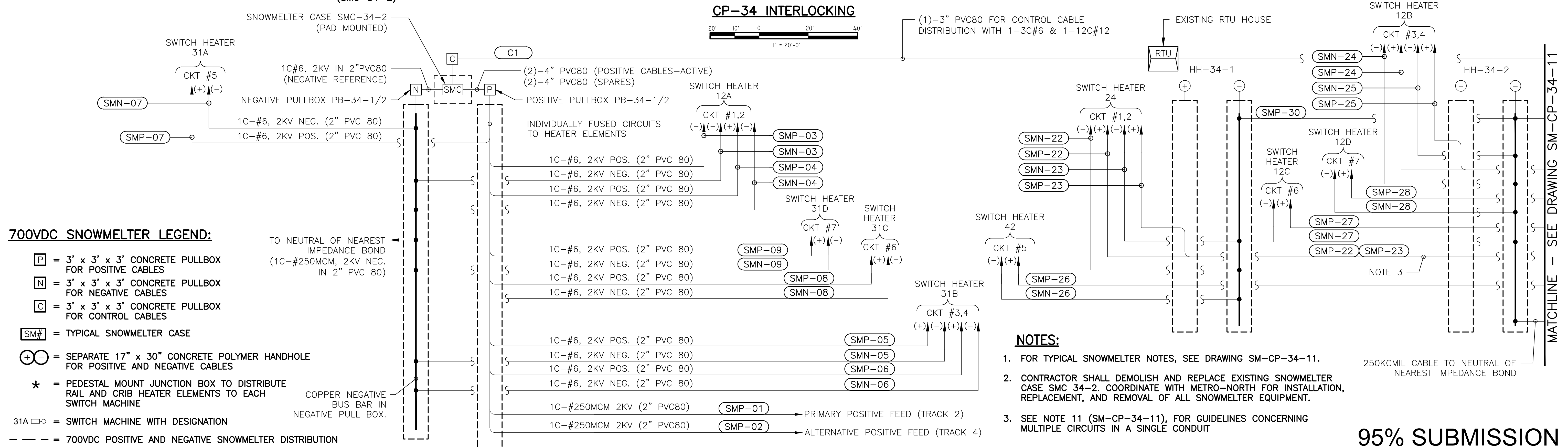
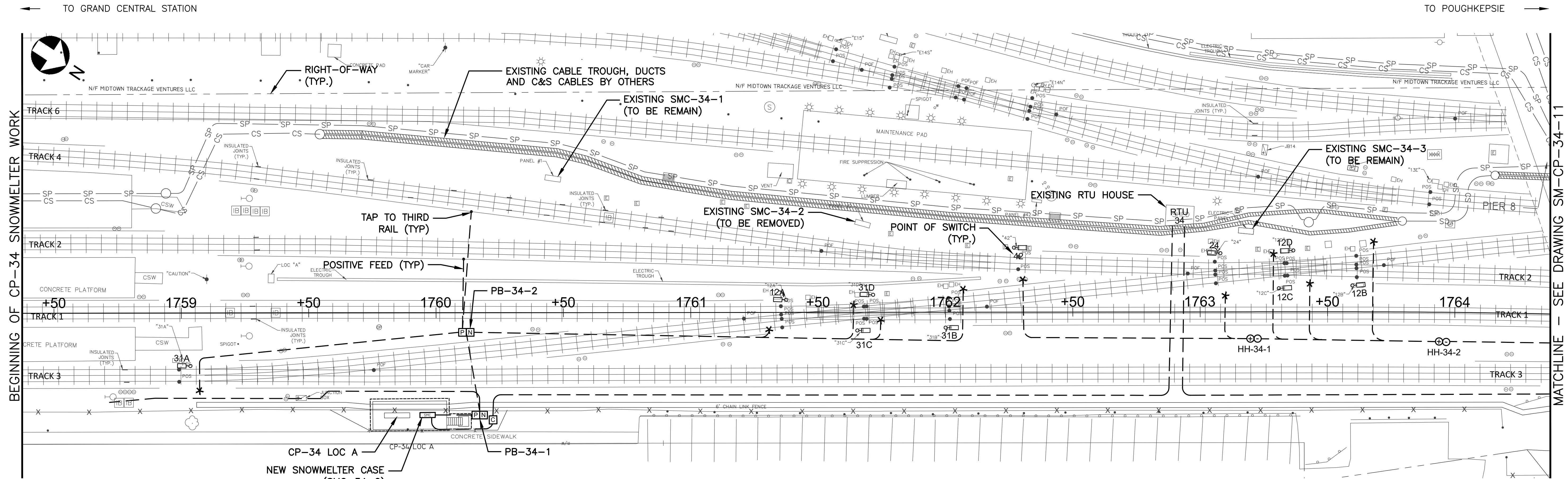
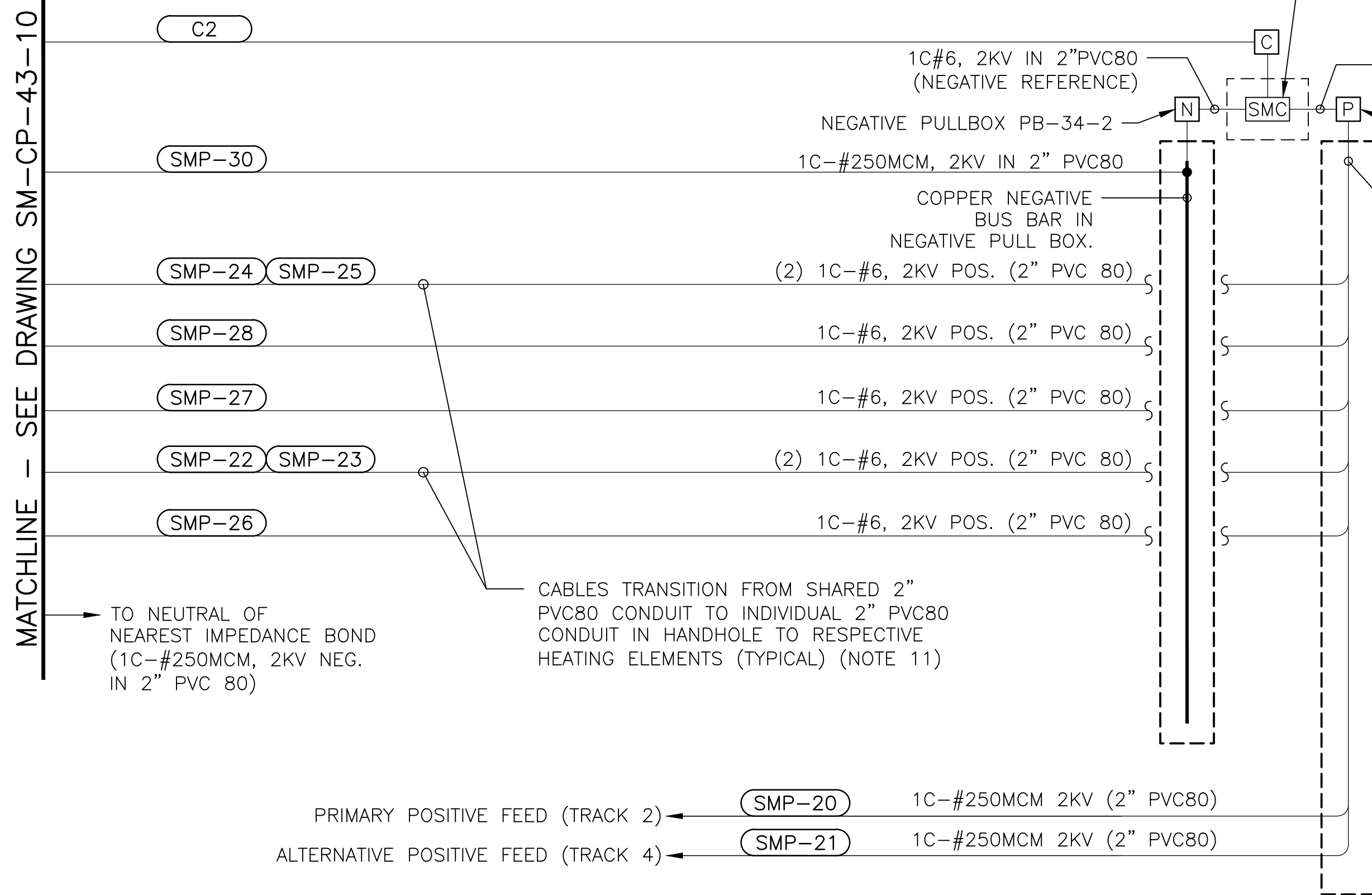
