

VARIANCE FEES

MGO \$50.00
 COMM \$490.00
 Priority – Double above

PETITION FOR VARIANCE APPLICATION

**City of Madison
Building Inspection
Division**

215 Martin Luther King Jr. Blvd.
 Madison, WI 53703
 (608) 266-4568

Amount Paid 490 3/6/2012 fms

Name of Owner University Research Park, Inc.	Project Description Building Addition and Tenant Improvements	Agent, architect, or engineering firm Mentor Corporation
Company (if applies) Contact: Greg Hyer		No. & Street 605 Science Drive
No. & Street xxx	Tenant name (if any) Mentor Corporation	City, State, Zip Code Madison, WI 53711
City, State, Zip Code Madison, Wisconsin	Building Address 535 Science Drive	Phone 608-231-3100
Phone 608-441-8020		Name of Contact Person Christina Furseth
e-mail grhyer@wisc.edu		e-mail CFurseth@its.jnj.com

1. The rule being petitioned reads as follows: (Cite the specific rule number and language. Also, indicate the nonconforming conditions for your project.)

See Attached - Petition for Variance, Additional Information

2. The rule being petitioned cannot be entirely satisfied because:

See Attached - Petition for Variance, Additional Information

3. The following alternatives and supporting information are proposed as a means of providing an equivalent degree of health, safety, and welfare as addressed by the rule:


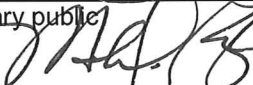
See Attached - Petition for Variance, Additional Information

Note: Please attach any pictures, plans, or required position statements.

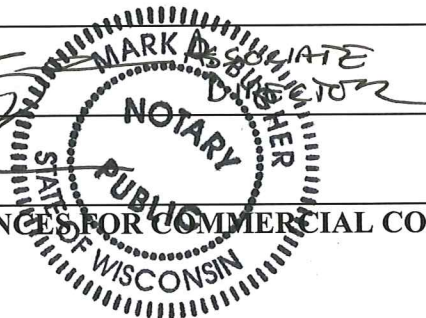
VERIFICATION BY OWNER – PETITION IS VALID ONLY IF NOTARIZED AND ACCOMPANIED BY A REVIEW FEE AND ANY REQUIRED POSITION STATEMENTS.

Note: Petitioner must be the owner of the building. Tenants, agents, contractors, attorneys, etc. may not sign the petition unless a Power of Attorney is submitted with the Petition for Variance Application.

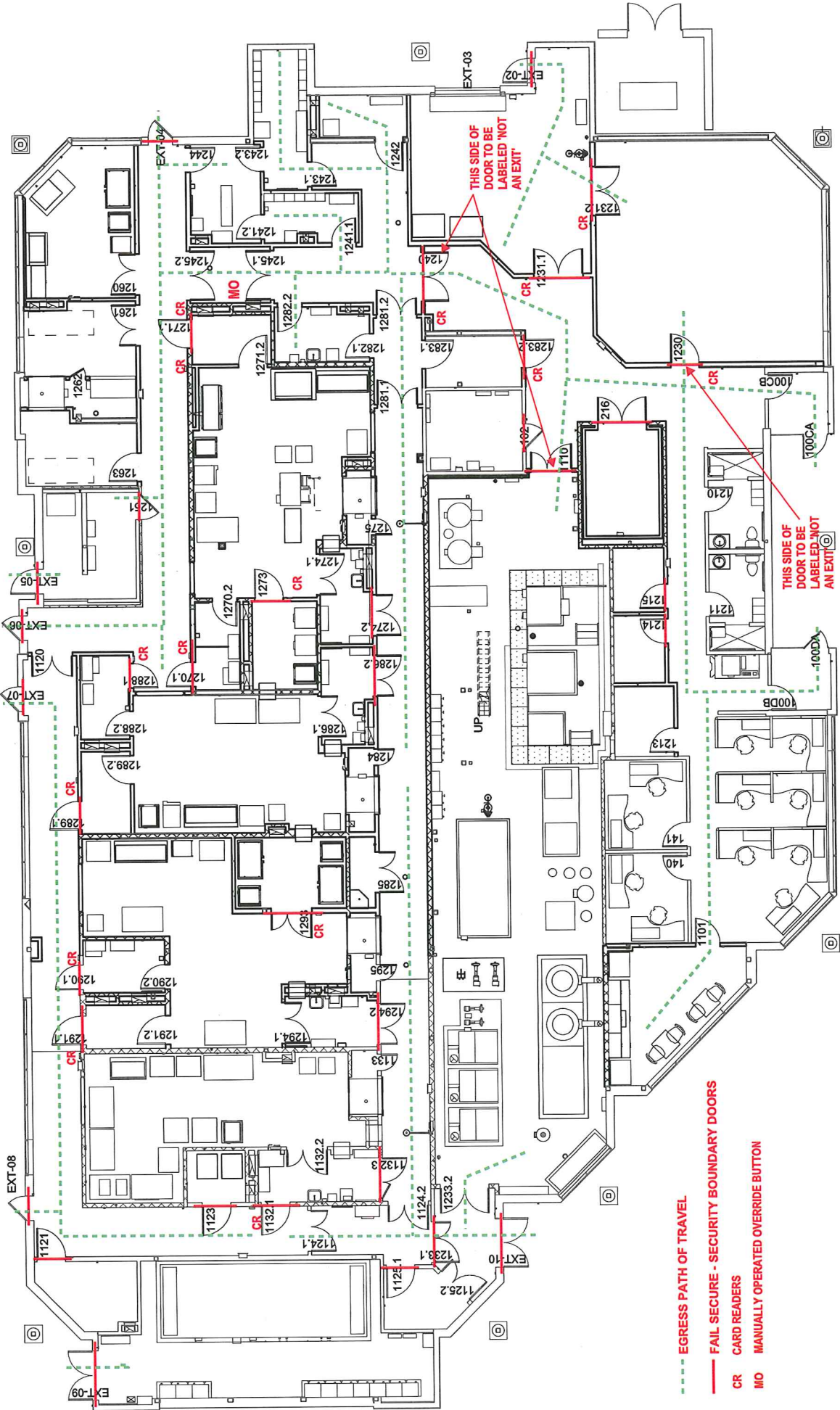
UNIVERSITY RESEARCH PARK, INC., being duly sworn, I state as petitioner that I have read the foregoing
 Print name of owner GREG HYER, ASSOCIATE DIRECTOR
 petition, that I believe it to be true, and I have significant ownership rights in the subject building or project.

Signature of owner 	Subscribed and sworn to before me this date: <u>March 1, 2012</u>
Notary public 	My commission expires: <u>November 11, 2012</u>

NOTE: ONLY VARIANCES FOR COMMERCIAL CODES ARE REQUIRED TO BE NOTARIZED.



