

APPROVED
BY ORANGE COUNTY BOARD
OF COUNTY COMMISSIONERS
NOV 30 1999 *BB/B*

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

FORM 725-090-55
RAIL - 10/98

COUNTY RESOLUTION
GRADE CROSSING TRAFFIC CONTROL DEVICES AND FUTURE RESPONSIBILITY

FINANCIAL PROJECT ID	ROAD NAME OR NUMBER	COUNTY NAME	PARCEL & RW NUMBER	FAP NUMBER
40415315701	BETHUNE ROAD	ORANGE	1.(SIGC)	SP000S(444)

A RESOLUTION AUTHORIZING EXECUTION OF A RAILROAD REIMBURSEMENT AGREEMENT FOR THE INSTALLATION OF GRADE CROSSING TRAFFIC CONTROL DEVICES, AND FUTURE MAINTENANCE AND ADJUSTMENT OF SAID DEVICES; PROVIDING FOR THE EXPENDITURE OF FUNDS; AND PROVIDING WHEN THIS RESOLUTION SHALL TAKE EFFECT.

RESOLUTION NO. 99-M-41

ON MOTION OF Commissioner Johnson

seconded by Commissioner Sindler, the following
RESOLUTION was adopted:

WHEREAS, the State of Florida Department of Transportation is constructing, reconstructing or otherwise changing a portion of the Public Road System, on BETHUNE ROAD which shall call for the installation and maintenance of railroad grade crossing traffic control devices for railroad grade crossing over or near said highway; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY COMMISSION OF ORANGE COUNTY, FLORIDA;

That ORANGE County enter into a RAILROAD REIMBURSEMENT AGREEMENT with the State of Florida Department of Transportation and the FLORIDA CENTRAL RAILROAD Company for the installation and maintenance of certain grade crossing traffic control devices designated as Financial Project Number 40415315701 on BETHUNE ROAD which crosses the right of way and tracks of the Company at FDOT/AAR Crossing No. 621887U located near WINTER GARDEN Florida; and

That the County assume it's share of the costs for future maintenance and adjustment of said grade crossing traffic control devices as designated in the RAILROAD REIMBURSEMENT AGREEMENT; and

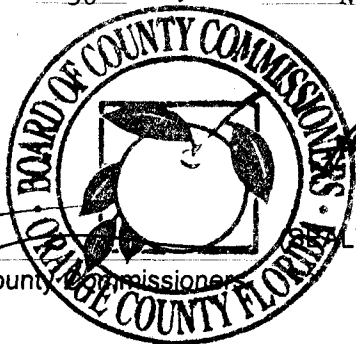
That the Chairman and Clerk of the Board of County Commissioners be authorized to enter into such agreements with the State of Florida Department of Transportation and the FLORIDA CENTRAL RAILROAD Company as herein described; and

That this RESOLUTION shall take effect immediately upon adoption.