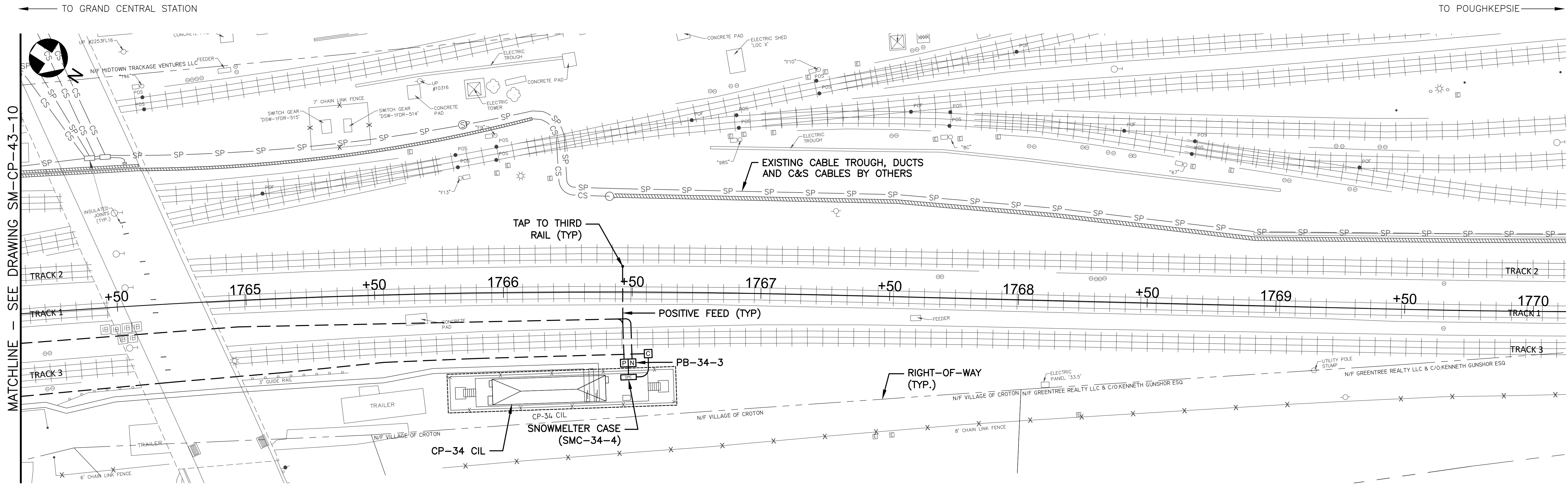
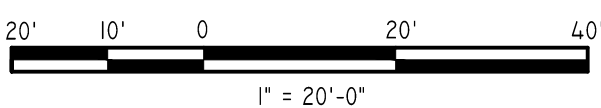