MENTOR, 535 SCIENCE DRIVE, MADISON WISCONSIN
 PETITION FOR VARIANCE
 SK-1: OVERALL FLOOR PLAN



Petition for Variance Application

(Additional Information)

1. The rule being petitioned reads as follows: (Cite the specific rule number and language. Also, indicate the nonconforming conditions for your project.)

1008.1.4.4 Access-controlled egress doors.

The entrance doors in a means of egress in buildings with an occupancy in Group A, B, E, I-2, M, R-1 or R-2 and entrance doors to tenant spaces in occupancies in Groups A, B, E, I-2, M, R-1 and R-2 are permitted to be equipped with an approved entrance and egress access control system which shall be installed in accordance with all of the following criteria:

1. A sensor shall be provided on the egress side arranged to detect an occupant approaching the doors. The doors shall be arranged to unlock by a signal from or loss of power to the sensor.
2. Loss of power to that part of the access control system which locks the doors shall automatically unlock the doors.
3. The doors shall be arranged to unlock from a manual unlocking device located 40 inches to 48 inches (1016 mm to 1219 mm) vertically above the floor and within 5 feet (1524 mm) of the secured doors. Ready access shall be provided to the manual unlocking device and the device shall be clearly identified by a sign that reads "PUSH TO EXIT." When operated, the manual unlocking device shall result in direct interruption of power to the lock-independent of the access control system electronics-and the doors shall remain unlocked for a minimum of 30 seconds.
4. Activation of the building fire alarm system, if provided, shall automatically unlock the doors, and the doors shall remain unlocked until the fire alarm system has been reset.
5. Activation of the building automatic sprinkler or fire detection system, if provided, shall automatically unlock the doors. The doors shall remain unlocked until the fire alarm system has been reset.
6. Entrance doors in buildings with an occupancy in Group A, B, E or M shall not be secured from the egress side during periods that the building is open to the general public.

Non-Conforming Condition:

- A. Access-Controlled egress doors are not specifically listed as being allowed for F-1, S-2 and H-4 Occupancies.
- B. Automatic unlocking of doors for loss of power (1008.1.4.4.2), activation of building fire alarm (1008.1.4.4.4) and activation of building automatic sprinkler or fire detection system (1008.1.4.4.5) is non-conforming at Security Boundary (Fail Secure) doors.
- C. Occupant Sensors at egress side of doors (1008.1.4.4.1) are non-conforming at Security Boundary (Fail Secure) doors.

1008.1.9.8 Electromagnetically locked egress doors.

Doors in the means of egress that are not otherwise required to have panic hardware in buildings with an occupancy in Group A, B, E, M, R-1 or R-2 and doors to tenant spaces in Group A, B, E, M, R-1 or R-2 shall be permitted to be electromagnetically locked if equipped with listed hardware that incorporates a built-in switch and meet the requirements below:

1. The listed hardware that is affixed to the door leaf has an obvious method of operation that is readily operated under all lighting conditions.
2. The listed hardware is capable of being operated with one hand.
3. Operation of the listed hardware releases the electromagnetic lock and unlocks the door immediately.
4. Loss of power to the listed hardware automatically unlocks the door.

Non-Conforming Condition:

- A. Electromagnetically locked egress doors are not specifically listed as being allowed for F-1, S-2 and H-4 Occupancies.
- B. Electromagnetically locked egress doors are not listed as being allowed where panic hardware is required.
- C. Automatic unlocking of doors for loss of power (1008.1.9.8.4) is non-conforming at Security Boundary (Fail Secure) doors.

2. The rule being petitioned cannot be entirely satisfied because:

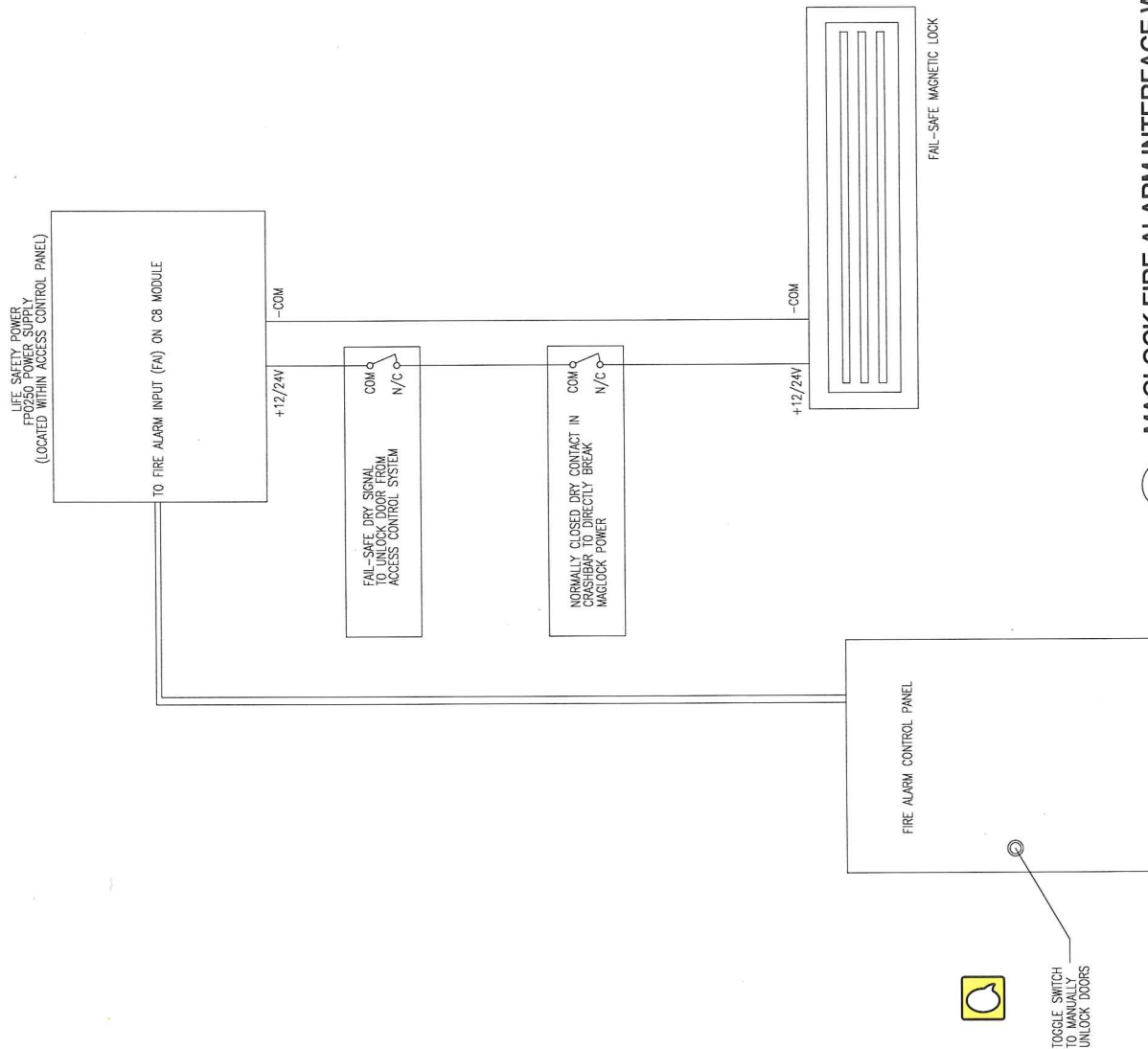
- A. The BSL-3 (H-4) occupied spaces, containing Highly Toxic materials are required to meet CDC Regulations for secured entry, monitored entrance/egress and bio-safety level 3 containment requirements.
- B. The manufacturing (production) suites also require access control to meet cGMP (FDA) regulatory requirements for product and personnel safety.

