485342.5942	1307466.1635
N 88°26'56" E											L = 306.20			
CN 2 658.1	TS	TRK 2 656+46.20	20°48'02"	655	237.79	45	45	1.250	1.168	20			485350.8830	1307772.2540
	SC	TRK 2 656+91.20											485352.6160	1307817.2182
	PI	TRK 2 658+12.36											485355.3809	1307938.3531
	CS	TRK 2 659+28.99											485409.5049	1308046.7591
	ST	TRK 2 659+73.99											485428.9703	1308087.3286
N 63°42'43" E											L = 92.58			
CN 2 662.1	TS	TRK 2 660+66.58	16°40'07"	600	174.55	70	70	1.750	2.375	25			485469.9740	1308170.3371
	SC	TRK 2 661+36.58											485499.7453	1308233.6790
	PI	TRK 2 662+25.64											485540.4211	1308312.9511
	CS	TRK 2 663+11.13											485543.6235	1308401.9924
	ST	TRK 2 663+81.13											485548.5652	1308471.8072
N 87°03'55" E											L = 85.21			
CN 2 666.1	TS	TRK 2 664+66.34	6°41'17"	732	85.44	55	55	1.500	1.881	25			485552.9281	1308556.9082
	SC	TRK 2 665+21.34											485556.4315	1308611.7931
	PI	TRK 2 665+64.30											485557.9434	1308654.7333
	CS	TRK 2 666+06.79											485568.9526	1308696.2658
	ST	TRK 2 666+61.79											485581.5207	1308749.8071
N 76°04'20" E											L = 75.40			
CN 2 669.1	TS	TRK 2 667+37.18	21°57'57"	300	115.01	95	95	2.500	2.780	20			485599.6690	1308822.9885
	SC	TRK 2 668+32.18											485617.6204	1308916.1693
	PI	TRK 2 668+94.62											485637.5631	1308975.7933
	CS	TRK 2 669+47.20											485605.4199	1309029.8262
	ST	TRK 2 670+42.20											485568.1005	1309117.0739
N 63°49'06" W											L = 91.14			
CN 2 673.1	TS	TRK 2 671+33.34	28°59'34"	360	182.17	133	40	3.250	3.625	25			485527.8864	1309198.8656
	SC	TRK 2 672+66.34											485476.7354	1309321.4176
	PI	TRK 2 676+07.51											485318.6742	1309624.3840
	CS	TRK 2 674+48.51											485473.2706	1309501.6135

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 648+55 TO STA TRK 2 674+48

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-30

SHEET NO. 53 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 2 676.1	SC	TRK 2 674+88.51	40°40'16"	450	319.43	40	100	3.250	2.250	25			485484.5366	1309539.9768
	PI	TRK 1 676+07.51											485318.6742	1309624.3840
	CS	TRK 2 678+07.94											485683.3116	1309781.4537
	ST	TRK 2 679+07.94											485773.1722	1309825.2042
N 23°50'18" E								L = 54.40						
CN 2 681.1	TS	TRK 2 679+62.34	44°35'51"	250	194.59	40	40	1.125	0.459	10			485822.9321	1309847.1907
	SC	TRK 2 680+02.34											485859.0654	1309864.3218
	PI	TRK 2 681+09.20											485957.2697	1309906.5478
	CS	TRK 2 681+96.93											485979.1762	1310011.1768
	ST	TRK 2 682+36.93											485988.7993	1310049.9903
	STA EQN	TRK 2 682+36.93 BK TRK 2 682+97.82 AHD											485988.7993	1310049.9903
N 77°36'11" E								L = 635.89						
CN 2 691.1	TS	TRK 2 689+33.72	39°17'00"	492.5	337.67	90	90	2.125	1.091	20			486125.3142	1310671.0585
	SC	TRK 2 690+23.72											486141.9438	1310759.4748
	PI	TRK 2 692+07.39											486184.0669	1310938.3512
	CS	TRK 2 693+61.39											486070.3950	1311082.7459
	ST	TRK 2 694+51.39											486018.0083	1311155.8870
N 52°38'36" W								L = 67.83						
CN 2 697.1	TS	TRK 2 695+19.21	20°21'27"	650	230.95	60	60	1.375	1.062	20			485976.8535	1311209.7995
	SC	TRK 2 695+79.21											485941.1883	1311258.0417
	PI	TRK 2 696+97.22											485868.8456	1311351.2892
	CS	TRK 2 698+10.16											485845.7962	1311467.0357
	ST	TRK 2 698+70.16											485832.7171	1311525.5870
N 78°17'22" W								L = 60.46						
CN 2 701.1	TS	TRK 2 699+30.62	38°27'48"	315	211.46	150	150	3.500	1.529	20			485820.4452	1311584.7910
	SC	TRK 2 700+80.62											485778.5626	1311728.4319
	PI	TRK 2 702+10.98											485763.5429	1311859.3095
	CS	TRK 2 702+92.09											485632.8973	1311876.2283
	ST	TRK 2 704+42.09											485489.8798	1311920.1926
N 12°32'33" W								L = 379.69						
CN 2 709.1	TS	TRK 2 708+21.78	59°19'04"	105	108.71	50	45	1.125	2.646	10			485119.2475	1312002.6490
	SC	TRK 2 708+71.78											485071.5750	1312017.3038
	PI	TRK 2 709+55.23											484988.9831	1312031.6296
	CS	TRK 2 709+80.49											485013.2309	1312103.2943
CN 2 711.1	SC	TRK 2 710+25.49	3°06'08"	2550	138.06	45	0	0.250	0.099	15			485016.2516	1312148.0941
	PI	TRK 2 709+55.23											484988.9831	1312031.6296
	PT	TRK 2 711+63.55											485039.8348	1312284.1098
N 78°36'45" E								L = 113.52						
CN 2 715.1	PC	TRK 2 712+77.07	8°03'04"	4450	625.30	0	0	0.500	0.301	30			485062.2492	1312395.3980
	PI	TRK 2 715+90.24											485124.0815	1312702.3977
	PT	TRK 2 719+02.36											485228.3012	1312997.7117
	STA EQN	TRK 2 719+02.36 BK TRK 2 719+34.90 AHD											485228.3012	1312997.7117
N 70°33'41" E								L = 572.81						

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 674+88 TO STA TRK 2 719+35

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-31

SHEET NO. 54 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96322\1042pTW1402.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls1 (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
BEGIN	POB	TRK 1 722+00.00											485396.7108	1313474.913
					N 70°33'41" E					L = 40.08'				
CN 2 723.1	TS	TRK 1 722+40.08	62°03'25"	129	139.72	47	47	1.125	1.945	10			485,410.0492	1,313,512.7079
	SC	TRK 1 722+87.08											485,422.9538	1,313,557.8296
	PI	TRK 1 723+78.18											485,456.0074	1,313,642.9338
	CS	TRK 1 724+26.80											485,373.0754	1,313,681.1117
	ST	TRK 1 724+73.80											485,332.4259	1,313,704.5660
					S 26°30'22" E					L = 296.88'				
CN 2 728.1	TS	TRK 1 727+70.68	4°29'54"	645	50.64	42	42	1.000	0.381	15			485,066.7502	1,313,837.0631
	SC	TRK 1 728+12.68											485,029.3724	1,313,856.2134
	PI	TRK 1 728+38.09											485,006.4290	1,313,867.1463
	CS	TRK 1 728+63.32											484,985.8060	1,313,881.9998
	ST	TRK 1 729+05.32											484,951.0347	1,313,905.5538
					S 34°44'07" E					L = 128.21'				
CN 2 733.1	TS	TRK 1 730+33.53	17°19'36"	1413.75	427.53	88	88	1.125	2.306	35			484,845.6746	1,313,978.6049
	SC	TRK 1 731+21.53											484,772.8437	1,314,027.9912
	PI	TRK 1 733+38.23											484,595.2739	1,314,152.2195
	CS	TRK 1 735+49.06											484,384.6399	1,314,203.1806
	ST	TRK 1 736+37.06											484,299.4223	1,314,225.1189
					S 13°50'32" E					L = 595.06'				
CN 2 747.1	TS	TRK 1 742+32.12	19°44'55"	1900	654.89	140	140	1.125	2.210	40			483,721.6395	1,314,367.4875
	SC	TRK 1 743+72.12											483,586.1351	1,314,402.6471
	PI	TRK 1 747+05.56											483,261.9556	1,314,480.7560
	CS	TRK 1 750+27.01											482,999.5758	1,314,686.5476
	ST	TRK 1 751+67.01											482,887.9341	1,314,771.0092
					S 37°48'46" E					L = 991.45'				
CN 2 762.1	TS	TRK 1 761+58.46	1°00'24"	7500	131.77	61	61	1.125	-0.280	40			482,104.6723	1,315,378.8466
	SC	TRK 1 762+19.46											482,056.5319	1,315,416.3098
	PI	TRK 1 762+85.35											482,004.4269	1,315,456.6403
	CS	TRK 1 763+51.23											481,953.4804	1,315,498.4246
	ST	TRK 1 764+12.23											481,906.2140	1,315,536.9846
					S 39°17'07" E					L = 325.14'				
CN 2 768.1	TS	TRK 1 767+37.37	9°03'53"	1000	158.21	80	80	1.125	2.439	30			481,654.5538	1,315,742.8584
	SC	TRK 1 768+17.37											481,593.3188	1,315,794.3304
	PI	TRK 1 768+97.07											481,530.9445	1,315,843.9785
	CS	TRK 1 769+75.58											481,483.7487	1,315,908.2284
	ST	TRK 1 770+55.58											481,434.6863	1,315,971.4105
					S 52°56'02" E					L = 2742.45'				
CN 2 801.1	TS	TRK 1 797+98.03	40°22'47"	833	587.07	55	55	1.125	1.846	25			479,781.7063	1,318,159.7200
	SC	TRK 1 798+53.03											479,749.0423	1,318,203.9667
	PI	TRK 1 801+63.52											479,561.4102	1,318,451.3607
	CS	TRK 1 804+40.10											479,600.3707	1,318,759.4056
	ST	TRK 1 804+95.10											479,606.5643	1,318,814.0531
					N 82°54'12" E					L = 5254.44'				
CN 2 858.1	TS	TRK 1 857+49.54	3°47'00"	1993.5	131.64	60	60	1.250	1.183	35			480,255.7151	1,324,028.2423
	SC	TRK 1 858+09.54											480,263.4262	1,324,087.7442
	PI	TRK 1 858+75.44											480,271.2688	1,324,153.1741
	CS	TRK 1 859+41.18											480,285.9427	1,324,217.4179
	ST	TRK 1 860+01.18											480,298.7420	1,324,276.0363
					N 77°23'44" E					L = 81.86'				
CN 2 863.1	TS	TRK 1 860+83.04	18°28'03"	946	304.91	155	155	1.125	4.003	35			480,316.6058	1,324,355.9244
	SC	TRK 1 862+38.04											480,346.2786	1,324,508.0106
	PI	TRK 1 863+95.38											480,384.7650	1,324,660.7370
	CS	TRK 1 865+42.95											480,339.2688	1,324,811.5238
	ST	TRK 1 866+97.95											480,302.6063	1,324,962.0779
					S 74°44'58" E					L = 709.51'				
CN 2 875.1	TS	TRK 1 874+07.46	63°57'13"	120	133.94	50	50	-1.125	4.425	10			480,115.9761	1,325,646.5990
	SC	TRK 1 874+47.46											480,107.6233	1,325,685.6667
	PI	TRK 1 875+34.20											480,082.6387	1,325,768.8734
	CS	TRK 1 875+81.40											480,163.8880	1,325,799.6327
	ST	TRK 1 876+21.40											480,199.9826	1,325,816.7568
					N 22°11'54" E					L = 116.74'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 722+00 TO STA TRK 2 876+21

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-32

SHEET NO. 55 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_hod.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 2 884.1	TS	TRK 1 877+38.15	64°18'41"	985	1105.61	60	60	-1.125	2.733	20			480,308.0725	1,325,860.8640
	SC	TRK 1 877+98.15											480,363.3901	1,325,884.0948
	PI	TRK 1 884+30.16											480,948.7945	1,326,122.3175
	CS	TRK 1 889+03.76											480,948.1854	1,326,754.3364
	ST	TRK 1 889+63.76											480,948.7945	1,326,814.3309
					S 90°00'00" E					L = 578.42'				
CN 2 896.1	TS	TRK 1 895+42.17	5°11'23"	725	65.67	47	47	1.125	1.060	20			480,948.7945	1,327,392.7501
	SC	TRK 1 895+89.17											480,949.3023	1,327,439.7452
	PI	TRK 1 896+22.13											480,948.7945	1,327,472.7073
	CS	TRK 1 896+54.84											480,954.3980	1,327,505.1935
	ST	TRK 1 897+01.84											480,961.1703	1,327,551.7008
					N 81°05'45" E					L = 564.79'				
CN 2 903.1	TS	TRK 1 902+66.63	5°18'09"	1225	113.37	50	50	-1.125	1.852	15			481,048.5890	1,328,109.6858
	SC	TRK 1 903+16.63											481,055.9917	1,328,159.1339
	PI	TRK 1 903+73.45											481,065.1214	1,328,215.2106
	CS	TRK 1 904+30.01											481,066.0335	1,328,272.0184
	ST	TRK 1 904+80.01											481,067.4755	1,328,321.9967
					N 88°44'14" E					L = 842.78'				
CN 2 914.1	TS	TRK 1 913+22.78	19°39'14"	310	106.34	50	50	-1.125	3.999	15			481,086.0500	1,329,164.5708
	SC	TRK 1 913+72.78											481,085.8082	1,329,214.5557
	PI	TRK 1 914+27.73											481,088.3631	1,329,269.4953
	CS	TRK 1 914+79.12											481,061.6723	1,329,317.5835
	ST	TRK 1 915+29.12											481,039.6878	1,329,362.4750
					S 62°22'04" E					L = 446.49'				
CN 2 921.1	TS	TRK 1 919+75.61	25°05'26"	440	192.68	55	55	-1.125	3.150	15			480,832.6101	1,329,758.0354
	SC	TRK 1 920+30.61											480,806.0965	1,329,806.2119
	PI	TRK 1 921+30.40											480,760.8158	1,329,895.1772
	CS	TRK 1 922+23.29											480,673.8957	1,329,944.2694
	ST	TRK 1 922+78.29											480,626.9130	1,329,972.8452
					S 30°06'54" E					L = 93.26'				
CN 2 925.1	TS	TRK 1 923+71.55	32°00'06"	275	153.6	50	50	1.125	2.115	15			480,546.2378	1,330,019.6394
	SC	TRK 1 924+21.55											480,503.7824	1,330,046.0155
	PI	TRK 1 925+03.41											480,432.1779	1,330,085.7979
	CS	TRK 1 925+75.15											480,409.0413	1,330,164.3762
	ST	TRK 1 926+25.15											480,392.6025	1,330,211.5771
					S 72°32'03" E					L = 363.70'				
CN 2 930.1	TS	TRK 1 929+88.85	6°06'33"	780	83.17	50	50	1.125	0.017	15			480,283.4432	1,330,558.5094
	SC	TRK 1 930+38.85											480,268.9475	1,330,606.3596
	PI	TRK 1 930+80.61											480,255.9036	1,330,646.0363
	CS	TRK 1 931+22.02											480,250.8491	1,330,687.4952
	ST	TRK 1 931+72.02											480,243.6353	1,330,736.9697
					S 82°18'59" E					L = 550.03'				
CN 2 938.1	TS	TRK 1 937+22.05	26°37'13"	115	53.43	66.53	66.53	1.167	2.277	10			480,170.0942	1,331,282.0614
	SC	TRK 1 937+88.58											480,154.9537	1,331,346.5919
	PI	TRK 1 938+22.23											480,156.7004	1,331,381.3374
	CS	TRK 1 938+42.01											480,122.6698	1,331,388.5631
	ST	TRK 1 939+08.54											480,064.1833	1,331,419.7522
					S 22°32'57" E					L = 0.00'				
CN 2 942.1	TS	TRK 1 939+08.54	34°07'34"	622	370.47	116	116	2.034	1.945	25			480,064.1799	1,331,419.7536
	SC	TRK 1 940+24.54											479,958.5229	1,331,467.5259
	PI	TRK 1 942+23.34											479,773.4489	1,331,540.4705
	CS	TRK 1 943+95.01											479,700.2126	1,331,725.4292
	ST	TRK 1 945+11.01											479,652.2737	1,331,831.0108
					S 67°21'38" E					L = 93.31'				
CN 2 947.1	TS	TRK 1 946+04.33	0°37'49"	9600	105.59	90.05	90.05	1.125	-0.620	35			479,616.3545	1,331,917.1338
	SC	TRK 1 946+94.38											479,581.8214	1,332,000.2990
	PI	TRK 1 947+47.18											479,561.3678	1,332,048.9747
	CS	TRK 1 947+99.97											479,542.1723	1,332,098.1601
	SS	TRK 1 948+90.02											479,509.0791	1,332,181.9086
					0.000					L = 0.00'				
CN 2 950.1	SS	TRK 1 948+90.02	1°16'28"	4725	105.1	90.05	90.05	-1.125	2.152	35			479,509.0791	1,332,181.9086
	SC	TRK 1 949+80.07											479,475.8510	1,332,265.6035
	PI	TRK 1 950+32.63											479,456.8763	1,332,314.6247
	CS	TRK 1 950+85.16											479,435.3704	1,332,362.5894
	ST	TRK 1 951+75.21											479,399.2382	1,332,445.0721
					S 66°09'42" E					L = 84.30'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 877+38 TO STA TRK 2 951+75

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-33

SHEET NO. 56 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 2 955.1	TS	TRK 1 952+59.51	40°46'17"	562	399.92	95	95	2.250	2.154	25			479,365.1692	1,332,522.1776
	SC	TRK 1 953+54.51											479,324.3550	1,332,607.9299
	PI	TRK 1 955+72.11											479,238.8302	1,332,808.1099
	CS	TRK 1 957+54.43											479,028.5643	1,332,864.4548
	ST	TRK 1 958+49.43											478,937.9003	1,332,892.7270
					S 15°42'19" E					L = 461.69'				
CN 2 964.1	TS	TRK 1 963+11.12	0°06'48"	54000	106.71	55	55	-1.125	1.215	35			478,493.4442	1,333,017.7015
	SC	TRK 1 963+66.12											478,440.4950	1,333,032.5803
	PI	TRK 1 964+19.47											478,389.1349	1,333,047.0317
	CS	TRK 1 964+72.83											478,337.7267	1,333,061.3113
	ST	TRK 1 965+27.83											478,284.7381	1,333,076.0495
					S 15°32'01" E					L = 86.20'				
CN 2 967.1	TS	TRK 1 966+14.03	19°12'15"	300	100.55	67	67	-1.125	4.095	15			478,201.6852	1,333,099.1346
	SC	TRK 1 966+81.03											478,136.5457	1,333,114.6544
	PI	TRK 1 967+33.72											478,086.3680	1,333,131.1877
	CS	TRK 1 967+81.58											478,036.4662	1,333,113.8395
	ST	TRK 1 968+48.58											477,971.5880	1,333,097.2611
					S 16°28'00" W					L = 191.84'				
CN 2 971.1	TS	TRK 1 970+40.42	21°51'49"	199	75.94	47	47	1.125	0.865	10			477,787.6156	1,333,042.8825
	SC	TRK 1 970+87.42											477,743.1300	1,333,027.8062
	PI	TRK 1 971+27.56											477,704.0519	1,333,018.1828
	CS	TRK 1 971+63.36											477,680.6781	1,332,985.4204
	ST	TRK 1 972+10.36											477,650.2399	1,332,949.6464
					S 51°51'45" W					L = 210.36'				
CN 2 974.1	TS	TRK 1 974+20.72	18°13'14"	160	50.88	40	40	0.750	1.725	10			477,520.3325	1,332,784.1928
	SC	TRK 1 974+67.72											477,489.5631	1,332,748.7244
	PI	TRK 1 974+94.91											477,474.5156	1,332,725.8392
	CS	TRK 1 975+18.60											477,447.7251	1,332,720.1450
	ST	TRK 1 975+65.60											477,403.4951	1,332,704.3817
					S 16°48'40" W					L = 1305.57'				
CN 2 1012.1	TS	TRK 1 1009+96.89	31°26'54"	315	172.9	146	146	3.500	4.357	25			476,153.7222	1,332,326.7878
	SC	TRK 1 1011+42.89											476,011.4611	1,332,295.5431
	PI	TRK 1 1012+45.94											475,915.3130	1,332,254.7572
	CS	TRK 1 1013+15.78											475,844.5774	1,332,331.5975
	ST	TRK 1 1014+61.78											475,727.9027	1,332,418.7838
					S 41°11'36" E					L = 55.15'				
CN 2 1016.1	TS	TRK 1 1015+16.93	9°41'58"	615	104.11	115	115	2.750	3.045	30			475,686.4007	1,332,455.1075
	SC	TRK 1 1016+31.93											475,597.5808	1,332,528.0853
	PI	TRK 1 1016+85.31											475,559.7000	1,332,565.9994
	CS	TRK 1 1017+36.05											475,508.4326	1,332,581.6225
	ST	TRK 1 1018+51.05											475,402.2780	1,332,625.7352
					S 20°46'48" E					L = 286.51'				
CN 2 1025.1	TS	TRK 1 1021+37.56	24°07'54"	1415	595.97	105	105	2.000	1.428	35			475,134.4052	1,332,727.3830
	SC	TRK 1 1022+42.56											475,036.7096	1,332,765.8437
	PI	TRK 1 1025+47.97											474,750.6915	1,332,872.9882
	CS	TRK 1 1028+38.52											474,551.9544	1,333,104.9146
	ST	TRK 1 1029+43.52											474,482.3213	1,333,183.4951
					S 49°09'48" E					L = 321.70'				
CN 2 1034.1	TS	TRK 1 1032+65.22	18°56'29"	630	208.27	60	60	1.750	2.179	25			474,271.9618	1,333,426.8831
	SC	TRK 1 1033+25.22											474,233.4568	1,333,472.8900
	PI	TRK 1 1034+31.47											474,163.2502	1,333,552.6634
	CS	TRK 1 1035+33.49											474,134.0924	1,333,654.8524
	ST	TRK 1 1035+93.49											474,116.2037	1,333,712.1173
					S 73°33'41" E					L = 463.55'				
CN 2 1042.1	TS	TRK 1 1040+57.05	1°21'40"	4450	105.7	100	100	1.250	-0.160	35			473,985.0243	1,334,156.7210
	SC	TRK 1 1041+57.05											473,957.0852	1,334,252.7382
	PI	TRK 1 1042+09.92											473,941.7633	1,334,303.3447
	CS	TRK 1 1042+62.75											473,929.5238	1,334,354.7836
	ST	TRK 1 1043+62.75											473,905.3239	1,334,451.8107
					S 76°12'36" E					L = 478.70'				
CN 2 1049.1	TS	TRK 1 1048+41.45	0°53'17"	10014	155.2	70	70	0.750	0.239	50			473,791.2187	1,334,916.7129
	SC	TRK 1 1049+11.45											473,774.4539	1,334,984.6757
	PI	TRK 1 1049+89.06											473,756.0346	1,335,060.0644
	CS	TRK 1 1050+66.65											473,735.7671	1,335,134.9774
	ST	TRK 1 1051+36.65											473,717.6359	1,335,202.5884
					S 74°55'17" E					L = 214.72'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 952+59 TO STA TRK 2 1051+36

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-34

SHEET NO. 57 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls 1 (FT)	Ls 2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
			S 74°55'17" E									L = 214.72'		
CN 2 1055.1	TS	TRK 2 1054+14.72	75°38'56"	111	146.56	40	40	0.500	0.392	5			473661.7782	1335409.9146
	SC	TRK 2 1054+54.72											473649.0919	1335447.7886
	PI	TRK 2 1055+59.29											473624.1698	1335549.5052
	CS	TRK 2 1056+01.27											473527.5469	1335509.1149
	ST	TRK 2 1056+41.27											473489.5453	1335496.8157
			S 21°22'28" W									L = 84.48'		
CN 2 1059.1	TS	TRK 2 1057+25.76	18°37'34"	895	290.95	60	60	1.750	1.015	25			473410.8737	1335466.0250
	SC	TRK 2 1057+85.76											473354.7626	1335444.7840
	PI	TRK 2 1059+33.55											473217.3742	1335390.2929
	CS	TRK 2 1060+76.71											473069.6154	1335393.7815
	ST	TRK 2 1061+36.71											473009.6203	473009.6203
	ST EQN	TRK 2 1061+36.71 BK =											473009.6203	1335394.2553
		TRK 2 1061+16.88 AHD											473009.6203	1335394.2553
			S 1°05'34" E									L = 291.23'		
CN 2 1066.1	TS	TRK 2 1064+08.11	10°53'32"	1014	192.77	150	150	3.000	1.784	35			472718.4391	1335399.8089
	SC	TRK 2 1065+58.11											472568.4779	1335398.9715
	PI	TRK 2 1066+56.29											472470.3063	1335404.5414
	CS	TRK 2 1067+50.88											472378.1618	1335370.2185
	ST	TRK 2 1069+00.88											472234.6463	1335326.7172
			S 18°16'31" W									L = 172.15'		
CN 2 1072.1	TS	TRK 2 1070+73.03	5°40'22"	2015	199.5	80	80	1.500	0.907	35			472071.1758	1335272.7328
	SC	TRK 2 1071+53.03											471995.0479	1335248.1499
	PI	TRK 2 1072+53.02											471900.2707	1335216.2933
	CS	TRK 2 1073+52.53											471801.8094	1335198.8886
	ST	TRK 2 1074+32.53											471723.2035	1335184.0260
	ST EQN	TRK 2 1074+32.53 BK =											471723.2035	1335184.0260
		TRK 2 1074+29.62 AHD											471723.2035	1335184.0260
			S 10°19'40" W									L = 377.09'		
CN 2 1080.1	TS	TRK 2 1078+06.72	59°11'12"	205	211.77	120	120	2.875	1.471	15			471352.2183	1335116.4209
	SC	TRK 2 1079+26.72											471233.0837	1335106.5383
	PI	TRK 2 1080+84.60											471078.8399	1335066.6027
	CS	TRK 2 1081+38.48											471069.3513	1335225.6498
	ST	TRK 2 1082+58.48											471042.0777	1335342.0407
	ST EQN	TRK 2 1082+58.48 BK =											471042.0777	1335342.0407
		TRK 2 1080+75.25 AHD											471042.0777	1335342.0407

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 1054+14 TO STA TRK 2 1080+75

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T–1042–0220

DRAWING NO. TW–35

SHEET NO. 58 OF 497

c:\pwworking\mtapw\je-benjamin foltz\dms96363\1042pTW0005.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
					S 82°23'52" E					L = 347.43'				
CN 2 1088.1	TS	TRK 1 1084+22.68	14°54'52"	2978	775.19	50	50	1.000	0.629	35			470,996.1149	1,335,686.4140
	SC	TRK 1 1084+72.68											470,989.6389	1,335,735.9927
	PI	TRK 1 1088+62.94											470,937.8710	1,336,122.8024
	CS	TRK 1 1092+47.87											470,994.1710	1,336,508.9785
	ST	TRK 1 1092+97.87											471,001.2280	1,336,558.4778
					N 81°43'33" E					L = 293.08'				
CN 2 1098.1	TS	TRK 1 1095+90.94	11°31'12"	1186	238.46	106	106	1.750	2.340	35			471,043.4042	1,336,848.5034
	SC	TRK 1 1096+96.94											471,060.2178	1,336,953.1519
	PI	TRK 1 1098+17.45											471,076.0002	1,337,072.6505
	CS	TRK 1 1099+35.40											471,128.2063	1,337,181.2946
	ST	TRK 1 1100+41.40											471,171.4204	1,337,278.0755
					N 65°05'06" E					L = 40.89'				
CN 2 1104.1	TS	TRK 1 1100+82.30	16°57'04"	1415	418.63	160	160	2.500	3.167	45			471,188.6483	1,337,315.1644
	SC	TRK 1 1102+42.30											471,253.2963	1,337,461.4975
	PI	TRK 1 1104+55.86											471,346.0210	1,337,653.9634
	CS	TRK 1 1106+60.93											471,348.5436	1,337,867.5862
	ST	TRK 1 1108+20.93											471,355.7024	1,338,027.4032
					N 88°30'54" E					L = 1490.92'				
CN 2 1126.1	TS	TRK 1 1123+11.85	36°44'31"	685	439.27	97	97	2.250	2.953	30			471,394.3413	1,339,517.8183
	SC	TRK 1 1124+08.85											471,399.1416	1,339,614.6778
	PI	TRK 1 1126+43.30											471,402.9313	1,339,849.1586
	CS	TRK 1 1128+48.12											471,574.1613	1,340,009.3957
	ST	TRK 1 1129+45.12											471,642.7213	1,340,077.9838
					N 43°39'35" E					L = 394.91'				
CN 2 1136.1	TS	TRK 1 1133+40.02	56°42'39"	336	332.57	136	136	3.250	4.116	25			471,928.4181	1,340,350.6167
	SC	TRK 1 1134+76.02											472,020.0902	1,340,450.7415
	PI	TRK 1 1136+91.30											472,182.5486	1,340,593.1266
	CS	TRK 1 1138+08.59											472,055.6078	1,340,767.9187
	ST	TRK 1 1139+44.59											471,988.3525	1,340,885.8403
					S 56°26'18" E					L = 1283.31'				
CN 2 1159.1	TS	TRK 1 1152+27.90	17°13'20"	3804	1143.43	112	112	1.500	1.649	55			471,278.8950	1,341,955.2124
	SC	TRK 1 1153+39.90											471,216.5210	1,342,048.2352
	PI	TRK 1 1159+17.40											470,897.7170	1,342,529.7656
	CS	TRK 1 1164+83.33											470,439.3985	1,342,881.1225
	ST	TRK 1 1165+95.33											470,350.9143	1,342,949.7832
					S 37°31'45" E					L = 703.06'				