																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----



CP-34 INTERLOCKING



CP-34 INTERLOCKING TURNOUT TABLE

TURNOUT NAME	TURNOUT SIZE
42	10
31A	10
31B	10 D.S.
12A	10 D.S.
12B	8 D.S.
24	8 D.S.

D.S. = DOUBLE SLIP

NOTES:

- FOR SNOWMELTER LEGEND SEE DRAWING SM-01.
- COMPLETE REPLACEMENT OF THE SNOWMELTER SYSTEM AND EQUIPMENT IS REQUIRED. SEE DIVISION OF WORK RESPONSIBILITIES BETWEEN CONTRACTOR AND METRO NORTH FORCES. THE CONTRACTOR SHALL ESTABLISH ALL REQUIRED ROUTING FOR THE SNOWMELTER SYSTEM AND CONTROL CABLING.
- CONDUIT AND CABLE PLANS INDICATE THE QUANTITY/TYPES OF CABLE REQUIRED TO BE FURNISHED AND INSTALLED TO VARIOUS SNOW MELTER SYSTEM EQUIPMENT. CABLE ROUTING SHOWN ON THE DRAWINGS IS DIAGRAMMATIC, BUT IS REQUIRED TO BE FOLLOWED AS CLOSE AS ACTUAL FIELD CONDITIONS WILL PERMIT. WHERE MINOR DEVIATIONS ARE REQUIRED DUE TO SITE CONDITIONS, MAKE SUCH MODIFICATIONS WITHOUT ADDITIONAL COST TO THE AUTHORITY. COORDINATE THESE UNDERGROUND CONDUITS WITH OTHER EXISTING AND PROPOSED UNDERGROUND RACEWAYS.
- VERIFY LOCATIONS IN THE FIELD PRIOR TO THE COMMENCEMENT OF INSTALLATION WORK. SIGNIFICANT DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER UPON DISCOVERY. SEE CIVIL PLANS FOR REQUIRED TEST PIT CONSTRUCTION TO ASSIST IN VERIFYING SUBSURFACE CONDITIONS.
- FOR DRAWING CLARITY PURPOSES, ONLY A SINGLE PEDESTAL MOUNTED SNOW MELTER JUNCTION BOX (IDENTIFIED BY AN ASTERISK SYMBOL *) IS SHOWN ON THE CONDUIT AND CABLE PLANS. SEE METRO-NORTH STANDARD SNOW MELTER INSTALLATION LAYOUT DRAWINGS FOR SIZES, QUANTITIES AND LOCATIONS OF PEDESTAL MOUNTED JUNCTION BOX FOR THE SPECIFIC TURNOUT SIZE INDICATED.
- ALL CONDUITS ARE TO BE BURIED AT A 36" MINIMUM DEPTH WHEN AT GRADE AND 50" (MINIMUM) BELOW TOP OF RAIL WHEN CROSSING TRACKS.
- TYPICAL 700V DC SNOW MELTER SYSTEM PULL BOXES AND HANDHOLES ARE SHOWN ON DRAWING SYS-TYP-032.
- CONTRACTOR SHALL TRANSITION PVC80 CONDUITS THAT CARRY 700V DC CIRCUITS TO EXTRA HEAVY WALL FRE TYPE CONDUIT WHEN TRANSITIONING FROM BURIAL TO ABOVE GRADE PLATFORMS. CONDUITS CARRYING CONTROL CABLES SHALL BE PVC80 WHEN UNDERGROUND AND PVC COATED GRS WHERE EXPOSED.
- SEE DRAWING SM-CP-34-16 & SM-CP-34-17 FOR PROPOSED PLATFORM DETAILS AT CP-34 INTERLOCKING.
- SEE DRAWING SM-CP-34-15 FOR CP-34 CONDUIT AND CABLE SCHEDULE.
- WHERE MULTIPLE 1C#6, 2KV 700VDC POSITIVE SNOWMELTER CIRCUITS ARE TO BE ROUTED FOR BALLAST AND POINT HEATERS TO A COMMON SWITCHPOINT, USE OF A SINGLE 2" CONDUIT FROM THE HEATER CASE TO THE NEAREST HANDHOLE IS ACCEPTABLE. HOWEVER, INDIVIDUAL 2" CONDUITS ARE REQUIRED FROM THAT NEAREST HANDHOLE TO ITS RESPECTIVE PEDESTAL MOUNTED JUNCTION BOX TO COMPLETE THE INSTALLATION.