3. **The following alternatives and supporting information are proposed as a means of providing an equivalent degree of health, safety, and welfare as addressed by the rule:**

- A. Fail Safe Door Conditions:
 - Loss of power to electrified hardware will automatically unlock doors per 1008.1.4.4.2.
 - Ingress Side of Door:
 - Medical Emergency Entry: Universal Card Reader will be provided in the Fire Dept Knox Box, for Fire and Medical Personnel entrance into secured spaces.
 - Egress Side of Door:
 - Panic hardware or manual operation of lever handle will unlock the door immediately (per 1008.1.9.8.3) by releasing door latch, de-activating electric strike and/or electromagnetic locks simultaneously allowing free egress.
 - Occupancy Sensors will be provided per 1008.1.4.4.1
 - Where panic hardware is not required or present, a manually operated emergency override button will be provided which will unlock the door immediately (per 1008.1.9.8.3) by de-activating electric strike and/or electromagnetic locks simultaneously allowing free egress.
- B. Fail Secure Door Conditions: (Secured Entry Doors)
 - To maintain secured entry, loss of power to electrified hardware, activation of building fire alarm, or activation of building automatic sprinkler or fire detection system will 'Not' automatically unlock doors.
 - A manually operated Toggle Switch will be provided at the Fire Alarm Control panel which will de-activate electromagnetic locks.
 - A universal card reader will also be provided in the Fire Dept Knox Box for Fire and Medical Personnel entrance into secured spaces at 'Fail Secure' doors.
 - Emergency Power: Electromagnetic locks, electric strikes, card readers and manual override devices will be on emergency power to maintain normal door operations during loss of power.
 - Ingress Side of Door:
 - Secured Entry will be maintained for entry during loss of power, activation of fire alarm or activation of automatic sprinkler or fire detection system.
 - Medical Emergency Entry: Universal Card Reader will be provided in the Fire Dept Knox Box, for Fire and Medical Personnel entrance into secured spaces.
 - Egress Side of Door:
 - Panic hardware or manual operation of lever handle will unlock the door immediately (per 1008.1.9.8.3) by releasing door latch, de-activating electric strike and electromagnetic locks simultaneously, allowing free egress.
 - Where panic hardware is not required or present, a manually operated emergency override button will be provided which will unlock the door immediately (per 1008.1.9.8.3) by de-activating electric strike and/or electromagnetic locks simultaneously allowing free egress.

Attachments:

- SK-1: Overall Floor Plan – Fail Secure Door Locations
- SK-2: FA Interface Detail
- Sequence of Operations



10.1 MAGLOCK FIRE ALARM INTERFACE W/ CRASHBAR DETAIL

N.T.S.

MENTOR, 535 SCIENCE DRIVE, MADISON WISCONSIN
PETITION FOR VARIANCE
SK-2: FA INTERFACE DETAIL, 02.10.2012

MENTOR UPGRADE PROJECT
535 SCIENCE DRIVE
MADISON, WISCONSIN 53711

Security101
Protecting People, Property & Profits



Global Accounts Program
2465 Mercer Avenue
West Palm Beach, Florida 33401
Phone: 800-261-2041 Fax: 770-988-9868

DRAWING TITLE:

MAGLOCK, CRASHBAR, FIRE ALARM
INTERFACE

DRAWN BY:	CO
SALESMAN:	TE
PROJECT MGR:	RN
DATE:	1/27/12
SCALE:	N.T.S.
SHEET NO.	OF
JOB NO.	

DRAWING NO.

SK-02


Name of Owner: University Research Park, Inc Mentor Corporation	Building Location: 535 Science Drive	Contact:
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Fire Department Position Statement

I have read the application for variance and recommend: (check appropriate box)

☐ Approval
 ☒ **Conditional Approval**
☐ Denial
 ☐ No Comment

- Madison Fire understands the need for security but that security cannot trump life safety measures. The idea of security is to prevent unauthorized personnel from entering spaces, not controlling their egress.
- Madison Fire supports allowing Access Controlled Egress, Delayed Egress Doors, and Electromagnetically locked egress doors in this building due to the highly toxic materials contained within, the highly specialized processes, and training of staff.
- All doors and hardware shall comply with IBC 1008.1.4.4, IBC 1008.1.9.7, or 1008.1.9.8 as applicable.
- Other means do exist for meeting CDC security and tracking requirements or additional emergency exits could be installed in order to meet life safety needs.
- Madison Fire does not support labeling any doors as "Not An Exit." Rather, proper exit signage shall be provided to lead occupants to the building exits.
- Updated submittal drawings and equipment shall be submitted for review to MFD prior to installation.

Name of Fire Chief or Designee (type or print) Bill Sullivan, Fire Protection Engineer	
City of Madison Fire Department	Telephone Number 608-261-9658
Signature of Fire Chief or Designee 	Date Signed March 6, 2012