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 1084+22 TO STA TRK 2 1165+95

DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-36

SHEET NO. 59 OF 497

c:\pwworking\mtapw\gf-george welton\dms96714\1042pTW0001_had.dgn
9/13/2012

LRT TRACK ALIGNMENT DATA - TRACK 2 - PURPLE LINE

CURVE NO.	POINT	STATION	DELTA (D-M-S)	RADIUS (FT)	LENGTH OF CURVE (FT)	Ls (FT)	Ls2 (FT)	Ea (IN)	MAX DESIGN SPEED Eu (IN)	MAX DESIGN SPEED (MPH)	OPERATING SPEED Eu (IN)	OPERATING SPEED (MPH)	NORTHING	EASTING
CN 2 1174.1	TS	TRK 1 1172+98.39	1°12'38"	5986	126.48	75	75	1.000	1.001	55			469,793.3562	1,343,378.0624
	SC	TRK 1 1173+73.39											469,733.9735	1,343,423.8737
	PI	TRK 1 1174+36.65											469,683.7159	1,343,462.2808
	CS	TRK 1 1174+99.88											469,634.9784	1,343,502.5992
	ST	TRK 1 1175+74.88											469,576.9719	1,343,550.1412
					S 39°27'27" E					L = 797.98'				
CN 2 1184.1	TS	TRK 1 1183+72.86	0°46'33"	6014	81.42	75	75	0.750	1.242	55			468,960.8585	1,344,057.2609
	SC	TRK 1 1184+47.86											468,902.8525	1,344,104.8034
	PI	TRK 1 1184+88.57											468,871.5150	1,344,130.7990
	CS	TRK 1 1185+29.28											468,839.3203	1,344,155.7251
	ST	TRK 1 1186+04.28											468,780.2894	1,344,201.9887
					S 37°58'03" E					L = 1495.82'				
CN 2 1202.1	TS	TRK 1 1201+00.10	1°17'51"	6986	158.22	60	60	0.750	0.965	55			467,601.0400	1,345,122.2385
	SC	TRK 1 1201+60.10											467,553.7912	1,345,159.2189
	PI	TRK 1 1202+39.22											467,491.3650	1,345,207.8255
	CS	TRK 1 1203+18.32											467,430.5971	1,345,258.4900
	ST	TRK 1 1203+78.32											467,384.4165	1,345,296.7960
					S 39°45'26" E					L = 147.98'				
CN 2 1209.1	TS	TRK 1 1205+26.29	16°24'34"	2264	648.4	102	102	1.500	2.042	45			467,270.6581	1,345,391.4316
	SC	TRK 1 1206+28.29											467,191.7585	1,345,456.0720
	PI	TRK 1 1209+56.00											466,940.3159	1,345,666.2435
	CS	TRK 1 1212+76.70											466,633.6228	1,345,781.7202
	ST	TRK 1 1213+78.70											466,538.5258	1,345,818.5994
					S 20°45'59" E					L = 75.83'				
CN 2 1215.1	TS	TRK 1 1214+54.53	60°56'12"	120	127.63	40	40	1.125	2.175	10			466,467.6203	1,345,845.4863
	SC	TRK 1 1214+94.53											466,431.1091	1,345,861.7030
	PI	TRK 1 1215+75.73											466,354.2921	1,345,888.4595
	CS	TRK 1 1216+22.16											466,371.7094	1,345,967.9164
	ST	TRK 1 1216+62.16											466,377.0064	1,346,007.5143
					N 79°11'54" E					L = 78.75'				
CN 2 1220.1	TS	TRK 1 1217+40.91	32°37'21"	562	319.99	100	100	2.250	2.154	25			466,391.7654	1,346,084.8724
	SC	TRK 1 1218+40.91											466,407.5800	1,346,183.5784
	PI	TRK 1 1220+11.53											466,442.4822	1,346,350.6998
	CS	TRK 1 1221+60.90											466,349.4707	1,346,493.8662
	ST	TRK 1 1222+60.90											466,299.0102	1,346,580.1604
					S 57°59'02" E					L = 393.11'				
CN 2 1231.1	TS	TRK 1 1226+54.01	64°48'31"	556	628.9	110	110	2.500	1.951	25			466,090.5987	1,346,913.4812
	SC	TRK 1 1227+64.01											466,035.4118	1,347,008.5806
	PI	TRK 1 1231+45.22											465,830.1786	1,347,329.9815
	CS	TRK 1 1233+92.91											466,098.2810	1,347,601.1648
	ST	TRK 1 1235+02.91											466,172.1936	1,347,682.5675
					N 45°52'19" E					L = 773.05'				
CN 2 1243.1	TS	TRK 1 1242+75.96	29°50'34"	100	52.09	40	40	0.500	3.460	10			466,710.4407	1,348,237.4509
	SC	TRK 1 1243+15.96											466,736.2715	1,348,267.8991
	PI	TRK 1 1243+45.86											466,759.1108	1,348,287.6253
	CS	TRK 1 1243+68.05											466,751.9695	1,348,316.9469
	ST	TRK 1 1244+08.05											466,748.6182	1,348,356.7349
					S 81°22'01" E					L = 75.99'				
CN 2 1245.1	TS	TRK 1 1244+84.04	37°52'38"	115	76.02	40	40	0.000	0.861	5			466,737.2115	1,348,431.8659
	SC	TRK 1 1245+24.04											466,733.5131	1,348,471.6406
	PI	TRK 1 1245+67.83											466,724.6341	1,348,514.7077
	CS	TRK 1 1246+00.07											466,759.3746	1,348,541.6653
	ST	TRK 1 1246+40.07											466,788.0380	1,348,569.4881
					N 40°49'36" E					L = 965.09'				
END	POE	TRK 1 1256+05.16											467518.3126	1349200.44

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRACK 2 ALIGNMENT DATA

STA TRK 2 1172+98 TO STA TRK 2 1256+05

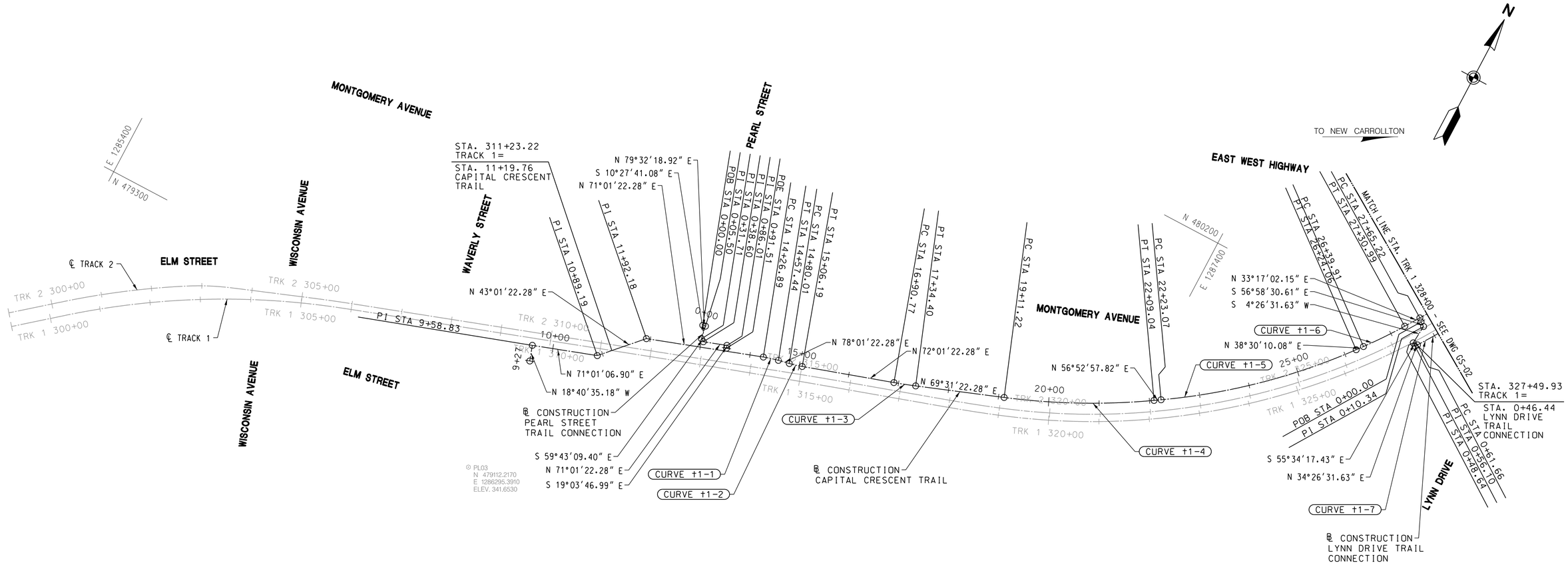
DATE: SEPTEMBER 28, 2012 SCALE: NONE

CONTRACT NO. T-1042-0220

DRAWING NO. TW-37

SHEET NO. 60 OF 497

c:\pwworking\mtapw\gf-george.welton\dms96714\1042pTW0001_had.dgn
9/13/2012



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+89.19	479,427.1100	1,286,417.5886
P.I. 11+92.18	479,502.4079	1,286,487.8612
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

BASELINE COORDINATES

	NORTH	EAST
℄ PEARL STREET TRAIL CONNECTION		
P.O.B. 0+00.00	479,578.0917	1,286,574.3162
P.I. 0+05.50	479,579.0903	1,286,579.7248
P.I. 0+31.71	479,553.3169	1,286,584.4837
P.I. 0+38.60	479,549.8420	1,286,590.4348
P.I. 0+86.01	479,565.2603	1,286,635.2708
P.O.E. 0+91.51	479,560.0619	1,286,637.0671
℄ LYNN DRIVE TRAIL CONNECTION		
P.O.B. 0+00.00	480,250.7217	1,287,829.1961
P.I. 0+10.34	480,245.0848	1,287,837.8679
P.I. 0+48.64	480,206.9011	1,287,834.9016
P.I. 0+56.10	480,202.6858	1,287,841.0513
P.C. 0+61.66	480,207.2698	1,287,844.1950
P.I. 1+07.67	480,245.2195	1,287,840.2207

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'
LYNN DRIVE TRAIL CONNECTION							
†1-7	1+07.67	4°23'31.57" LT.	4°46'28.73"	1200.00'	46.02'	91.99'	0.88'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 299+21 TO STA TRK 1 328+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-01
SHEET NO. 61 OF 497

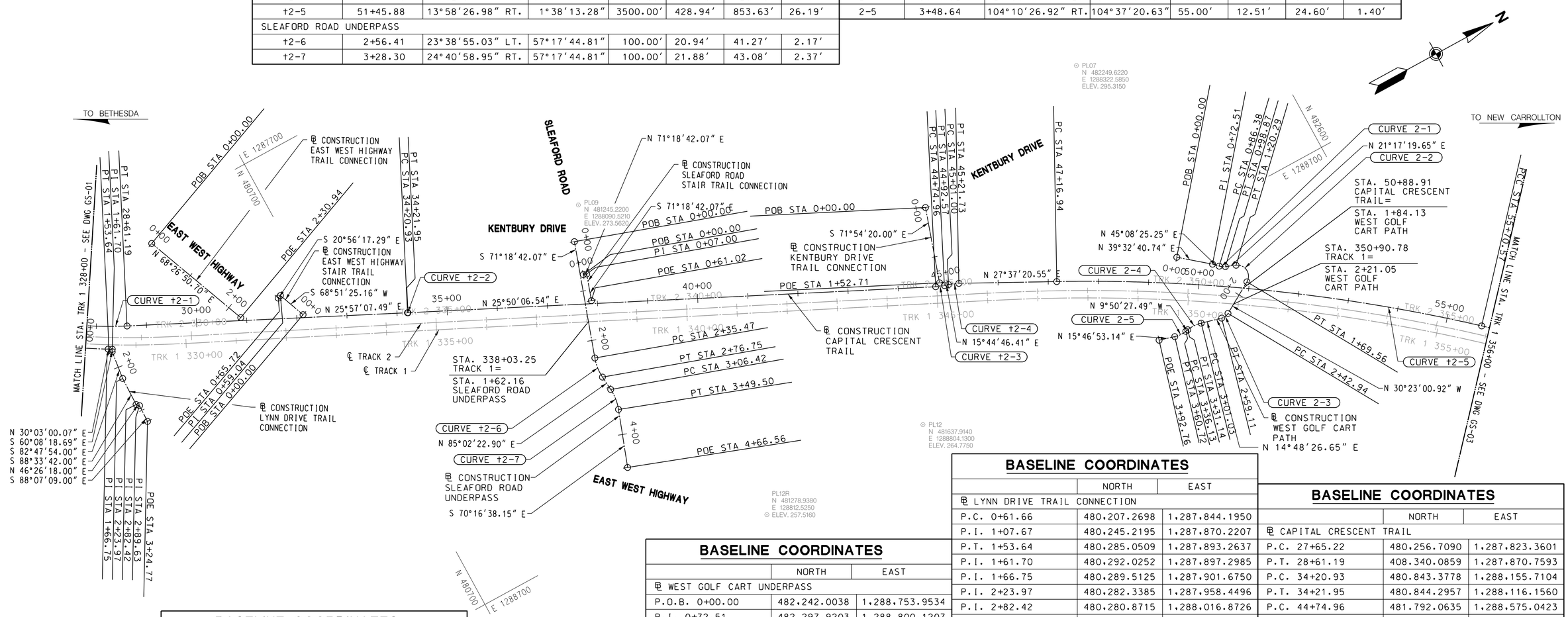
c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pCV0001.dgn
9/14/2012

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	34+21.44	0°07′00.96″ LT.	11°27′32.96″	500.00′	0.51′	1.02′	0.0003′
†2-3	44+83.79	10°05′20.12″ LT.	57°17′44.81″	100.00′	8.83′	17.61′	0.39′
†2-4	45+11.40	11°52′34.14″ RT.	57°17′44.81″	100.00′	10.40′	20.73′	0.54′
†2-5	51+45.88	13°58′26.98″ RT.	1°38′13.28″	3500.00′	428.94′	853.63′	26.19′
SLEAFORD ROAD UNDERPASS							
†2-6	2+56.41	23°38′55.03″ LT.	57°17′44.81″	100.00′	20.94′	41.27′	2.17′
†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	104°10′26.92″ RT.	104°37′20.63″	55.00′	12.51′	24.60′	1.40′



BASELINE COORDINATES

	NORTH	EAST
℄ SLEAFORD ROAD UNDERPASS		
P.O.B. 0+00.00	481,203.2497	1,288,150.8544
P.C. 2+35.47	481,127.7998	1,288,373.9114
P.T. 2+76.75	481,122.9018	1,288,414.6000
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	481,187.2274	1,288,216.9475
P.I. 0+07.00	481,193.8583	1,288,219.1905
P.O.E. 0+61.02	481,176.5502	1,288,270.3593

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
℄ LYNN DRIVE TRAIL CONNECTION		
P.C. 0+61.66	480,207.2698	1,287,844.1950
P.I. 1+07.67	480,245.2195	1,287,870.2207
P.T. 1+53.64	480,285.0509	1,287,893.2637
P.I. 1+61.70	480,292.0252	1,287,897.2985
P.I. 1+66.75	480,289.5125	1,287,901.6750
P.I. 2+23.97	480,282.3385	1,287,958.4496
P.I. 2+82.42	480,280.8715	1,288,016.8726
P.I. 2+89.63	480,285.8431	1,288,022.1002
P.O.E. 3+24.77	480,284.6899	1,288,057.2175
℄ EAST WEST HIGHWAY TRAIL CONNECTION		
P.O.B. 0+00.00	480,462.2041	1,287,750.0185
P.O.E. 2+30.94	480,547.0409	1,287,964.8110
℄ EAST WEST HIGHWAY STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	480,658.8195	1,287,964.1451
P.I. 0+59.04	480,637.5229	1,287,966.5295
P.O.E. 0+65.72	480,631.2912	1,287,966.5295

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 27+65.22	480,256.7090	1,287,823.3601
P.T. 28+61.19	408.340.0859	1,287,870.7593
P.C. 34+20.93	480.843.3778	1,288,155.7104
P.T. 34+21.95	480.844.2957	1,288,116.1560
P.C. 44+74.96	481.792.0635	1,288,575.0423
P.T. 44+92.57	481.808.5041	1,288,581.2845
P.C. 45+01.00	481,816.6204	1,288,583.5730
P.T. 45+21.73	481,835.8469	1,288,591.2180
P.C. 47+16.94	482,008.8026	1,288,681.7230
P.C.C. 55+70.57	482,709.6388	1,289,165.3683
P.T. 70+37.05	483,412.3622	1,290,014.9687
℄ 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′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

APPR CHECK DRAWN DESGN

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 328+00 TO STA TRK 1 356+00

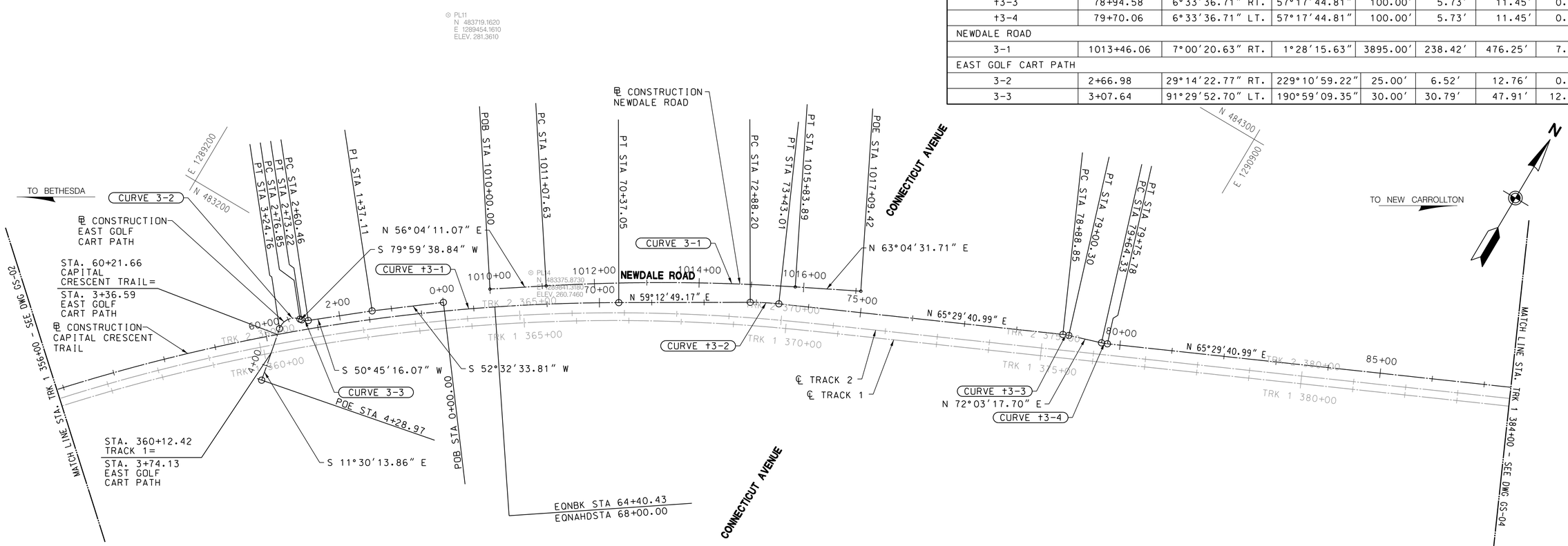
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T–1042–0220
DRAWING NO. GS–02
SHEET NO. 62 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pcV0001.dgn
9/14/2012

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†3-1	61+28.43	17°37′01.64″ RT.	1°35′29.58″	3600.00′	557.86′	1106.92′	42.97′
†3-2	73+15.63	6°16′51.83″ RT.	11°27′32.96″	500.00′	27.43′	54.81′	0.75′
†3-3	78+94.58	6°33′36.71″ RT.	57°17′44.81″	100.00′	5.73′	11.45′	0.16′
†3-4	79+70.06	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′20.63″ 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+70.57	482,709.6388	1,289,165.3683
P.T. 70+37.05	483,412.3622	1,290,014.9687
P.C. 72+88.20	483,540.9086	1,290,230.7244
P.T. 73+43.01	483,566.3292	1,290,279.2549
P.C. 78+88.85	483,792.7295	1,290,775.9237
P.T. 79+00.30	483,796.8424	1,290,786.5909
P.C. 79+64.33	483,816.6010	1,290,847.5079
P.T. 79+75.78	483,820.7440	1,290,858.1751
P.C. 91+22.81	848,296.5067	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+09.42	483,667.0071	1,290,401.6269

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

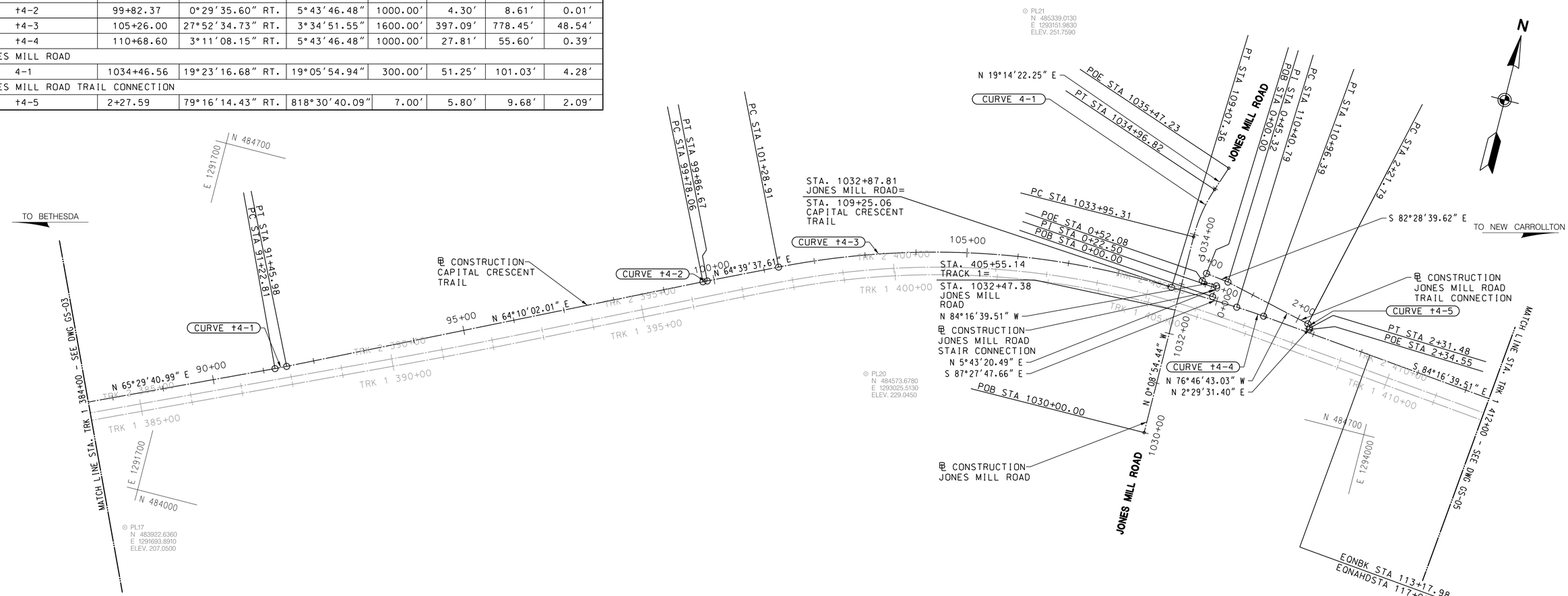
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 356+00 TO STA TRK 1 384+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-03
SHEET NO. 63 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pcv0001.dgn
9/14/2012

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
t4-1	91+34.40	1°19′38.98″ LT.	5°43′46.48″	1000.00′	11.59′	23.17′	0.07′
t4-2	99+82.37	0°29′35.60″ RT.	5°43′46.48″	1000.00′	4.30′	8.61′	0.01′
t4-3	105+26.00	27°52′34.73″ RT.	3°34′51.55″	1600.00′	397.09′	778.45′	48.54′
t4-4	110+68.60	3°11′08.15″ RT.	5°43′46.48″	1000.00′	27.81′	55.60′	0.39′
JONES MILL ROAD							
4-1	1034+46.56	19°23′16.68″ RT.	19°05′54.94″	300.00′	51.25′	101.03′	4.28′
JONES MILL ROAD TRAIL CONNECTION							
t4-5	2+27.59	79°16′14.43″ RT.	818°30′40.09″	7.00′	5.80′	9.68′	2.09′



BASELINE COORDINATES

	NORTH	EAST
℄ JONES MILL ROAD		
P.O.B. 1030+00.00	484,597.3069	1,293,582.1197
P.C. 1033+95.31	484,992.6136	1,293,581.0955
P.T. 1034+96.82	485,092.2463	1,293,597.8496
P.O.E. 1035+47.23	485,139.8370	1,293,614.4593
℄ JONES MILL ROAD STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	484,888.2612	1,293,646.0257
P.I. 0+22.50	484,910.6478	1,293,648.2691
P.O.E. 0+52.08	484,913.5972	1,293,618.8365
℄ JONES MILL ROAD TRAIL CONNECTION		
P.O.B. 0+00.00	484,929.3476	1,293,623.2998
P.I. 0+45.32	484,923.4148	1,293,668.2282
P.C. 2+21.79	484,883.0529	1,293,840.0238
P.T. 2+31.48	484,875.9341	1,293,845.4162
P.O.E. 2+34.55	484,872.8647	1,293,845.2826

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 79+75.78	483,820.7440	1,290,858.1751
P.C. 91+22.81	848,296.5067	1,291,901.8864
P.T. 91+45.98	483,306.3601	1,291,922.8553
P.C. 99+78.06	484,668.9368	1,292,671.7875
P.T. 99+86.67	484,672.6544	1,292,679.5516
P.C. 101+28.91	484,733.5306	1,292,808.1063
P.T. 109+07.36	484,855.9029	1,293,563.6939
P.C. 110+40.79	484,879.9974	1,293,696.9895
P.T. 110+96.39	454,875.9941	1,293,752.4372
P.C. 125+69.45	484,767.2092	1,294,838.0345

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

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

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-04
SHEET NO. 64 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pCV0001.dgn
9/14/2012

BASELINE COORDINATES

	NORTH	EAST
℄ ROCK CREEK PARK TRAIL CONNECTION		
P.O.B. 0+00.00	484,780.0579	1,294,790.0474
P.C. 0+10.02	484,790.0256	1,294,791.0457
P.T. 0+49.29	484,812.4096	1,294,818.4128
P.C. 1+45.44	484,802.8271	1,294,914.0846
P.T. 1+70.72	484,797.1712	1,294,938.6567
P.C. 2+80.32	484,759.3185	1,295,041.5089
P.T. 2+95.49	484,755.9249	1,295,056.2521
P.C. 3+32.07	484,752.2788	1,295,092.6550
P.T. 3+89.93	484,790.9774	1,295,101.4768
P.C. 4+26.82	484,803.5736	1,295,066.8007
P.T. 4+39.25	484,806.3293	1,295,054.7125
P.C. 8+05.86	484,842.8660	1,294,689.9309
P.T. 8+13.90	484,843.0218	1,294,681.8982
P.O.E. 8+96.47	484,837.9858	1,294,599.4818