95% SUBMISSION

NO.	DATE	MODIFICATION	DRAWN	CHKD.	APPRVD.	NO.	DATE	MODIFICATION	DRAWN	CHKD.	APPRVD.
REVISIONS						REVISIONS					

DISCLAIMER
IT IS A VIOLATION OF THE PROFESSIONAL LICENSE LAW FOR ANY PERSON TO ALTER THIS DRAWING IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER/ARCHITECT AS APPLICABLE. THE ALTERING ENGINEER/ARCHITECT SHALL AFFIX HIS/HER SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS/HER SIGNATURE AND DATE OF ALTERATION.

DESIGNED	MJG
DRAWN	WPC
CHECKED	TPB
APPROVED	MTM

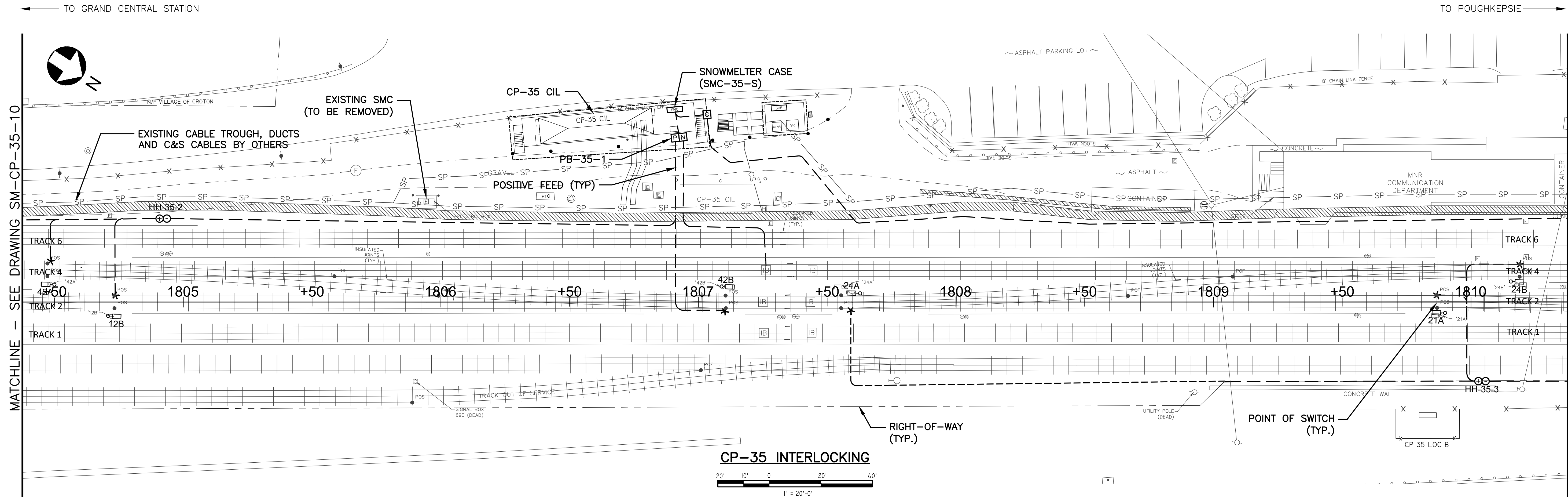
Gannett Fleming / CWA
GANNETT FLEMING/CWA, a joint venture
TWO PENN PLAZA, SUITE 552
380 SEVENTH AVENUE
NEW YORK, NY 10121-0101
PRJ: 059824