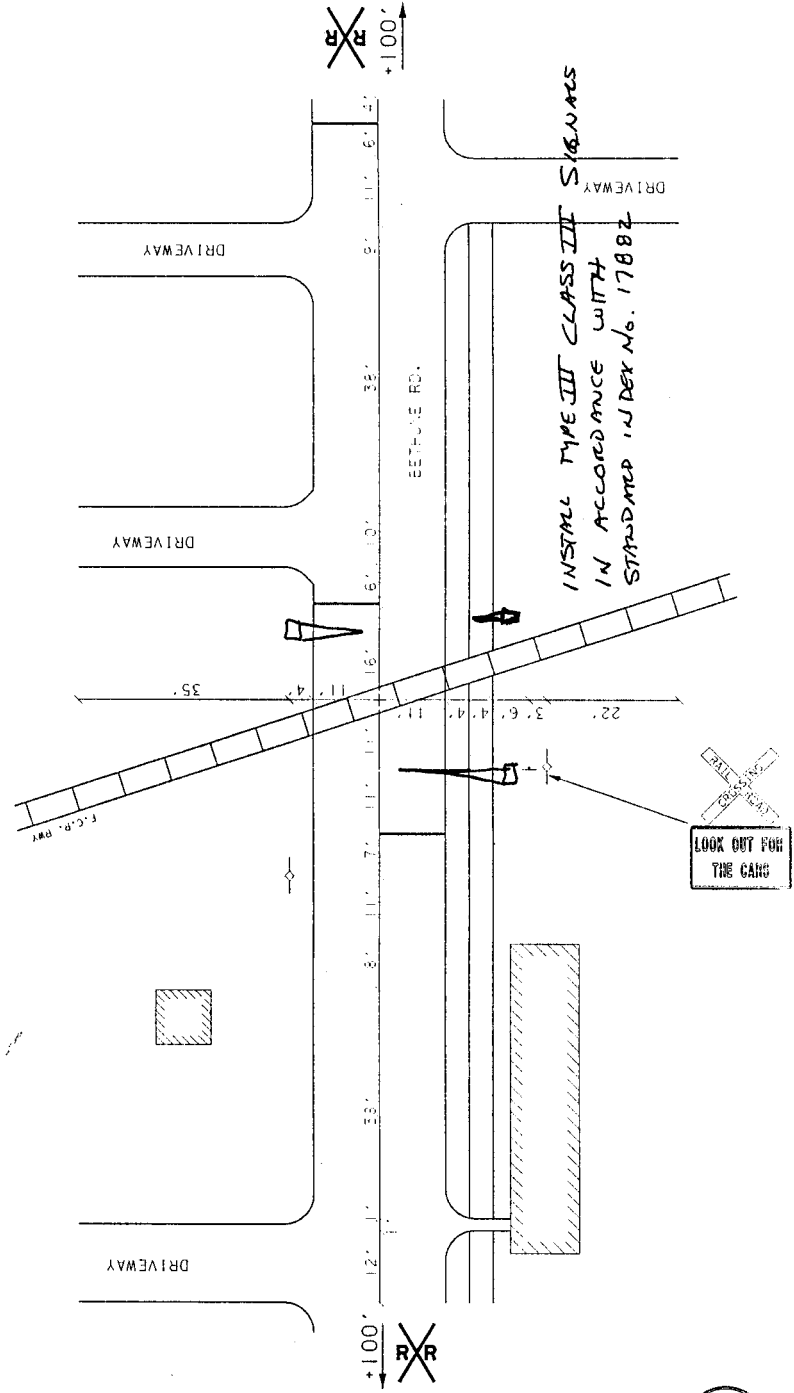
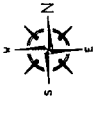
INTRODUCED AND PASSED by the Board of County Commissioners of ORANGE County, Florida, in regular session this 30 day of November, 1999.

ATTEST:

[Signature]
Clerk of the Board of County Commissioners



[Signature]
Chairman of the Board of County Commissioners



FM 404 153 157 01

LEGEND		TREES	○	COMBINATION POLE	□	OVERHEAD SIGN	—	POWER POLE	—	RED SIGNAL HEAD	5	FENCE	—
SHRUBS	○	LIGHT POLE	□	HYDRANT	—	FR SIGNAL	—	SIGN	2	SIGNAL POLE	2	GUARD-RAIL	—
HEDGE	○	SIGNAL HEAD	→	TRAFFIC SIGNAL POLE	4	CONTROLLER CABINET	4	TRAFFIC SIGNAL POLE	4	CONTROLLER CABINET	4	BUILDING	▭

PREPARED BY:	CONDITION DIAGRAM
LOCATION I.D.	BETHUNE ROAD
COUNTY	ORANGE
M.P.	0.30, 0.52
CROSSING #	621887 U
DATE	11/20/75