CURVE DATA

CAPITAL CRESCENT TRAIL

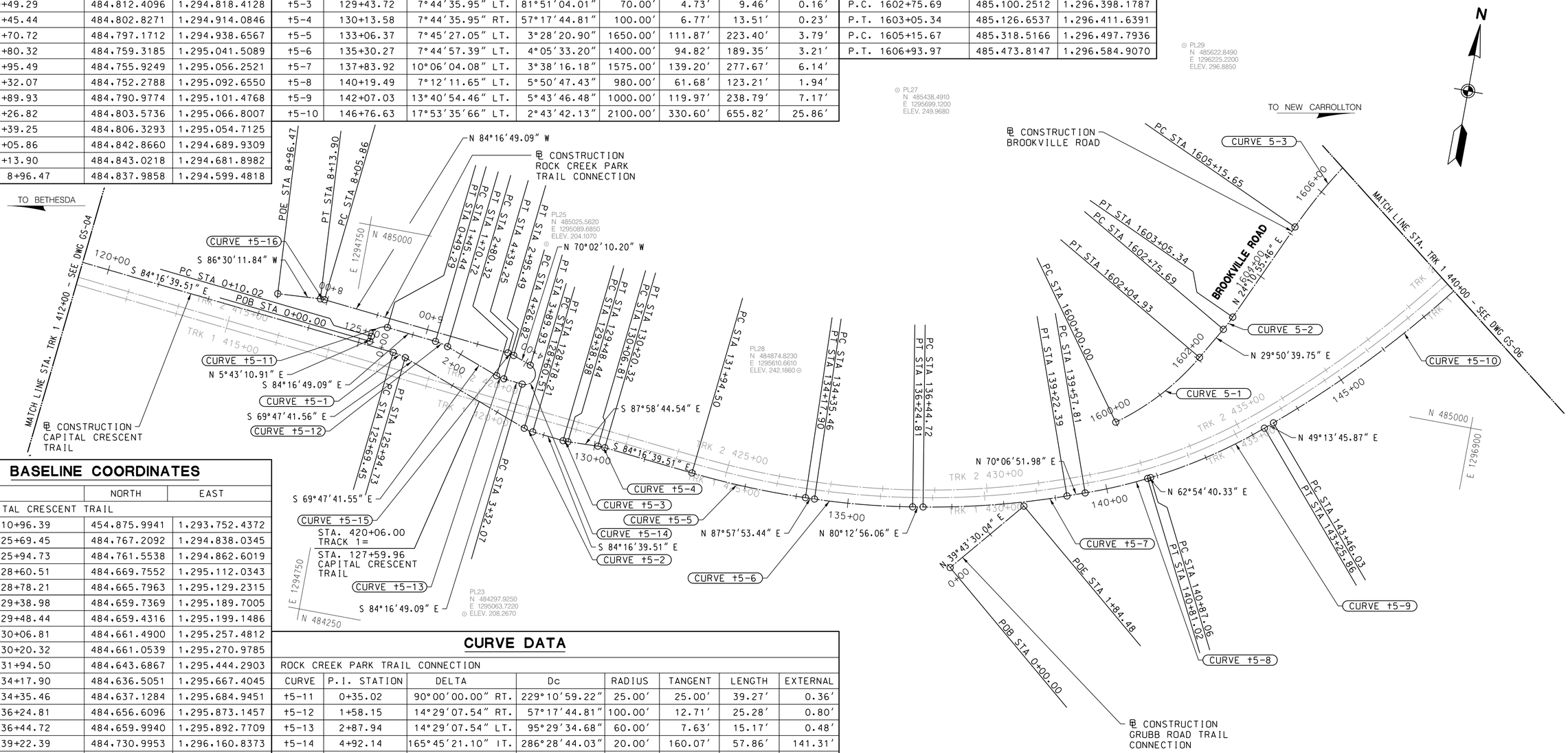
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
t5-1	125+82.15	14°28′57.94″ RT.	57°17′44.81″	100.00′	12.71′	25.27′	0.80′
t5-2	128+69.41	14°28′57.94″ LT.	81°51′04.01″	70.00′	8.89′	17.69′	0.56′
t5-3	129+43.72	7°44′35.95″ LT.	81°51′04.01″	70.00′	4.73′	9.46′	0.16′
t5-4	130+13.58	7°44′35.95″ RT.	57°17′44.81″	100.00′	6.77′	13.51′	0.23′
t5-5	133+06.37	7°45′27.05″ LT.	3°28′20.90″	1650.00′	111.87′	223.40′	3.79′
t5-6	135+30.27	7°44′57.39″ LT.	4°05′33.20″	1400.00′	94.82′	189.35′	3.21′
t5-7	137+83.92	10°06′04.08″ LT.	3°38′16.18″	1575.00′	139.20′	277.67′	6.14′
t5-8	140+19.49	7°12′11.65″ LT.	5°50′47.43″	980.00′	61.68′	123.21′	1.94′
t5-9	142+07.03	13°40′54.46″ LT.	5°43′46.48″	1000.00′	119.97′	238.79′	7.17′
t5-10	146+76.63	17°53′35′66″ LT.	2°43′42.13″	2100.00′	330.60′	655.82′	25.86′

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+15.67	485,318.5166	1,296,497.7936
P.T. 1606+93.97	485,473.8147	1,296,584.9070

BASELINE COORDINATES

	NORTH	EAST
℄ GRUBB ROAD TRAIL CONNECTION		
P.O.B. 0+00.00	484,554.9061	1,295,965.1431
P.O.E. 1+84.48	484,696.7942	1,296,083.0455



BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 110+96.39	454,875.9941	1,293,752.4372
P.C. 125+69.45	484,767.2092	1,294,838.0345
P.T. 125+94.73	484,761.5538	1,294,862.6019
P.C. 128+60.51	484,669.7552	1,295,112.0343
P.T. 128+78.21	484,665.7963	1,295,129.2315
P.C. 129+38.98	484,659.7369	1,295,189.7005
P.T. 129+48.44	484,659.4316	1,295,199.1486
P.C. 130+06.81	484,661.4900	1,295,257.4812
P.T. 130+20.32	484,661.0539	1,295,270.9785
P.C. 131+94.50	484,643.6867	1,295,444.2903
P.T. 134+17.90	484,636.5051	1,295,667.4045
P.C. 134+35.46	484,637.1284	1,295,684.9451
P.T. 136+24.81	484,656.6096	1,295,873.1457
P.C. 136+44.72	484,659.9940	1,295,892.7709
P.T. 139+22.39	484,730.9953	1,296,160.8373
P.C. 139+57.81	484,743.0430	1,296,194.1449
P.T. 140+81.02	484,792.1136	1,296,307.0686
P.C. 140+87.06	484,794.8682	1,296,312.4541
P.T. 143+25.86	484,927.8397	1,296,510.1153
P.C. 143+46.03	484,941.0120	1,296,525.3913
P.T. 150+01.85	485,439.2830	1,296,947.6987

CURVE DATA

ROCK CREEK PARK TRAIL CONNECTION

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
t5-11	0+35.02	90°00′00.00″ RT.	229°10′59.22″	25.00′	25.00′	39.27′	0.36′
t5-12	1+58.15	14°29′07.54″ RT.	57°17′44.81″	100.00′	12.71′	25.28′	0.80′
t5-13	2+87.94	14°29′07.54″ LT.	95°29′34.68″	60.00′	7.63′	15.17′	0.48′
t5-14	4+92.14	165°45′21.10″ IT.	286°28′44.03″	20.00′	160.07′	57.86′	141.31′
t5-15	4+33.07	14°14′38.90″ LT.	114°35′29.61″	50.00′	6.25′	12.43′	0.39′
t5-16	8+09.89	9°12′59.06″ LT.	114°35′29.61″	50.00′	4.03′	8.04′	0.16′

BROOKVILLE ROAD

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
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′	29.64′	0.37′
5-3	1606+05.05	10°12′56.72″ RT.	5°43′46.48″	1000.00′	89.39′	178.30′	3.99′

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 412+00 TO STA TRK 1 440+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-05
SHEET NO. 65 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pcv0001.dgn
9/14/2012

BASELINE COORDINATES

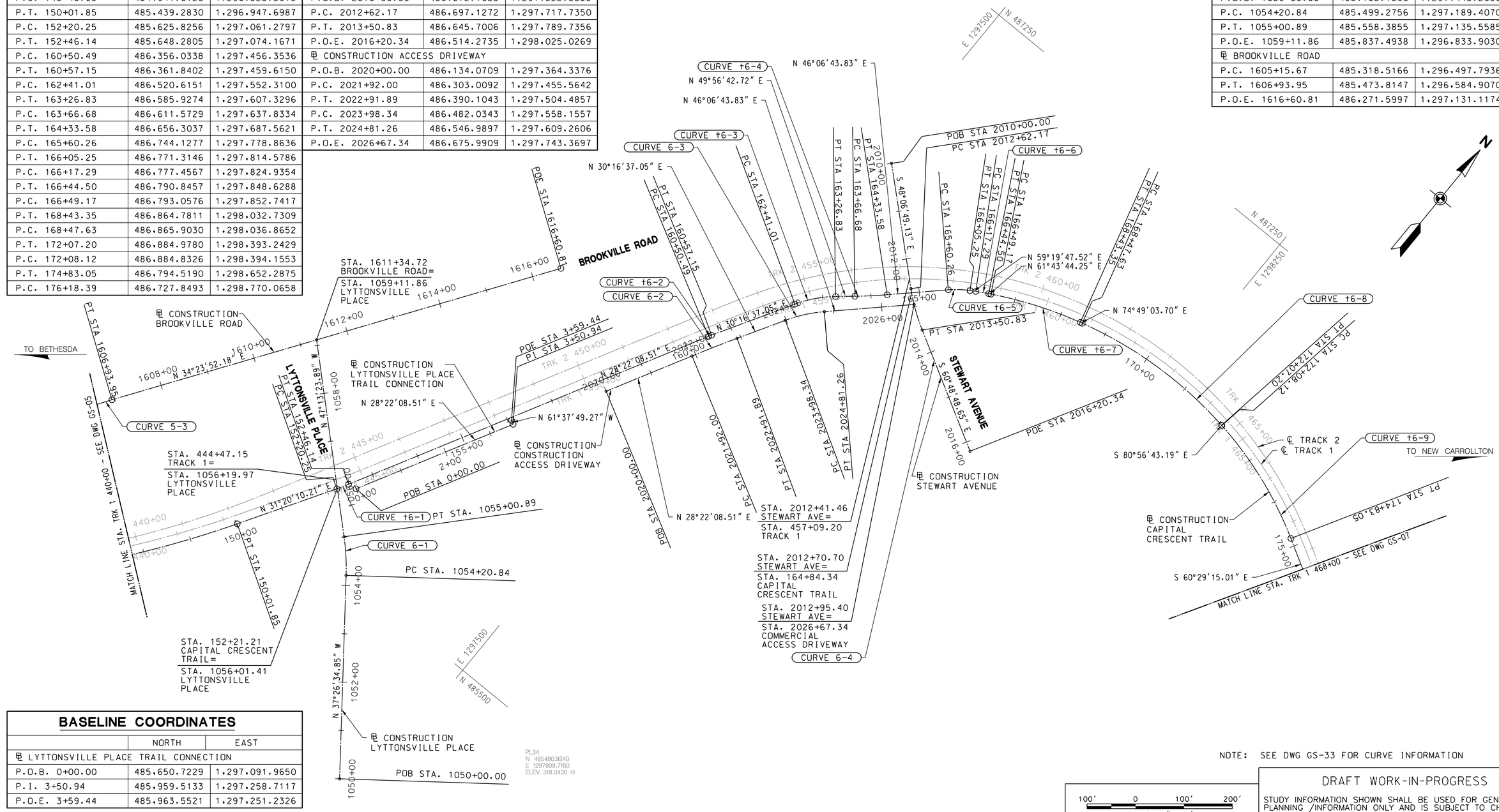
	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 143+46.03	484,941.0120	1,296,525.3913
P.T. 150+01.85	485,439.2830	1,296,947.6987
P.C. 152+20.25	485,625.8256	1,297,061.2797
P.T. 152+46.14	485,648.2805	1,297,074.1671
P.C. 160+50.49	486,356.0338	1,297,456.3536
P.T. 160+57.15	486,361.8402	1,297,459.6150
P.C. 162+41.01	486,520.6151	1,297,552.3100
P.T. 163+26.83	486,585.9274	1,297,607.3296
P.C. 163+66.68	486,611.5729	1,297,637.8334
P.T. 164+33.58	486,656.3037	1,297,687.5621
P.C. 165+60.26	486,744.1277	1,297,778.8636
P.T. 166+05.25	486,771.3146	1,297,814.5786
P.C. 166+17.29	486,777.4567	1,297,824.9354
P.T. 166+44.50	486,790.8457	1,297,848.6288
P.C. 166+49.17	486,793.0576	1,297,852.7417
P.T. 168+43.35	486,864.7811	1,298,032.7309
P.C. 168+47.63	486,865.9030	1,298,036.8652
P.T. 172+07.20	486,884.9780	1,298,393.2429
P.C. 172+08.12	486,884.8326	1,298,394.1553
P.T. 174+83.05	486,794.5190	1,298,652.2875
P.C. 176+18.39	486,727.8493	1,298,770.0658

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
℄ CONSTRUCTION ACCESS DRIVEWAY		
P.O.B. 2020+00.00	486,134.0709	1,297,364.3376
P.C. 2021+92.00	486,303.0092	1,297,455.5642
P.T. 2022+91.89	486,390.1043	1,297,504.4857
P.C. 2023+98.34	486,482.0343	1,297,558.1557
P.T. 2024+81.26	486,546.9897	1,297,609.2606
P.O.E. 2026+67.34	486,675.9909	1,297,743.3697

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.C. 1605+15.67	485,318.5166	1,296,497.7936
P.T. 1606+93.95	485,473.8147	1,296,584.9070
P.O.E. 1616+60.81	486,271.5997	1,297,131.1174



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

NOTE: SEE DWG GS-33 FOR CURVE INFORMATION

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN DRAWN CHECK APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 440+00 TO STA TRK 1 468+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-06
SHEET NO. 66 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pcv0001.dgn
9/14/2012

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 174+83.05	486,794.5190	1,298,652.2875
P.C. 176+18.39	486,727.8493	1,298,770.0658
P.T. 176+35.16	486,719.3444	1,298,784.5196
P.I. 177+44.53	486,662.3069	1,298,877.8363
P.I. 179+83.92	486,667.1343	1,299,117.1775
P.C. 180+59.95	486,622.7719	1,299,178.9230
P.T. 181+02.47	486,598.7016	1,299,213.9744
P.C. 181+63.96	486,564.9817	1,299,265.3866
P.T. 181+76.46	486,558.2548	1,299,275.9283
P.C. 184+53.14	486,412.3485	1,299,511.0060
P.T. 184+59.32	486,409.1037	1,299,516.2703
P.C. 185+16.34	486,379.3381	1,299,564.8958
P.T. 185+24.75	486,375.0068	1,299,572.1069
P.C. 186+61.30	486,305.6868	1,299,689.7493
P.T. 186+68.96	486,301.7814	1,299,696.2634
P.C. 191+32.57	486,060.3460	1,300,092.1272
P.T. 192+03.30	486,027.9037	1,300,154.9125
P.C. 192+47.66	486,010.3744	1,300,195.6665
P.T. 193+17.97	485,978.1526	1,300,258.0899

BASELINE COORDINATES

	NORTH	EAST
℄ 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
℄ 4TH AVENUE TRAIL CONNECTION		
P.O.B. 0+00.00	486,513.0324	1,299,463.4051
P.O.E. 0+59.45	486,843.5849	1,299,411.4033
℄ 4TH AVENUE STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	486,367.4683	1,299,611.2314
P.I. 0+52.62	486,394.1763	1,299,565.8989
P.O.E. 0+59.80	486,387.9903	1,299,562.2538

BASELINE COORDINATES

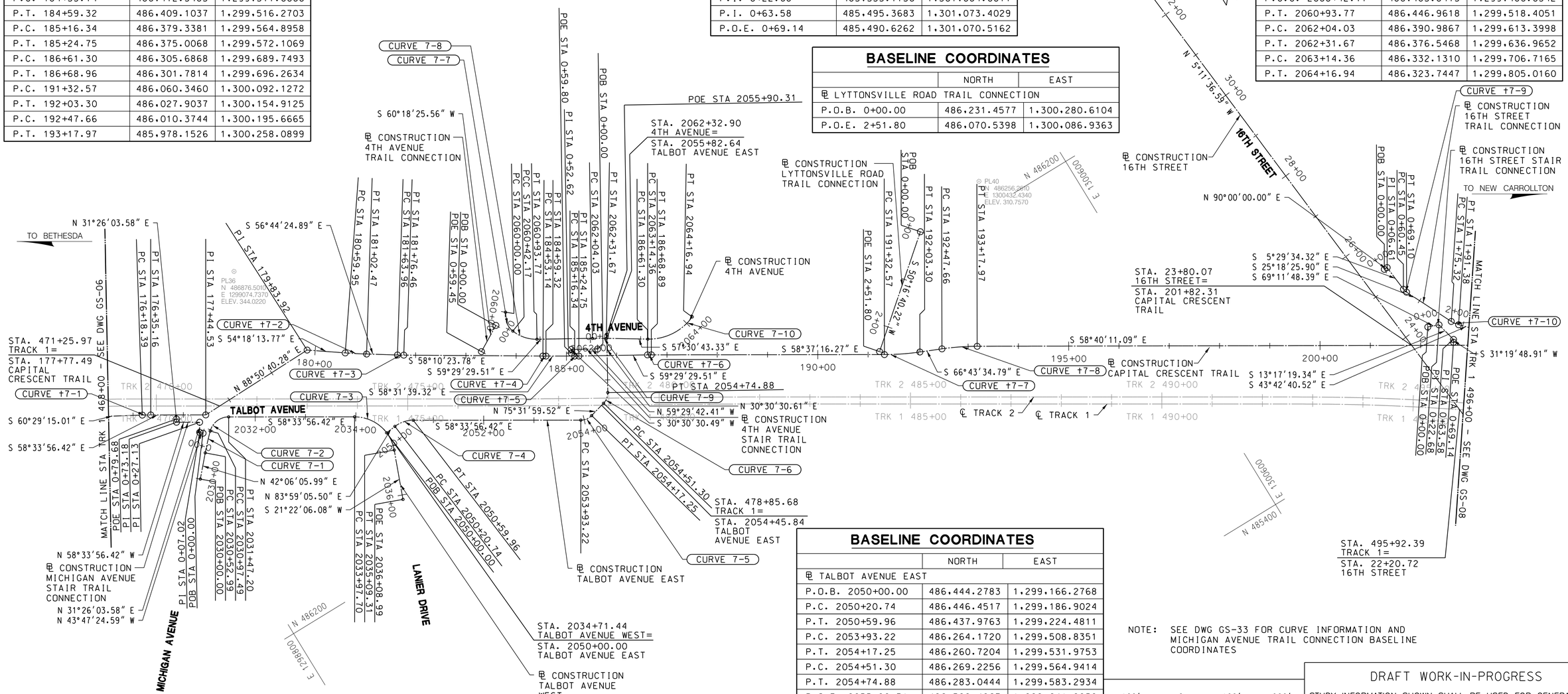
	NORTH	EAST
℄ 16TH STREET TRAIL CONNECTION		
P.O.B. 0+00.00	485,686.1772	1,301,028.8158
P.I. 0+06.61	485,686.1772	1,301,035.4251
P.C. 0+60.45	485,632.5830	1,301,040.5789
P.T. 0+69.10	485,624.2892	1,301,042.8633
P.C. 1+75.32	485,528.2608	1,301,088.2705
P.T. 1+91.38	485,515.0831	1,301,097.3304
P.C. 2+90.35	485,443.5414	1,301,165.7240
℄ 16TH STREET STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	485,543.2314	1,301,042.7976
P.I. 0+22.68	485,535.1756	1,301,064.0011
P.I. 0+63.58	485,495.3683	1,301,073.4029
P.O.E. 0+69.14	485,490.6262	1,301,070.5162

BASELINE COORDINATES

	NORTH	EAST
℄ TALBOT AVENUE WEST		
P.O.B. 2030+00.00	486,559.1321	1,298,802.0847
P.C. 2030+52.99	486,598.4504	1,298,837.6136
P.C.C. 2030+97.49	486,630.2927	1,298,868.6795
P.T. 2031+47.20	486,635.1587	1,298,914.6624
P.C. 2033+97.70	486,504.5158	1,299,128.4017
P.T. 2035+09.31	486,407.1078	1,299,161.1806
P.O.E. 2036+08.99	486,314.2783	1,299,124.8602
℄ 4TH AVENUE		
P.C. 2060+00.00	486,525.4557	1,299,493.1123
P.C.C. 2060+42.17	486,485.8415	1,299,486.0342
P.T. 2060+93.77	486,446.9618	1,299,518.4051
P.C. 2062+04.03	486,390.9867	1,299,613.3998
P.T. 2062+31.67	486,376.5468	1,299,636.9652
P.C. 2063+14.36	486,332.1310	1,299,706.7165
P.T. 2064+16.94	486,323.7447	1,299,805.0160

BASELINE COORDINATES

	NORTH	EAST
℄ LYTTONSVILLE ROAD TRAIL CONNECTION		
P.O.B. 0+00.00	486,231.4577	1,300,280.6104
P.O.E. 2+51.80	486,070.5398	1,300,086.9363



BASELINE COORDINATES

	NORTH	EAST
℄ TALBOT AVENUE EAST		
P.O.B. 2050+00.00	486,444.2783	1,299,166.2768
P.C. 2050+20.74	486,446.4517	1,299,186.9024
P.T. 2050+59.96	486,437.9763	1,299,224.4811
P.C. 2053+93.22	486,264.1720	1,299,508.8351
P.T. 2054+17.25	486,260.7204	1,299,531.9753
P.C. 2054+51.30	486,269.2256	1,299,564.9414
P.T. 2054+74.88	486,283.0444	1,299,583.2934
P.O.E. 2055+90.31	486,382.4967	1,299,641.8952

NOTE: SEE DWG GS-33 FOR CURVE INFORMATION AND MICHIGAN AVENUE TRAIL CONNECTION BASELINE COORDINATES

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 468+00 TO STA TRK 1 496+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-07
SHEET NO. 67 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pcv0001.dgn
9/14/2012

BASELINE COORDINATES

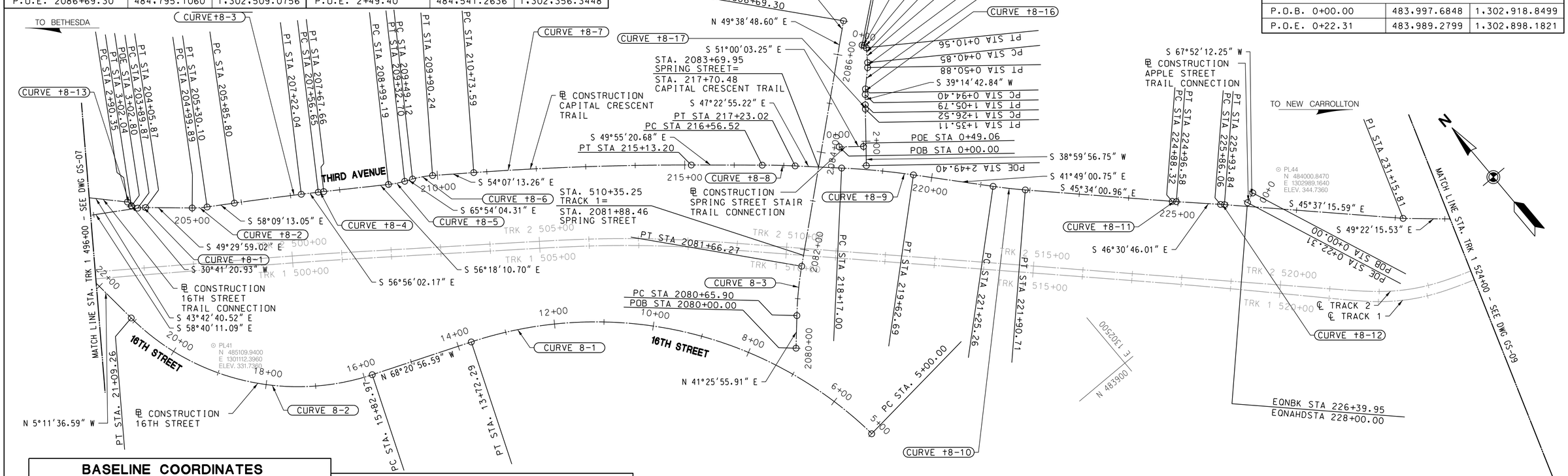
	NORTH	EAST
℄ 16TH STREET		
P.C. 5+00.00	484,119.0744	1,302,016.7042
P.T. 13+72.29	484,780.7373	1,301,516.0680
P.C. 15+82.97	484,858.4679	1,301,320.2517
P.T. 21+09.26	485,259.0231	1,301,020.9113
P.O.E. 36+58.75	486,802.1512	1,300,880.6522
℄ SPRING STREET		
P.O.B. 2080+00.00	484,349.7459	1,302,010.5470
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. 2086+69.30	484,795.1060	1,302,509.0756

BASELINE COORDINATES

	NORTH	EAST
℄ SPRING STREET TRAIL CONNECTION		
P.O.B. 0+00.00	484,733.4571	1,302,506.3210
P.C. 0+04.17	484,730.2132	1,302,508.9399
P.T. 0+10.56	484,724.2567	1,302,509.1813
P.C. 0+40.85	484,699.2265	1,302,492.1241
P.T. 0+50.88	484,691.5556	1,302,485.6825
P.C. 0+94.40	484,661.2009	1,302,454.4998
P.T. 1+05.79	484,652.8094	1,302,446.8083
P.C. 1+26.52	484,636.7533	1,302,433.6921
P.T. 1+35.11	484,630.0878	1,302,428.2709
P.O.E. 2+49.40	484,541.2636	1,302,356.3448

BASELINE COORDINATES

	NORTH	EAST
℄ 16TH STREET TRAIL CONNECTION		
P.T. 1+91.38	485,515.0831	1,301,097.3304
P.C. 2+90.35	485,443.5414	1,301,165.7240
P.T. 3+02.04	485,432.7288	1,301,166.9581
P.O.E. 3+02.80	485,432.0760	1,301,166.5707
℄ SPRING STREET STAIR TRAIL CONNECTION		
P.O.B. 0+00.00	484,605.5223	1,302,338.8125
P.O.E. 0+49.06	484,574.6460	1,302,376.9427
℄ APPLE STREET TRAIL CONNECTION		
P.O.B. 0+00.00	483,997.6848	1,302,918.8499
P.O.E. 0+22.31	483,989.2799	1,302,898.1821



BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.C. 203+89.87	485,420.7931	1,301,173.6958
P.T. 204+05.87	485,411.4149	1,301,186.6440
P.C. 204+99.89	485,350.3563	1,301,258.1337
P.T. 205+30.10	485,332.5437	1,301,282.4953
P.C. 205+85.80	485,303.1545	1,301,329.8097
P.T. 207+22.04	485,230.0419	1,301,444.7674
P.C. 207+56.65	485,211.1561	1,301,476.7756
P.T. 207+67.66	485,205.0970	1,301,482.9712
P.C. 208+99.19	485,132.1239	1,301,592.4019
P.T. 209+32.70	485,115.9520	1,301,621.6999
P.C. 209+49.12	485,109.2484	1,301,636.6869
P.T. 209+90.24	485,088.7298	1,301,672.2415
P.C. 210+73.59	485,039.8763	1,301,739.7805

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.T. 215+13.20	484,769.4168	1,302,086.2193
P.C. 216+56.52	484,677.1472	1,302,195.8799
P.T. 217+23.02	484,633.2140	1,302,245.8040
P.C. 218+17.00	484,569.5822	1,302,314.9595
P.T. 219+62.69	484,465.8835	1,302,417.2183
P.C. 221+25.26	484,344.7263	1,302,525.6096
P.T. 221+90.71	484,297.4095	1,302,570.8137
P.C. 224+88.32	484,089.0589	1,302,783.3289
P.T. 224+96.58	484,083.3293	1,302,789.2703
P.C. 225+86.06	484,021.7511	1,302,854.1891
P.T. 225+93.84	484,016.3517	1,302,859.7935
P.I. 231+15.81	483,763.2239	1,303,118.4686
P.I. 232+76.22	483,658.7707	1,303,240.2114