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
EXT-02	Exterior Card Access Door - ES, CR, DC, CB with built-in RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from handle side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from crash bar side of door: Door will remain in a free egress mode. Crash bar will mechanically open the door and signal the access control panel to unlock the door for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open the door.	Heading 01, HS 1	6.2
EXT-05	Exterior Card Access Door - ES, CR, DC, CB with built-in RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from handle side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from crash bar side of door: Door will remain in a free egress mode. Crash bar will mechanically open the door and signal the access control panel to unlock the door for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open the door.	Heading 01, HS 1	6.2
EXT-04	Emergency Exit Only - DC and Local Sounder Emergency exit use only. General alarm will sound any time door opens.	Entrance from handle side of door: Door remains locked at all times. No outside operation. Exit from crash bar side of door: Emergency exit only. Crash bar will mechanically open door and local and general alarm will sound upon door contact opening. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open door.	Heading 02, HS 2	7
EXT-06	Emergency Exit Only - DC and Local Sounder Emergency exit use only. General alarm will sound any time door opens.	Entrance from handle side of door: Door remains locked at all times. No outside operation. Exit from crash bar side of door: Emergency exit only. Crash bar will mechanically open door and local and general alarm will sound upon door contact opening. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open door.	Heading 02, HS 2	7
EXT-07	Emergency Exit Only - DC and Local Sounder Emergency exit use only. General alarm will sound any time door opens.	Entrance from handle side of door: Door remains locked at all times. No outside operation. Exit from crash bar side of door: Emergency exit only. Crash bar will mechanically open door and local and general alarm will sound upon door contact opening. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open door.	Heading 02, HS 2	7
EXT-08	Emergency Exit Only - DC and Local Sounder Emergency exit use only. General alarm will sound any time door opens.	Entrance from handle side of door: Door remains locked at all times. No outside operation. Exit from crash bar side of door: Emergency exit only. Crash bar will mechanically open door and local and general alarm will sound upon door contact opening. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open door.	Heading 02, HS 2	7
EXT-09	Exterior Card Access Door - ES, CR, DC, CB Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from handle side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from crash bar side of door: Door will remain in a free egress mode. Crash bar will mechanically open the door and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open door.	Heading 03, HS 3	5.2
EXT-10	Exterior Interlocked Card Access Door - ES, ML, CR, DC, CB with built-in RTE Traffic is allowed in both directions. Valid card read is required to travel from Exterior to Airlock 1233. Maglock is always unlocked. Electric Strike is always locked. General alarm will sound if there is an interlock violation.	Entrance from Exterior (handle) side of door: Electric strike is to remain locked at all times. A valid card read will unlock the electric strike for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Airlock 1233 (crash bar) side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock the door and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1233.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1233.1 opens, Interlock PLC will lock the maglock. When doors 1233.1 is closed, Interlock PLC will unlock the maglock. Door is part of emergency egress pathway. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 04, HS 4	1.1
RF-01 - Roof	Exterior Card Access Door - ES, CR, DC, Motion RTE Traffic is allowed in both directions.	Entrance from roof side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from interior side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 05, HS 5	6
RF-02 & 03	Exterior Monitored Door - DC	Entrance from roof side of door: Door remains locked at all times. Exit from secured side of door: Door handle will mechanically open door. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 05, HS 5 Heading 06, HS 6	
1121 - Storage	Interior Card Access Door / Storeroom Function - ES, CR, DC, Motion RTE Traffic is allowed in both directions.	Entrance from corridor (card reader) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from storage side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 07, HS 7	6
1123 - Storage	Interior Card Access Door / Storeroom Function - ES, CR, DC, Motion RTE Traffic is allowed in both directions.	Entrance from corridor (card reader) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from storage side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 07a, HS 7	6
1124.1 - Airlock	Interior Interlocked Double Door - DC, CB with built-in RTE Traffic is allowed from 1122 to 1124 only. General alarm will sound if there is an interlock violation.	Entrance from 1124 (handle) side of door: Normal entry not allowed from this side of door. Door handle is mechanically locked with key. If unlocked with key, door handle will mechanically open door. Exit from 1122 (crash bar) side of door: Crash bar will mechanically open door, and signal the access control system to allow the door to be opened for a programmed amount of time. Door is interlocked with 1124.2, 1125.1 and 1233.1. No two doors shall be open at the same time. If door 1124.2, 1125.1 or 1233.1 opens, Interlock PLC will illuminate a wall mounted red light to indicate Airlock 1124 is active. When doors 1124.2, 1125.1 and 1233.1 are all closed at the same time, Interlock PLC will illuminate a wall mounted green light to indicate Airlock 1124 is inactive. Door is fail safe.	Heading 08, HS 8	3.1

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
1124.2 - Airlock	Interior Interlocked Double Door - DC, CB with built-in RTE Traffic is allowed in both directions. General alarm will sound if there is an interlock violation.	Entrance from Airlock 1124 (handle) side of door: Door handle will remain mechanically unlocked with key. Door handle will mechanically open door. Exit from Return Hallway (crash bar) side of door: Crash bar will mechanically open the door and signal the access control system to allow the door to be opened for a programmed amount of time. Door is interlocked with 1124.1, 1125.1 and 1233.1. No two doors shall be open at the same time. If door 1124.1, 1125.1 or 1233.1 opens, Interlock PLC will illuminate a wall mounted red light to indicate Airlock 1124 is active. When doors 1124.1, 1125.1 and 1233.1 are all closed at the same time, Interlock PLC will illuminate a wall mounted green light to indicate Airlock 1124 is inactive. Door is fail safe.	Heading 08, HS 8	3.1
1233.1 - Airlock (Package 5)	Interior Interlocked Card Access Double Door - ML, DC, CR, CB with built-in RTE Traffic is allowed in both directions. Valid card read is required to travel from 1233 to 1124. Maglock is always locked. General alarm will sound if there is an interlock violation.	Entrance from Airlock 1233 (handle) side of door: Maglock to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Airlock 1124 (crash bar) side of door: Crash bar will always directly break power to the maglock and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1124.1, 1124.2 and 1125.1. No two doors shall be open at the same time. If door 1124.1, 1124.2 or 1125.1 opens, Interlock PLC will illuminate a wall mounted red light to indicate Airlock 1124 is active. When doors 1124.1, 1124.2 and 1125.1 are all closed at the same time, Interlock PLC will illuminate a wall mounted green light to indicate Airlock 1124 is inactive. Door is fail secure. Fire alarm will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 08, HS 8	1.2
1233.1 - Airlock (Package 6)	Interior Emergency Exit Double Door - ML, DC, CR, CB with built-in RTE Traffic is allowed from 1124 to 1233 only. Maglock is normally unlocked. Strike is normally locked. General alarm will sound if door is opened from 1233 side of door.	Entrance from Airlock 1233 (handle) side of door: Door remains locked at all times. No outside operation. Card Reader from Package 5 will be disabled, and maglock will remain locked at all times. Exit from Airlock 1124 (crash bar) side of door: Crash bar will always directly break power to the maglock and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1124.1, 1124.2 and 1125.1. No two doors shall be open at the same time. If door 1124.1, 1124.2 or 1125.1 opens, Interlock PLC will illuminate a wall mounted red light to indicate Airlock 1124 is active. When doors 1124.1, 1124.2 and 1125.1 are all closed at the same time, Interlock PLC will illuminate a wall mounted green light to indicate Airlock 1124 is inactive. Door is fail secure. Fire alarm will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 08, HS 8	1.2
(OMIT)	Interior Interlocked Card Access Double Door - Delayed Egress ML, DC, CR, CB Traffic is allowed in both directions. Maglock is normally locked.	Entrance from handle side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from crash bar side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock the door and signal the Interlock PLC to unlock the maglock for a programmed amount of time. Door is interlocked with 1132.1 and 1132.3. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If doors 1132.1 and 1132.3 are closed, upon a valid card read or crash bar signal the Interlock PLC will unlock the maglock. If either door 1132.1 or 1132.3 is open, Interlock PLC will keep the maglock locked. If interlock controls prevent egress, initiation of an irreversible process (delayed egress) will release the maglock in not more than 15 seconds when a force of not more than 15 pounds is applied for 1 second to the crash bar. Initiation of the irreversible process shall activate an audible signal in the vicinity of the door. Once the door maglock has been released by the application of force to the crash bar, relocking shall be by manual means only. Door is fail safe. Fire alarm will directly break power to the delayed egress maglock.	Heading 08a, HS 8	
1132.2 - MAL/PAL	Interior Interlocked Double Door - ML, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally unlocked. General alarm will sound if there is an interlock violation.	Entrance from handle side of door: Maglock is to remain unlocked at all times. Door handle will mechanically open the door. Exit from crash bar side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock the door and directly break power to the maglock. Door is interlocked with 1132.1 and 1132.3. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1132.1 or 1132.3 opens, Interlock PLC will lock the maglock. When doors 1132.1 and 1132.3 are closed at the same time, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 08a, HS 8	5.1
1125.1 - Waste Staging	Interior Interlocked Card Access Double Door - ML, DC, CR, Door Handle with RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from Waste Staging (card reader) side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Airlock side of door: Door handle will always directly break power to the maglock and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1124.1, 1124.2, 1233.1 and 1125.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1124.1, 1124.2, 1233.1 or 1125.2 opens, Interlock PLC will prevent the maglock from unlocking and illuminate a wall mounted red light to indicate Airlock 1124 is active. When doors 1124.1, 1124.2, 1233.1 and 1125.2 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or door handle signal and illuminate a wall mounted green light to indicate Airlock 1124 is inactive. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Per drawing AS-2101X, door is not on the egress path.	Heading 09, HS 9	2.1
1125.2 - Waste Staging	Interior Interlocked Card Access Double Door - ML, DC, CR (into room), CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from Airlock (card reader) side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Waste Staging side of door: Door will remain in a free egress mode. Crash bar will signal the Interlock PLC to unlock the maglock for a programmed amount of time and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1125.1 and 1233.1. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1125.1 or 1233.1 opens, Interlock PLC will prevent the maglock from unlocking. If doors 1125.1 and 1233.1 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or crash bar signal. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 10, HS 10	1.3
1132.1 - MAL/PAL (Package 5)	Interior Interlocked Card Access Door - ML, DC, Entry CRK, Exit CR, CB w/ built-in RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from MAL/PAL side without a valid card read.	Entrance from Supply Corridor (handle) side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL/PAL (crash bar) side of door: If a valid card read is not presented to the exit reader, crash bar will break power to the maglock and general alarm will sound upon door contact opening. If a valid card is presented to the exit reader, crash bar will break power to the maglock and access control panel will allow the door to be opened for a programmed amount of time. Door is interlocked with 1132.2 and 1132.3. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1132.2 or 1132.3 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1132.2 and 1132.3 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always directly break power to the maglock.	Heading 11, HS 11	2.2

