CITY OF WINTER PARK, FLORIDA



CONTRACT PLANS

FAIRBANKS AVENUE (S.R. 426) FROM 1-4 TO US 17-92 FPID 423353-1-58-01 ORANGE COUNTY (75006)

LIGHTING PLANS

INDEX OF LIGHTING PLANS

L-IKEY SHEETL-2TABULATION OF QUANTITIESL-3GENERAL NOTESL-4POLE DATA AND LEGENDL-5 - L-6SERVICE POINT DETAILSI-7 - L-16LIGHTING PLANSL-17SPECIAL POLE DETAILL-18DECORATIVE LIGHT POLE FOUNDATION	TION

	KEY	SHEET	REVISION
DATE	BY		DESCRIPTI

CITY PROJECT MANAGER: DAVID L. ZUSI, P.E. FDOT PROJECT MANAGER: TUSHAR PATEL

amulliga



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PAY											SHEET	NUMBERS									TOT TH	TAL IIS	GR.	AND	REF.
ITEM NO.	DESCRIPTION		L·	-7	L	-8	L-	-9	L-10)	L-11	L-12	L-	-/3	Ŀ	-14	L-	/5	L-10	6	SHE	ET	10	I AL	SHEET
555-1-1	DIRECTIONAL BORE (LESS THAN 6')	LF	PLAN 81	FINAL	PLAN 562	FINAL	PLAN 564	FINAL	PLAN 485	FINAL	PLAN FINAL 523	PLAN FINAL 563	PLAN 44I	FINAL	PLAN 539	FINAL	PLAN 642	FINAL	PLAN 3/9	FINAL	PLAN 4719	FINAL	PLAN 4719	FINAL	
7/5-/-/2	LICHTING - CONDUCTORS (FURNISH & INSTALL)		243		1686		1692		1455		1569	1689	1323		1617		1926		957		14.157		14.157		
	(NO. 6)		213		1000		1052		1100				1525		1011		1520				119031		1 19:31		
715-2-11	LIGHTING CONDUIT (FURNISH & INSTALL)	LF	81		562		564		485		523	563	44/		539		642		3/9		4719		4719		
	UNDERGROUND																								
715-7-11	LOAD CENTER (FURNISH & INSTALL)	EA			1						1						1				3		3		
7.5																									
715-11-500	LUMINAIRE, REMOVE	EA															2		2		4		4		
715-14-11	LIGHTING – PULL BOX (FURNISH & INSTALL) (ROADSIDE)	EA			1																I		1		
715-14-12	LIGHTING - PULL BOX (FURNISH & INSTALL)	EA	1		6		2				3	5	1		4		7				29		29		
	(SIDEWALK)																								
715-511-230*	LIGHT POLE COMPLETE, SPECIAL DESIGN (FURNISH & UNSTALL) (SINGLE ARM SHOULDER MOUNT) (GALVANIZED	EA	1		5		5		5		5	6	4		5		5		3		44		44		
	STEELX30' HEIGHT AND 8' ARM)																								
PAY ITEM NOTES: I. * POLE 27,0N 2. PAY ITEM NUI	, I SHEET L-12 TO HAVE 8' CONCRETE FOUNDATION AS MBER 555-I-I SHALL INCLUDE DIRECTION BORE ONLY. A	SHOWN LL COND	IN FDOT UIT TO I	STANDA BE PAID	ARD INDE FOR UN	EX 17515, IDER PA	SHEET YITEM	4 OF 8 715-2-11	. ALL OTH	IER POL	E FOUNDATION	S TO BE AS SH	OWN ON S	SHEET .	L-18.	•		·		4					
DATE BY	R E V I S I O N S DESCRIPTION DATE BY		DESCR	IPTION		Eng P.E.	ineer of Re License N H2M H	ecord: Dee lo.: 68301	Angela R. T	jikueni		CITY O	F WINTE	ER PARK	[SHEET NO.
						225 SUI ORL	E. ROBINS	SON STRE	EET 22		ROAD	NO. COU 126 ORA	ANGE	CT	<u>ry proje</u> 2010-	<u>ст no.</u> -01		TAB	ULA T	IION	OF (2UAN	TITIE	S –	L-2

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DATE	BY	R E V DESCRIPTION	SIONS DATE	BY	DESCRIPTION	Engineer of Record: DeeAngela R. Tjikueni P.E. License No.: 68301 CH2M HILL		CITY OF WINTER	PARK				SHEET NO.
						225 E. ROBINSON STREET SUITE 505 ORLANDO, FL 32801-4322 CERTIFICATE OF AUTHORIZATION NO. 000072	road no. SR 426	ORANGE	CITY PROJECT NO. 2010-01		ABULA	TION OF QUANTITIES	L-2
					·	•		amulliga		5/25/2011	9:15:48 AM	P:\CityOfWinterPark\353355RDWY\Drawings\3533550000I\	ghting\tabqlt0l.dgn