NOTE: SEE DWG GS-33 FOR CURVE INFORMATION

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

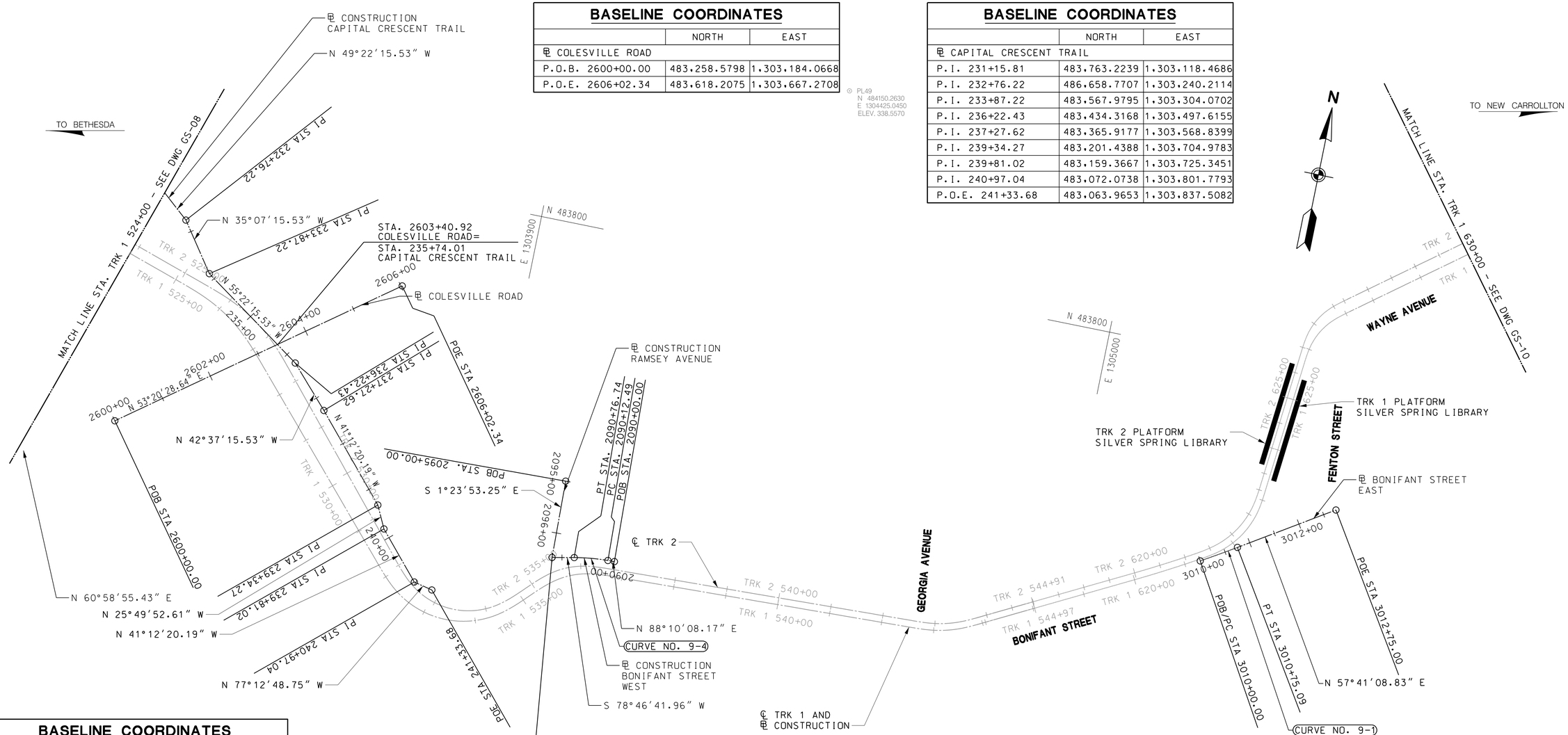
DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 496+00 TO STA TRK 1 524+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-08
SHEET NO. 68 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pCV0001.dgn
9/14/2012



PL49
N 484150.2630
E 1304425.0450
ELEV. 338.5570

PL50
N 482797.2330
E 1305147.5750
ELEV. 347.0990

BASELINE COORDINATES

	NORTH	EAST
℄ 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

BASELINE COORDINATES

	NORTH	EAST
℄ CAPITAL CRESCENT TRAIL		
P.I. 231+15.81	483,763.2239	1,303,118.4686
P.I. 232+76.22	486,658.7707	1,303,240.2114
P.I. 233+87.22	483,567.9795	1,303,304.0702
P.I. 236+22.43	483,434.3168	1,303,497.6155
P.I. 237+27.62	483,365.9177	1,303,568.8399
P.I. 239+34.27	483,201.4388	1,303,704.9783
P.I. 239+81.02	483,159.3667	1,303,725.3451
P.I. 240+97.04	483,072.0738	1,303,801.7793
P.O.E. 241+33.68	483,063.9653	1,303,837.5082

BASELINE COORDINATES

	NORTH	EAST
℄ BONIFANT STREET EAST		
P.C. 3010+00.00	483,408.9224	1,305,255.0776
P.T. 3010+75.09	483,448.0724	1,305,319.1559
P.O.E. 3012+75.00	483,554.9329	1,305,488.0997
℄ BONIFANT STREET WEST		
P.O.B. 2090+00.00	483,185.8341	1,304,166.1943
P.C. 2090+12.49	486,185.4349	1,304,153.7078
P.T. 2090+76.74	483,178.1406	1,304,089.9479
P.O.E. 2091+18.79	483,169.8568	1,304,048.6985
℄ RAMSEY AVENUE		
P.O.B. 2095+00.00	483,317.0039	1,304,045.1095
P.O.E. 2096+47.09	483,169.9568	1,304,048.6985

CURVE DATA

BONIFANT STREET EAST								
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
9-1	3010+37.55	1°46'51.62" LT.	2°22'18.05"	2415.83'	37.55'	75.09'	0.29'
BONIFANT STREET WEST							
9-4	2090+44.69	9°23'26.21" LT.	14°36'58.57"	392.00'	32.20'	64.25'	1.32'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

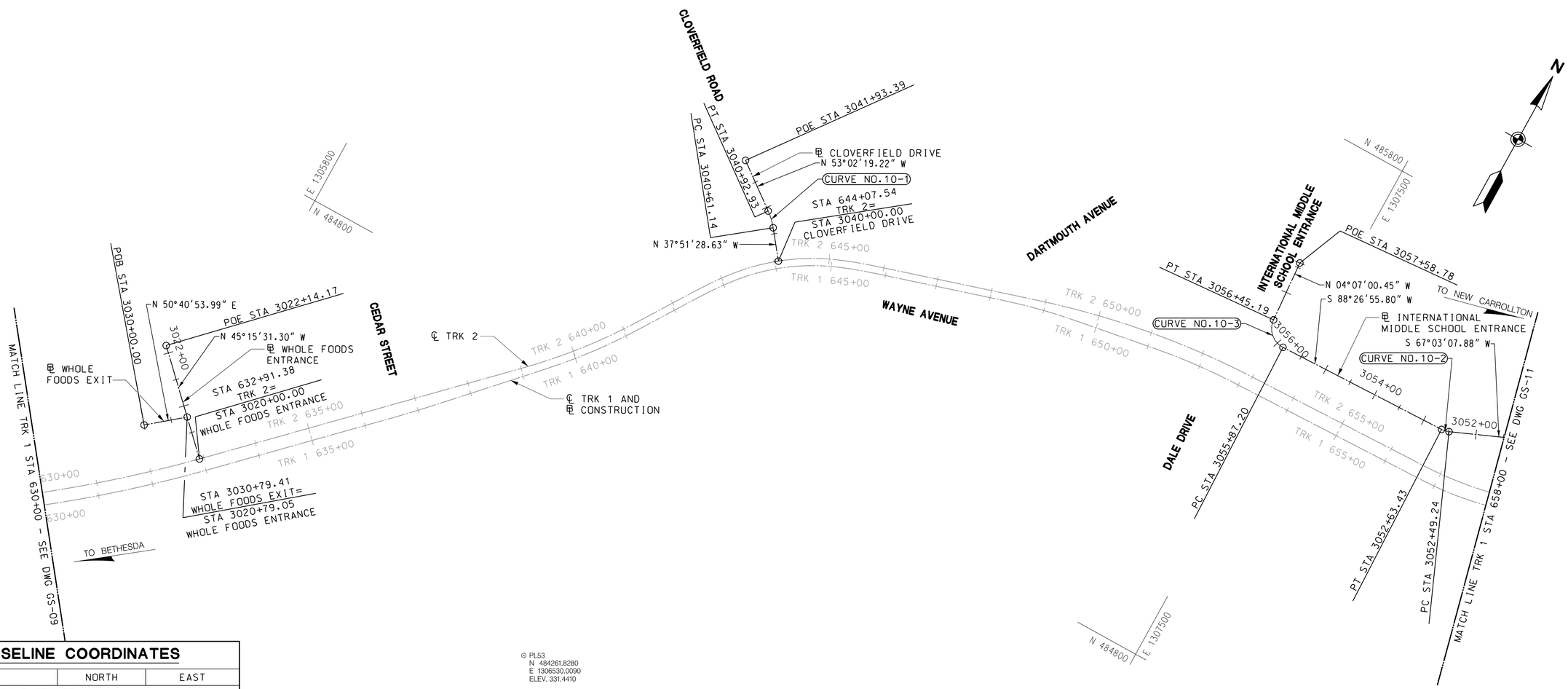
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 524+00 TO STA TRK 1 630+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-09
SHEET NO. 69 OF 497

c:\pwworking\mtapw\je-melissa hedrick\d0107267\1042pcV0009.dgn
9/25/2012



PL53
N 484261.8280
E 1306530.0090
ELEV. 331.4410

PL56
N 484541.7760
E 1307624.3870
ELEV. 306.4090

BASELINE COORDINATES

	NORTH	EAST
℄ WHOLE FOODS ENTRANCE		
P.O.B. 3020+00.00	484.289.3703	1.305.842.9648
P.O.E. 3022+14.17	484.440.1257	1.305.690.8418
℄ WHOLE FOODS EXIT		
P.O.B. 3030+00.00	484.294.6950	1.305.725.3779
P.O.E. 3030+79.41	484.345.0143	1.305.786.8160
℄ 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
℄ INTERNATIONAL MIDDLE SCHOOL ENTRANCE		
P.T. 3051+27.13	485.475.2782	1.307.914.9668
P.C. 3052+49.24	485.427.6679	1.307.802.5193
P.T. 3052+63.43	485.424.6746	1.307.788.7320
P.C. 3055+87.20	485.415.9103	1.307.465.0842
P.T. 3056+45.19	485.451.1684	1.307.426.1536
P.O.E. 3057+58.78	485.564.4643	1.307.417.9991

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'
INTERNATIONAL MIDDLE SCHOOL ENTRANCE							
10-2	3052+56.42	21°23'47.91" RT.	150°46'42.12"	38.00'	7.18'	14.19'	0.67'
10-3	3056+23.53	87°26'03.76" RT.	150°46'42.12"	38.00'	36.34'	57.99'	14.58'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

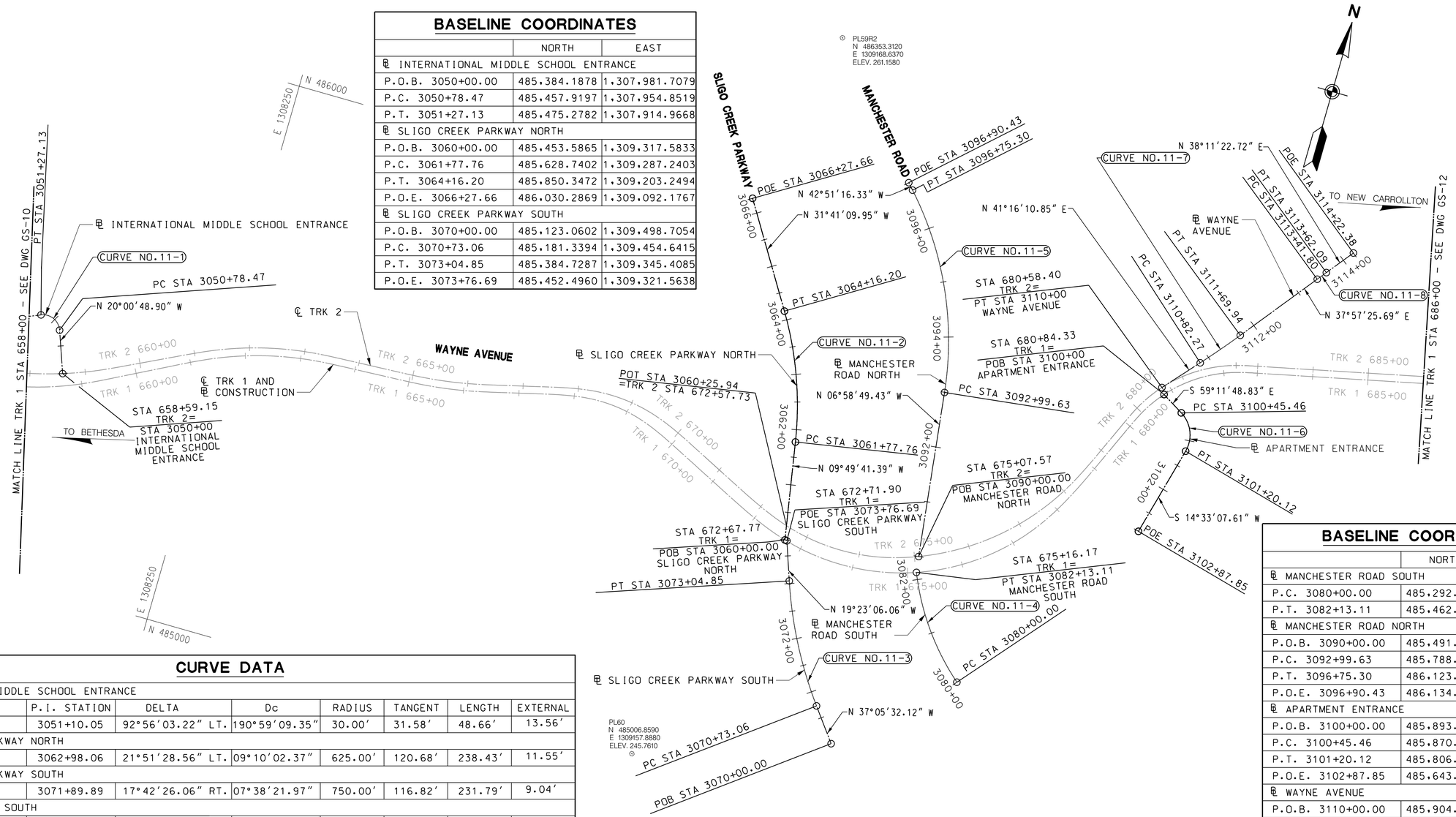
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 630+00 TO STA TRK 1 658+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-10
SHEET NO. 70 OF 497

c:\pwworking\mtapw\je-benjamin foltz\d0107267\1042pCV0009.dgn
9/14/2012

BASELINE COORDINATES

	NORTH	EAST
℄ INTERNATIONAL MIDDLE SCHOOL ENTRANCE		
P.O.B. 3050+00.00	485,384.1878	1,307,981.7079
P.C. 3050+78.47	485,457.9197	1,307,954.8519
P.T. 3051+27.13	485,475.2782	1,307,914.9668
℄ 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
INTERNATIONAL MIDDLE SCHOOL ENTRANCE							
11-1	3051+10.05	92°56'03.22" LT.	190°59'09.35"	30.00'	31.58'	48.66'	13.56'
SLIGO CREEK PARKWAY NORTH							
11-2	3062+98.06	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'

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

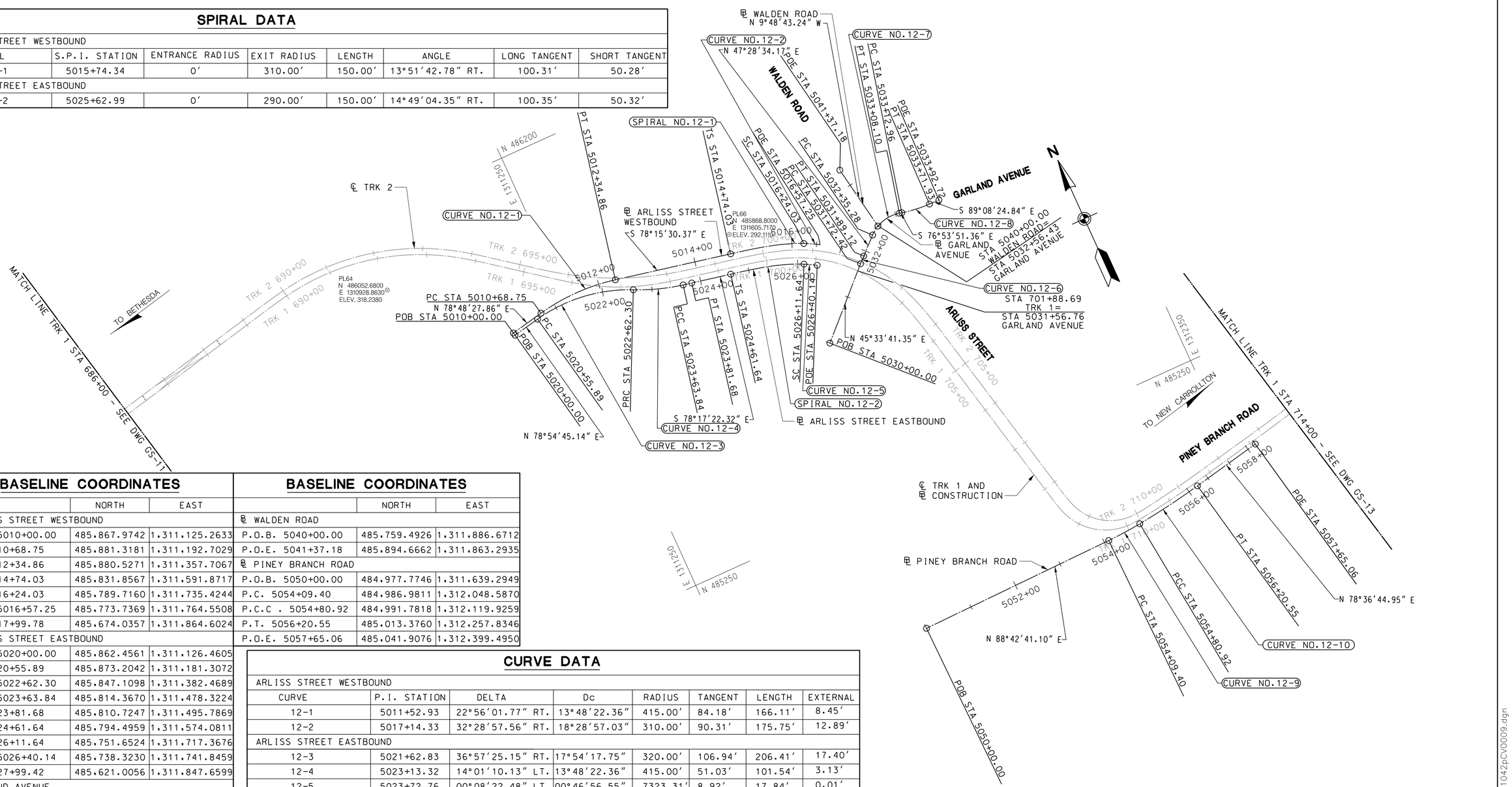
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 658+00 TO STA TRK 1 686+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-11
SHEET NO. 71 OF 497

c:\pwworking\mtapw\je-benjamin foltz\d0107267\1042pcv0009.dgn
9/14/2012

SPIRAL DATA

SPIRAL	S.P.I. STATION	ENTRANCE RADIUS	EXIT RADIUS	LENGTH	ANGLE	LONG TANGENT	SHORT TANGENT
ARLISS STREET WESTBOUND							
12-1	5015+74.34	0'	310.00'	150.00'	13°51'42.78" RT.	100.31'	50.28'
ARLISS STREET EASTBOUND							
12-2	5025+62.99	0'	290.00'	150.00'	14°49'04.35" RT.	100.35'	50.32'



BASELINE COORDINATES

	NORTH	EAST
℄ ARLISS STREET WESTBOUND		
P.O.B. 5010+00.00	485,867.9742	1,311,125.2633
P.C. 5010+68.75	485,881.3181	1,311,192.7029
P.T. 5012+34.86	485,880.5271	1,311,357.7067
T.S. 5014+74.03	485,831.8567	1,311,591.8717
S.C. 5016+24.03	485,789.7160	1,311,735.4244
P.O.E. 5016+57.25	485,773.7369	1,311,764.5508
P.T. 5017+99.78	485,674.0357	1,311,864.6024
℄ ARLISS STREET EASTBOUND		
P.O.B. 5020+00.00	485,862.4561	1,311,126.4605
P.C. 5020+55.89	485,873.2042	1,311,181.3072
P.R.C. 5022+62.30	485,847.1098	1,311,382.4689
P.C.C. 5023+63.84	485,814.3670	1,311,478.3224
P.T. 5023+81.68	485,810.7247	1,311,495.7869
T.S. 5024+61.64	485,794.4959	1,311,574.0811
S.C. 5026+11.64	485,751.6524	1,311,717.3676
P.O.E. 5026+40.14	485,738.3230	1,311,741.8459
P.T. 5027+99.42	485,621.0056	1,311,847.6599
℄ GARLAND AVENUE		
P.O.B. 5030+00.00	485,584.1575	1,311,700.0391
P.C. 5031+72.42	485,704.8727	1,311,823.1439
P.T. 5031+89.12	485,716.3697	1,311,835.2671
P.C. 5032+35.28	485,747.5695	1,311,869.2873
P.T. 5033+08.10	485,765.3422	1,311,936.9814
P.C. 5033+12.96	485,764.2408	1,311,941.7139
P.T. 5033+71.93	485,757.0866	1,312,000.1395
P.O.E. 5033+92.72	485,756.7747	1,312,020.9249

BASELINE COORDINATES

	NORTH	EAST
℄ WALDEN ROAD		
P.O.B. 5040+00.00	485,759.4926	1,311,886.6712
P.O.E. 5041+37.18	485,894.6662	1,311,863.2935
℄ PINEY BRANCH ROAD		
P.O.B. 5050+00.00	484,977.7746	1,311,639.2949
P.C. 5054+09.40	484,986.9811	1,312,048.5870
P.C.C . 5054+80.92	484,991.7818	1,312,119.9259
P.T. 5056+20.55	485,013.3760	1,312,257.8346
P.O.E. 5057+65.06	485,041.9076	1,312,399.4950

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
ARLISS STREET WESTBOUND							
12-1	5011+52.93	22°56'01.77" RT.	13°48'22.36"	415.00'	84.18'	166.11'	8.45'
12-2	5017+14.33	32°28'57.56" RT.	18°28'57.03"	310.00'	90.31'	175.75'	12.89'
ARLISS STREET EASTBOUND							
12-3	5021+62.83	36°57'25.15" RT.	17°54'17.75"	320.00'	106.94'	206.41'	17.40'
12-4	5023+13.32	14°01'10.13" LT.	13°48'22.36"	415.00'	51.03'	101.54'	3.13'
12-5	5023+72.76	00°08'22.48" LT.	00°46'56.55"	7323.31'	8.92'	17.84'	0.01'
GARLAND AVENUE							
12-6	5031+80.77	01°54'52.82" RT.	11°27'32.96"	500.00'	8.36'	16.71'	0.07'
12-7	5032+74.85	55°37'34.47" RT.	76°23'39.74"	75.00'	39.57'	72.81'	9.80'
12-8	5033+42.56	12°14'33.48" LT.	20°45'33.63"	276.00'	29.60	58.97'	1.58'
PINEY BRANCH ROAD							
12-9	5054+45.18	05°07'21.12" LT.	07°09'43.10"	800.00'	35.79'	71.52'	0.80'
12-10	5055+50.78	04°58'35.02" LT.	03°33'50.07"	1607.67'	69.86'	139.63'	1.52'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

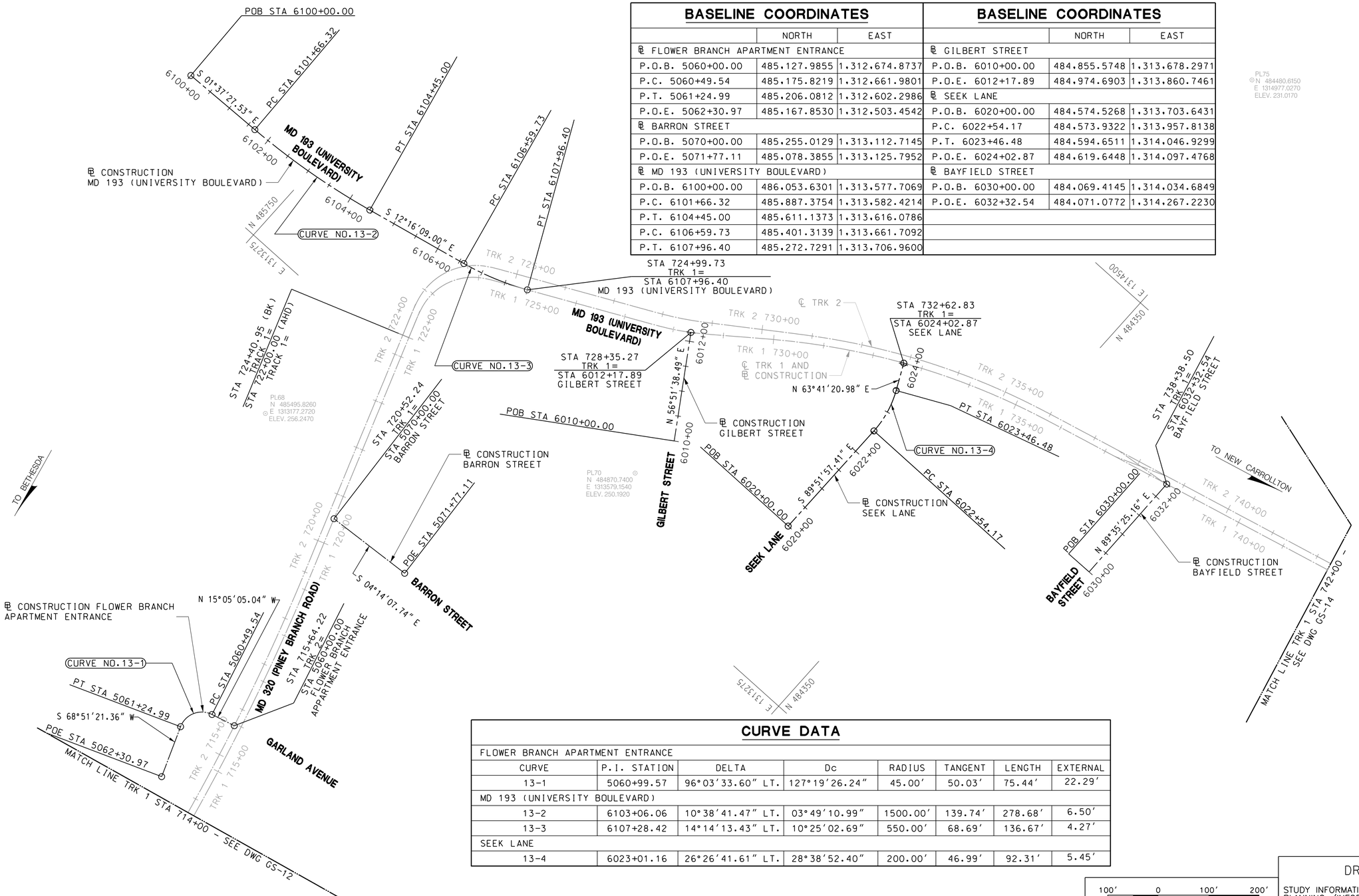
DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 686+00 TO STA TRK 1 714+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-12
SHEET NO. 72 OF 497

c:\pwworking\mtapw\je-benjamin foltz\d0107267\1042pcv0009.dgn
9/14/2012



BASELINE COORDINATES

	NORTH	EAST
℄ FLOWER BRANCH APARTMENT ENTRANCE		
P.O.B. 5060+00.00	485,127.9855	1,312,674.8737
P.C. 5060+49.54	485,175.8219	1,312,661.9801
P.T. 5061+24.99	485,206.0812	1,312,602.2986
P.O.E. 5062+30.97	485,167.8530	1,312,503.4542
℄ BARRON STREET		
P.O.B. 5070+00.00	485,255.0129	1,313,112.7145
P.O.E. 5071+77.11	485,078.3855	1,313,125.7952
℄ MD 193 (UNIVERSITY BOULEVARD)		
P.O.B. 6100+00.00	486,053.6301	1,313,577.7069
P.C. 6101+66.32	485,887.3754	1,313,582.4214
P.T. 6104+45.00	485,611.1373	1,313,616.0786
P.C. 6106+59.73	485,401.3139	1,313,661.7092
P.T. 6107+96.40	485,272.7291	1,313,706.9600

BASELINE COORDINATES

	NORTH	EAST
℄ GILBERT STREET		
P.O.B. 6010+00.00	484,855.5748	1,313,678.2971
P.O.E. 6012+17.89	484,974.6903	1,313,860.7461
℄ SEEK LANE		
P.O.B. 6020+00.00	484,574.5268	1,313,703.6431
P.C. 6022+54.17	484,573.9322	1,313,957.8138
P.T. 6023+46.48	484,594.6511	1,314,046.9299
P.O.E. 6024+02.87	484,619.6448	1,314,097.4768
℄ BAYFIELD STREET		
P.O.B. 6030+00.00	484,069.4145	1,314,034.6849
P.O.E. 6032+32.54	484,071.0772	1,314,267.2230