4/23/98

FLORIDA DEPARTMENT OF TRANSPORTATION
DIAGNOSTIC FIELD REVIEW REPORT
RAIL-HIGHWAY GRADE CROSSING
DATA SHEET

PAGE 1

PROJECT NO. 40415315701

W.P.A. NO. _____

CROSSING NO.: 621887-U PRIORITY NO.: 0638 COUNTY: ORANGE CITY: WINTER GARDEN RDWY: BETHUNE RD

CLASSIFICATION/LOCATION: DATE LAST UPDATED: 970224

R.R. CO.: CSX SYSTEMS R.R. BRANCH: AT 327 STATION: WINTER GARDEN R.R. MILEPOST: 0030.95

R.R. CROSSING STATUS: OPEN AS OF 880912 PROPOSED STATUS: NO USE, OPEN

RAIL OPERATIONS: DATE LAST UPDATED: 970224

TRAIN MOVEMENTS: 02 PER DA MAXIMUM TRAIN SPEED: 010 EFFECTIVE: 831115 NO. OF MAIN TRACKS: 1 OTHER TRACKS: 00

WARNING DEVICES: DATE LAST UPDATED: 961120

EXISTING WARNING : X-BUCK TYPE OF TRAIN DETECTION: NONE PREEMPTION: N ADVANCE WARNING: N

PHYSICAL DATA: DATE LAST UPDATED: 970224

R.R. CROSSING ANGLE: 90 DEGREES NO. OF THRU LANES: 02 OTHER LANES: 0 HIGHWAY SPEED: 025 DIST. TO INTERSECT.: 00000

ACTUAL STOPPING SIGHT DIST.(FT): 160 MIN. CLEAR QUAD. SIGHT DIST.(FT): 047 PARALLEL RD.: NONE OR MINOR ROAD PARALLEL

CROSSING CONDITION: GOOD APPROACH CONDITION: ROUGH TRANSITION OR CROSSING MAINTAINING AGENCY: COUNTY

DEPARTMENT DATA: DATE LAST UPDATED: 971229

TRAFFIC VOL.(ADT): 001332 AS OF 970226 SCHOOL BUS COUNT: 009 AS OF 1998 PERCENT TRUCKS: 1.30 HAZARDOUS MATLS.: U

SAFETY DATA: DATE LAST UPDATED: 980422

PRED. ACCID./YEAR: 000.053 SAFETY INDEX: 59.26 RECOMMENDED WARNING DEVICE: FL ESTIMATED COST: 0036.0 THOUSAND

DESCRIPTION OF SITE/INSTALLATION CONFLICTS: _____

REVIEW TEAM RECOMMENDATION: INSTALL TYPE III CLASS III SIGNALS

DATE REVIEWED 6/18/98 BY CATW

REVIEW TEAM PERSONNEL: D.O.T. RAIL R. WOODRUFF D.O.T. SAFETY T. MOSS RAILROAD CO. T. SWORD

FHWA _____ LOCAL _____

INSTALLATION ESTIMATE
GRADE CROSSING TRAFFIC CONTROL DEVICES

TO: FLORIDA DEPT. OF TRANSPORTATION FOR: TYPE III, CLASS III SIGNALS
DOT PROJECT NO. _____, _____ NEW INSTALLATION, X MODIFICATION
LOCATION: Winter Garden, COUNTY Orange, STATE: FLORIDA
Road Jurisdiction: _____ Road Name: Bethune Rd.
FDOT/AAR Crossing Number: 621887-U, RR M.P.: _____

I. Preliminary Engineering: Company Forces, XX Contract \$ 2,400.00
II. Construction Supervision: Company Forces, Contract \$ 2,050.00

III. Material:

Highway Grade Crossing Signal Assembly \$ _____
Control Equipment \$ _____
Field Material \$ _____
Material Transportation \$ _____
Material Handling \$ _____
Material Sales Tax \$ _____
Total Material \$ 81,950.00

IV. Equipment

Company Owned \$ _____
Rental (GMAC Rates) \$ _____
Total Equipment \$ 2,400.00

V. Labor

Direct Labor \$ _____
Holidays, Vacation, and Pension \$ _____
Payroll Taxes \$ _____
Insurance \$ _____
Meals and Lodging \$ _____
Total Labor \$ 23,450.00

SUB-TOTAL . . . \$ 112,250.00

VI. Miscellaneous Items:

Railroad Administrative Expense \$ 3,200.00
Furnish and Install One (1) Sidewalk Gate With Tip Light. \$ 13,000.00
\$ _____
\$ _____

VII. Total Estimated Cost (Date 6/26/98) (By B J Busin) \$ 128,450.00

VIII. Submitted By: Florida Central
RR Company

RAIL-HIGHWAY GRADE CROSSING SURFACE CONDITION RATING FORM

R/R: FCR SR/US/NAME Bethune Rd XNG NO. 621 887-0
 COUNTY ORB CITY WINTER GARDEN
 XNG SURFACE: TYPE 'T' TYPE 'R' TYPE 'RS' TYPE 'T-MODIFIED' TIMBER & ASPHALT ASPHALT
 ADT 1323 %TRUCKS 13 DATE 5/19/98