GENERAL NOTES

- I) PRIOR TO ANY EQUIPMENT ORDER, THE CONTRACTOR SHALL SUBMIT TO THE EOR FOR REVIEW SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE PROPOSED LUMINAIRE, DECORATIVE ARM, DECORATIVE POLE AND FOUNDATION.
- 2) UTILITY OWNERS: UTILITY CONTACTS LISTED ON THE ROADWAY PLAN GENERAL NOTES SHEET.
- 3) SUBMITTAL DATA SHALL INCLUDE COMPUTER PRINTOUT SHOWING HORIZONTAL FOOTCANDLE LEVELS TO BE OBTAINED USING THE SUBMITTED LUMINAIRES ON THIS PROJECT. AT FINAL INSPECTION THE CONTRACTOR SHALL VERIFY THE HORIZONTAL FOOTCANDLE LEVELS ON THE ROADWAY WITH AN APPROVED CURRENTLY CALIBRATED LIGHT METER.
- 4) ALL ELECTRICAL WORK SHALL MEET ALL REQUIREMENTS OF THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE (N.E.C.), THE NATIONAL ELECTRICAL SAFETY CODE (N.E.S.C.) AND THE STATE OF FLORIDA D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. ALL COMPONENTS SHALL BE PROPERLY GROUNDED AND BONDED PER N.E.C. REQUIREMENTS.
- 5) IN ACCORDANCE WITH N.E.C. IDENTIFY ALL CIRCUITS AND EQUIPMENT WITH "LAMACOID TAGS". INSTALL SIMILAR TAGS OF STAINLESS STEEL IDENTIFYING CIRCUIT FOR EACH LUMINAIRE AT ACCESS HANHOLE FOR EACH POLE.
- 6) PULLING INSTRUCTIONS: CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET AND MEET MANUFACTURER'S REQUIREMENTS. USE PULLING COMPOND PER MANUFACTURE'S REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY N.E.C. OR N.E.S.C. FOR CABLE USED.
- 7) CONTRACTOR SHALL STAKE ALL POLE LOCATIONS AND REQUEST UTILITY COMPANIES TO LOCATE AND STAKE UNDERGROUND UTILITIES PRIOR TO EXCAVATING.
- 8) FURNISH AND INSTALL AN ALUMINUM IDENTIFICATION TAG ON EACH ROADWAY LIGHTING STANDARD. TAGS SHALL BE 2"X8" IN SIZE WITH BLACK LETTERS ON YELLOW BACKGROUND. ATTACHED WITH APPROVED ADHESIVE (NO SCREWS OR RIVETS). CONTACT MAINTAINING AGENCY REGARDING POLE SEQUENCING NAME AND NUMBER. COST OF TAGS SHALL BE INCLUDED IN THE BID ITEMS FOR LIGHT POLE COMPLETE. TAG SHALL BE PLACED 5 FEET ABOVE GRADE. LETTERING ON THE TAGS SHALL BE AT LEAST 1/2" IN HEIGHT AND WRITTEN WITH A MINIMUM 1/8" WIDE PENSTROKE. SCRIBING THE NUMBERS WITH ANY TYPE OF ENGRAVING TOOL SHALL NOT BE ACCEPTABLE.
- 9) CONTRACTOR SHALL USE THE CONCRETE FOUNDATION SHOWN ON SHEET L-IB FOR THIS PROJECT UNLESS OTHERWISE NOTED IN THE PLANS.
- IO) ALL CONDUITS UNDER ROADWAY (AND/OR SIDEWALK) SHALL BE INSTALLED PRIOR TO INSTALLATION OF ROADWAY BASE AND SURFACE (OR CONCRETE), EXCEPT WHERE OTHERWISE SPECIFIED IN THE PLANS.
- II) AT LOCATIONS WHERE UNDERGROUND UTILITIES ARE IN CLOSE PROXIMITY TO THE LIGHTING POLE FOUNDATIONS OR CONDUIT RUN. AS DETERMINED BY THE ENGINEER. THE CONTRACTOR WILL HAND DIG THE FIRST 4 FEET OF THE HOLE FOR THE POLE FOUNDATION AND CONDUIT RUN.
- 12) ALL CONDUIT TRENCHES SHALL BE BACKFILLED COMPLETELY TO PROVIDE SAFE CROSSING BY THE END OF EACH WORKING DAY OF WHENEVER THE WORK ZONE BECOMES INACTIVE. THE CONTRACTOR SHALL NOT OPEN ANY AREA THAT CAN NOT BE BACKFILLED IN THE SAME DAY/NIGHT OPERATION.
- 13) ALL EXCESS DIRT AND DEBRIS EXCAVATED FROM POLE FOUNDATIONS SHALL BE REMOVED DAILY TO AREAS APPROVED BY THE ENGINEER.
- 14) THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SIDE STREETS, PRIVATE AND COMMERCIAL DIRVEWAYS AT ALL TIMES DURING THE CONSTRUCTION OPERATION.
- 15) THE LIGHTING SYSTEM WILL BE MAINTAINED BY CITY OF WINTER PARK UPON FINAL ACCEPTANCE.
- 16) WHEN THE SOIL IS EXPOSED. THE CONTRACTOR SHALL PREPARE TEMPORARY STABILIZATION AS SOON AS PRACTICABLE, BUT IN NO CASE SHALL THE TIME BE GREATER THAN SEVEN (7) CALENDAR DAYS.
- 17) ALL PULL BOX METAL COVERS SHALL BE MARKED "STREET LIGHTING" AND SHALL BE PROVIDED WITH A GROUND LUG

- 18) CONDUIT MUST BE PLACED WITHIN THE RIGHT-OF-WAY AND SHALL BE ADJUSTED TO FIT AROUND THE EXISTING AND PROPOSED UTILITIES, FOOT SIGNAL AND COMMUNICATION. WHERE PLANNED LOCATION OF LIGHTING CONDUIT RUNS 30" UNDER PAVEMENT IS FOUND TO CONFLICT WITH UNDERGROUND UTILITIES, THE LIGHTING CONDUIT POSITION SHALL BE ALTERED VERTICALLY OR HORIZONTALLY TO AVOID THE CONFLICT AS RECOMMENDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. A 24" ABSOLUTE MINIMUM DEPTH SHALL BE MAINTAINED WHERE LIGHTING CONDUITS ARE RELOCATED CLOSER THAN 30" BELOW THE GROUND SURFACE AND SHALL BE PLACED IN AN ADDITIONAL 3" PVC SLEEVE OR BACKFILLED WITH A MINIMUM OF 4"X4" OF CONCRETE. COST OF SUCH TREATMENT WILL BE INCIDENTAL TO PAY ITEMS PROVIDED.
- 19) PREPARE ACCURATELY DIMENSIONED "AS-BUILT" PLANS OF THE FINAL POLE. LOAD CENTER CABINET, PULL BOXES, CABLE AND CONDUIT LOCATIONS. PLANS SHALL BE REVIEWED AND APPROVED BY THE ENGINEER COST OF SUCH PREPARATION SHALL BE INCIDENTAL TO PAY ITEMS PROVIDED. UPON FINAL ACCEPTANCE OF THE PROJECT, FORWARD A COMPLETE SET OF AS-BUILT PLANS WITH ALL CHANGES MARKED IN RED TO THE ATTENTION OF TROY ATTAWAY, P.E., CITY OF WINTER PARK, ENGINEERING DIVISION, 401 PARK AVENUE SOUTH, WINTER PARK, FLORIDA 32789
- 20) ALL SPLICES SHALL BE MADE IN PULL BOXES ONLY WITH COMPRESSION SLEEVES OR SPUT BOLT CONNECTORS, PROPERLY TAPED AND WATERPROOFED.
- 21) SPLICES AND CONNECTIONS MADE IN PULL BOXES SHALL BE LIMITED TO THE SERVICE POINT AND CONDUIT JUNCTION WITH MULTI-DIRECTIONAL CONDUITS AS INDICATED ON PLANS. THE CONNECTION MADE AT THESE POINTS SHOULD BE PROPERLY TAPED AND HEAT SHRINK TUBES OR CAPS SHALL BE USED TO WATERPROOF THESE CONNECTIONS.
- 22) INSPECT ALIGNMENT OF EACH INDIVIDUAL POLE AND FIXTURE AS FOLLOWS:

POLE ALIGNMENTS: WITHIN ONE HALF DEGREE ON VERTICAL +/-. CONFIRM VERTICAL ALIGNMENT. VIEWING FROM ADJACENT SERIES OF POLES. IN BOTH DIRECTIONS.

FIXTURE ALIGNMENT: WITHIN ONE DEGREE OF HORIZONTAL +/-. USING CALIBRATED LEVEL ALONG BOTH AXES OF CUT-OFF FIXTURE FACE. WITH LENS ONLY: NO FIXTURE REFRACTOR SHALL BE USED

- 23) ALL COUDUITS SHALL BE MANDREL TESTED AND CLEANED. CONDUITS PLACED FOR FUTURE USE SHALL HAVE POLYESTER CORD PULLED IN PLACE AND CAPPED. WITH NOTATION INSIDE CONDUIT AS TO LOCATION OF OPPOSITE END. PLACE DUCT MARKER OR PULL BOXES TO MARK ENDS OF EMPTY CONDUITS.
- 24) ALTHOUGH EXISTING UTILITIES ARE SHOWN ON THE PLAN SHEETS, ADDITIONAL UNDERGROUND UTILITIES MAY EXIST. BEFORE EXCAVATING CONTRACTOR SHALL TAKE RESPONSIBILITY FOR NOTIFYING THE UTILITY COMPANY OWNER(S) AND REQUEST THEM TO LOCATE AND STAKE THEIR UNDERGROUND FACILITIES. UTILITIES ARE TO BE ADJUSTED BY OTHERS AS DIRECTED BY THE ENGINEER.
- 25) PROVIDE NOTICE TO THE UTILITY OWNER(S) PER FLORIDA STATUTE 556 (2006). THIS STATUTE REQUIRES THAT BEFORE EXCAVATION. NOTICE BE GIVEN TO THE SUNSHINE STATE ONE-CALL OF FLORIDA, INC. (SSOCOF) A MINIMUM OF TWO (2) FULL BUSINESS DAYS BEFORE BEGINNING ANY EXCAVATION OR DEMOLITION, EXCLUDING SATURDAY, SUNDAY, AND LEGAL HOLIDAYS. NOT ALL UTILITY COMPANIES ARE MEMBERS OF SSOCOF 1-800-432-4770.
- 26) THE LOCATION OF THE POLES, CONDUCTORS, CONDUITS, JUNCTION BOXES AND SERVICE POLES ARE DIAGRAMMATIC ONLY AND MAY BE SHIFTED BY THE ENGINEER TO ACCOMMODATE LOCAL CONDITIONS AND EXISTING UTILITY LOCATIONS, FDOT SIGNAL AND COMMUNICATION SYSTEMS.
- 27) THE CONTRACTOR SHALL NOTIFY THE AFFECTED POWER COMPANIES (CITY OF WINTER PARK AND PROGRESS ENERGY) AT LEAST 48 HOURS PRIOR TO ANY INSTALLATION THAT IS WITHIN IO FEET OF ENERGIZED ELECTRICAL CONDUCTORS. THE AFFECTED POWER COMPANIES, AT ITS OPTION, SHALL ASSIST THE CONTRACTOR, COVER UP ENERGIZED CONDUCTORS AT INSTALLATION SITE, OR TAKE OTHER SAFETY PRECAUTIONS AS NECESSARY. EXTREME CAUTION SHALL BE EXERCISED AT ALL TIMES IN PERFORMANCE OF WORK AROUND THE PRIMARY HIGH VOLTAGE COMPONENTS.
- 28) ALL EXISTING LIGHTING SHALL REMAIN IN PLACE AND OPERATIONAL UNTIL PROPOSED LIGHTING IS CONSTRUCTED AND OPERATIONAL. IN ALL CASES MAINTAIN EXISTING LIGHTING LEVELS (AT NIGHT) AS A MINIMUM DURING ALL PHASES OF CONSTRUCTION.

		REVI	SIONS			Engineer of Record: DeeAngela R. Tiikueni				
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	P.E. License No.: 68301		CITY OF WINTER	PARK	
						CH2M HILL				
						225 E. ROBINSON STREET	ROAD NO.	COUNTY	CITY PROJECT NO.	
						SUITE 505 ORLANDO, FL 32801-4322 CERTIFICATE OF AUTHORIZATION NO. 000072	SR 426	ORANGE	2010-01	
								amullina		5/25/2011