PL75
N 484480.6150
E 1314977.0270
ELEV. 231.0170

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
FLOWER BRANCH APARTMENT ENTRANCE							
13-1	5060+99.57	96°03'33.60" LT.	127°19'26.24"	45.00'	50.03'	75.44'	22.29'
MD 193 (UNIVERSITY BOULEVARD)							
13-2	6103+06.06	10°38'41.47" LT.	03°49'10.99"	1500.00'	139.74'	278.68'	6.50'
13-3	6107+28.42	14°14'13.43" LT.	10°25'02.69"	550.00'	68.69'	136.67'	4.27'
SEEK LANE							
13-4	6023+01.16	26°26'41.61" LT.	28°38'52.40"	200.00'	46.99'	92.31'	5.45'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

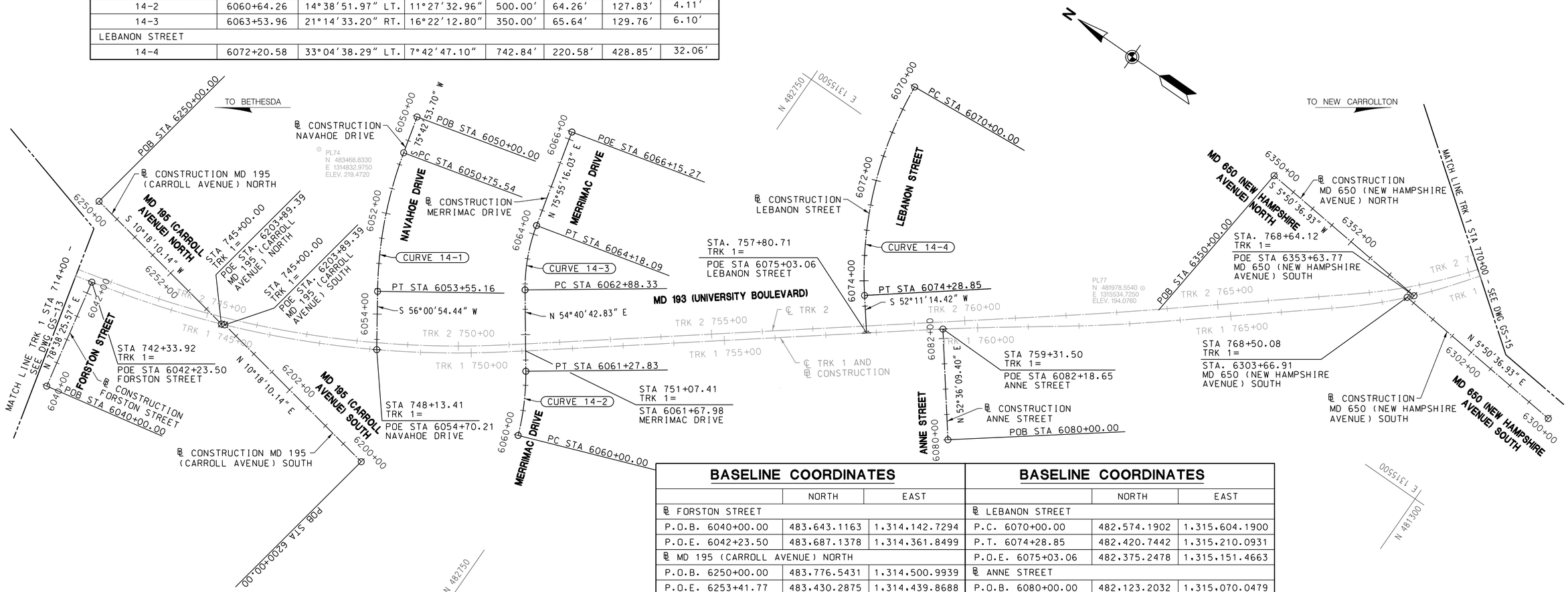
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 714+00 TO STA TRK 1 742+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-13
SHEET NO. 73 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0013.dgn
9/25/2012

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	6072+20.58	33°04′38.29″ LT.	7°42′47.10″	742.84′	220.58′	428.85′	32.06′



BASELINE COORDINATES

	NORTH	EAST
℄ FORSTON STREET		
P.O.B. 6040+00.00	483,643.1163	1,314,142.7294
P.O.E. 6042+23.50	483,687.1378	1,314,361.8499
℄ MD 195 (CARROLL AVENUE) NORTH		
P.O.B. 6250+00.00	483,776.5431	1,314,500.9939
P.O.E. 6253+41.77	483,430.2875	1,314,439.8688
℄ MD 195 (CARROLL AVENUE) SOUTH		
P.O.B. 6200+00.00	483,048.6831	1,314,374.1515
P.O.E. 6203+81.26	483,423.7991	1,314,442.3407
℄ 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+70.21	483,149.7072	1,314,573.1355
℄ 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	482,574.1902	1,315,604.1900
P.T. 6074+28.85	482,420.7442	1,315,210.0931
P.O.E. 6075+03.06	482,375.2478	1,315,151.4663
℄ ANNE STREET		
P.O.B. 6080+00.00	482,123.2032	1,315,070.0479
P.O.E. 6082+18.65	482,256.0184	1,315,243.7793
℄ MD 650 (NEW HAMPSHIRE AVENUE)		
P.O.B. 6300+00.00	481,174.2292	1,315,786.0551
P.O.E. 6307+22.34	481,892.8138	1,315,859.5987
℄ MD 650 (NEW HAMPSHIRE AVENUE) NORTH		
P.O.B. 6350+00.00	481,892.2623	1,315,864.9879
P.O.E. 6353+63.77	481,530.3811	1,315,827.9512
℄ MD 650 (NEW HAMPSHIRE AVENUE) SOUTH		
P.O.B. 6300+00.00	481,174.8267	1,315,780.2173
P.O.E. 6303+66.91	481,539.8319	1,315,817.5737

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESCN
DRAWN
CHECK
APPR

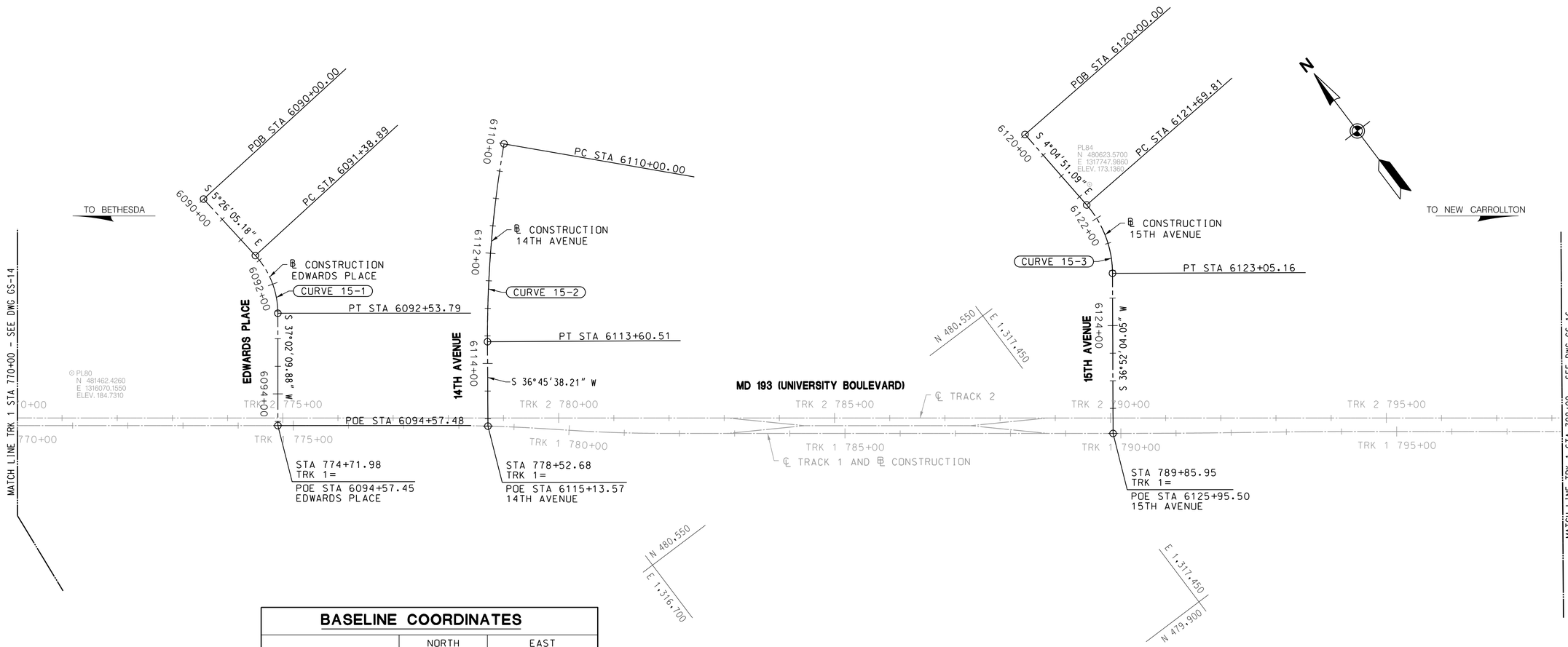
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 742+00 TO STA TRK 1 770+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-14
SHEET NO. 74 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pcv0014.dgn
9/25/2012



BASELINE COORDINATES

	NORTH	EAST
℄ EDWARDS PLACE		
P.O.B. 6090+00.00	481,570.0676	1,316,450.8209
P.C. 6091+38.89	481,431.7982	1,316,463.9759
P.T. 6092+53.79	481,323.7585	1,316,433.4024
P.O.E. 6094+57.48	481,161.1565	1,316,310.7124
℄ 14TH AVENUE		
P.C. 6110+00.00	481,321.7310	1,316,945.6578
P.T. 6113+60.51	481,053.5160	1,316,705.4774
P.O.E. 6115+13.57	480,930.8911	1,316,613.8736
℄ 15TH AVENUE		
P.O.B. 6120+00.00	480,776.2466	1,317,709.3823
P.C. 6121+69.81	480,596.8653	1,317,721.4668
P.T. 6123+05.16	480,469.7693	1,317,684.0762
P.O.E. 6125+95.50	480,237.4913	1,317,509.8810

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
EDWARDS AVENUE							
15-1	6091+99.12	42°28'15.06" RT.	36°57'54.07"	155.00'	60.23'	114.89'	11.29'
14TH AVENUE							
15-2	6111+80.73	10°09'58.29" LT.	2°49'11.85"	2031.80'	180.73'	360.51'	8.02'
15TH AVENUE							
15-3	6122+40.52	40°56'55.13" RT.	30°15'18.78"	189.37'	70.71'	135.34'	12.77'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

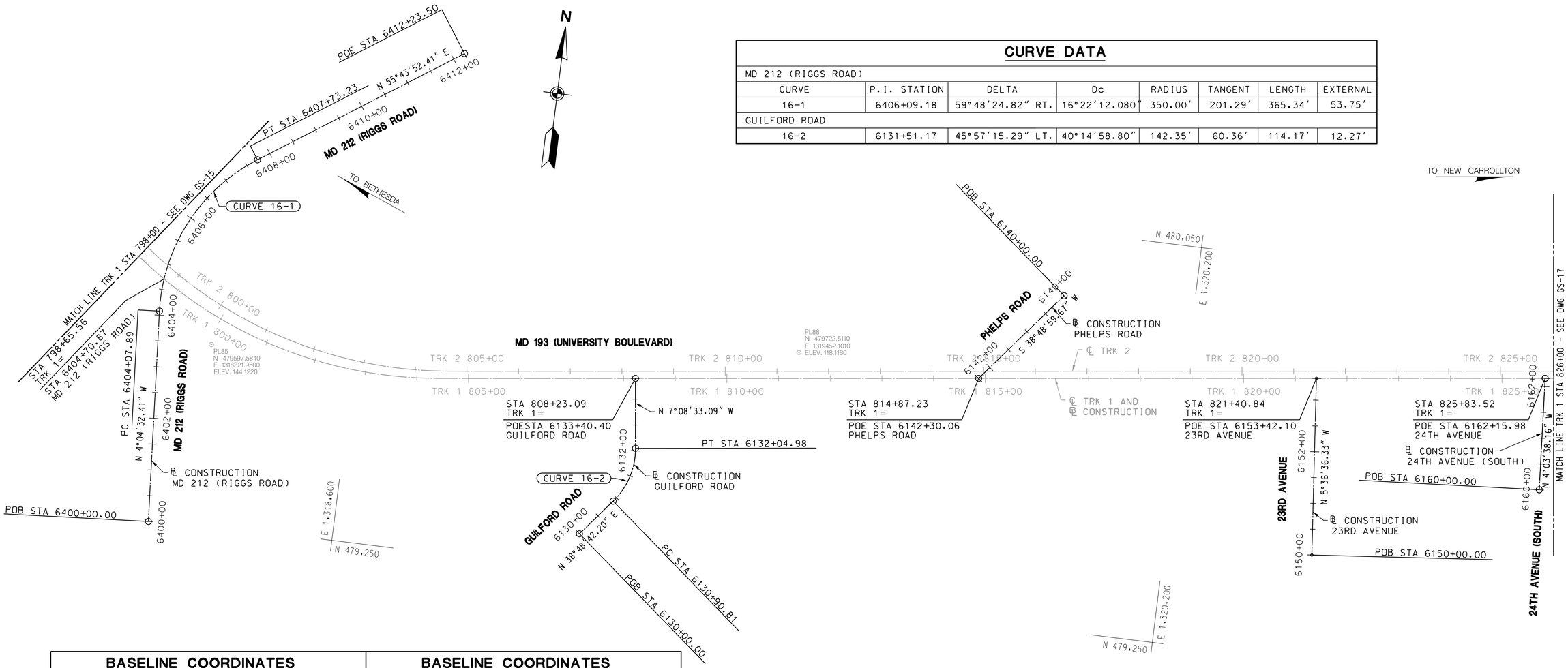
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 770+00 TO STA TRK 1 798+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-15
SHEET NO. 75 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0015.dgn
9/25/2012



CURVE DATA

MD 212 (RIGGS ROAD)							
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
16-1	6406+09.18	59°48'24.82" RT.	16°22'12.080"	350.00'	201.29'	365.34'	53.75'
GUILFORD ROAD							
16-2	6131+51.17	45°57'15.29" LT.	40°14'58.80"	142.35'	60.36'	114.17'	12.27'

BASELINE COORDINATES

	NORTH	EAST
℄ MD 212 (RIGGS ROAD)		
P.O.B. 6400+00.00	479,242.3783	1,318,243.1481
P.C. 6404+07.89	479,649.2392	1,318,214.1576
P.T. 6407+73.23	479,963.3569	1,318,366.1960
P.O.E. 6412+23.50	480,216.8935	1,318,738.3023
℄ GUILFORD ROAD		
P.O.B. 6130+00.00	479,321.7828	1,319,073.9449
P.C. 6130+90.81	479,392.5436	1,319,130.8619
P.T. 6132+04.98	479,499.4636	1,319,161.1870
P.O.E. 6133+40.40	479,633.8290	1,319,144.3496

BASELINE COORDINATES

	NORTH	EAST
℄ PHELPS ROAD		
P.O.B. 6140+00.00	479,895.1274	1,319,947.6024
P.O.E. 6142+30.06	479,715.8785	1,319,803.3972
℄ 23RD AVENUE		
P.O.B. 6150+00.00	479,456.1627	1,320,485.4488
P.O.E. 6153+42.10	479,796.6282	1,320,452.0053
℄ 24TH AVENUE (SOUTH)		
P.O.B. 6160+00.00	479,635.8776	1,320,906.5847
P.O.E. 6162+15.98	479,851.3179	1,320,891.2906

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 798+00 TO STA TRK 1 826+00

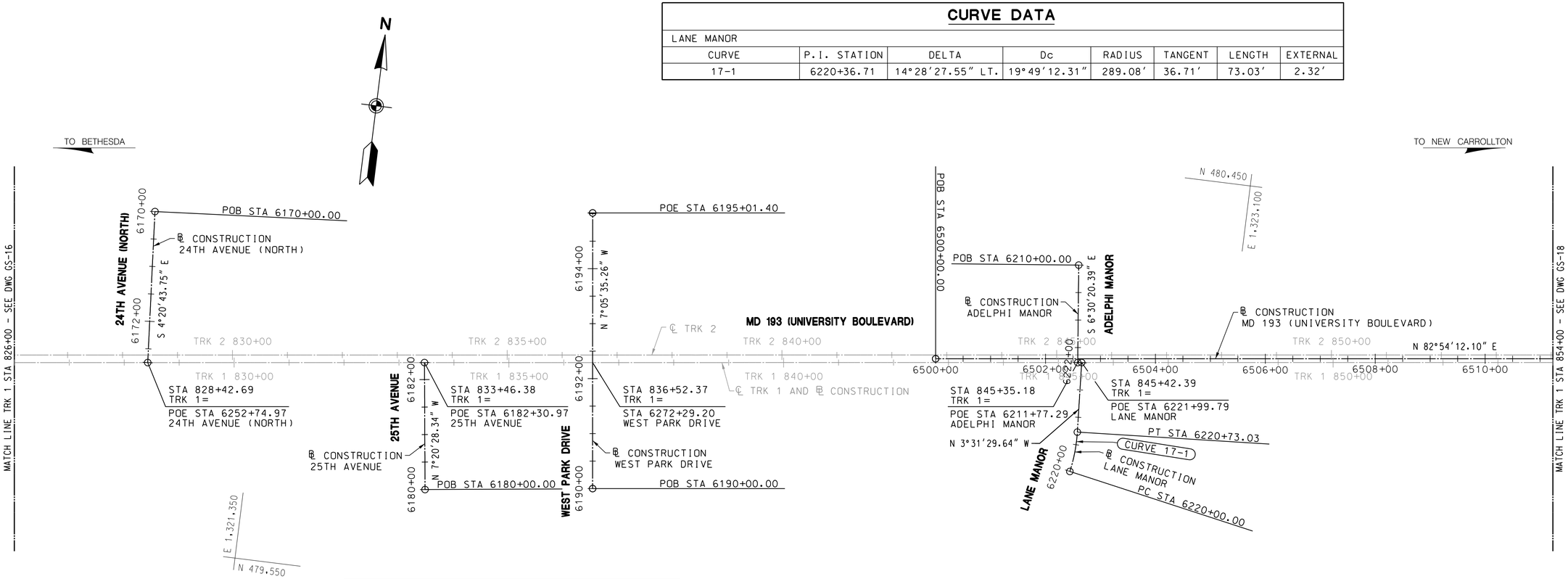
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-16
SHEET NO. 76 OF 497

c:\pwworking\mtapw\dla-charles kenny\d0107267\1042pCV0016.dgn
9/25/2012

CURVE DATA

LANE MANOR							
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
17-1	6220+36.71	14°28′27.55″ LT.	19°49′12.31″	289.08′	36.71′	73.03′	2.32′



BASELINE COORDINATES

	NORTH	EAST
℄ 24TH AVENUE (NORTH)		
P.O.B. 6170+00.00	480,157.5169	1,321,127.6407
P.O.E. 6172+74.97	479,883.3367	1,321,148.4753
℄ 25TH AVENUE		
P.O.B. 6180+00.00	479,716.4856	1,321,677.8144
P.O.E. 6182+30.97	479,945.5635	1,321,648.3014
℄ WEST PARK DRIVE		
P.O.B. 6190+00.00	479,755.9220	1,321,980.2501
P.O.E. 6195+01.40	479,253.4808	1,321,918.3364
℄ MD 193 (UNIVERSITY BOULEVARD)		
P.O.B. 6500+00.00	480,067.3059	1,322,570.5273
℄ ADELPHI MANOR		
P.O.B. 6210+00.00	480,268.5860	1,322,807.9155
P.O.E. 6211+77.29	480,092.4328	1,322,828.0032
℄ LANE MANOR		
P.O.B. 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

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

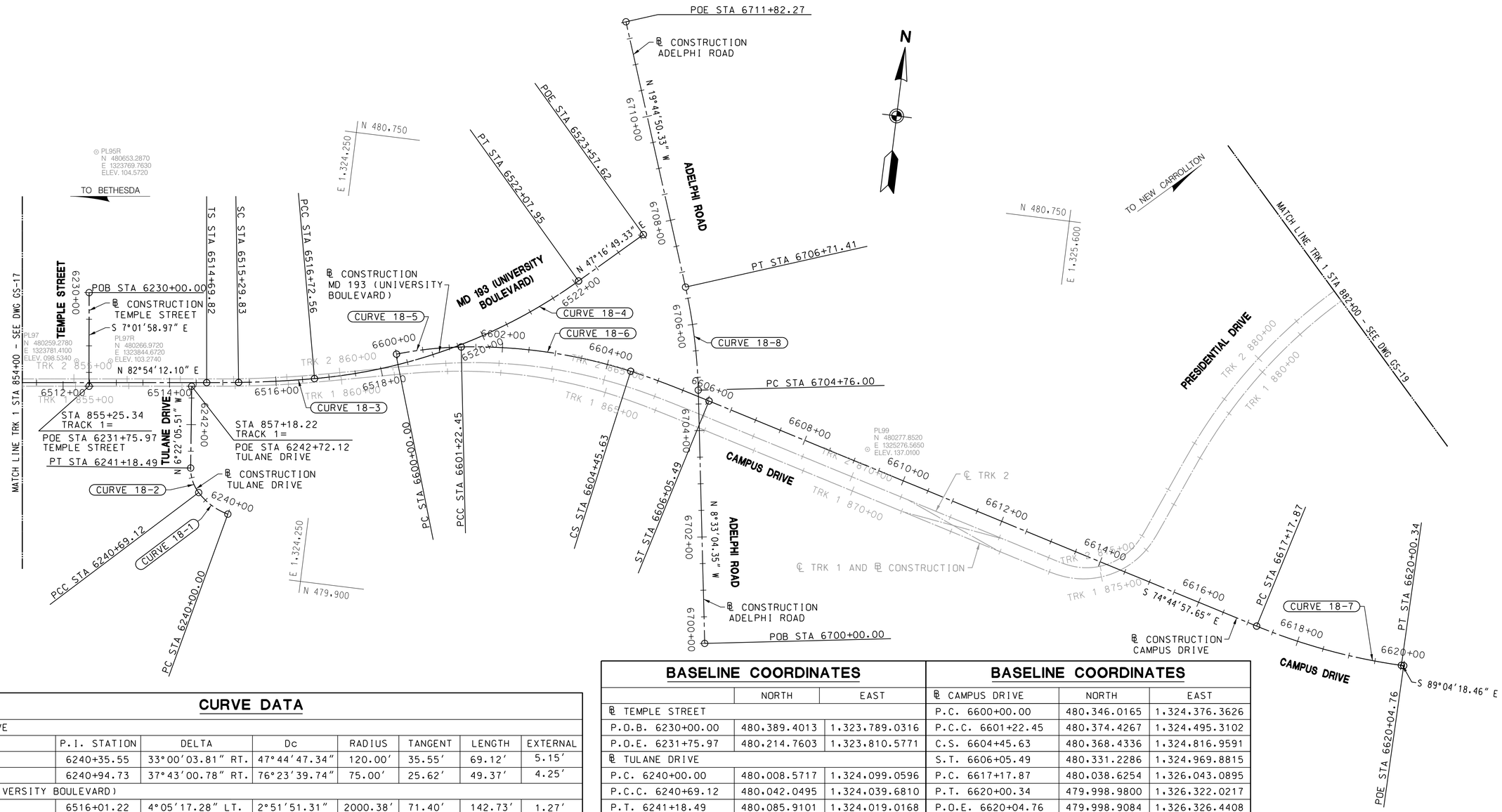
NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 826+00 TO STA TRK 1 854+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-17
SHEET NO. 77 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0017.dgn
9/25/2012



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
TULANE DRIVE							
18-1	6240+35.55	33°00'03.81" RT.	47°44'47.34"	120.00'	35.55'	69.12'	5.15'
18-2	6240+94.73	37°43'00.78" RT.	76°23'39.74"	75.00'	25.62'	49.37'	4.25'
MD 193 (UNIVERSITY BOULEVARD)							
18-3	6516+01.22	4°05'17.28" LT.	2°51'51.31"	2000.38'	71.40'	142.73'	1.27'
18-4	6519+46.84	30°40'31.92" LT.	5°43'46.48"	1000.00'	274.28'	535.39'	36.93'
CAMPUS DRIVE							
18-5	6601+61.38	10°01'21.46" RT.	8°11'06.40"	700.00'	61.38'	122.45'	2.69'
18-6	6602+85.53	18°58'43.19" RT.	5°20'20.90"	975.67'	163.08'	323.18'	13.54'
18-7	6618+59.85	14°19'20.81" LT.	5°04'13.52"	1130.00'	141.98'	282.47'	8.88'
ADELPHI ROAD							
18-8	6705+74.02	11°11'45.98" LT.	5°43'46.48"	1000.00'	98.02'	195.41'	4.79'

BASELINE COORDINATES

	NORTH	EAST
℄ TEMPLE STREET		
P.O.B. 6230+00.00	480,389.4013	1,323,789.0316
P.O.E. 6231+75.97	480,214.7603	1,323,810.5771
℄ TULANE DRIVE		
P.C. 6240+00.00	480,008.5717	1,324,099.0596
P.C.C. 6240+69.12	480,042.0495	1,324,039.6810
P.T. 6241+18.49	480,085.9101	1,324,019.0168
P.O.E. 6242+72.12	480,238.5890	1,324,001.9769
℄ MD 193 (UNIVERSITY BOULEVARD)		
T.S. 6514+69.82	480,248.8928	1,324,029.0917
S.C. 6515+29.83	480,256.6034	1,324,088.5954
P.C.C. 6516+72.56	480,281.3829	1,324,229.1267
P.T. 6522+07.95	480,524.6880	1,324,698.8737
P.O.E. 6523+57.62	480,636.2282	1,324,808.8361

BASELINE COORDINATES

℄ CAMPUS DRIVE	NORTH	EAST
P.C. 6600+00.00	480,346.0165	1,324,376.3626
P.C.C. 6601+22.45	480,374.4267	1,324,495.3102
C.S. 6604+45.63	480,368.4336	1,324,816.9591
S.T. 6606+05.49	480,331.2286	1,324,969.8815
P.C. 6617+17.87	480,038.6254	1,326,043.0895
P.T. 6620+00.34	479,998.9800	1,326,322.0217
P.O.E. 6620+04.76	479,998.9084	1,326,326.4408
℄ ADELPHI ROAD		
P.O.B. 6700+00.00	479,878.2596	1,325,018.0808
P.C. 6704+76.00	480,348.9704	1,324,947.3024
P.T. 6706+71.41	480,538.1497	1,324,899.6109
P.O.E. 6711+82.27	481,018.9629	1,324,727.4008

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

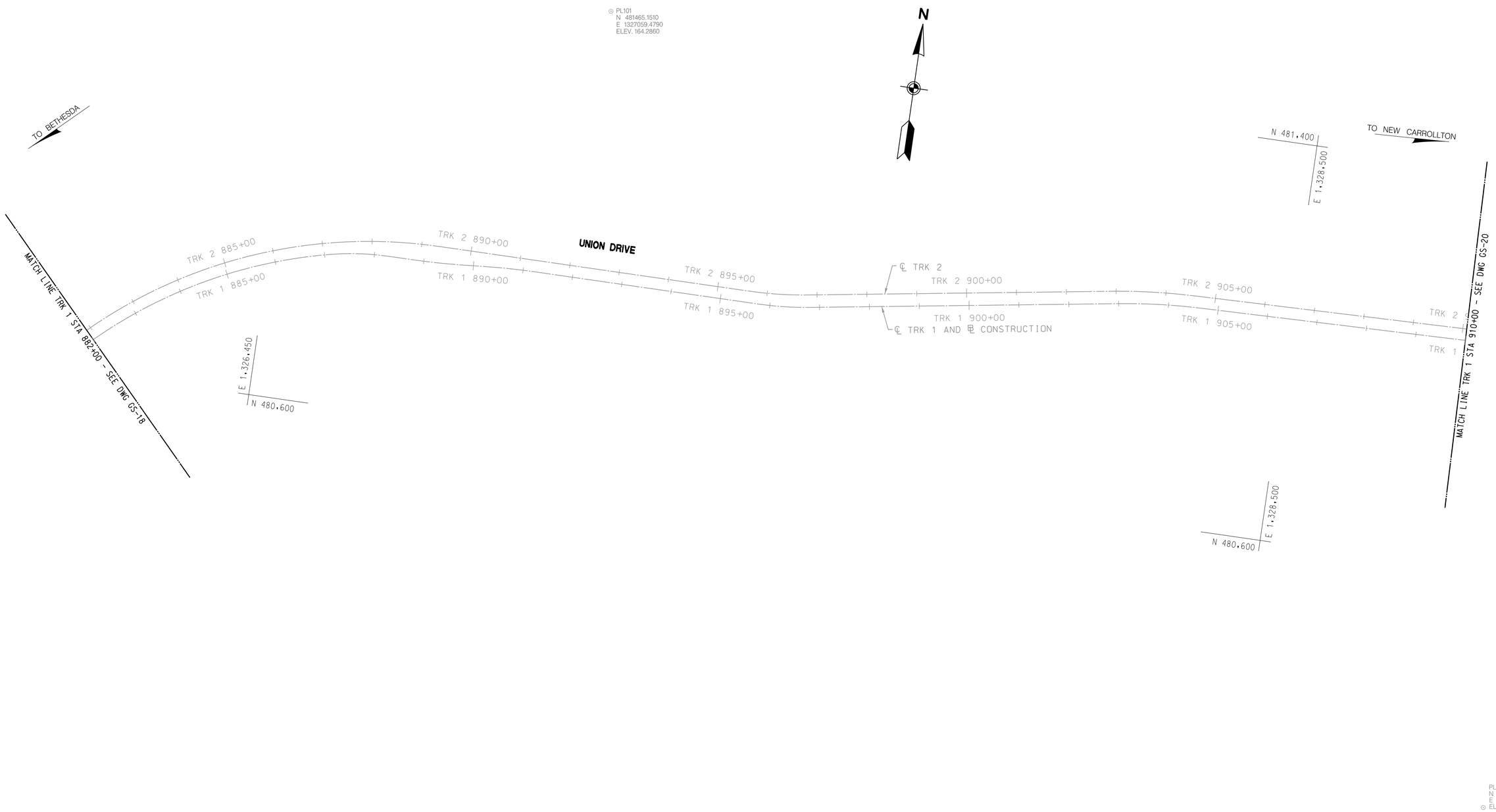
DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 854+00 TO STA TRK 1 882+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-18
SHEET NO. 78 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0018.dgn
9/25/2012