Metro-North Railroad
367 MADISON AVENUE
NEW YORK, N.Y. 10017

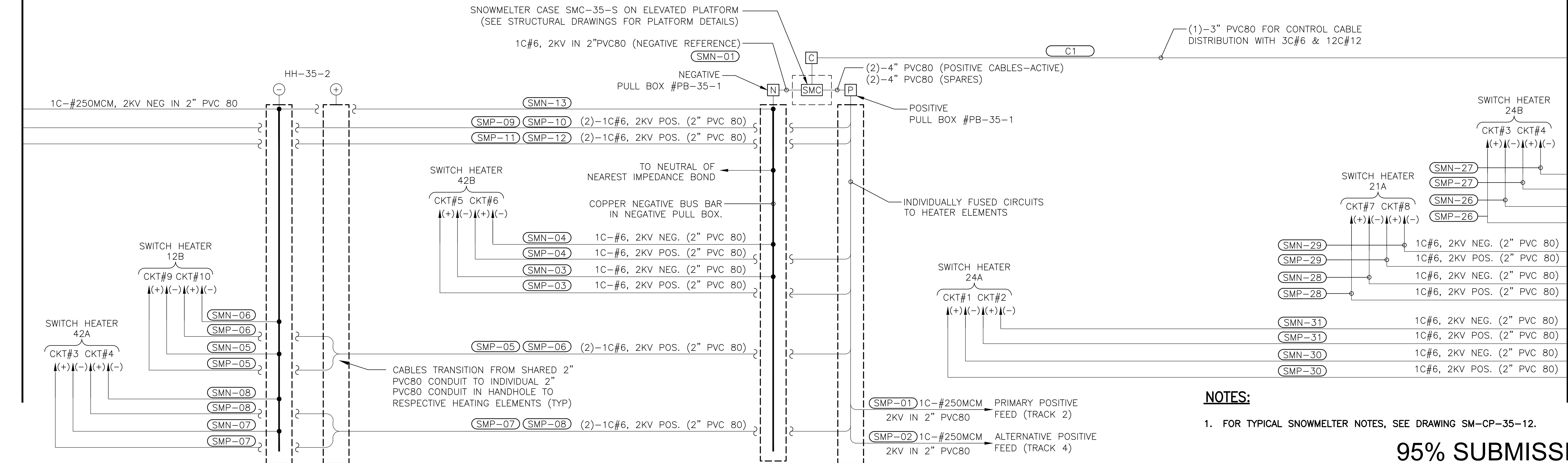
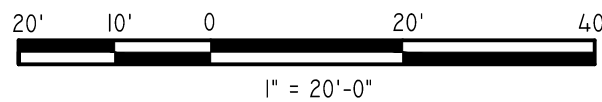
HUDSON LINE C&S IMPROVEMENTS
EQUIPMENT INSTALLATIONS
MP-32 TO MP-76

CP-34 INTERLOCKING
SNOWMELTER DISTRIBUTION PLANS
SHEET 2 OF 2

CONTRACT NUMBER	39462
SCALE:	AS SHOWN
DATE:	11/04/2022
DRAWING NUMBER	SM-CP-34-11
SHEET	518
OF	610



CP-35 INTERLOCKING



NOTES:

1. FOR TYPICAL SNOWMELTER NOTES, SEE DRAWING SM-CP-35-12.

95% SUBMISSION

NO.	DATE	MODIFICATION	DRAWN	CHKD.	APPRVD.	NO.	DATE	MODIFICATION	DRAWN	CHKD.	APPRVD.
REVISIONS						REVISIONS					

DISCLAIMER
IT IS A VIOLATION OF THE PROFESSIONAL LICENSE LAW FOR ANY PERSON TO ALTER THIS DRAWING IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER/ARCHITECT AS APPLICABLE. THE ALTERING ENGINEER/ARCHITECT SHALL AFFIX HIS/HER SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS/HER SIGNATURE AND DATE OF ALTERATION.