- 29) DIRECTIONAL BORINGS SHALL BE PERFORMED IN ACCORDANCE WITH SECTIONS 555 AND 556 OF THE FDOT STANDARD SPECIFICATIONS.
- 30) THE CONTRACTOR SHALL VERIFY POLE LENGTHS REQUIRED PER THE ROADWAY CROSS SECTIONS AND OFFSETS IN ORDER TO ACHIEVE THE PROPER MOUNTING HEIGHT FOR EACH LUMINAIRE. THIS VERIFICATION SHALL OCCUR PRIOR TO THE SUBMISSION OF SHOP DRAWINGS. MOUNTING HEIGHTS ARE DETERMINED FROM THE BOTTOM OF THE LUMINAIRE HOUSING VERTICALLY TO PAVEMENT GRADE.
- 31) THE CONTRACTOR SHALL BE RESPONSIBILE FOR MAINTAINING THE EXISTING LIGHTING SYSTEM IN SERVICE UNTIL PROPOSED LIGHTING IS OPERATIONAL WITHIN THE PROJECT LIMITS FOR THE DURATION OF THE CONTRACT. THIS WILL INCLUDE BUT IS NOT LIMITED TO THE ROUTINE MAINTENANCE AND/OR ANY DAMAGE BY THE CONTRACTOR AND/OR SUBCONTRACTOR TO POLES, BRACKET ARMS, LUMINARIES, LAMPS, CONDUIT CONDUCTORS, PULL BOXES, POWER SOURCES, AND ALL NECESSARY APPURTENANCES. NOT MORE THAN 10% OF THE LIGHTS SHOULD BE OUT IN ONE CIRCUIT.
- 32) PULL BOXES AND LOAD CENTER GROUND MOUNT CABINETS SHALL NOT BE INSTALLED WITHIN ANY DITCHES OR AREAS THAT MAY CAUSE WATER INTRUSION.
- 33) CONTRACTOR SHALL ENSURE THAT AN UNOBSTRUCTED SIDEWALK WIDTH OF 4 FEET IS MAINTAINED AT ALL TIMES, AND ENSURE THAT A CONTINUOUS 3 FEET OF THAT WIDTH IS LEVEL (2.0% OR FLATTER) TO MEET ADA CRITERIA.