(A) APPROACH & DEPARTURE 10 X 1 W = A 10 (B) VEHICLE REACTION 20 X 9 W = B 18

(C) DRIVER REACTION 30 X 1 W = C 30 (D) RAIL &/OR PAD MOVEMENT 40 X 9 W = D 36

ADT/TRUCK QUOTIENT
Q = .95

(A 10 + B 18 + C 30 + D 36) X Q .95 = 89.3 RATING

REVIEW DATE 7/8/99 By: [Signature]
DISTRICT FIVE RAIL COORDINATOR

CHARACTERISTIC	CONDITION	POINTS	WEIGHT	ADT		PERCENT TRUCKS			
				< 5,000	5,000 - 14,999	0-4%	5-10%	11-15%	> 15%
A. APPROACH & LEAVE	<u>CRACKING & PATCHING</u>	10							
	SEVERE		.20	< 5,000	1.00	.97	.95	.93	
	EXTENSIVE		.40	5,000 - 14,999	.95	.94	.91	.90	
	MODERATE		.70	15,000 - 24,999	.90	.89	.88	.86	
	MINOR		.90	25,000 - 34,999	.85	.83	.81	.80	
	<u>NONE</u>		1.00	35,000 - 44,999	.80	.78	.78	.75	
				> 45,000	.75	.74	.73	.70	
B. VEHICLE REACTION	<u>DIPPING & BOUNCING</u>	20		RATING					
	EXTREME		.20						
	APPRECIABLE		.40						
	NOTICEABLE		.70						
	MINOR		.90						
	<u>NONE</u>		1.00						
C. DRIVER REACTION	<u>SLOWING & SWERVING</u>	30		GRADE POINTS					
	ALL DRIVERS		.20						
	MOST		.40						
	SOME		.70						
	FEW		.90						
	<u>NONE</u>		1.00						
D. RAIL &/OR PAD	<u>MOVEMENT</u>	40		EXCELLENT 90-100 GOOD 75-89 FAIR 60-74 POOR 45-59 FAILURE 44 & BELOW					
	SEVERE		.20						
	EXTENSIVE		.40						
	MODERATE		.70						
	MINOR		.90						
	<u>NONE</u>		1.00						
	<u>CONDITION</u>								
	VERY POOR	.20							
	POOR	.40							
	FAIR	.70							
	GOOD	.90							
	NEW	1.00							

DISTRICT RAIL-HIGHWAY CROSSING INSPECTION PROGRAM

R/R FCR SR/US/NAME BETHUNE XNG NO. 621887-0
COUNTY ORL CITY UG R/R M.P. _____

PART I GRADE CROSSING PROTECTION DEVICES

- Mast-mounted Flashing Light Signal Assemblies (Type I)
- Cantilevered Flashing Light Signal Assemblies (Type II)
- Mast-mounted Flashing Light Signal & Gate Assemblies (Type III)
- Cantilevered Flashing Light Signal & Gate Assemblies (Type IV)
- Backlights _____
- X-Bucks Only 1
- X-Buck Missing NORTASIDE
- Pedestrian Protection NONE BUT S/W E-SIDE

PART II OTHER STANDARD CONTROL DEVICES

- Railroad Advance Warning Signs 2
- Pavement Stoplines @ XNG 2
- Pavement Railroad XNG Symbols 2

PART III OTHER NON-STANDARD CONTROL DEVICES

- STOP Signs _____
- YIELD Signs _____
- DO NOT STOP ON TRACKS Signs _____
- Other signs _____