100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN
DRAWN
CHECK
APPR

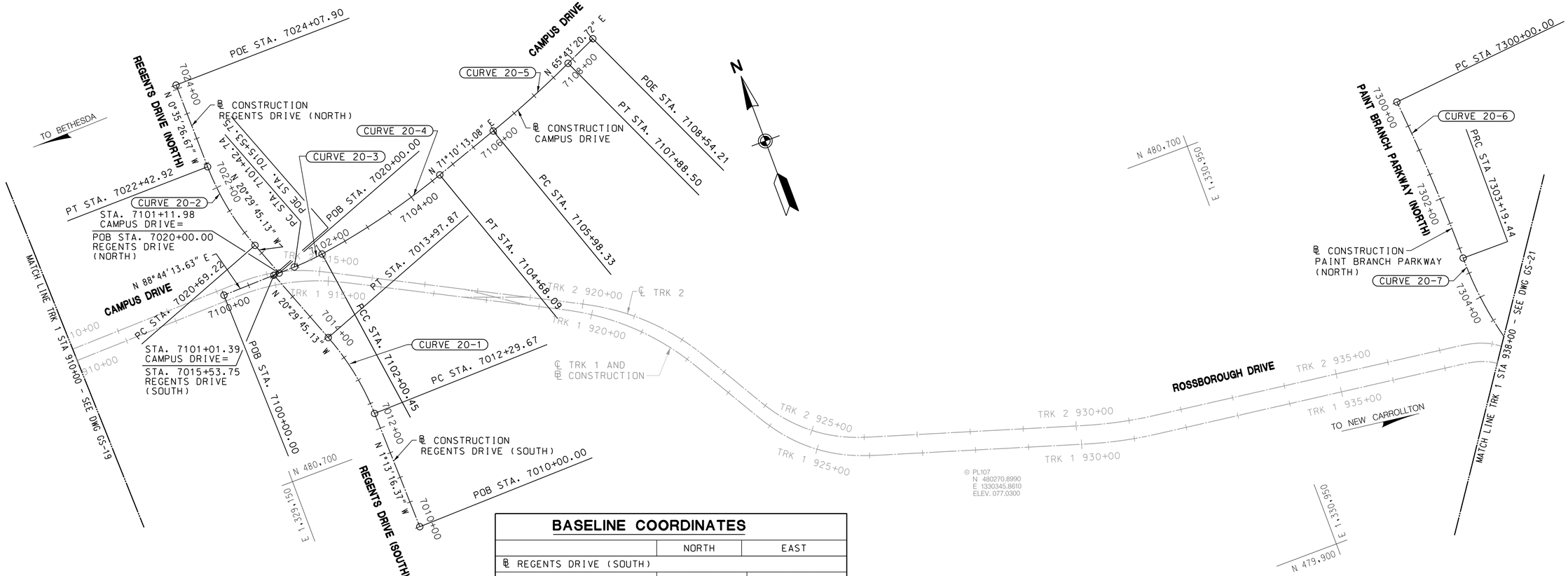
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 882+00 TO STA TRK 1 910+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-19
SHEET NO. 79 OF 497

c:\pwworking\mtapw\dla-charles kenny\d0107267\1042pCV0019.dgn
9/25/2012



BASELINE COORDINATES

	NORTH	EAST
℄ REGENTS DRIVE (SOUTH)		
P.O.B. 7010+00.00	480,536.4831	1,329,344.6667
P.C. 7012+29.67	480,766.0993	1,329,339.7719
P.T. 7013+97.87	480,930.5129	1,329,308.2341
P.O.E. 7015+53.75	481,076.5228	1,329,253.6553
℄ REGENTS DRIVE (NORTH)		
P.O.B. 7020+00.00	481,076.7563	1,329,264.2438
P.C. 7020+69.22	481,141.5900	1,329,240.0088
P.T. 7022+42.92	481,311.5049	1,329,208.3841
P.O.E. 7024+07.90	481,476.4796	1,329,206.6831
℄ CAMPUS DRIVE		
P.O.B. 7100+00.00	481,074.2765	1,329,152.2871
P.C. 7101+42.74	481,077.4223	1,329,294.9893
P.C.C. 7102+00.45	481,082.0179	1,329,352.4881
P.T. 7104+68.09	481,143.7353	1,329,612.4950
P.C. 7105+98.33	481,185.7727	1,329,735.7697
P.T. 7107+88.50	481,255.6084	1,329,912.5722
P.O.E. 7108+54.21	481,282.6261	1,329,972.4725
℄ PAINT BRANCH PARKWAY (NORTH)		
P.C. 7300+00.00	480,639.3427	1,331,349.0776
P.R.C. 7303+19.44	480,320.3142	1,331,362.7500

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
REGENTS DRIVE (SOUTH)							
20-1	7013+14.57	19°16′28.76″ LT.	11°27′32.96″	500.00′	84.90′	168.20′	7.16′
REGENTS DRIVE (NORTH)							
20-2	7021+56.95	19°54′18.47″ RT.	11°27′32.96″	500.00′	87.74′	173.71′	7.64′
CAMPUS DRIVE							
20-3	7101+71.63	6°36′48.80″ LT.	11°27′32.96″	500.00′	28.89′	57.71′	0.83′
20-4	7103+34.68	10°57′11.75″ LT.	4°05′33.20″	1400.00′	134.23′	267.64′	6.42′
20-5	7106+93.49	5°26′52.36″ LT.	2°51′53.24″	2000.00′	95.16′	190.17′	2.26′
PAINT BRANCH PARKWAY (NORTH)							
20-6	7301+59.84	5°26′32.48″ RT.	1°42′13.36″	3363.00′	159.84′	319.44′	3.80′
20-7	7304+60.55	23°53′27.47″ LT.	8°35′24.26″	667.00′	141.11′	278.12′	14.76′

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

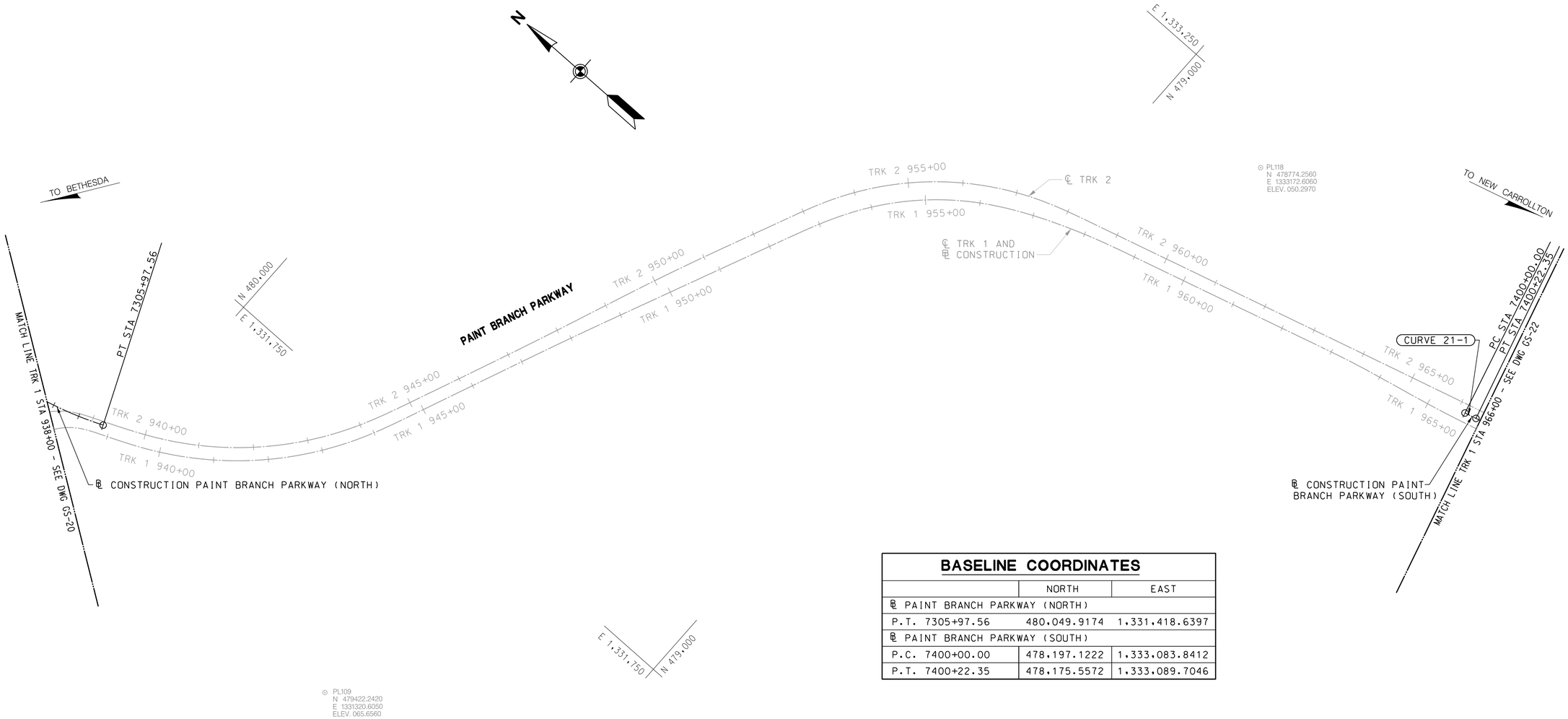
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 910+00 TO STA TRK 1 938+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-20
SHEET NO. 80 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pcv0020.dgn
9/25/2012



BASELINE COORDINATES

	NORTH	EAST
℄ PAINT BRANCH PARKWAY (NORTH)		
P.T. 7305+97.56	480,049.9174	1,331,418.6397
℄ PAINT BRANCH PARKWAY (SOUTH)		
P.C. 7400+00.00	478,197.1222	1,333,083.8412
P.T. 7400+22.35	478,175.5572	1,333,089.7046

CURVE DATA

PAINT BRANCH PARKWAY (SOUTH)

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
21-1	7400+11.17	0°38′44.12″ LT.	2°53′19.69″	1983.38′	11.17′	22.35′	0.03′

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

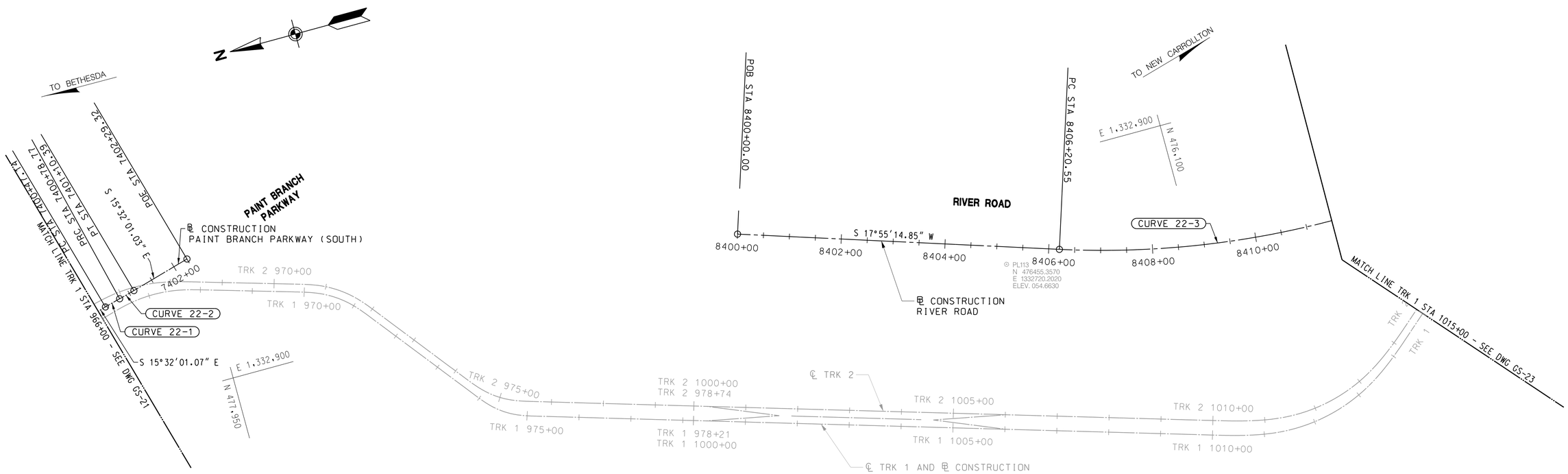
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 938+00 TO STA TRK 1 966+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-21
SHEET NO. 81 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0021.dgn
9/25/2012



BASELINE COORDINATES

	NORTH	EAST
℄ PAINT BRANCH PARKWAY (SOUTH)		
P.C. 7400+47.14	478,151.6667	1,333,096.3452
P.R.C. 7400+78.77	478,121.0689	1,333,104.3311
P.T. 7401+10.39	478,090.4711	1,333,112.3170
P.O.E. 7402+29.32	477,975.8854	1,333,144.1668
℄ RIVER ROAD		
P.O.B. 8400+00.00	476,940.0934	1,332,912.1629
P.C. 8406+20.55	476,349.6528	1,332,721.2191

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
PAINT BRANCH PARKWAY (SOUTH)							
22-1	7400+62.96	1°48'42.94" RT.	5°43'46.48"	1000.00'	15.81'	31.62'	0.13'
22-2	7400+94.58	1°48'42.94" LT.	5°43'46.48"	1000.00'	15.81'	31.62'	0.13'
RIVER ROAD							
22-3	8421+98.44	84°24'20.99" LT.	3°17'34.30"	1740.00	1577.90'	2563.30'	608.91'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 966+00 TO STA TRK 1 1015+00

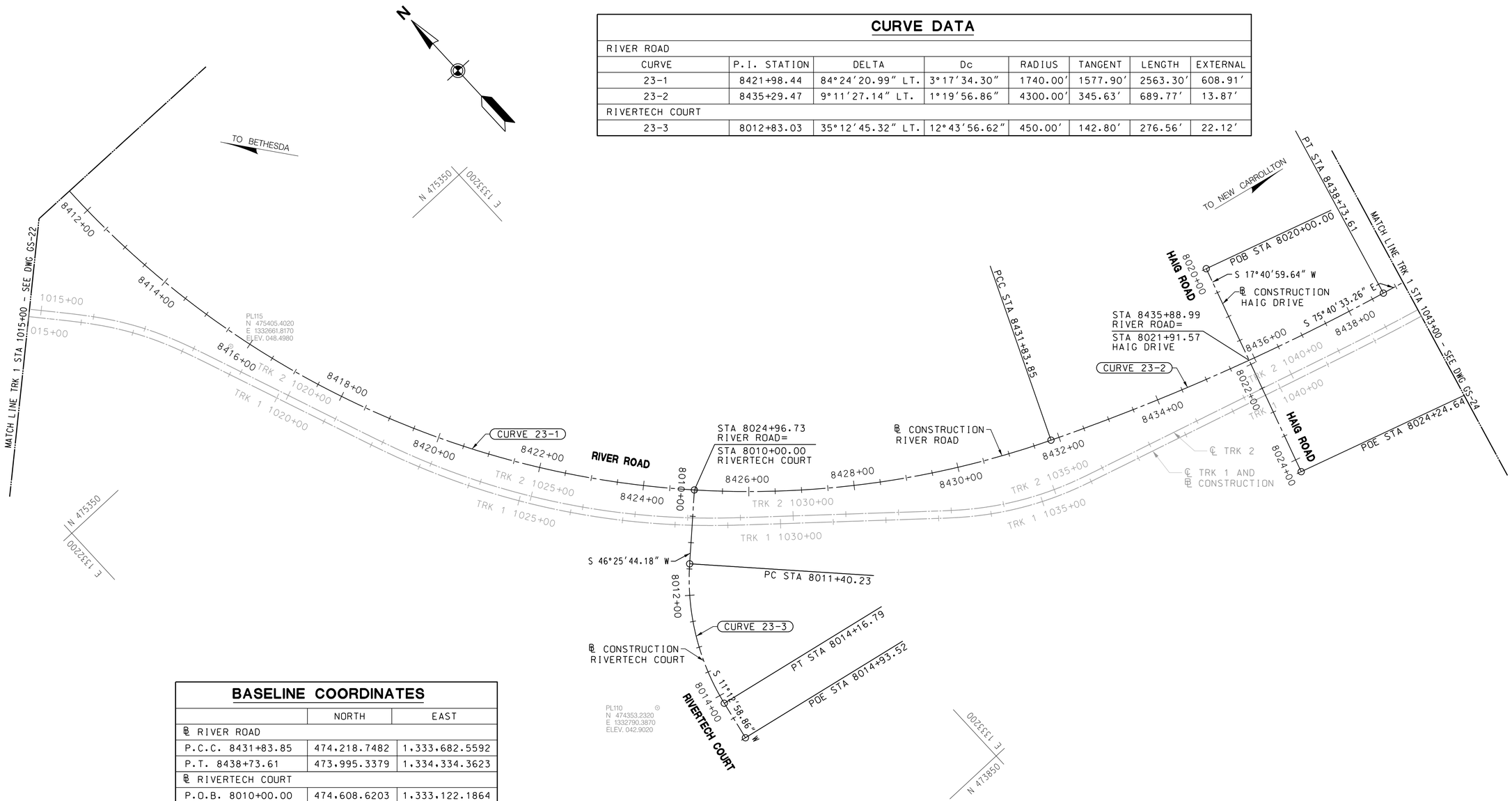
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-22
SHEET NO. 82 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pcV0022.dgn
9/25/2012

CURVE DATA

RIVER ROAD							
CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
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′



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

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESCN
DRAWN
CHECK
APPR

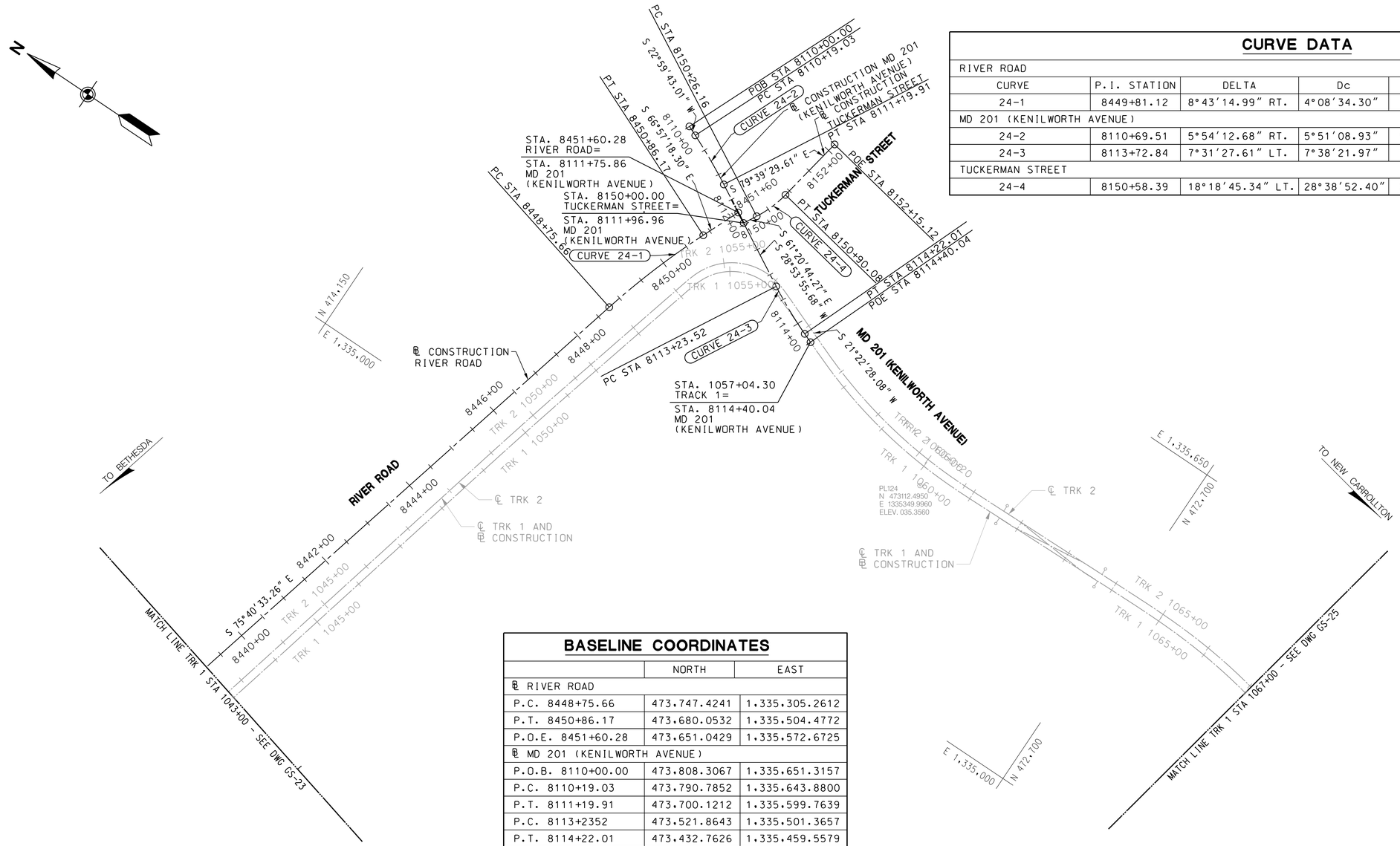
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1015+00 TO STA TRK 1 1043+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-23
SHEET NO. 83 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pcv0023.dgn
9/25/2012



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
RIVER ROAD							
24-1	8449+81.12	8°43'14.99" RT.	4°08'34.30"	1383.00'	105.46'	210.50'	4.01'
MD 201 (KENILWORTH AVENUE)							
24-2	8110+69.51	5°54'12.68" RT.	5°51'08.93"	979.00'	50.48'	100.87'	1.30'
24-3	8113+72.84	7°31'27.61" LT.	7°38'21.97"	750.00'	49.32'	98.49'	1.62'
TUCKERMAN STREET							
24-4	8150+58.39	18°18'45.34" LT.	28°38'52.40"	200.00'	32.24'	63.92'	2.58'

BASELINE COORDINATES

	NORTH	EAST
℄ RIVER ROAD		
P.C. 8448+75.66	473.747.4241	1.335.305.2612
P.T. 8450+86.17	473.680.0532	1.335.504.4772
P.O.E. 8451+60.28	473.651.0429	1.335.572.6725
℄ MD 201 (KENILWORTH AVENUE)		
P.O.B. 8110+00.00	473.808.3067	1.335.651.3157
P.C. 8110+19.03	473.790.7852	1.335.643.8800
P.T. 8111+19.91	473.700.1212	1.335.599.7639
P.C. 8113+2352	473.521.8643	1.335.501.3657
P.T. 8114+22.01	473.432.7626	1.335.459.5579
P.O.E. 8114+40.04	473.415.9757	1.335.452.9878
℄ TUCKERMAN STREET		
P.O.B. 8150+00.00	473.632.6560	1.335.562.5229
P.C. 8150+26.16	473.620.1133	1.335.585.4759
P.T. 8150+90.08	473.598.8681	1.335.645.4770
P.O.E. 8152+15.12	473.576.4207	1.335.768.4872

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

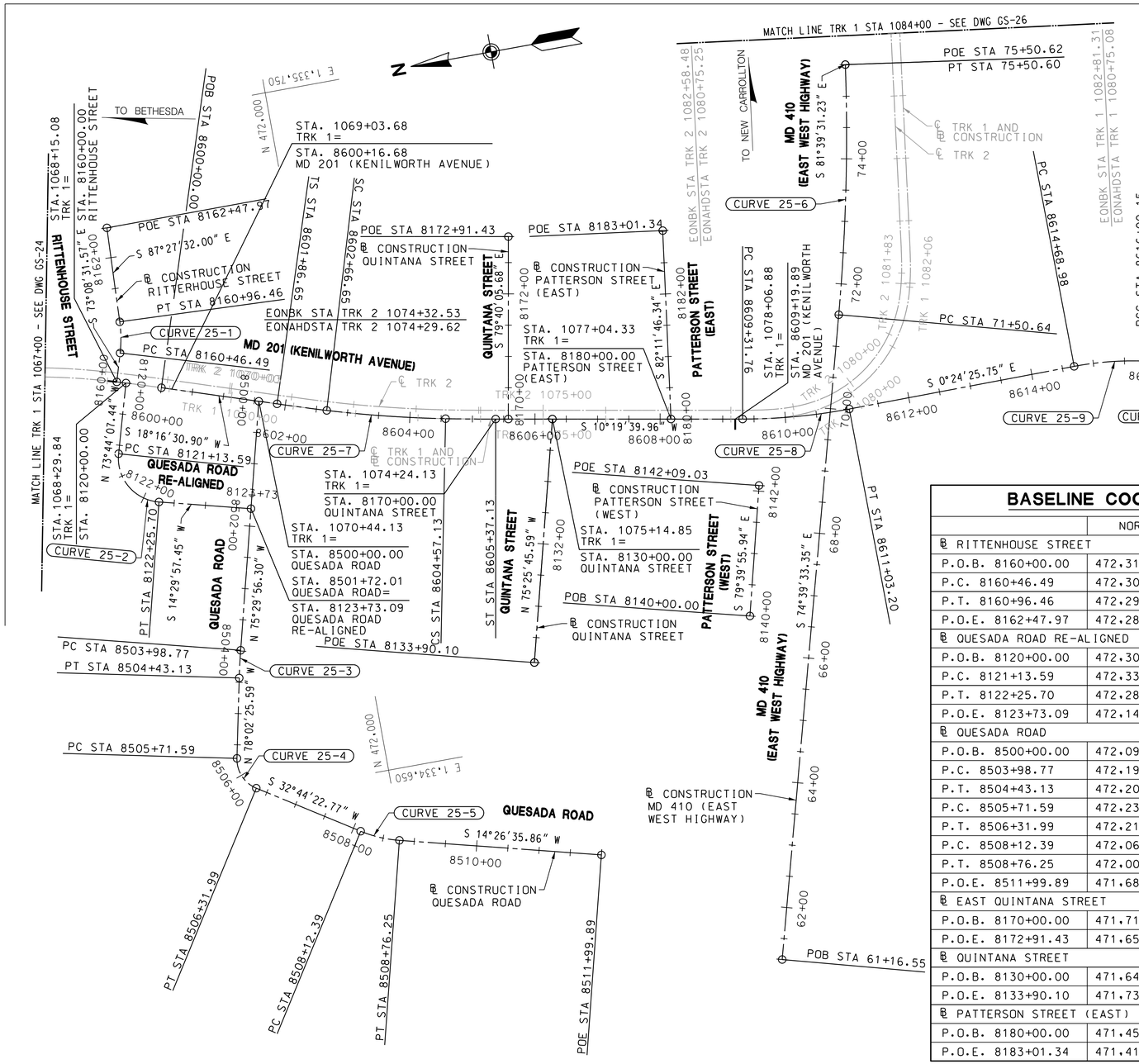
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1043+00 TO STA TRK 1 1067+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-24
SHEET NO. 84 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0024.dgn
9/25/2012