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POLE DATA

$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	POLE NO.	CIRCUIT	STATION	ARM LENGTH	SIDE	LUMINAIRE WATTAGE	MOUNTING HEIGHT	POLE SETBACK	PAY ITEM
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	1	A-/	104+20.00	8'	LEFT	250	30'	53.96'	715-511-230
3 A-1 $l06+l4.00$ B' LEFT 250 30' $40.84'$ $7t5-5ll-230$ 4 A-1 $l07+l8.00$ B' LEFT 250 30' $40.84'$ $7t5-5ll-230$ 5 A-2 $l09+6t.00$ B' LEFT 250 30' $40.94'$ $7t5-5ll-230$ 6 A-2 $ll0+96.00$ B' LEFT 250 30' $40.73'$ $7t5-5ll-230$ 7 A-2 $ll18+0.00$ B' LEFT 250 30' $40.72'$ $7t5-5ll-230$ 9 A-2 $ll4+17.00$ B' LEFT 250 30' $40.81'$ $7t5-5ll-230$ 10 A-2 $ll4+17.00$ B' LEFT 250 30' $40.81'$ $7t5-5ll-230$ 17 A-2 $ll4+18.00$ B' LEFT 250 30' $40.81'$ $7t5-5ll-230$ 18 A-2 $ll20+07.00$ B' LEFT 250 30' $40.76'$	2	A-/	105+00.00	8'	LEFT	250	30'	52.42'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	3	A-/	106+14.00	8'	LEFT	250	30'	40.84'	715-511-230
5 A-2 $109+60.00$ $8'$ LEFT 250 30' $40.99'$ $715-51-230$ 6 A-2 $109+87.00$ $8'$ LEFT 250 30' $40.99'$ $715-51-230$ 7 A-2 $109+60.00$ $8'$ LEFT 250 30' $39.24'$ $715-51-230$ 9 A-2 $113+29.00$ $8'$ LEFT 250 30' $40.83'$ $715-51-230$ 10 A-2 $113+49.00$ $8'$ LEFT 250 30' $40.83'$ $715-51-230$ 12 A-2 $117+80.00$ $8'$ LEFT 250 30' $40.88'$ $715-51-230$ 13 A-2 $118+08.00$ $8'$ LEFT 250 30' $40.81'$ $715-51-230$ 14 A-2 $120+07.00$ $8'$ LEFT 250 30' $40.81'$ $715-51-230$ 15 A-2 $120+05.0$ $8'$ LEFT 250 30' $40.81'$ <	4	A-/	107+18.00	8'	LEFT	250	30'	40.84'	715-511-230
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	5	A-2	108+60.00	8'	LEFT	250	30'	40.94'	715-511-230
7 A-2 $ll0+96.00$ 8' $LEFT$ 250 $30'$ $39.44'$ $715-5lr-230$ 8 A-2 $ll2+l0.00$ 8' $LEFT$ 250 $30'$ $40.72'$ $715-5lr-230$ 9 A-2 $ll3+29.00$ 8' $LEFT$ 250 $30'$ $40.72'$ $715-5lr-230$ 10 A-2 $ll+447.00$ 8' $LEFT$ 250 $30'$ $40.83'$ $715-5lr-230$ 112 A-2 $ll+47.00$ 8' $LEFT$ 250 $30'$ $40.83'$ $715-5lr-230$ 12 A-2 $ll8+08.00$ 8' $LEFT$ 250 $30'$ $40.88'$ $715-5lr-230$ 13 A-2 $ll8+08.00$ 8' $LEFT$ 250 $30'$ $40.8'$ $715-5lr-230$ 16 A-2 $ll2+05.00$ 8' $LEFT$ 250 $30'$ $40.8'$ $715-5lr-230$ 16 B-2 $ll2+13.00$ 8' $LEFT$ 250 $30'$ $40.6'$ $715-5lr-230$ 17 B-2 $ll2+13.00$	6	A-2	109+87.00	8'	LEFT	250	30'	40.99'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	7	A-2	110+96.00	8'	LEFT	250	30'	39.64'	715-511-230
9 $A-2$ $II3+29.00$ B' $LEFT$ 250 $30'$ $40.72'$ $7I5-5II-230$ $I0$ $A-2$ $II/4+47.00$ B' $LEFT$ 250 $30'$ $40.83'$ $7I5-5II-230$ $II2$ $A-2$ $II/7+I8.00$ B' $LEFT$ 250 $30'$ $40.83'$ $7I5-5II-230$ $I3$ $A-2$ $II/7+I8.00$ B' $LEFT$ 250 $30'$ $40.81'$ $7I5-5II-230$ $I4$ $A-2$ $II/8+08.00$ B' $LEFT$ 250 $30'$ $40.81'$ $7I5-5II-230$ $I5$ $A-2$ $I2/9+05.00$ B' $LEFT$ 250 $30'$ $40.81'$ $7I5-5II-230$ $I6$ $A-2$ $I2/9+05.00$ B' $LEFT$ 250 $30'$ $40.76'$ $7I5-5II-230$ IB $B-2$ $I2/3+38.00$ B' $LEFT$ 250 $30'$ $40.81'$ $7I5-5II-230$ 20 $B-1$ $I2/6+74.00$ B' </td <td>8</td> <td>A-2</td> <td>112+10.00</td> <td>8'</td> <td>LEFT</td> <td>250</td> <td>30'</td> <td>39.24'</td> <td>715-511-230</td>	8	A-2	112+10.00	8'	LEFT	250	30'	39.24'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	9	A-2	113+29.00	8'	LEFT	250	30'	40.72'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	10	A-2	114+47.00	8'	LEFT	250	30'	40.83'	715-511-230
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$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	12	A-2	117+18.00	8'	LEFT	250	30'	40.68'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	/3	A-2	118+08.00	8'	LEFT	250	30'	40.88'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	14	A-2	118+79.00	8'	LEFT	250	30'	40.81'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	/5	A-2	120+07.00	8'	LEFT	250	30'	40.81'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	16	A-2	121+05.00	8'	LEFT	250	30'	40.76'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	17	B-2	122+13.00	8'	LEFT	250	30'	40.76'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	18	B-2	123+38.00	8'	LEFT	250	30'	41.06'	715-511-230
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	19	B-/	124+54.00	8'	LEFT	250	30'	40.81'	715-511-230
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	20	B-I	125+68.00	8'	LEFT	250	30'	40.73'	715-511-230
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	21	B-I	126+74.00	8'	LEFT	250	30'	40.96'	715-511-230
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	22	B-I	127+71.00	8'	LEFT	250	30'	40.96'	715-511-230
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	23	B-I	128+85.00	8'	LEFT	250	30'	41.25'	715-511-230
25 $B-l$ $I30+58.00$ B' $LEFT$ 250 $30'$ $4I.00'$ $7I5-5II-230$ 26 $B-l$ $I3I+54.00$ B' $LEFT$ 250 $30'$ $40.77'$ $7I5-5II-230$ 27 $B-l$ $I32+89.00$ B' $LEFT$ 250 $30'$ $43.17'$ $7I5-5II-230$ 28 $B-l$ $I32+89.00$ B' $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 28 $B-l$ $I35+2I.00$ B' $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 29 $B-l$ $I35+2I.00$ B' $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 30 $B-l$ $I36+34.00$ B' $LEFT$ 250 $30'$ $40.34'$ $7I5-5II-230$ 31 $B-l$ $I37+40.00$ B' $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 32 $C-l$ $I38+82.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 33 $C-l$ $I39+90.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-l$ $I40+82.00$ B' $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 35 $C-l$ $I42+04.00$ B' $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 36 $C-l$ $I43+40.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-l$ $I44+46.00$ B' $LEFT$	24	B-I	129+57.00	8'	LEFT	250	30'	40.90'	715-511-230
26 $B-l$ $I3I+54.00$ B' $LEFT$ 250 $30'$ $40.77'$ $7I5-5II-230$ 27 $B-l$ $I32+89.00$ B' $LEFT$ 250 $30'$ $43.17'$ $7I5-5II-230$ 28 $B-l$ $I34+l0.00$ B' $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 29 $B-l$ $I35+2l.00$ B' $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 30 $B-l$ $I36+34.00$ B' $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 31 $B-l$ $I37+40.00$ B' $LEFT$ 250 $30'$ $40.34'$ $7I5-5II-230$ 32 $C-l$ $I38+82.00$ B' $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 33 $C-l$ $I39+90.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-l$ $I40+82.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-l$ $I40+82.00$ B' $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 35 $C-l$ $I42+04.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 36 $C-l$ $I42+04.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-l$ $I44+46.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-l$ $I45+80.00$ B' $LEFT$	25	B-I	130+58.00	8'	LEFT	250	30'	41.00'	715-511-230
27 $B-l$ $I32+89.00$ $8'$ $LEFT$ 250 $30'$ $43.I7'$ $7I5-5II-230$ 28 $B-l$ $I34+I0.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 29 $B-l$ $I35+2I.00$ $8'$ $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 30 $B-l$ $I35+2I.00$ $8'$ $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 30 $B-l$ $I36+34.00$ $8'$ $LEFT$ 250 $30'$ $40.34'$ $7I5-5II-230$ 31 $B-l$ $I37+40.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 32 $C-l$ $I38+82.00$ $8'$ $LEFT$ 250 $30'$ $40.96'$ $7I5-5II-230$ 33 $C-l$ $I39+90.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-l$ $I40+82.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 35 $C-l$ $I42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 36 $C-l$ $I43+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-l$ $I44+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 39 $C-l$ $I45+48.00$ $8'$ $LEFT$ 250 $30'$ $40.55'$ $7I5-5II-230$ 40 $C-l$ $I46+58.00$ $8'$ $LEFT$	26	B-I	131+54.00	8'	LEFT	250	30'	40.77'	715-511-230
28 B_{-l} $l34+l0.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7l5-5ll-230$ 29 B_{-l} $l35+2l.00$ $8'$ $LEFT$ 250 $30'$ $40.43'$ $7l5-5ll-230$ 30 B_{-l} $l36+34.00$ $8'$ $LEFT$ 250 $30'$ $40.34'$ $7l5-5ll-230$ 31 B_{-l} $l37+40.00$ $8'$ $LEFT$ 250 $30'$ $40.34'$ $7l5-5ll-230$ 32 $C-l$ $l38+82.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7l5-5ll-230$ 33 $C-l$ $l39+90.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7l5-5ll-230$ 34 $C-l$ $l40+82.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7l5-5ll-230$ 35 $C-l$ $l42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7l5-5ll-230$ 35 $C-l$ $l42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7l5-5ll-230$ 36 $C-l$ $l43+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7l5-5ll-230$ 37 $C-l$ $l44+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7l5-5ll-230$ 39 $C-l$ $l46+58.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7l5-5ll-230$ 40 $C-l$ $l49+0l.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7l5-5ll-230$ 41 $C-2$ $l50+00.00$ $8'$ <td>27</td> <td>B-I</td> <td>132+89.00</td> <td>8'</td> <td>LEFT</td> <td>250</td> <td>30'</td> <td>43.17'</td> <td>715-511-230</td>	27	B-I	132+89.00	8'	LEFT	250	30'	43.17'	715-511-230