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
1132.1 - MAL/PAL (Package 6)	Interior Interlocked Card Access Door - ML, DC, Entry CRK, Exit CR, CB w/ built-in RTE Traffic is allowed from Supply Corridor to MAL/PAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from MAL/PAL side.	Entrance from Supply Corridor (handle) side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL/PAL (crash bar) side of door: Normal egress not allowed. Exit card reader from Package 5 will be disabled. Crash bar will always break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1132.2 and 1132.3. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1132.2 or 1132.3 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1132.2 and 1132.3 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always directly break power to the maglock.	Heading 11, HS 11	2.2
1132.3 - MAL/PAL	Interior Interlocked Card Access Double Door - ML, DC, CR (inside MAL/PAL), CB w/ built-in RTE Traffic is allowed from MAL/PAL to Return Hallway only. Maglock is normally locked. General alarm will sound if there is an interlock violation. Should not be able to enter the door from the Return Hallway.	Entry from Return Hallway side of door: Maglock is to remain locked at all times. Entry to the MAL/PAL from the Return Hallway is not allowed. Any entry from the Return Hallway side of the door will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL/PAL side of door: Maglock is to remain locked at all times. A valid card read will unlock the maglock for a programmed amount of time. Any exit without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Door is interlocked with 1132.1 and 1132.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1132.1 or 1132.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1132.1 and 1132.2 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always directly break power to the maglock.	Heading 12, HS 12	1.2
1233.2 - Airlock	Interior Interlocked Card Access Double Door - ML, DC, CR, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from Airlock 1233 (handle) side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Mechanical Room (crash bar) side of door: Door will remain in a free egress mode. Crash bar will signal the Interlock PLC to unlock the maglock for a programmed amount of time and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1233.1. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1233.1 opens, Interlock PLC will prevent the maglock from unlocking. If door 1233.1 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or crash bar signal. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 14, HS 14	1
1251	Emergency Exit Only - DC Traffic not allowed in any direction. General alarm will sound if door opens.	Entrance from handle side of door: Door remains locked at all times. No outside operation. Exit from crash bar side of door: Emergency exit only. Crash bar will mechanically open door and general alarm will sound upon door contact opening. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open door.	Heading 15, HS 15	7
1231.1 - Shipping & Receiving	Interior Card Access Double Door - ES, DC, CR, Motion RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from Facility Hallway (card reader) side of door: Electric strike is to remain locked at all times. A valid card read will unlock the electric strike for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Shipping & Receiving side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 19, HS 19	5
1231.2 - Shipping & Receiving	Interior Card Access Double Door - ES, DC, CR, Motion RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from Shipping & Receiving (card reader) side of door: Electric strike is to remain locked at all times. A valid card read will unlock the electric strike for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Warehouse side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 19, HS 19	5
1214 - QA Documents	Interior Card Access Door / Storeroom Function - ES, CR, DC, Motion RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from Facility Hallway (card reader) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Calibration Lab side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 20, HS 20	6
1215 - Electrical Rm #2	Interior Card Access Door / Storeroom Function - ES, CR, DC, Motion RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from Facility Hallway (card reader) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Electrical Rm #2 side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 20, HS 20	6
1230 - Warehouse	Interior Card Access Door / Storeroom Function - ES, CR, DC, Motion RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from Facility Hallway (card reader) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Warehouse side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.	Heading 20a, HS 20	6
1241.1 - Women's Locker	Interior Occupancy Controlled Door - ML, DC, Door Handle w/ RTE Traffic is allowed in both directions. Maglock is normally unlocked.	Entrance from Airlock side of door: Door handle will mechanically open door. Maglock will lock when occupancy sensor detects occupancy. RTE in door handle will not unlock the maglock. Exit from Women's Locker side of door: Door handle will mechanically open the door. RTE in door handle will directly break power to the maglock. Door is not interlocked with any other doors. Door is fail safe. Fire alarm will NOT directly break power to the maglock. RTE in door handle will directly break power to the maglock.	Heading 22, HS 22	4.1
1243.1 - Men's Locker	Interior Occupancy Controlled Door - ML, DC, Door Handle w/ RTE Traffic is allowed in both directions. Maglock is normally unlocked.	Entrance from Airlock side of door: Door handle will mechanically open door. Maglock will lock when occupancy sensor detects occupancy. RTE in door handle will not unlock the maglock. Exit from Men's Locker side of door: Door handle will mechanically open the door. RTE in door handle will directly break power to the maglock. Door is not interlocked with any other doors. Door is fail safe. Fire alarm will NOT directly break power to the maglock. RTE in door handle will directly break power to the maglock.	Heading 22, HS 22	4.1