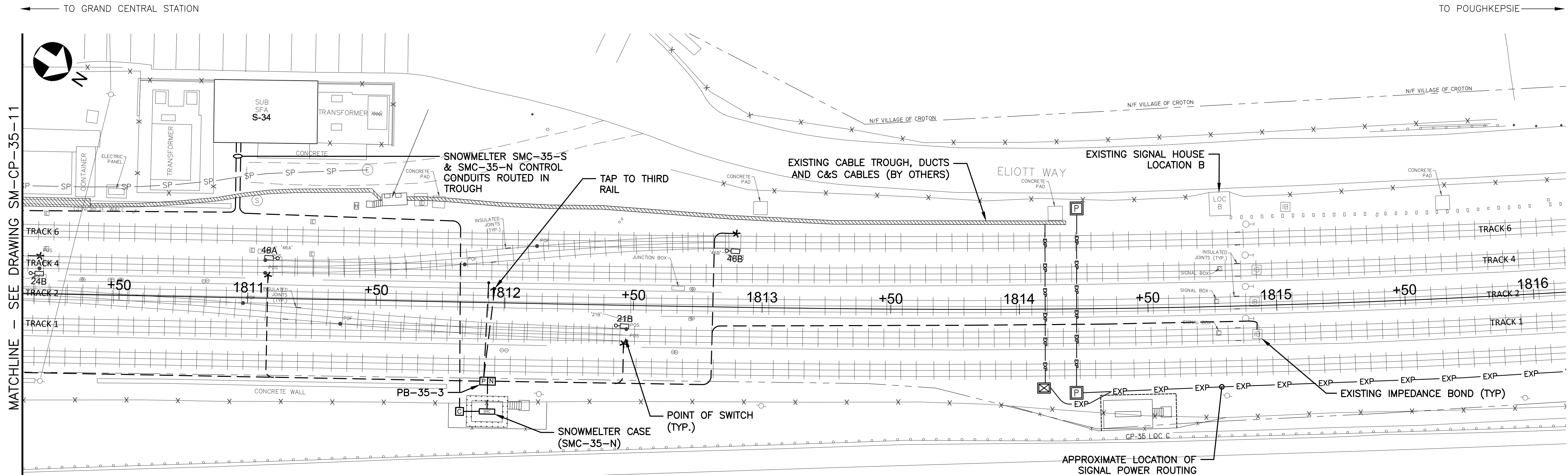
DESIGNED	MJG
DRAWN	WPC
CHECKED	TPB
APPROVED	MTM

Gannett Fleming / CWA
TRANSIT & RAIL SYSTEMS
GANNETT FLEMING/CWA, a joint venture
TWO PENN PLAZA, SUITE 552
380 SEVENTH AVENUE
NEW YORK, NY 10121-0101
PRJ: 059824