29 $B-1$ $I35+2I.00$ B' $LEFT$ 250 $30'$ $40.43'$ $7I5-5II-230$ 30 $B-I$ $I36+34.00$ B' $LEFT$ 250 $30'$ $40.34'$ $7I5-5II-230$ 31 $B-I$ $I37+40.00$ B' $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 32 $C-I$ $I38+82.00$ B' $LEFT$ 250 $30'$ $40.78'$ $7I5-5II-230$ 33 $C-I$ $I39+90.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-I$ $I40+82.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-I$ $I40+82.00$ B' $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 35 $C-I$ $I42+04.00$ B' $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 36 $C-I$ $I43+40.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-I$ $I44+46.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 38 $C-I$ $I45+48.00$ B' $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 39 $C-I$ $I46+58.00$ B' $LEFT$ 250 $30'$ $40.30'$ $7I5-5II-230$ 40 $C-I$ $I47+8I.00$ B' $LEFT$ 250 $30'$ $40.30'$ $7I5-5II-230$ 41 $C-2$ $I49+0I.00$ B' $LEFT$	28	B-I	134+10.00	8'	LEFT	250	30'	40.86'	715-511-230
30 $B-i$ $i36+34.00$ $8'$ $LEFT$ 250 $30'$ $40.34'$ $7i5-5ii-230$ $3i$ $B-i$ $i37+40.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7i5-5ii-230$ 32 $C-i$ $i38+82.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7i5-5ii-230$ 33 $C-i$ $i39+90.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7i5-5ii-230$ 34 $C-i$ $i40+82.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7i5-5ii-230$ 35 $C-i$ $i42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7i5-5ii-230$ 36 $C-i$ $i42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 36 $C-i$ $i43+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 37 $C-i$ $i44+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 38 $C-i$ $i45+48.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 39 $C-i$ $i46+58.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7i5-5ii-230$ 40 $C-i$ $i47+8i.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7i5-5ii-230$ 40 $C-i$ $i49+0i.00$ $8'$ $LEFT$ 250 $30'$ $39.9i'$ $7i5-5ii-230$ 41 $C-2$ $i50+00.00$ $8'$ $LEFT$	29	B-I	135+21.00	8'	LEFT	250	30'	40.43'	715-511-230
3I $B-I$ $I37+40.00$ $8'$ $LEFT$ 250 $30'$ $40.86'$ $7I5-5II-230$ 32 $C-I$ $I38+82.00$ $8'$ $LEFT$ 250 $30'$ $40.78'$ $7I5-5II-230$ 33 $C-I$ $I39+90.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-I$ $I40+82.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 35 $C-I$ $I42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 35 $C-I$ $I42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 36 $C-I$ $I43+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-I$ $I44+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 38 $C-I$ $I45+48.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 39 $C-I$ $I46+58.00$ $8'$ $LEFT$ 250 $30'$ $40.55'$ $7I5-5II-230$ 40 $C-I$ $I47+8I.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7I5-5II-230$ 41 $C-2$ $I49+0I.00$ $8'$ $LEFT$ 250 $30'$ $39.9I'$ $7I5-5II-230$ 42 $C-2$ $I50+00.00$ $8'$ $LEFT$ 250 $30'$ $39.62'$ $7I5-5II-230$ 43 $C-2$ $I51+57.00$ $8'$ $LEFT$	30	B-/	136+34.00	8'	LEFT	250	30'	40.34'	715-511-230
32 $C-1$ $I38+82.00$ $8'$ $LEFT$ 250 $30'$ $40.78'$ $7I5-5II-230$ 33 $C-1$ $I39+90.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7I5-5II-230$ 34 $C-1$ $I40+82.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 35 $C-1$ $I42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 36 $C-1$ $I42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7I5-5II-230$ 36 $C-1$ $I43+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 37 $C-1$ $I44+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 38 $C-1$ $I45+48.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 39 $C-1$ $I46+58.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7I5-5II-230$ 40 $C-1$ $I47+8I.00$ $8'$ $LEFT$ 250 $30'$ $40.55'$ $7I5-5II-230$ 40 $C-1$ $I47+8I.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7I5-5II-230$ 41 $C-2$ $I59+00.00$ $8'$ $LEFT$ 250 $30'$ $39.91'$ $7I5-5II-230$ 42 $C-2$ $I50+00.00$ $8'$ $LEFT$ 250 $30'$ $39.62'$ $7I5-5II-230$ 43 $C-2$ $I51+57.00$ $8'$ $LEFT$	31	B-I	137+40.00	8'	LEFT	250	30'	40.86'	715-511-230
33 $C-i$ $i39+90.00$ $8'$ $LEFT$ 250 $30'$ $40.99'$ $7i5-5ii-230$ 34 $C-i$ $i40+82.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7i5-5ii-230$ 35 $C-i$ $i42+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $7i5-5ii-230$ 36 $C-i$ $i43+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 37 $C-i$ $i44+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 38 $C-i$ $i45+48.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 39 $C-i$ $i46+58.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 40 $C-i$ $i47+8i.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $7i5-5ii-230$ 40 $C-i$ $i47+8i.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7i5-5ii-230$ 40 $C-i$ $i47+8i.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $7i5-5ii-230$ 41 $C-2$ $i59+00.00$ $8'$ $LEFT$ 250 $30'$ $39.9i'$ $7i5-5ii-230$ 42 $C-2$ $150+00.00$ $8'$ $LEFT$ 250 $30'$ $39.62'$ $7i5-5ii-230$ 43 $C-2$ $151+57.00$ $8'$ $LEFT$ 250 $30'$ $39.24'$ $7i5-5ii-230$ 44 $C-2$ $152+98.00$ $8'$ $LEFT$	32	C-1	138+82.00	8'	LEFT	250	30'	40.78'	715-511-230
34 $C-1$ $140+82.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $715-511-230$ 35 $C-1$ $142+04.00$ $8'$ $LEFT$ 250 $30'$ $40.97'$ $715-511-230$ 36 $C-1$ $143+40.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $715-511-230$ 37 $C-1$ $144+46.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $715-511-230$ 38 $C-1$ $145+48.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $715-511-230$ 39 $C-1$ $146+58.00$ $8'$ $LEFT$ 250 $30'$ $40.92'$ $715-511-230$ 40 $C-1$ $147+81.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $715-511-230$ 41 $C-2$ $149+01.00$ $8'$ $LEFT$ 250 $30'$ $40.30'$ $715-511-230$ 42 $C-2$ $150+00.00$ $8'$ $LEFT$ 250 $30'$ $39.91'$ $715-511-230$ 43 $C-2$ $151+57.00$ $8'$ $LEFT$ 250 $30'$ $39.62'$ $715-511-230$ 44 $C-2$ $152+98.00$ $8'$ $LEFT$ 250 $30'$ $39.94'$ $715-511-230$	33	C-1	139+90.00	8'	LEFT	250	30'	40.99'	715-511-230
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	34	C-1	140+82.00	8'	LEFT	250	30'	40.97'	715-511-230
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	35	C-1	142+04.00	8'	LEFT	250	30'	40.97'	715-511-230
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	36	C-1	143+40.00	8'	LEFT	250	30'	40.92'	715-511-230
38 C-I 145+48.00 8' LEFT 250 30' 40.92' 715-511-230 39 C-I 146+58.00 8' LEFT 250 30' 40.55' 715-511-230 40 C-I 147+81.00 8' LEFT 250 30' 40.30' 715-511-230 41 C-2 149+01.00 8' LEFT 250 30' 39.91' 715-511-230 42 C-2 150+00.00 8' LEFT 250 30' 39.91' 715-511-230 43 C-2 151+57.00 8' LEFT 250 30' 39.62' 715-511-230 44 C-2 152+98.00 8' LEFT 250 30' 39.24' 715-511-230	37	C-1	144+46.00	8'	LEFT	250	30'	40.92'	715-511-230
39 C-I 146+58.00 8' LEFT 250 30' 40.55' 715-511-230 40 C-I 147+81.00 8' LEFT 250 30' 40.30' 715-511-230 41 C-2 149+01.00 8' LEFT 250 30' 39.91' 715-511-230 42 C-2 150+00.00 8' LEFT 250 30' 39.62' 715-511-230 43 C-2 151+57.00 8' LEFT 250 30' 39.24' 715-511-230 44 C-2 152+98.00 8' LEFT 250 30' 38.96' 715-511-230	38	C-1	145+48.00	8'	LEFT	250	30'	40.92'	715-511-230
40 C-I I47+8I.00 8' LEFT 250 30' 40.30' 715-511-230 41 C-2 I49+01.00 8' LEFT 250 30' 39.91' 715-511-230 42 C-2 I50+00.00 8' LEFT 250 30' 39.62' 715-511-230 43 C-2 I51+57.00 8' LEFT 250 30' 39.24' 715-511-230 44 C-2 I52+98.00 8' LEFT 250 30' 38.96' 715-511-230	39	C-1	146+58.00	8'	LEFT	250	30'	40.55'	715-511-230
4I C-2 I49+0I.00 8' LEFT 250 30' 39.9I' 715-511-230 42 C-2 I50+00.00 8' LEFT 250 30' 39.62' 715-511-230 43 C-2 I51+57.00 8' LEFT 250 30' 39.24' 715-511-230 44 C-2 I52+98.00 8' LEFT 250 30' 38.96' 715-511-230	40	C-1	147+81.00	8'	LEFT	250	30'	40.30'	715-511-230
42 C-2 I50+00.00 8' LEF T 250 30' 39.62' 715-511-230 43 C-2 I51+57.00 8' LEF T 250 30' 39.62' 715-511-230 44 C-2 I52+98.00 8' LEF T 250 30' 38.96' 715-511-230	41	C-2	149+01.00	8'	LEFT	250	30'	39.91'	715-511-230
43 C-2 151+57.00 8' LEFT 250 30' 39.24' 715-511-230 44 C-2 152+98.00 8' LEFT 250 30' 38.96' 715-511-230	42	C-2	150+00.00	8'	LEFT	250	30'	39.62'	715-511-230
44 C-2 152+98.00 8' LEFT 250 30' 38.96' 715-511-230	43	C-2	151+57.00	8'	LEFT	250	30'	39.24'	715-511-230
	44	C-2	152+98.00	8'	LEFT	250	30'	38.96'	715-511-230