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
1241.2 -Women's Locker to Gown	Interior Interlocked Door - ML, DC, Door Handle w/ RTE Traffic is allowed from Women's Locker to Gown only. Maglock is normally unlocked.	Entrance from Gown side of door: Door handle will mechanically open door. Maglock will lock when occupancy sensor detects occupancy. RTE in door handle will not unlock the maglock. Exit from Women's Locker side of door: Door handle will mechanically open the door. RTE in door handle will signal Interlock PLC to unlock the maglock. Door is interlocked with 1244. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. Maglock will lock when occupancy sensor detects occupancy. If door 1244 opens, Interlock PLC will lock the maglock. When door 1244 is closed, Interlock PLC will unlock the maglock if occupancy sensor detects no occupancy. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 22, HS 22	4.1
1243.2 -Men's Locker to Gown	Interior Interlocked Door - ML, DC, Door Handle w/ RTE Traffic is allowed from Men's Locker to Gown only. Maglock is normally unlocked.	Entrance from Gown side of door: Door handle will mechanically open door. Maglock will lock when occupancy sensor detects occupancy. RTE in door handle will not unlock the maglock. Exit from Men's Locker side of door: Door handle will mechanically open the door. RTE in door handle will signal Interlock PLC to unlock the maglock. Door is interlocked with 1244. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. Maglock will lock when occupancy sensor detects occupancy. If door 1244 opens, Interlock PLC will lock the maglock. When door 1244 is closed, Interlock PLC will unlock the maglock if occupancy sensor detects no occupancy. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 22, HS 22	4.1
1244 - Gown	Interior Interlocked Card Access Door - ML, DC, CR, Door Handle w/ RTE (not monitored) Traffic is allowed from Gown to Supply Corridor only. Maglock is normally locked. General alarm will sound if there is an interlock violation. Door cannot be opened from Supply Corridor side.	Entrance from Gown side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Supply Corridor side of door: Maglock remains locked at all times. No physical means to open the door from the Supply Corridor side. Door is interlocked with 1241.2 and 1243.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1241.2 or 1243.2 opens, Interlock PLC will prevent the maglock from unlocking. If doors 1241.2 and 1243.2 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 22, HS 22	2.1
1282.1 - PAL	Interior Interlocked Door - ML, DC, Door Handle w/ RTE Traffic is allowed from Airlock 1281 to PAL only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the PAL side of door.	Entrance from Airlock side of door: Door handle will mechanically open door and RTE in door handle will signal the access control system to allow the door to be opened for a programmed amount of time. Exit from PAL side of door: Normal egress not allowed. Door handle will mechanically open door and local alarm will sound upon door contact opening. Door is interlocked with 1282.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1282.2 opens, Interlock PLC will lock the maglock. When doors 1282.2 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 22a, HS 22	4.2
1282.2 - PAL	Interior Interlocked Card Access Door - ML, DC, CR Traffic is allowed from PAL to Airlock 1240 only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the Airlock side of door.	Entrance from PAL side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Airlock side of door: Maglock is to remain locked at all times. Egress not allowed. General alarm will sound if door is opened from the Airlock side of door. Door is interlocked with 1282.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1282.1 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1282.1 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 22a, HS 22	2.1
1288.1 - PAL	Interior Interlocked Card Access Door - ML, DC, CRK, CB Traffic is allowed from Supply Corridor to PAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the PAL side of door.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from PAL side of door: Normal egress not allowed. Crash bar will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1288.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1288.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1288.2 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 23, HS 23	2
1290.1 - PAL	Interior Interlocked Card Access Door - ML, DC, CRK, CB Traffic is allowed from Supply Corridor to PAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the PAL side of door.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from PAL side of door: Normal egress not allowed. Crash bar will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1290.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1290.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1290.2 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 23, HS 23	2
1270.2 - PAL	Interior Interlocked Door - ML, DC, CB with built-in RTE Traffic is allowed from PAL to 1272 only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Local alarm will sound if door is opened from 1272 side of door.	Entrance from PAL side of door: Door handle will mechanically open door. Exit from 1272 side of door: Normal egress not allowed. Crash bar will mechanically open door and directly break power to maglock. Local alarm will sound upon crash bar being pressed. Door is interlocked with 1270.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1270.1 opens, Interlock PLC will lock the maglock. When doors 1270.1 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 23a, HS 23	4
1290.2 - PAL	Interior Interlocked Door - ML, DC, CB with built-in RTE Traffic is allowed from PAL to 1292 only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Local alarm will sound if door is opened from 1292 side of door.	Entrance from PAL side of door: Door handle will mechanically open door. Exit from 1292 side of door: Normal egress not allowed. Crash bar will mechanically open door and directly break power to maglock. Local alarm will sound upon crash bar being pressed. Door is interlocked with 1290.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1290.1 opens, Interlock PLC will lock the maglock. When doors 1290.1 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 23a, HS 23	4
1273 - Storage	Interior Card Access Door - ML, CRK, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. Card + PIN required to enter Storage Room. Free egress via crash bar to exit.	Entrance from handle side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from crash bar side of door: Door will remain in a free egress mode. Crash bar will always directly break power to the maglock and signal the access control panel to unlock the door for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 23b, HS 23	6.1
1270.1 - PAL	Interior Interlocked Card Access Door - ML, DC, CRK, CB w/ built-in RTE Traffic is allowed from Supply Corridor to PAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the PAL side of door.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from PAL side of door: Normal egress not allowed. Crash bar will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1270.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1270.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1270.2 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 23c, HS 23	2