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
RITTENHOUSE STREET							
25-1	8160+71.61	14°19′00.44″ LT.	28°38′52.40″	200.00′	25.12′	50.00′	1.57′
QUESADA ROAD RE-ALIGNED							
25-2	8121+85.78	91°45′55.12″ LT.	81°51′04.01″	70.00′	72.19′	112.11′	30.56′
QUESADA ROAD							
25-3	8504+20.95	2°32′29.30″ LT.	5°43′46.48″	1000.00′	22.18′	44.36′	0.25′
25-4	8506+06.09	69°13′11.64″ LT.	114°35′29.61″	50.00′	34.51′	60.41′	10.75′
25-5	8508+44.59	18°17′46.19′ LT.	28°38′52.40′	200.00′	32.21′	63.87′	2.58′
MD 410 (EAST WEST HIGHWAY)							
25-6	73+50.87	6°59′557.88″ LT.	1°44′59.99″	3274.05′	200.23′	399.97′	6.12′
MD 201 (KENILWORTH AVENUE)							
25-7	8603+61.96	5°35′48.80″ LT.	2°56′17.68″	1950.00′	95.32′	190.48′	2.33′
25-8	8610+17.73	10°44′05.71″ LT.	6°15′42.60″	915.00′	85.97′	171.43′	4.03′
25-9	8615+34.94	15°01′49.65″ RT.	11°27′32.96″	500.00′	65.96′	131.17′	4.33′
25-10	8617+60.98	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	472,316.1002	1,335,338.0912
P.C. 8160+46.49	472,302.6191	1,335,382.5804
P.T. 8160+96.46	472,294.2211	1,335,431.7129
P.O.E. 8162+47.97	472,287.5040	1,335,583.0692
℄ QUESADA ROAD RE-ALIGNED		
P.O.B. 8120+00.00	472,301.9935	1,335,333.7612
P.C. 8121+13.59	472,333.8067	1,335,224.7186
P.T. 8122+25.70	472,284.1340	1,335,137.3429
P.O.E. 8123+73.09	472,141.4413	1,335,100.4420
℄ QUESADA ROAD		
P.O.B. 8500+00.00	472,098.3759	1,335,266.9717
P.C. 8503+98.77	472,198.2272	1,334,880.9041
P.T. 8504+43.13	472,208.3782	1,334,837.7279
P.C. 8505+71.59	472,234.9977	1,334,712.0566
P.T. 8506+31.99	472,213.1242	1,334,659.6387
P.C. 8508+12.39	472,061.3902	1,334,562.0789
P.T. 8508+76.25	472,003.1100	1,334,536.6272
P.O.E. 8511+99.89	471,689.7000	1,334,455.9047
℄ 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
℄ 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

BASELINE COORDINATES

	NORTH	EAST
℄ PATTERSON STREET (WEST)		
P.O.B. 8140+00.00	471,387.7750	1,334,788.8614
P.O.E. 8142+09.03	471,336.0218	1,334,991.3882
℄ 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	472,247.5880	1,335,316.2474
T.S. 8601+86.65	472,070.3552	1,335,257.7182
S.C. 8602+66.65	471,994.2220	1,335,233.1520
C.S. 8604+57.13	471,809.7145	1,335,186.1165
S.T. 8605+37.13	471,731.1121	1,335,171.2367
P.C. 8609+31.76	471,342.8733	1,335,100.4874
P.T. 8611+03.20	471,172.3310	1,335,085.6859
P.C. 8614+68.98	470,806.5558	1,335,088.2852
P.C.C. 8616+00.15	470,676.7712	1,335,072.1011
P.T. 8619+17.19	470,395.1046	1,334,931.5917
P.O.E. 8624+59.93	469,969.7700	1,334,594.4600

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

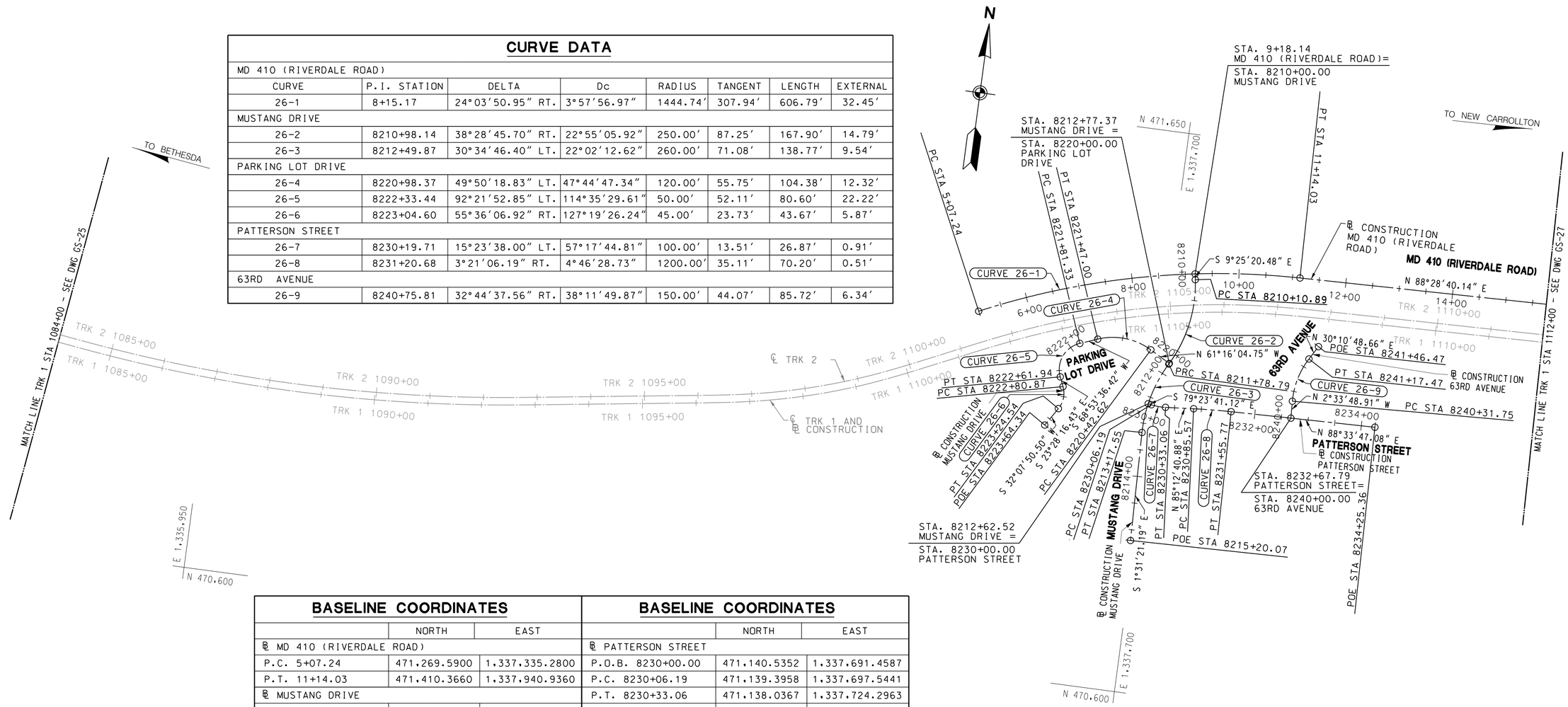
TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1067+00 TO STA TRK 1 1084+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-25
SHEET NO. 85 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pcv0025.dgn
9/25/2012

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
MD 410 (RIVERDALE ROAD)							
26-1	8+15.17	24°03′50.95″ RT.	3°57′56.97″	1444.74′	307.94′	606.79′	32.45′
MUSTANG DRIVE							
26-2	8210+98.14	38°28′45.70″ RT.	22°55′05.92″	250.00′	87.25′	167.90′	14.79′
26-3	8212+49.87	30°34′46.40″ LT.	22°02′12.62″	260.00′	71.08′	138.77′	9.54′
PARKING LOT DRIVE							
26-4	8220+98.37	49°50′18.83″ LT.	47°44′47.34″	120.00′	55.75′	104.38′	12.32′
26-5	8222+33.44	92°21′52.85″ LT.	114°35′29.61″	50.00′	52.11′	80.60′	22.22′
26-6	8223+04.60	55°36′06.92″ RT.	127°19′26.24″	45.00′	23.73′	43.67′	5.87′
PATTERSON STREET							
26-7	8230+19.71	15°23′38.00″ LT.	57°17′44.81″	100.00′	13.51′	26.87′	0.91′
26-8	8231+20.68	3°21′06.19″ RT.	4°46′28.73″	1200.00′	35.11′	70.20′	0.51′
63RD AVENUE							
26-9	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. 5+07.24	471,269.5900	1,337,335.2800
P.T. 11+14.03	471,410.3660	1,337,940.9360
℄ MUSTANG DRIVE		
P.O.B. 8210+00.00	471,392.0529	1,337,746.0518
P.C. 8210+10.89	471,381.3088	1,337,747.8348
P.R.C. 8211+78.79	471,218.9612	1,337,719.7419
P.T. 8213+17.55	471,085.7762	1,337,687.1093
P.O.E. 8215+20.07	470,883.3294	1,337,692.4903
℄ PARKING LOT DRIVE		
P.O.B. 8220+00.00	471,220.2027	1,337,720.4271
P.C. 8220+42.62	471,240.6899	1,337,683.0560
P.T. 8221+47.00	471,247.4141	1,337,582.1579
P.C. 8221+81.33	471,235.0506	1,337,550.1282
P.T. 8222+61.94	471,168.4906	1,337,522.2704
P.C. 8222+80.87	471,151.1251	1,337,529.8107
P.T. 8223+24.54	471,109.2688	1,337,526.6417
P.O.E. 8223+64.34	471,075.5671	1,337,505.4755

BASELINE COORDINATES

	NORTH	EAST
℄ PATTERSON STREET		
P.O.B. 8230+00.00	471,140.5352	1,337,691.4587
P.C. 8230+06.19	471,139.3958	1,337,697.5441
P.T. 8230+33.06	471,138.0367	1,337,724.2963
P.C. 8230+85.57	471,142.4202	1,337,776.6228
P.T. 8231+55.77	471,146.2316	1,337,846.7075
P.O.E. 8234+25.36	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′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1084+00 TO STA TRK 1 1112+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-26
SHEET NO. 86 OF 497

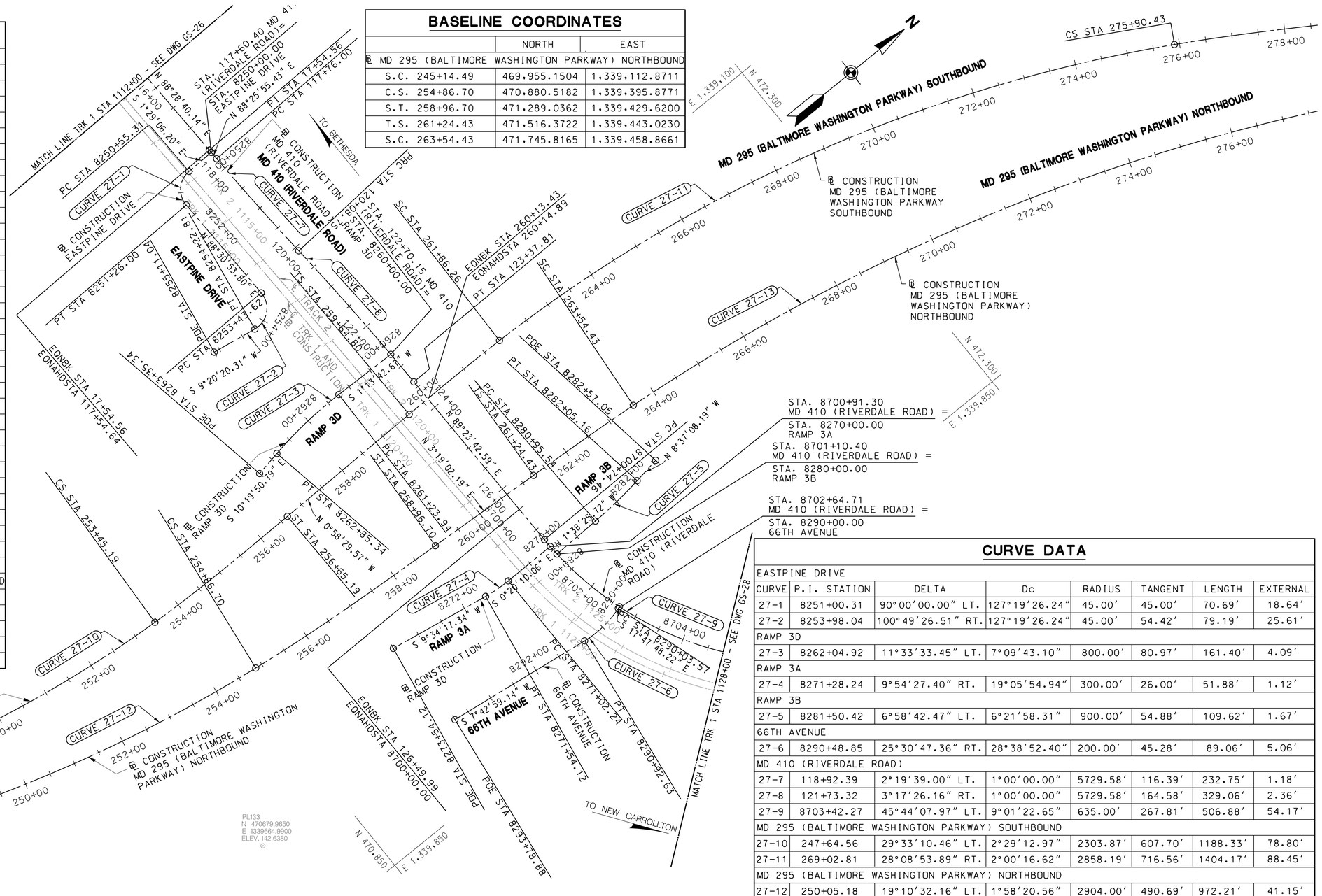
c:\pwworking\mtapw\dla-charles kenny\d0107267\1042pCV0013.dgn
9/25/2012

BASELINE COORDINATES

	NORTH	EAST
℄ EASTPINE DRIVE		
P.O.B. 8250+00.00	471,427.5387	1,338,587.0003
P.C. 8250+55.31	471,372.2478	1,338,588.4337
P.T. 8251+26.00	471,328.4291	1,338,634.5849
P.C. 8253+43.62	471,334.0692	1,338,852.1384
P.T. 8254+22.81	471,281.7819	1,338,897.7081
P.O.E. 8255+11.04	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.O.E. 8263+35.34	471,117.1397	1,339,115.2708
℄ RAMP 3A		
P.O.B. 8270+00.00	471,456.4574	1,339,567.2264
P.C. 8271+02.24	471,354.2185	1,339,567.8662
P.T. 8271+54.12	471,302.5751	1,339,563.6950
P.O.E. 8273+54.12	471,105.3593	1,339,530.4394
℄ RAMP 3B		
P.O.B. 8280+00.00	471,457.4525	1,339,586.3440
P.C. 8280+95.54	471,552.9571	1,339,583.6087
P.T. 8282+05.16	471,662.0681	1,339,573.8138
P.O.E. 8282+57.05	471,713.3671	1,339,566.0382
℄ 66TH AVENUE		
P.O.B. 8290+00.00	471,486.3307	1,339,737.5740
P.C. 8290+03.57	471,482.9277	1,339,738.6664
P.T. 8290+92.63	471,394.9455	1,339,746.4260
P.O.E. 8293+78.88	471,111.2886	1,339,707.9912
℄ MD 410 (RIVERDALE ROAD)		
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
P.C. 8700+74.46	471,456.0565	1,339,550.4360
℄ MD 295 (BALTIMORE WASHINGTON PARKWAY) SOUTHBOUND		
C.S. 253+45.19	470,787.1084	1,339,209.0869
S.T. 256+65.19	471,107.0338	1,339,211.0493
T.S. 259+64.80	471,406.5954	1,339,205.9518
S.C. 261+86.26	471,626.5790	1,339,205.0308
C.S. 275+90.43	472,967.3772	1,339,571.9411

BASELINE COORDINATES

	NORTH	EAST
℄ MD 295 (BALTIMORE WASHINGTON PARKWAY) NORTHBOUND		
S.C. 245+14.49	469,955.1504	1,339,112.8711
C.S. 254+86.70	470,880.5182	1,339,395.8771
S.T. 258+96.70	471,289.0362	1,339,429.6200
T.S. 261+24.43	471,516.3722	1,339,443.0230
S.C. 263+54.43	471,745.8165	1,339,458.8661



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
EASTPINE DRIVE							
27-1	8251+00.31	90°00'00.00" LT.	127°19'26.24"	45.00'	45.00'	70.69'	18.64'
27-2	8253+98.04	100°49'26.51" RT.	127°19'26.24"	45.00'	54.42'	79.19'	25.61'
RAMP 3D							
27-3	8262+04.92	11°33'33.45" LT.	7°09'43.10"	800.00'	80.97'	161.40'	4.09'
RAMP 3A							
27-4	8271+28.24	9°54'27.40" RT.	19°05'54.94"	300.00'	26.00'	51.88'	1.12'
RAMP 3B							
27-5	8281+50.42	6°58'42.47" LT.	6°21'58.31"	900.00'	54.88'	109.62'	1.67'
66TH AVENUE							
27-6	8290+48.85	25°30'47.36" RT.	28°38'52.40"	200.00'	45.28'	89.06'	5.06'
MD 410 (RIVERDALE ROAD)							
27-7	118+92.39	2°19'39.00" LT.	1°00'00.00"	5729.58'	116.39'	232.75'	1.18'
27-8	121+73.32	3°17'26.16" RT.	1°00'00.00"	5729.58'	164.58'	329.06'	2.36'
27-9	8703+42.27	45°44'07.97" LT.	9°01'22.65"	635.00'	267.81'	506.88'	54.17'
MD 295 (BALTIMORE WASHINGTON PARKWAY) SOUTHBOUND							
27-10	247+64.56	29°33'10.46" LT.	2°29'12.97"	2303.87'	607.70'	1188.33'	78.80'
27-11	269+02.81	28°08'53.89" RT.	2°00'16.62"	2858.19'	716.56'	1404.17'	88.45'
MD 295 (BALTIMORE WASHINGTON PARKWAY) NORTHBOUND							
27-12	250+05.18	19°10'32.16" LT.	1°58'20.56"	2904.00'	490.69'	972.21'	41.15'
27-13	271+57.95	23°47'43.33" RT.	1°30'08.49"	3813.72'	803.52'	1583.87'	83.73'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE
	REVISIONS		

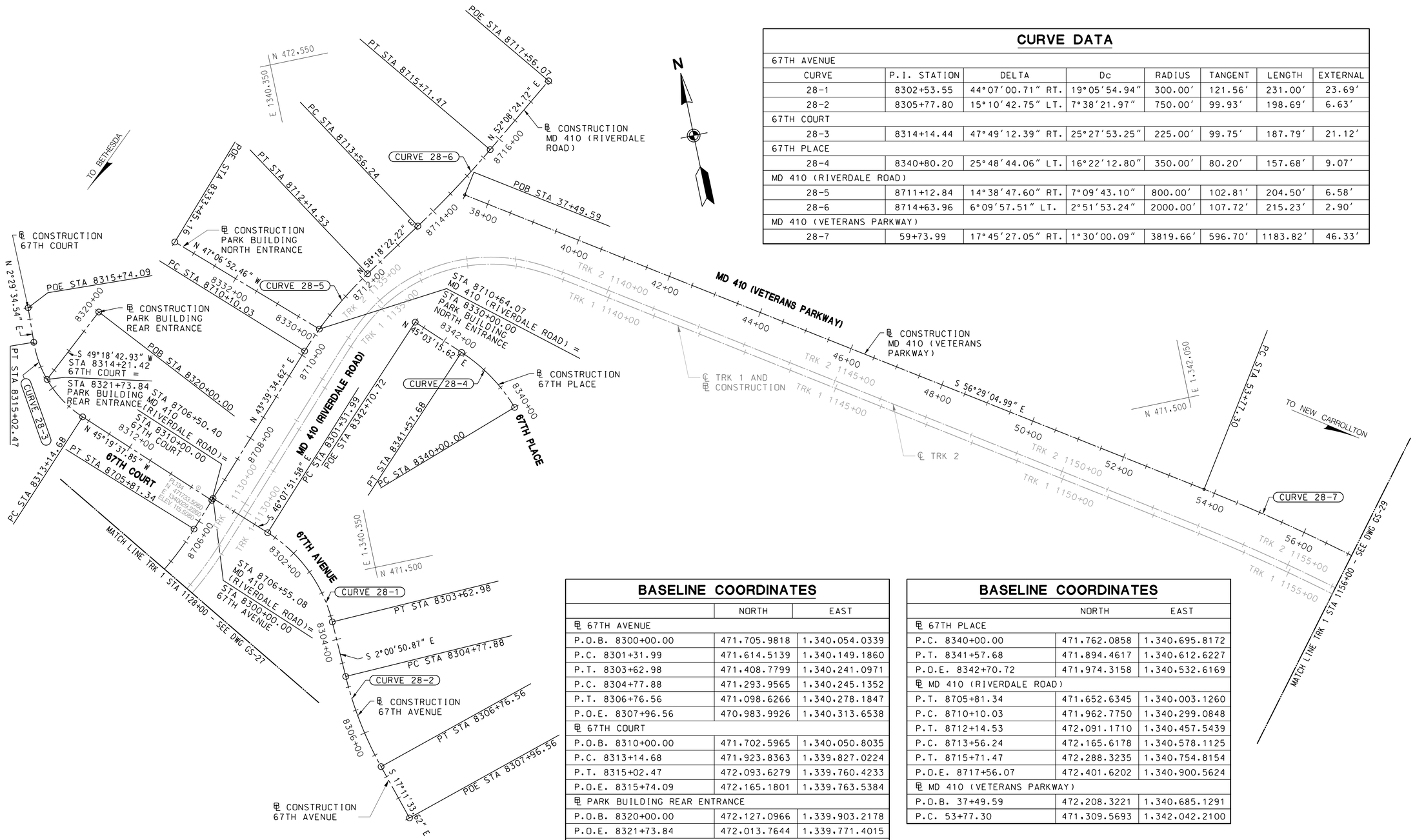
DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1112+00 TO STA TRK 1 1128+00
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-27
SHEET NO. 87 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0013.dgn
9/25/2012



CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
67TH AVENUE							
28-1	8302+53.55	44°07'00.71" RT.	19°05'54.94"	300.00'	121.56'	231.00'	23.69'
28-2	8305+77.80	15°10'42.75" LT.	7°38'21.97"	750.00'	99.93'	198.69'	6.63'
67TH COURT							
28-3	8314+14.44	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	8711+12.84	14°38'47.60" RT.	7°09'43.10"	800.00'	102.81'	204.50'	6.58'
28-6	8714+63.96	6°09'57.51" LT.	2°51'53.24"	2000.00'	107.72'	215.23'	2.90'
MD 410 (VETERANS PARKWAY)							
28-7	59+73.99	17°45'27.05" RT.	1°30'00.09"	3819.66'	596.70'	1183.82'	46.33'

BASELINE COORDINATES

	NORTH	EAST
℄ 67TH AVENUE		
P.O.B. 8300+00.00	471,705.9818	1,340,054.0339
P.C. 8301+31.99	471,614.5139	1,340,149.1860
P.T. 8303+62.98	471,408.7799	1,340,241.0971
P.C. 8304+77.88	471,293.9565	1,340,245.1352
P.T. 8306+76.56	471,098.6266	1,340,278.1847
P.O.E. 8307+96.56	470,983.9926	1,340,313.6538
℄ 67TH COURT		
P.O.B. 8310+00.00	471,702.5965	1,340,050.8035
P.C. 8313+14.68	471,923.8363	1,339,827.0224
P.T. 8315+02.47	472,093.6279	1,339,760.4233
P.O.E. 8315+74.09	472,165.1801	1,339,763.5384
℄ PARK BUILDING REAR ENTRANCE		
P.O.B. 8320+00.00	472,127.0966	1,339,903.2178
P.O.E. 8321+73.84	472,013.7644	1,339,771.4015
℄ PARK BUILDING NORTH ENTRANCE		
P.O.B. 8330+00.00	472,000.5819	1,340,337.6849
P.O.E. 8333+45.16	472,235.4744	1,340,084.7815

BASELINE COORDINATES

	NORTH	EAST
℄ 67TH PLACE		
P.C. 8340+00.00	471,762.0858	1,340,695.8172
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 (RIVERDALE ROAD)		
P.T. 8705+81.34	471,652.6345	1,340,003.1260
P.C. 8710+10.03	471,962.7750	1,340,299.0848
P.T. 8712+14.53	472,091.1710	1,340,457.5439
P.C. 8713+56.24	472,165.6178	1,340,578.1125
P.T. 8715+71.47	472,288.3235	1,340,754.8154
P.O.E. 8717+56.07	472,401.6202	1,340,900.5624
℄ MD 410 (VETERANS PARKWAY)		
P.O.B. 37+49.59	472,208.3221	1,340,685.1291
P.C. 53+77.30	471,309.5693	1,342,042.2100

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

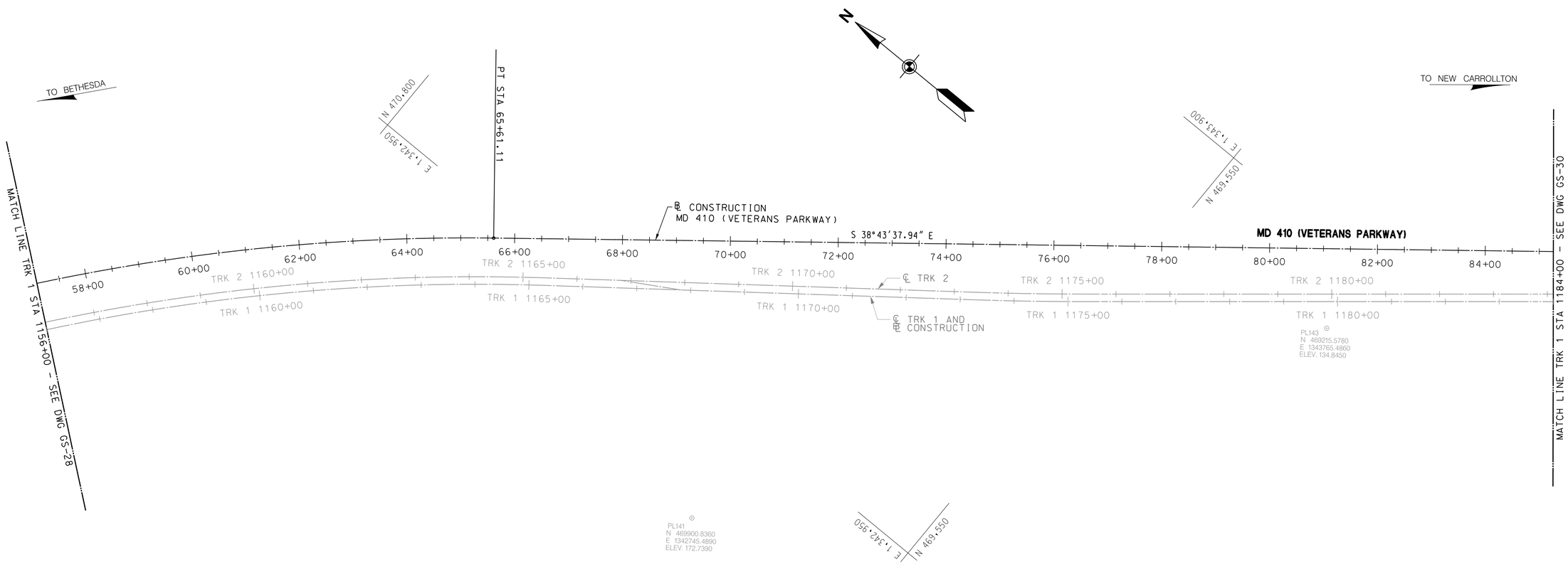
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1128+00 TO STA TRK 1 1156+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-28
SHEET NO. 88 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pcV0013.dgn
9/25/2012



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′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