Metro-North Railroad
347 MADISON AVENUE
NEW YORK, N.Y. 10017

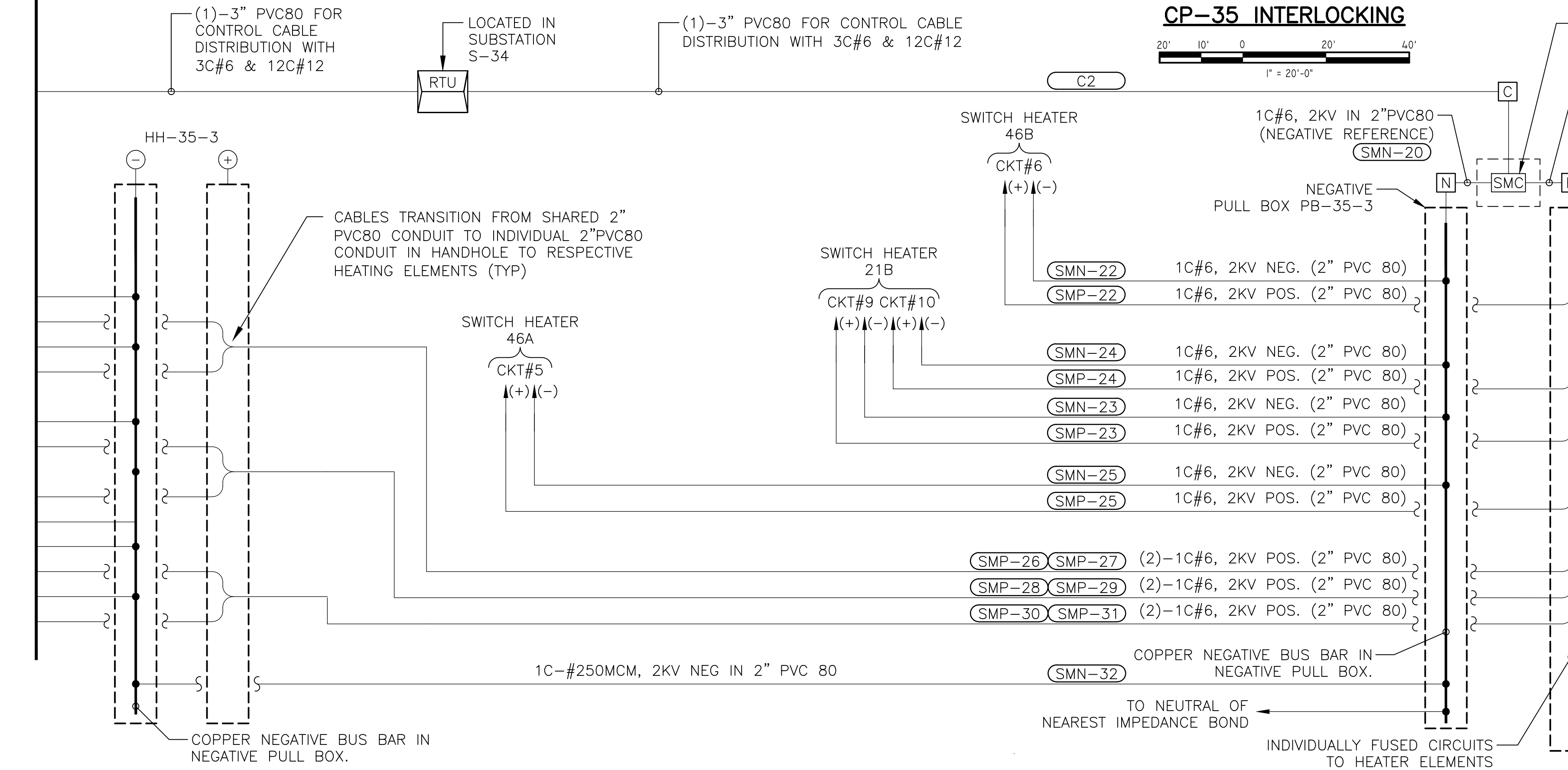
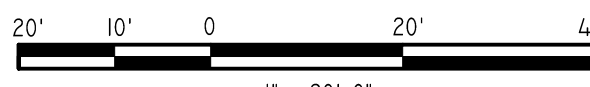
HUDSON LINE C&S IMPROVEMENTS
EQUIPMENT INSTALLATIONS
MP-32 TO MP-76
CP-35 INTERLOCKING
SNOWMELTER DISTRIBUTION PLANS
SHEET 2 OF 3

CONTRACT NUMBER		39462
SCALE:	AS SHOWN	DATE: 11/04/2022
DRAWING NUMBER		SM-CP-35-11
SHEET	526	OF 610



MATCHLINE - SEE DRAWING SM-CP-35-11

CP-35 INTERLOCKING



NOTES:

- FOR SNOWMELTER LEGEND SEE DRAWING SM-01.
- COMPLETE REPLACEMENT OF THE SNOWMELTER SYSTEM AND EQUIPMENT IS REQUIRED. SEE DIVISION OF WORK RESPONSIBILITIES BETWEEN CONTRACTOR AND METRO NORTH FORCES. THE CONTRACTOR SHALL ESTABLISH ALL REQUIRED ROUTING FOR THE SNOWMELTER SYSTEM AND CONTROL CABLING.
- CONDUIT AND CABLE PLANS INDICATE THE QUANTITY/TYPES OF CABLE REQUIRED TO BE FURNISHED AND INSTALLED TO VARIOUS SNOW MELTER SYSTEM EQUIPMENT. CABLE ROUTING SHOWN ON THE DRAWINGS IS DIAGRAMMATIC, BUT IS REQUIRED TO BE FOLLOWED AS CLOSE AS ACTUAL FIELD CONDITIONS WILL PERMIT. WHERE MINOR DEVIATIONS ARE REQUIRED DUE TO SITE CONDITIONS, MAKE SUCH MODIFICATIONS WITHOUT ADDITIONAL COST TO THE AUTHORITY. COORDINATE THESE UNDERGROUND CONDUITS WITH OTHER EXISTING AND PROPOSED UNDERGROUND RACEWAYS.
- VERIFY LOCATIONS IN THE FIELD PRIOR TO THE COMMENCEMENT OF INSTALLATION WORK. SIGNIFICANT DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER UPON DISCOVERY. SEE CIVIL PLANS FOR REQUIRED TEST PIT CONSTRUCTION TO ASSIST IN VERIFYING SUBSURFACE CONDITIONS.
- FOR DRAWING CLARITY PURPOSES, ONLY A SINGLE PEDESTAL MOUNTED SNOW MELTER JUNCTION BOX (IDENTIFIED BY AN ASTERISK SYMBOL ★) IS SHOWN ON THE CONDUIT AND CABLE PLANS. SEE METRO-NORTH STANDARD SNOW MELTER INSTALLATION LAYOUT DRAWINGS FOR SIZES, QUANTITIES AND LOCATIONS OF PEDESTAL MOUNTED JUNCTION BOX FOR THE SPECIFIC TURNOUT SIZE INDICATED.
- ALL CONDUITS ARE TO BE BURIED AT A 36" MINIMUM DEPTH WHEN AT GRADE AND 50" (MINIMUM) BELOW TOP OF RAIL WHEN CROSSING TRACKS.
- TYPICAL 700V DC SNOW MELTER SYSTEM PULL BOXES AND HANDHOLES ARE SHOWN ON DRAWING SYS-TYP-032.
- CONTRACTOR SHALL TRANSITION PVC80 CONDUITS THAT CARRY 700V DC CIRCUITS TO EXTRA HEAVY WALL FRE TYPE CONDUIT WHEN TRANSITIONING FROM BURIAL TO ABOVE GRADE PLATFORMS. CONDUITS CARRYING CONTROL CABLES SHALL BE PVC80 WHEN UNDERGROUND AND PVC COATED GRS WHERE EXPOSED.
- SEE DRAWING SM-CP-35-17 FOR PROPOSED PLATFORM DETAILS AT CP-35 INTERLOCKING.
- SEE DRAWINGS SM-CP-35-15 THRU SM-CP-35-16 FOR CP-35 CONDUIT AND CABLE SCHEDULE.