CONVENTIONAL

* POLE SETBACK REFERENCED FROM FAIRBANKS BASELINE OF SURVEY TO POLE CENTER

		REVI	S / O N S			Engineer of Record: DeeAngela R. Tiikueni				
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	P.E. License No.: 68301		CITY OF WINTER	PARK	
						225 E ROBINSON STREET	ROAD NO.	COUNTY	CITY PROJECT NO.	
						SUITE 505 ORLANDO, FL 32801-4322 CERTIFICATE OF AUTHORIZATION NO. 000072	SR 426	ORANGE	2010-01	
-								amulliga		5/25/2011

SINGLE DECORATIVE POLE MOUNTED LUMINAIRE, 8' DECORATIVE SCROLL ARM, 30' MOUNTING HEIGHT, AND 250 WATT HIGH PRESSURE SODIUM LUMINAIRE. DESIGNED FOR MEDIUM SEMI-CUTOFF TYPE III DISTRIBUTION AND 240 VAC AT 27,500 INITIAL LUMEN OUTPUT. USE STERNBERG "1914" FIXTURE WITH HORIZONTAL LAMP, FULLY SEALED OPTICAL CHAMBER AND ACCESSIBLE BALLAST TRAY (STERNBERG CURVE

SIZE 2" SCHEDULE 40 PVC CONDUIT UNDERGROUND FOR LIGHTING.