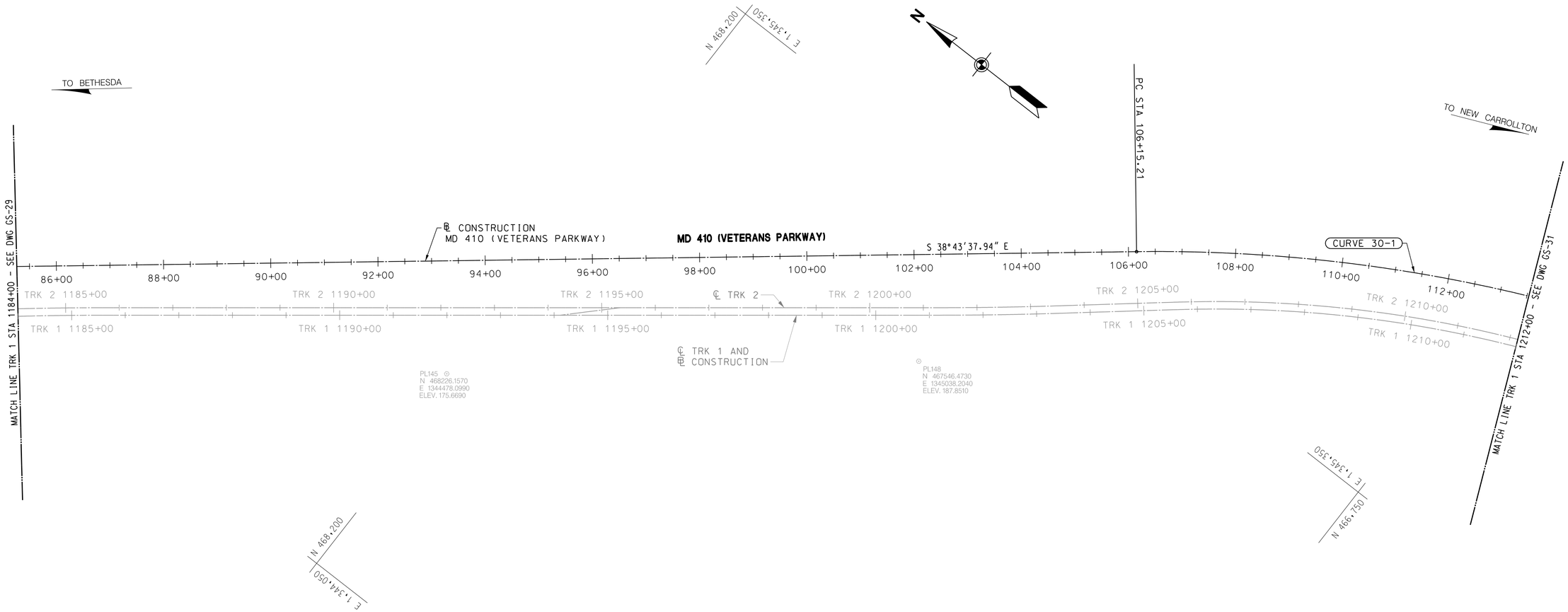
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1156+00 TO STA TRK 1 1184+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-29
SHEET NO. 89 OF 497

c:\pwworking\mtapw\da-charles kenny\d0107267\1042pCV0013.dgn
9/25/2012



BASELINE COORDINATES

	NORTH	EAST
℄ MD 410 (VETERANS PARKWAY)		
P.C. 106+15.21	467,351.8638	1,345,449.2900

CURVE DATA

MD 410 (VETERANS PARKWAY)

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
30-1	113+32.54	27°33'31.22" RT.	1°57'31.79"	2925.00'	717.33'	1406.89'	86.68'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

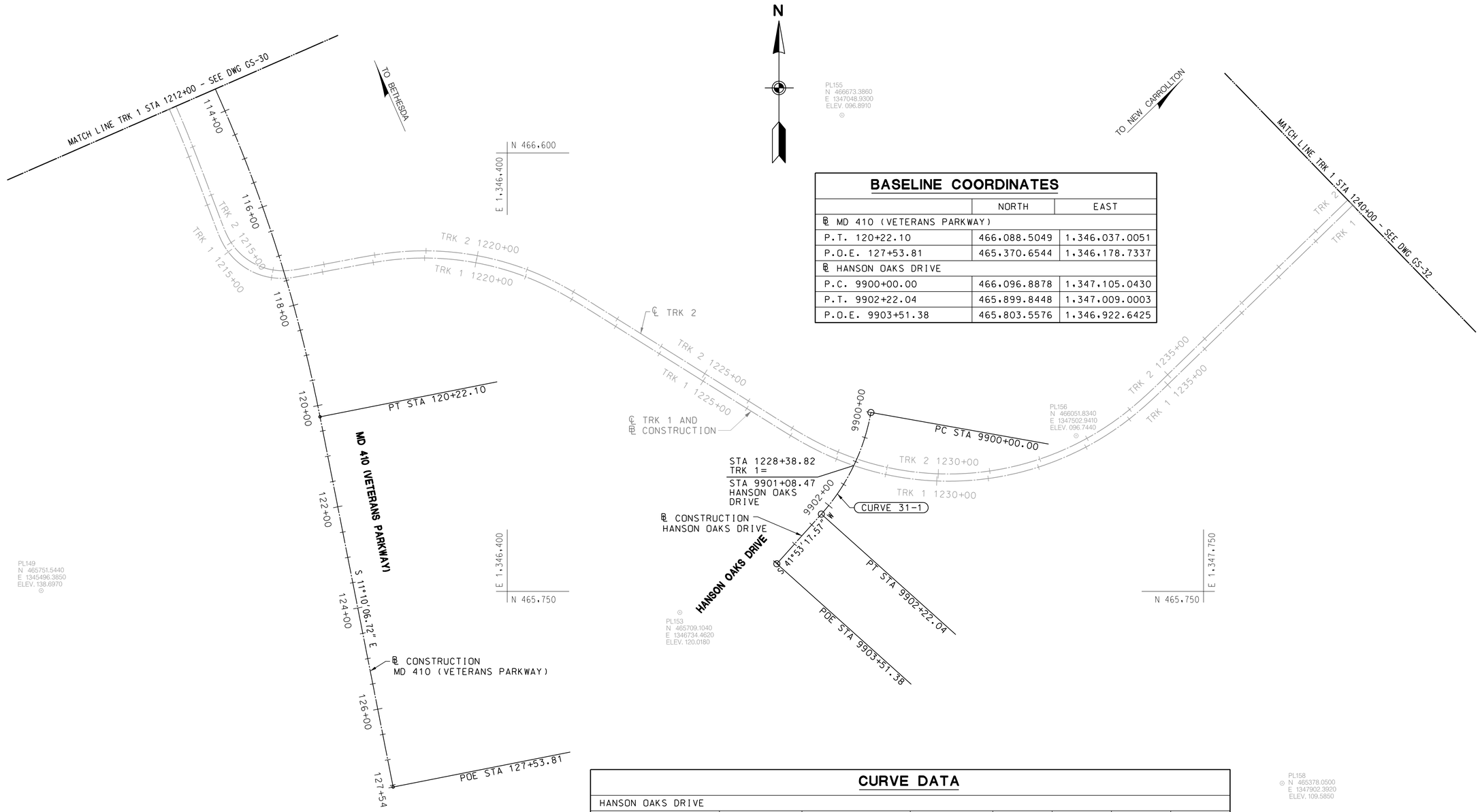
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1184+00 TO STA TRK 1 1212+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-30
SHEET NO. 90 OF 497

c:\pwworking\mtapw\ala-charles kenny\d0107267\1042pCV0013.dgn
9/25/2012



BASELINE COORDINATES

	NORTH	EAST
℄ MD 410 (VETERANS PARKWAY)		
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.C. 9900+00.00	466,096.8878	1,347,105.0430
P.T. 9902+22.04	465,899.8448	1,347,009.0003
P.O.E. 9903+51.38	465,803.5576	1,346,922.6425

CURVE DATA

HANSON OAKS DRIVE

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
31-1	9901+13.96	31°48'19.36" RT.	14°19'26.20"	400.00'	113.96'	222.04'	15.92'

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN
DRAWN
CHECK
APPR

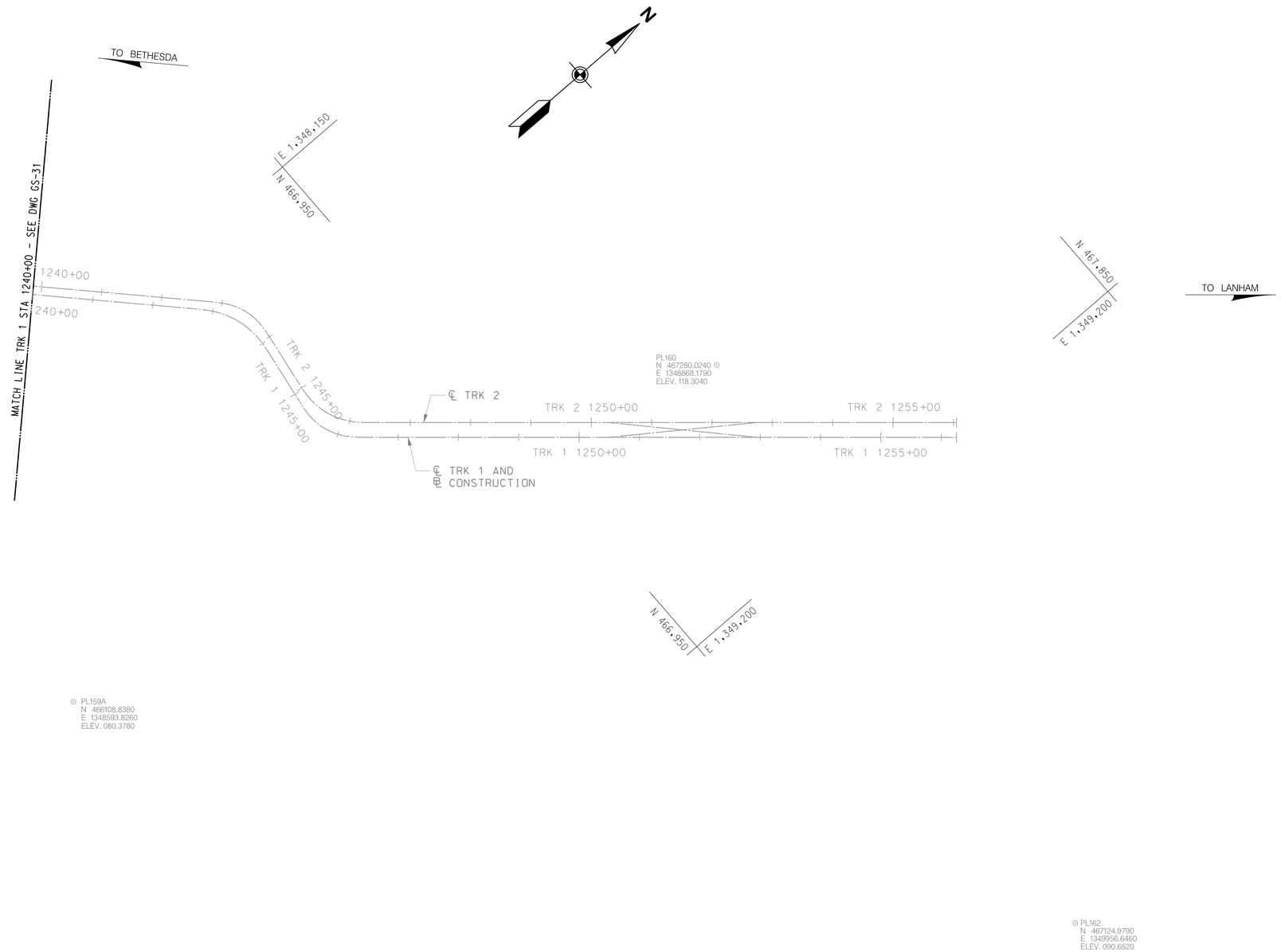
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
STA TRK 1 1212+00 TO STA TRK 1 1240+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-31
SHEET NO. 91 OF 497

c:\pwworking\mtapw\dla-charles kenny\d0107267\1042pcv0013.dgn
9/25/2012



100′ 0 100′ 200′

SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN

DRAWN

CHECK

APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET

STA TRK 1 1240+00 TO STA TRK 1 1256+25

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. GS-32

SHEET NO. 92 OF 497

c:\pwworking\mtapw\dla-charles kenny\d0107267\1042pCV0013.dgn
9/25/2012

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†6-1	152+33.20	2°58′01.71″ LT.	11°27′32.96″	500.00′	12.95′	25.89′	0.17′
†6-2	160+53.82	1°54′28.55″ RT.	28°38′52.40″	200.00′	3.33′	6.66′	0.03′
†6-3	162+84.34	19°40′05.67″ RT.	22°55′05.92″	250.00′	43.34′	85.82′	3.73′
†6-4	164+00.14	3°49′58.88″ LT.	5°43′46.48″	1000.00′	33.46′	66.90′	0.56′
†6-5	165+82.85	13°13′03.69″ RT.	29°22′56.82″	195.00′	22.59′	44.99′	1.30′
†6-6	166+30.90	2°23′56.05″ RT.	8°48′53.05″	650.00′	13.61′	27.22′	0.14′
†6-7	167+46.69	13°05′19.46″ RT.	6°44′26.45″	850.00′	97.51′	194.18′	5.58′
†6-8	170+30.14	24°14′13.11″ RT.	6°44′26.45″	850.00′	182.51′	359.56′	19.37′
†6-9	173+47.07	20°27′28.18″ RT.	7°26′27.64″	770.00′	138.95′	274.93′	12.44′
LYTTONSVILLE PLACE							
6-1	1054+60.96	9°46′49.04″ LT.	12°12′59.70″	469.00	40.13′	80.06′	1.71′
CONSTRUCTION ACCESS DRIVEWAY							
6-2	2022+41.95	1°54′28.55″ RT.	1°54′35.49″	3000.00′	49.95′	99.90′	0.42′
6-3	2024+40.07	15°50′06.78″ RT.	19°05′54.94″	300.00′	41.72′	82.91′	2.89′
STEWART AVENUE							
6-4	2013+06.68	12°41′59.52″ LT.	14°19′26.20″	400.00′	44.51′	88.66′	2.47′

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
CAPITAL CRESCENT TRAIL							
†8-1	203+97.89	9°10′12.07″ RT.	57°17′44.81″	100.00′	8.02′	16.00′	0.32′
†8-2	205+15.02	8°39′14.03″ LT.	28°38′52.40″	200.00′	15.13′	30.21′	0.57′
†8-3	206+53.92	1°13′10.87″ RT.	0°53′42.89″	6400.00′	68.12′	136.24′	0.36′
†8-4	207+62.16	0°37′51.47″ RT.	5°43′46.48″	1000.00′	5.51′	11.01′	0.02′
†8-5	209+15.99	9°35′53.60″ LT.	28°38′52.40″	200.00′	16.79′	33.50′	0.70′
†8-6	209+69.75	11°46′51.04″ RT.	28°38′52.40″	200.00′	20.63′	41.12′	1.06′
†8-7	212+93.50	4°11′52.58″ RT.	0°57′17.75″	6000.00′	219.90′	439.61′	4.03′
†8-8	216+89.78	2°32′25.46″ RT.	3°49′10.99″	1500.00′	33.26′	66.51′	0.37′
†8-9	218+89.90	5°33′54.47″ RT.	3°49′10.99″	1500.00′	72.90′	145.69′	1.77′
†8-10	221+58.00	3°45′00.22″ LT.	5°43′46.48″	1000.00′	32.74′	65.45′	0.54′
†8-11	224+92.45	0°56′45.05″ LT.	11°27′32.96″	500.00′	4.13′	8.25′	0.02′
†8-12	225+89.95	0°53′30.42″ RT.	11°27′32.96″	500.00′	3.89′	7.78′	0.12′
16TH STREET TRAIL CONNECTION							
†8-13	2+97.19	74°24′01.45″ RT.	636°37′11.18″	9.00′	6.83′	11.69′	2.30′
SPRING STREET TRAIL CONNECTION							
†8-14	0+07.88	73°11′18.61″ RT.	1145°54′56.12″	5.00′	3.71′	6.39′	1.23′
†8-15	0+45.88	11°29′51.69″ RT.	114°35′29.61″	50.00′	5.03′	10.03′	0.25′
†8-16	1+00.10	6°31′32.11″ LT.	57°17′44.81″	100.00′	5.70′	11.39′	0.16′
†8-17	1+30.81	0°14′46.09″ LT.	2°51′53.24″	2000.00′	4.30′	8.59′	0.01′
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′
COLESVILLE ROAD							
8-4	2601+05.96	2°05′47.21″ LT.	0°59′21.90″	5790.86′	105+.96′	211.89′	0.97′

CURVE DATA

CURVE	P.I. STATION	DELTA	Dc	RADIUS	TANGENT	LENGTH	EXTERNAL
TALBOT AVENUE WEST							
7-1	2030+75.25	4°22′57.26″ RT.	9°50′56.85″	581.73′	22.26′	44.50′	0.43′
7-2	2031+26.62	74°57′00.33″ RT.	150°46′42.12″	38.00′	29.13′	49.71′	9.88′
7-3	2034+64.75	79°56′02.50″ RT.	71°37′11.01″	80.00′	67.05′	111.61′	24.38′
TALBOT AVENUE EAST							
7-4	2050+41.08	37°26′58.07″ RT.	95°29′34.68″	60.00′	20.34′	39.22′	3.35′
7-5	2054+05.92	45°54′04.06″ LT.	190°59′09.35″	30.00′	12.70′	24.03′	2.58′
7-6	2054+63.73	45°01′28.90″ LT.	190°59′09.35″	30.00′	12.43′	23.57′	2.47′
4TH AVENUE							
7-7	2060+23.28	60°23′59.44″ LT.	143°14′22.02″	40.00′	23.28′	42.17′	6.28′
7-8	2060+69.04	39°25′19.80″ LT.	76°23′39.74″	75.00′	26.87′	51.60′	4.67′
7-9	2062+17.85	1°58′46.18″ RT.	7°09′43.10″	800.00′	13.82′	27.64′	0.12′
7-10	2063+70.03	55°13′24.10″ LT.	53°50′01.30″	106.43′	55.67′	102.58′	13.68′
CAPITAL CRESCENT TRAIL							
†7-1	176+26.78	1°55′18.59″ RT.	11°27′32.96″	500.00′	8.39′	16.77′	0.07′
†7-2	180+81.22	2°26′11.12″ LT.	5°43′46.48″	1000.00′	21.27′	42.52′	0.23′
†7-3	181+70.21	1°25′58.88″ LT.	11°27′32.96″	500.00′	6.25′	12.51′	0.04′
†7-4	184+56.23	0°21′15.54″ LT.	5°43′46.48″	1000.00′	3.09′	6.18′	0.01′
†7-5	185+20.54	0°57′50.19″ LT.	11°27′32.96	500.00′	4.21′	8.41′	0.02′
†7-6	186+65.09	0°52′13.25″ RT.	11°27′32.96″	500.00′	3.80′	7.60′	0.01′
†7-7	191+68.00	8°06′18.52″ LT.	11°27′32.96″	500.00′	35.42′	70.73′	1.25′
†7-8	192+82.88	8°03′23.70″ RT.	11°27′32.96″	500.00′	35.21′	70.31′	1.24′
16H STREET TRAIL CONNECTION							
†7-9	0+64.82	19°48′51.57″ LT.	229°10′59.22″	25.00′	4.37′	8.65′	0.38′
†7-10	1+83.42	18°24′14.62″ LT.	114°35′29.61″	50.00′	8.10′	16.06′	0.65′

BASELINE COORDINATES

	NORTH	EAST
℄ MICHIGAN AVENUE TRAIL CONNECTION		
P.O.B. 0+00.00	486,634.0381	1,298,854.3033
P.I. 0+07.02	486,639.1089	1,298,849.4422
P.I. 0+27.13	486,656.2603	1,298,859.9256
P.I. 0+73.18	486,680.2777	1,298,820.6317
P.O.E. 0+79.68	486,685.8237	1,298,824.0216

100′ 0 100′ 200′
SCALE: 1″=100′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESGN DRAWN CHECK APPR

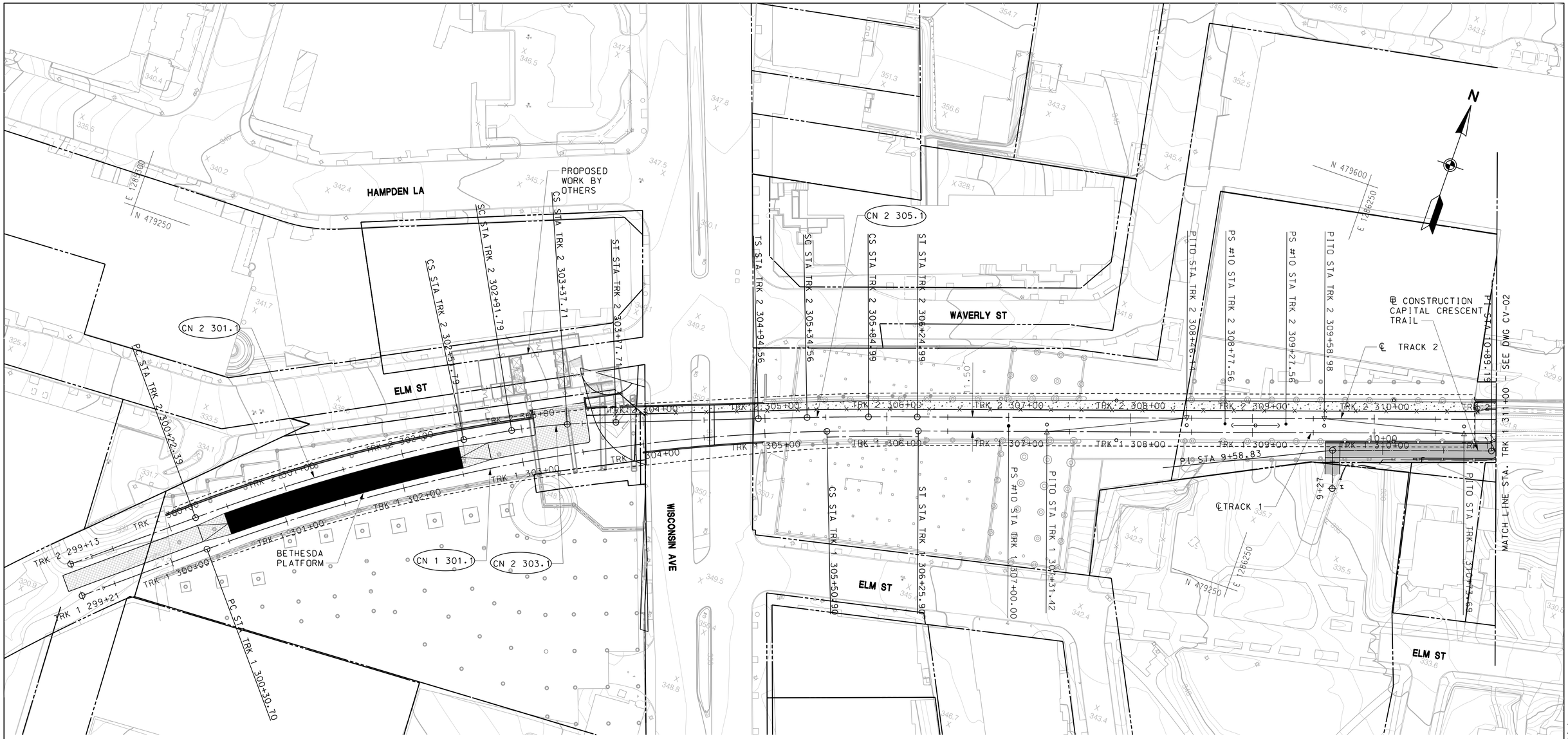
CONCEPT PRELIMINARY ENGINEERING
PURPLE LINE LIGHT RAIL

TRAIL /ROADWAY GEOMETRY SHEET
SUPPLEMENTAL CURVE DATA SHEET

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220
DRAWING NO. GS-33
SHEET NO. 93 OF 497

c:\pwworking\mtapw\wra-daniel beaver\d0107267\1042pCV0001.dgn
9/14/2012



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 301.1	1548.8	0	75	0	1.02	20
CN 2 301.1	1577.5	0	40	0	0.56	15
CN 2 303.1	500	40	40	0	1.78	15
CN 2 305.1	3000	40	40	0	0.53	20

40′ 0 40′ 80′
SCALE: 1"=40′

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN – BETHESDA PLATFORM

STA TRK 1 299+21 TO STA TRK 1 311+00

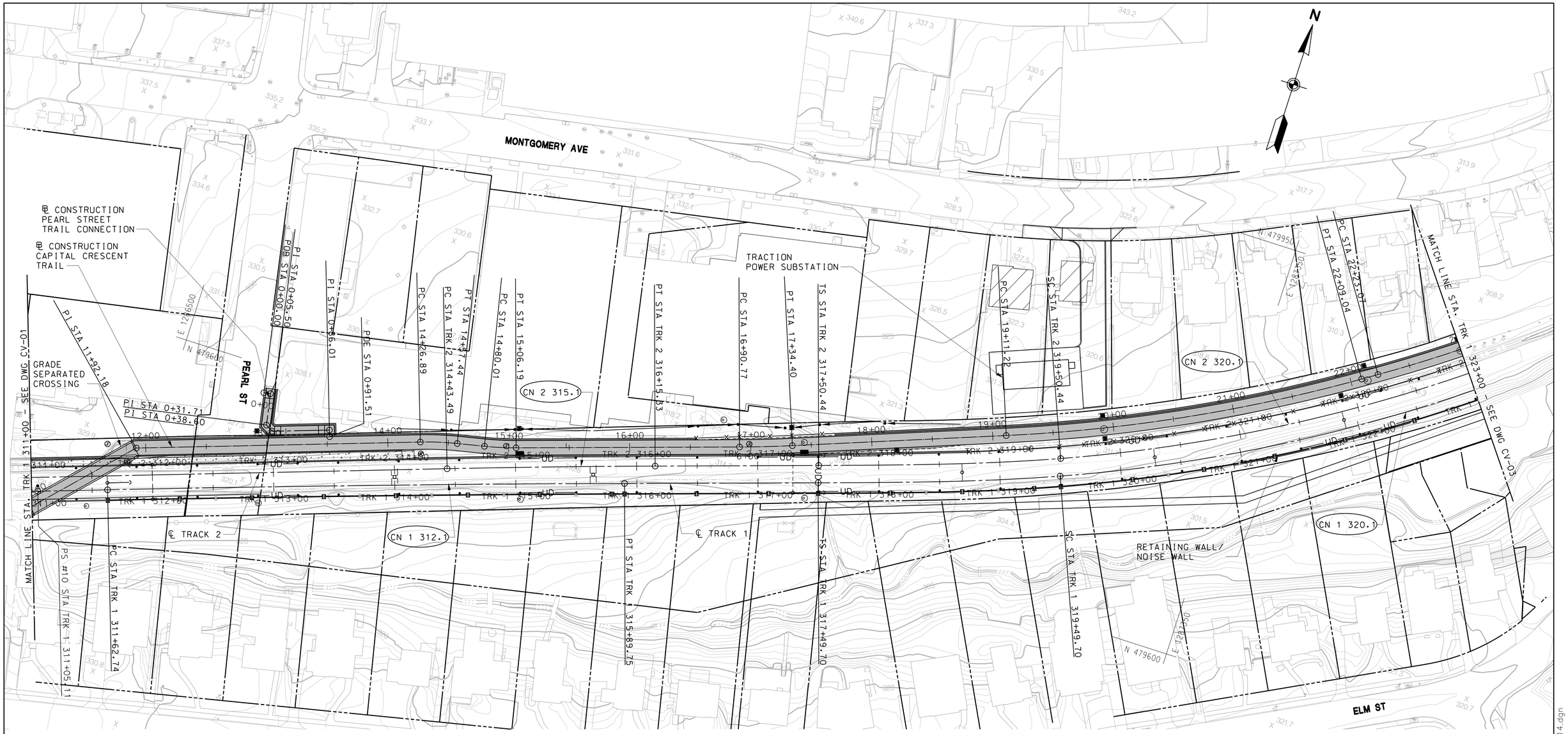
DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. CV-01

SHEET NO. 94 OF 497

c:\pwworking\mtapw\wra-daniel beaver\dms97874\1042pCV2114.dgn
9/27/2012



CURVE	RADIUS (FT)	LS1 (FT)	LS2 (FT)	Ea (IN)	Eu (IN)	DESIGN SPEED (MPH)
CN 1 312.1	24.000	0	0	0	0.334	45
CN 2 315.1	10.000	0	0	0	0.802	45
CN 1 320.1	1,364.75	200	200	3.25	2.626	45
CN 2 320.1	1,350.00	200	200	3.25	2.690	45

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

DRAFT WORK-IN-PROGRESS

STUDY INFORMATION SHOWN SHALL BE USED FOR GENERAL PLANNING /INFORMATION ONLY AND IS SUBJECT TO CHANGE DURING PRELIMINARY ENGINEERING

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

NO.	DESCRIPTION	BY	DATE

REVISIONS

DESIGN
DRAWN
CHECK
APPR

CONCEPT PRELIMINARY ENGINEERING

PURPLE LINE LIGHT RAIL

ALIGNMENT PLAN

STA TRK 1 311+00 TO STA TRK 1 323+00

DATE: SEPTEMBER 28, 2012 SCALE: AS SHOWN

CONTRACT NO. T-1042-0220

DRAWING NO. CV-02

SHEET NO. 95 OF 497

c:\pwworking\mtapw\wra-daniel beaver\dms97874\1042pCV2114.dgn
9/27/2012