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
1288.2 - PAL	Interior Interlocked Door - ML, DC, CB with built-in RTE Traffic is allowed from PAL to 1287 only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Local alarm will sound if door is opened from 1287 side of door.	Entrance from PAL side of door: Door handle will mechanically open door. Exit from 1287 side of door: Normal egress not allowed. Crash bar will mechanically open door and directly break power to maglock. Local alarm will sound upon crash bar being pressed. Door is interlocked with 1288.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1288.1 opens, Interlock PLC will lock the maglock. When door 1288.1 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 23c, HS 23	4
1274.2 - MAL/PAL	Interior Interlocked Card Access Double Door - ML, DC, CR, CB w/ built-in RTE Traffic is allowed from MAL/PAL to 1293 (Return Corridor) only. Maglock is normally locked. General alarm will sound if there is an interlock violation. Should not be able to enter the door from the Return Hallway.	Entry from Return Hallway side of door: Maglock is to remain locked at all times. Entry to the MAL/PAL from the Return Hallway is not allowed. Any entry from the Return Hallway side of the door will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL/PAL side of door: Maglock is to remain locked at all times. A valid card read will unlock the maglock for a programmed amount of time. Any exit without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Door is interlocked with 1274.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1274.1 opens, Interlock PLC will prevent the maglock from unlocking. When door 1274.1 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always break power to the maglock.	Heading 24, HS 24	1.2
1286.1 - MAL/PAL	Interior Interlocked Double Door - ML, DC, CB with built-in RTE Traffic is allowed from 1287 into MAL/PAL only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Local alarm will sound if door is opened from the MAL/PAL side of the door.	Entrance from 1287 side of door: Maglock is to remain unlocked at all times. Crash bar will mechanically open door, directly break power to the maglock, and signal the access control panel to allow the door to be opened for a programmed amount of time. Exit from MAL/PAL side of door: Door will remain in a free egress mode. Door handle will mechanically open door and local alarm will sound upon door contact opening. Door is interlocked with 1286.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1286.2 opens, Interlock PLC will lock the maglock. When door 1286.2 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 24, HS 24	3.1
1286.2 - MAL/PAL	Interior Interlocked Card Access Double Door - ML, DC, CR, CB w/ built-in RTE Traffic is allowed from MAL/PAL to 1293 (Return Corridor) only. Maglock is normally locked. General alarm will sound if there is an interlock violation. Should not be able to enter the door from the Return Hallway.	Entry from Return Hallway side of door: Maglock is to remain locked at all times. Entry to the MAL/PAL from the Return Hallway is not allowed. Any entry from the Return Hallway side of the door will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL/PAL side of door: Maglock is to remain locked at all times. A valid card read will unlock the maglock for a programmed amount of time. Any exit without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Door is interlocked with 1286.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1286.1 opens, Interlock PLC will prevent the maglock from unlocking. When door 1286.1 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always break power to the maglock.	Heading 24, HS 24	1.2
1294.1 - MAL/PAL	Interior Interlocked Double Door - ML, DC, CB with built-in RTE Traffic is allowed from 1292 into the MAL/PAL only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Local alarm will sound if door is opened from the 1294 side of the door.	Entrance from 1292 side of door: Maglock is to remain unlocked at all times. Crash bar will mechanically open door, directly break power to the maglock, and signal the access control panel to allow the door to be opened for a programmed amount of time. Exit from MAL/PAL side of door: Door will remain in a free egress mode. Door handle will mechanically open door and local alarm will sound upon door contact opening. Door is interlocked with 1294.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1294.2 opens, Interlock PLC will lock the maglock. When door 1294.2 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 24, HS 24	3.1
1274.1 - MAL/PAL	Interior Interlocked Double Door - ML, DC, CB with built-in RTE Traffic is allowed from 1272 into MAL/PAL only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Local alarm will sound if door is opened from the 1274 side of the door.	Entrance from 1272 side of door: Maglock is to remain unlocked at all times. Crash bar will mechanically open door, directly break power to the maglock, and signal the access control panel to allow the door to be opened for a programmed amount of time. Exit from MAL/PAL side of door: Door will remain in a free egress mode. Door handle will mechanically open door and local alarm will sound upon door contact opening. Door is interlocked with 1274.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1274.2 opens, Interlock PLC will lock the maglock. When door 1274.2 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 24a, HS 24	3.1
1293 - Storage	Interior Card Access Double Door - ML, CRK, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. Card + PIN required to enter Storage Room. Free egress via crash bar to exit.	Entrance from 1292 side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from storage room side of door: Door will remain in a free egress mode. Crash bar will always directly break power to the maglock and signal the access control panel to unlock the door for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 24b, HS 24	5.3
1110 - Mechanical	Interior Card Access Double Door - ML, CR, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. Card required to enter Mechanical Room. Free egress via crash bar to exit.	Entrance from 1202 (Hallway) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Mechanical Room side of door: Door will remain in a free egress mode. Crash bar will always directly break power to the maglock and signal the access control panel to unlock the door for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 24c, HS 24	5.3
1240 - Airlock	Interior Interlocked Card Access Double Door - ML, DC, CR, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from 1202 Hallway side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Airlock 1240 side of door: Door will remain in a free egress mode. Crash bar will signal the Interlock PLC to unlock the maglock for a programmed amount of time and signal the access control panel to allow the door to be opened for a programmed amount of time. Door is interlocked with 1281.2 and 1245.1. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1281.2 or 1245.1 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1281.2 and 1245.1 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or crash bar signal. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always break power to the maglock.	Heading 24d, HS 24	1

