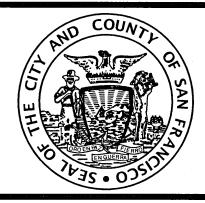
NDUIT F	CONDUIT AND WIRING SC																				$\wedge$	$\wedge$										$\overline{\Lambda}$	$\overline{\Lambda}$	$\overline{\Lambda}$	$\overline{\Lambda}$
	SIZE (INCH)						<u>/6\</u> 2	<u> </u>	<u>/8\</u>															1	ı			i 1	1 1	1 1	1 1		32 /		
	DIZE (INCH)	2 EX	2	2 GRS	2	2	SP	2	2			1.5	1					2		2	2	2	2	_	2	2	-	2	<del>                                     </del>	3	2	2		<del></del>	2
DTES		L ^		GNS			) OF				31	EX		EX	EX	GRS I	GRS G	RS/SP G	GRS/SP			SP	GRS	GRS			GRS	HDPE/SP			<b>├</b>	HDPE	——;	SP :	SP G
71L3	VEHICLE SIGNAL 64	3			3					3																					<del>                                     </del>				
	VEHICLE SIGNAL 62	3		-	3					3										_									$\vdash$						
	PED SIGNAL 29	2			2					2																			$\vdash$			-+			
· · · · · · · · · · · · · · · · · · ·	APS PPB XING HOWARD ON POLE 6	2			2					2												·													_
	VEHICLE SIGNAL 44		3			3				3																							-		_
	VEHICLE SIGNAL 104		3			3	·			3									_																-
	ILLUMINATED NRT SIGN	-	2			2				2																							-		
	BIKE SIGNAL 141		3			3			-	3													·							-					
	PED SIGNAL 148		2			2				2																						-			
	APS PPB XING 2ND ST ON POLE 5		2			2				2																							-		
·			<del>-</del> -			-										-	_					<u> </u>										-			
<del></del>	VEHICLE SIGNAL 42								3											_											7	$\rightarrow$			
	BIKE SIGNAL 165		<b>!</b>						3						_																3	-	-		-
	PED SIGNAL 169								2								$\dashv$			_		-· ··									2			-	_
	APS PPB XING 2ND ST ON POLE 4								2													•									2				
•	PED SIGNAL 28													·															2	2					-
	APS PPB XING HOWARD ON POLE 3																												2	$\frac{2}{2}$					
·																																			_
	VEHICLE SIGNAL 61											3			3					3						3				3					
<del></del>	PED SIGNAL 68											2			2				-	2						2				2				_	
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	APS PPB XING HOWARD ON POLE 8												2		2			1		2						2				2	-	-	-		-
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	VEHICLE SIGNAL 82													3	3					3						3				3					
	VEHICLE SIGNAL 105	-												3	3					3						3				3					-
	BIKE SIGNAL 145										-			3	3					3						3				3					
	PED SIGNAL 149													2	2					2						2				2					
	APS PPB XING 2ND ST ON POLE 8													2	2					2				-		2				2	-				
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(d	VEHICLE SIGNAL 84	·														3					3				3					3			+		-
	BIKE SIGNAL 161															3					3				3					3	<del></del>				
	PED SIGNAL 168															2					2				2					2		_	_		-
	APS PPB XING 2ND ST ON POLE 1															2				-	2				2					2		-			
	PED SIGNAL 69																							2	2					2					
	APS PPB XING HOWARD ON POLE 2																							2	2					2					
-	#14 NEUTRAL	3	5						3			2		4		3								1					_						
<u> </u>	#14 SPARE	-			3	3	-			3					3	<u> </u>				3	3			<u>'</u>	3	3				7	7	_			
	TOTAL #14 WIRES	13	20			18			13			7	2		23 '	13					13			5		23					3			_	-
	#10 WIRES NEUTRAL	-	20		1	1			10	20			-	1/ 2	1	10			-   -	1	1			J		23			5		13				_
· · · · · · · · · · · · · · · · · · ·	#10 WIRES STREET LIGHT				-	-				-	$\dashv$				<u> </u>										2					3	3				+
	#8 WIRES STREET LIGHT			2				2												_										<del> </del>					+
	#8 WIRES (120 V SERVICE)		-					_							+		2				2				2					+	-	+	2	_	
	INTERCONNECT 12C CABLE												_		_		_			_	4									-+	2	2		_	

					REFERENCE INFORMATION & FILE NO. OF SURVEYS
<u></u>	<b>4/20/18</b>	PCO #11 Controller, Pullboxes, and	SS	SL	
-1-	1, 20, 10	Conduit Changes.			
	7	<b>.</b>	1 1		
NO.	DATE	DESCRIPTION	BY	APP.	





	Date:	DESIGNED:
Philip Thwin	·	SS/ZH
Iqbal Dhapa		DRAWN: SS/ZH
Patrick Rivera		CHECKED: GD/SL
	Iqbal Dhapa	Philip Thwin  Iqbal Dhapa  Patrick Rivera

	PROFESSION TO VIEW TO	SCALE:
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6	NO. E15417	SHEET 0
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6	OF CALLED 4/20/1	

: NONE	2ND STREET STREETSCAPE IMPROVEMENTS PROJECT
OF SHEETS	2ND STREET AND HOWARD STREET
- OF	CONDUIT & WIRING SCHEDULE

CONTRACT NO. 1064J
DRAWING NO. ET-3.1
FILE NO.
REV. NO.