DISTRIBUTION POINT 240 VAC, 3-WIRE, SINGLE PHASE, UNDERGROUND SERVICE, PHOTOCELL REQUIRED. LOAD CENTER A, STA. 108+40.00, 41' LT; CKT A-I AND A-2; LOAD CENTER B, STA. 123+43.00, 41' LT; CKT B-I AND B-2; LOAD CENTER C, STA. 147+94.00, 40' RT; CKT C-I AND C-2; 30 AMPS EACH, MAIN BREAKER 100 AMPS. FOR REQUIREMENTS SEE INDEX NO. 17504 OF DESIGN STANDARDS.

POLE DATA AND LEGEND

SHEET NO.

L-4

			ELECTRICAL	DATA			
LOAD	MAIN BREAKER	(SEE NOTE I)	CONTACTOR	Si	INGLE POLE BR	ANCH BREAKER	s
CENTER	TRIP	FRAME	CONTACTOR	СКТ І	CKT 2	СКТ З	CKT 4
A, B & C	IOO AMP	IOO AMP	ELECTRICALLY HELD 240V,2P,120V COIL	30 AMP 2 POLE	30 AMP 2 POLE	15 AMP 2 POLE	SPARE



LOAD CENTER 'A', 'B' AND 'C' CONDUIT/PULLBOX INSTALLATION DETAIL

NTS

LOAD CENTER SHALL HAVE 2 CONDUIT STUB OUTS AND 2 PULLBOXES 2 FOR CIRCUITS AS SHOWN

NOTES: I. MCB SERVICE ENTRANCE RATED

		REVIS	S I O N S			Engineer of Record: DeeAngela R. Tiikueni				
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	P.E. License No.: 68301		CITY OF WINTER	PARK	
						CH2M HILL				
						225 E. ROBINSON STREET	ROAD NO.	COUNTY	CITY PROJECT NO.	
						SUITE 505 ORLANDO, FL 32801-4322 CERTIFICATE OF AUTHORIZATION NO. 000072	SR 426	ORANGE	2010-01	
								amulliga		5/25/2011

	0
SERVICE DOINT DETAILS	SHEET NO.
	L-5

LOAD CENTERS '	Ά'。	'B' 8	2 'C	' (240V	SINGLE	PHASE-3	WIRE)
----------------	-----	-------	------	---------	--------	---------	-------

				_	N - 120V - 240V	#3 AWG		
NEWSERVICE	Δ							
SERVICE VOLTAGE	120/240\/#	AC						
DESCRIPTION	ADJ		KVA					
LIGHTING CKT A-1	125%	1.6	8	"c" col	NTACTS	"C" (CONTACTS	
LIGHTING CKT A-2	125%	5.0	4					
	TOTAL	6.7	2				A FUSES	
	AMPS	28	0	i				
	, 0		<u> </u>					
NEW SERVICE	В							
SERVICE VOLTAGE	120/240VA	AC		TO P.E.		Ì		
LOAD SUMMARY				SOCKET		•	•	
DESCRIPTION	ADJ	TOTAL ((KVA				🕇	
LIGHTING CKT B-1	125%	5.4	6		20A			
LIGHTING CKT B-2	125%	0.8	4					
	TOTAL	6.3	0					
	AMPS	26.	3			- !!!		
DESCRIPTION LIGHTING CKT C-1 LIGHTING CKT C-2	ADJ 125% 125% TOTAL AMPS	TOTAL (I 3.78 1.68 5.46 22.8	KVA) 3 3 3 3		3			
					GROUND BUS			
T REQUIRED. CTION 715-16 OF THE FLORIDA I D AND BRIDGE CONSTRUCTION ALS LIGHTNING PROTECTION. VUSED CIRCUIT BREAKER SERVICE ENTRA CUIT BREAKER SERVICE ENTRA CUIT BREAKER IOKAIC SHORT-C E SHORT CIRCUIT CURRENT W	DEPARTMENT OF FOR REQUIREMEN SPARE". WCE RATED. TH PROGRESS F	TRANSPORTA TS. MNIMUM. CONT NERGY REFOR	ATION S RACTOR	GROUND ROD	TO LUMINAIRES		 <u>C</u>	J
	D E 1/	151045		I		NTS		
DESCRIPTIC	N KEV	DATE	BY	Engineer of Record: Dee ON P.E. License No.: 68301	Angela R. Tjikueni		CITY OF WINTER	PARK
				CH2M HILL 225 F. ROBINSON STRI	FFT	ROAD NO.	COUNTY	CITY PROJECT NO.
			1	SUITE 505 ORLANDO EL 32801 43				

2010-01

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	Γ
	SHEET NO.
SERVICE POINT DETAILS	L-6





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MATCH LINE STA. 121+80		LOAD CENTER B PROPOSED ME TE PHOTO CELL REG 41' LT; CKT B-1/ MAIN BREAKER 90INT DETAIL SI CKT B-2 3#6, I-2" CONDUIT DOLE I7 STA. I22+I3.00 40.76' LT CKT B-2 0 55	RED SERVICE PC QUIRED; STA. 123 + AND B-2; 30 AMP OO AMPS. SERVIC HEETS L-5 AND PC STA. PC STA. PC STA. PC STA. PC PC STA. STA. STA. STA. STA. <	UE 18 A. 123+38.00 O6' LT T B-2		EXISTING PRO TO SUPPLY P IZO/240V, 3 V SERVICE, STA	RESS ENERGY POWER MER FOR LOAD CENTL IRE, SINGLE PHASE, UI. IL23+46, 43' LT. CKT B-I 3#6, I-2" CONDUIT CKT B- 3#6, I-2 POLE STA. 40.8I CKT	POLE ER B; NDERGROUND	POLE 20 STA. 125 40.73' L' CKT B-1	CKT B-1 3#6, 1-2" CONDUI	T 5555-/- , , , , , , , , , , , , , , , , , ,
DATE BY	/	R E V I DESCRIPTION	ISIONS DATE BY	DESCRIPTIO	W	Engineer of Record: Det P.E. License No.: 68301 CH2M HILL 225 E. ROBINSON STR SUITE 505 ORLANDO, FL 328014 CERTIECATE OF AUTO	Angela R. Tjikueni EET 322	ROAD NO. SR 426	CITY OF WINTER COUNTY ORANGE	PARK CITY PROJECT NO. 2010-01	

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^{5/25/2011}

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SPECIAL POLE DETAIL

SHEET NO. L-17