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
1245.1 - MAL	Interior Interlocked Double Door - ML, DC, CB with built-in RTE Traffic is allowed from Air Lock 1240 to MAL 1245 only. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from MAL side of door: Normal egress not allowed. Maglock is to remain locked at all times. Manual Override button will always directly break power to the maglock and general alarm will sound upon door contact opening. Exit from Airlock 1240 side of door: Maglock to remain locked at all times. Crash bar will mechanically open door and directly break power to the maglock. Door is interlocked with 1245.2 and 1240. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1245.2 or 1240 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1245.2 and 1240 are all closed at the same time, Interlock PLC will allow the maglock to unlock. Door is fail safe. Fire alarm system will directly break power to the maglock. Crash bar will always directly break power to the maglock.	Heading 24e, HS 24	3
1245.2 - MAL	Interior Interlocked Card Access Double Door - ML, DC, CR, MO Traffic is allowed from Supply Corridor to MAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound upon egress.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL side of door: Normal egress not allowed. Manual Override Button will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1245.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1245.1 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1245.1 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 24e, HS 24	1
1281.1 - Airlock	Interior Interlocked Double Door - ML, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally unlocked. General alarm will sound if there is an interlock violation.	Entrance from Airlock side of door: Maglock is to remain unlocked at all times. Door handle will mechanically open door. Exit from Return Hallway side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock door. Door is interlocked with 1282.1 and 1283.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1282.1 or 1283.1 opens, Interlock PLC will lock the maglock. When doors 1282.1 and 1283.1 are all closed at the same time, Interlock PLC will unlock the maglock. Door is fail safe. Fire Alarm will directly break power to the maglock. Crash bar will always break power to the maglock.	Heading 24f, HS 24	3.1
1281.2 - Airlock Emergency Exit	Interior Emergency Exit Double Door - DC, CB Traffic is not allowed in either direction. General alarm will sound any time door opens.	Entrance from Airlock 1240 side of door: No outside operation. General alarm will sound upon door contact opening. Exit from Airlock 1281 side of door: Emergency exit only. Crash bar will mechanically open door. General alarm will sound upon door contact opening. Door is interlocked with 1240 and 1245.1. No two doors shall be open at the same time. If door 1281.2 opens, Interlock PLC will lock the maglocks on doors 1240 and 1245.1. When door 1281.2 closes, Interlock PLC will unlock the maglocks on doors 1240 and 1245.1. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will mechanically unlock door and directly break power to the maglock.	Heading 24g, HS 24	7.1
1294.2 - MAL/PAL	Interior Interlocked Card Access Double Door - ML, DC, CR, CB w/ built-in RTE Traffic is allowed from MAL/PAL to 1293 (Return Corridor) only. Maglock is normally unlocked. General alarm will sound if there is an interlock violation. Should not be able to enter the door from the Return Hallway.	Entry from Return Hallway side of door: Maglock is to remain locked at all times. Entry to the MAL/PAL from the Return Hallway is not allowed. Any entry from the Return Hallway side of the door will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL/PAL side of door: Maglock is to remain locked at all times. A valid card read will unlock the maglock for a programmed amount of time. Any exit without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Door is interlocked with 1294.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1294.1 opens, Interlock PLC will prevent the maglock from unlocking. When door 1294.1 is closed, Interlock PLC will allow the maglock to unlock. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always break power to the maglock.	Heading 24h, HS 24	1.2
1271.2 - MAL	Interior Interlocked Door - ML, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally unlocked. General alarm will sound if there is an interlock violation.	Entrance from MAL side of door: Maglock is to remain unlocked at all times. Door handle will mechanically open door. Exit from 1272 side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock door and directly break power to the maglock. Door is interlocked with 1271.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1271.1 opens, Interlock PLC will lock the maglock. When door 1271.1 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 25, HS 25	4
1289.2 - MAL	Interior Interlocked Door - ML, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally unlocked. General alarm will sound if there is an interlock violation.	Entrance from MAL side of door: Maglock is to remain unlocked at all times. Door handle will mechanically open door. Exit from 1287 side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock door and directly break power to the maglock. Door is interlocked with 1289.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1289.1 opens, Interlock PLC will lock the maglock. When door 1289.1 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 25, HS 25	4
1291.2 - MAL	Interior Interlocked Door - ML, DC, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally unlocked. General alarm will sound if there is an interlock violation.	Entrance from MAL side of door: Maglock is to remain unlocked at all times. Door handle will mechanically open door. Exit from 1292 side of door: Door will remain in a free egress mode. Crash bar will mechanically unlock door and directly break power to the maglock. Door is interlocked with 1291.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally unlocked. If door 1291.1 opens, Interlock PLC will lock the maglock. When door 1291.1 is closed, Interlock PLC will unlock the maglock. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 25, HS 25	4
1271.1 - MAL	Interior Interlocked Card Access Door - ML, DC, CRK, CB Traffic is allowed from Supply Corridor to MAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the MAL side of door.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL side of door: Normal egress not allowed. Crash bar will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1271.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1271.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1271.2 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 25a, HS 25	2
1291.1 - MAL	Interior Interlocked Card Access Door - ML, DC, CRK, CB Traffic is allowed from Supply Corridor to MAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the MAL side of door.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL side of door: Normal egress not allowed. Crash bar will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1291.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1291.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1291.2 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 25a, HS 25	2
1283.1 - MAL (OUT)	Interior Interlocked Card Access Door - ML, DC, CR, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from MAL side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Airlock 1281 side of door: Door will remain in a free egress mode. Crash bar will break power to the maglock and mechanically unlock the door and signal the Interlock PLC to allow the door to be opened for a programmed amount of time. Door is interlocked with 1283.2, 1281.1 and 1282.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1283.2, 1281.1 or 1282.1 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1283.2, 1281.1 and 1282.1 are all closed at the same time, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail safe. Fire alarm will directly break power to the maglock.	Heading 25b, HS 25	2

Door	Rules of Operation and Access Control Hardware Components	Sequence of Operation	Hardware Set	Door Detail
1283.2 - MAL (OUT)	Interior Interlocked Card Access Door - ML, DC, CR, CB with built-in RTE Traffic is allowed in both directions. Maglock is normally locked. General alarm will sound if there is an interlock violation.	Entrance from Hallway 1202 side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL side of door: Door will remain in a free egress mode. Crash bar will break power to the maglock and mechanically unlock the door and signal the interlock PLC to allow the door to be open for a programmed amount of time. Door is interlocked with 1283.1. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1283.1 opens, Interlock PLC will prevent the maglock from unlocking. When door 1283.1 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm will NOT directly break power to the maglock. Crash bar will always break power to the maglock.	Heading 25b, HS 25	2
1289.1 - MAL	Interior Interlocked Card Access Door - ML, DC, CR, CB w/ built-in RTE Traffic is allowed from Supply Corridor to MAL only. Maglock is normally locked. General alarm will sound if there is an interlock violation. General alarm will sound if door is opened from the MAL side of door.	Entrance from Supply Corridor side of door: Maglock is to remain locked at all times. A valid card read will signal the Interlock PLC to unlock the maglock for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from MAL side of door: Normal egress not allowed. Crash bar will always directly break power to the maglock and general alarm will sound upon door contact opening. Door is interlocked with 1289.2. No two doors shall be open at the same time. Under normal conditions, maglock is controlled by Interlock PLC. Maglock is normally locked. If door 1289.2 opens, Interlock PLC will prevent the maglock from unlocking. When doors 1289.2 is closed, Interlock PLC will allow the maglock to unlock upon a valid card read or signal from the crash bar. Door is fail secure. Fire alarm system will NOT directly break power to the maglock for emergency egress. Crash bar will always directly break power to the maglock.	Heading 25b, HS 25	2
1216 - Cold Storage	Interior Card Access Double Door - ES, CR, DC, CB Traffic is allowed in both directions. Electric strike is normally locked. Card required to enter Storage Room. Free egress via crash bar to exit.	Entrance from 1202 side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from storage room side of door: Door will remain in a free egress mode. Crash bar will mechanically open door and signal the access control panel to unlock the door for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Crash bar will mechanically open the door.	Heading 26, HS 26	5.2
102 - Electrical Rm #1 (Room 1221)	Interior Card Access Door - ES, CR, DC, Motion RTE Traffic is allowed in both directions. Electric Strike is normally locked.	Entrance from Facility Hallway (card reader) side of door: Door is to remain locked at all times. A valid card read will unlock the door for a programmed amount of time. Any entry without a valid card read (forced door) will generate an alarm in the access control software and sound the general alarm sounders. Exit from Electrical Rm #1 side of door: Door will remain in a free egress mode. Door handle will mechanically open door and request to exit motion detector will signal the access control panel to allow the door to be opened for a programmed amount of time. Door is not interlocked with any other doors. Door is fail secure. Door handle will mechanically open door.		6