95% SUBMISSION

NO.	DATE	MODIFICATION	DRAWN	CHKD.	APPRVD.	NO.	DATE	MODIFICATION	DRAWN	CHKD.	APPRVD.
REVISIONS						REVISIONS					

DISCLAIMER
IT IS A VIOLATION OF THE PROFESSIONAL LICENSE LAW FOR ANY PERSON TO ALTER THIS DRAWING IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER/ARCHITECT AS APPLICABLE. THE ALTERING ENGINEER/ARCHITECT SHALL AFFIX HIS/HER SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS/HER SIGNATURE AND DATE OF ALTERATION.

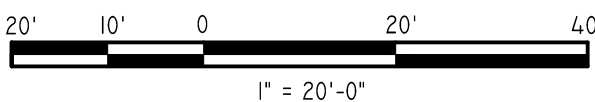
DESIGNED	MJG
DRAWN	WPC
CHECKED	TPB
APPROVED	MTM

Gannett Fleming / CWA
GANNETT FLEMING/CWA, a joint venture
TWO PENN PLAZA, SUITE 552
380 SEVENTH AVENUE
NEW YORK, NY 10121-0101
PRJ: 059824

MTA Metro-North Railroad
347 MADISON AVENUE
NEW YORK, N.Y. 10017

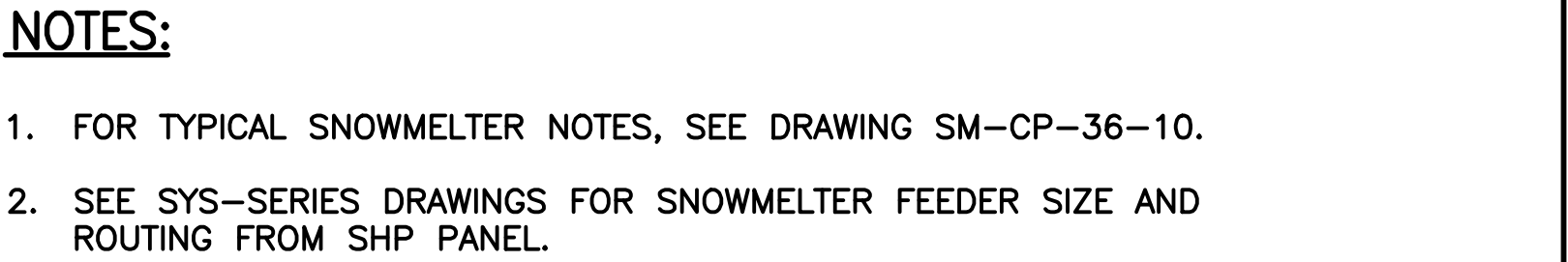
HUDSON LINE C&S IMPROVEMENTS
EQUIPMENT INSTALLATIONS
MP-32 TO MP-76
CP-35 INTERLOCKING
SNOWMELTER DISTRIBUTION PLANS
SHEET 3 OF 3

CONTRACT NUMBER	39462
SCALE:	AS SHOWN
DATE:	11/04/2022
DRAWING NUMBER	SM-CP-35-12
SHEET	527
OF	610



95% SUBMISSION

[illegible]



95% SUBMISSION

[illegible]

c:\pwworking\gfpw01\kfish@gfnet.com\id1137411\ISM-CP-36-11.dwg
11/7/2022 10:58:29 AM by FISH, KEVIN