PART IV CROSSING SURFACE

- Humped or Sagged Profile 2/1A
- Scouring Approach _____ Departure _____

PART V FIELD REVIEW COMMENTS

- 2 LANE ROADWAY URBAN SECTION RURAL SECTION

LYNN ROUTE

REVIEW DATE 7/8/99 REPORT DATE 7/8/99 By: [Signature]
DISTRICT FIVE RAIL COORDINATOR

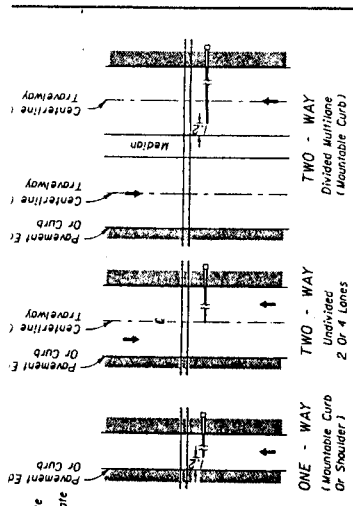
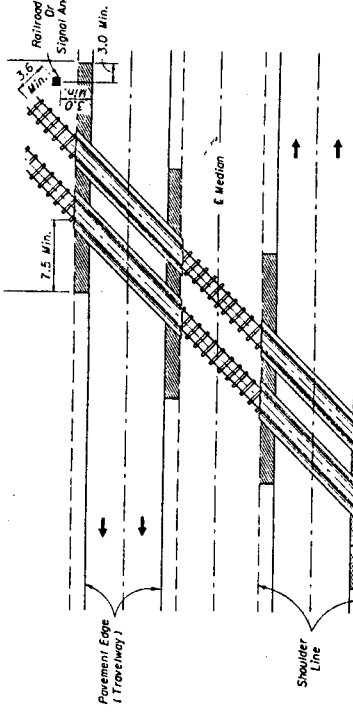


FIGURE 1
Gate Length Requirements
See Note 6 Sheet 3

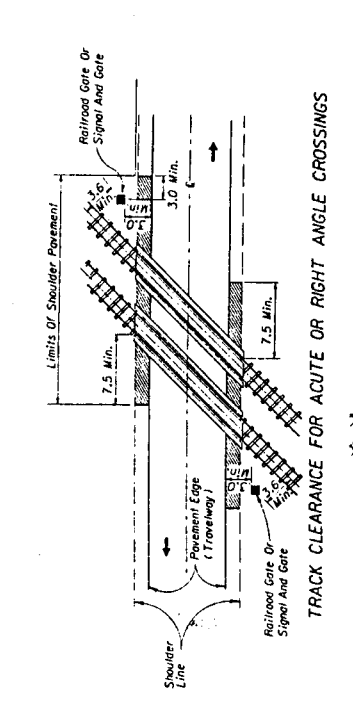
Note: Arrows denote direction of travel not lane indication



TRACK CLEARANCE FOR ACUTE OR RIGHT ANGLE CROSSINGS

Note 1: It is intended that the full shoulder width of the existing roadway be paved; where an existing shoulder is substantially substandard and, when paved, the shoulder width should be upgraded to meet current standards.

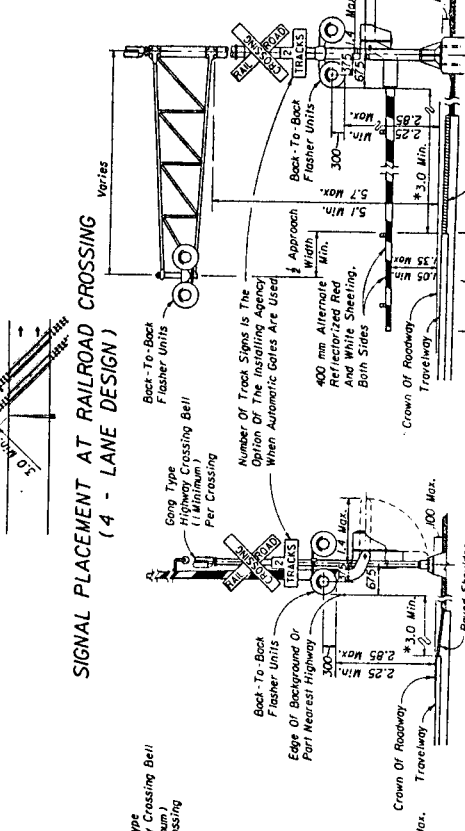
Typical Location Plan For Gate Or Flashing Signal With Gate When Tracks Are At Oblique Angle.



SIGNAL PLACEMENT AT RAILROAD CROSSING (2 - LANE DESIGN)

Note 1: It is intended that the full shoulder width of the existing roadway be paved; where an existing shoulder is substantially substandard and, when paved, the shoulder width should be upgraded to meet current standards.

Typical Location Plan For Gate Or Flashing Signal With Gate When Tracks Are At Oblique Angle.



SIGNAL PLACEMENT AT RAILROAD CROSSING (4 - LANE DESIGN)

Note 1: Two separate foundations may be required (one for signals and one for gate), depending on type of equipment used.

Number Of Track Signs Is The Option Of The Installing Agency When Automatic Gates Are Used

400 mm Alternate ReflectORIZED Red And White Sheeting, Both Sides

Back-To-Back Flasher Units

Approach Width

Crown Of Roadway Travelway

Paved Shoulder

100 Max.

See Fig. 1, This Sheet

TYPE I

TYPE II

TYPE III

TYPE IV

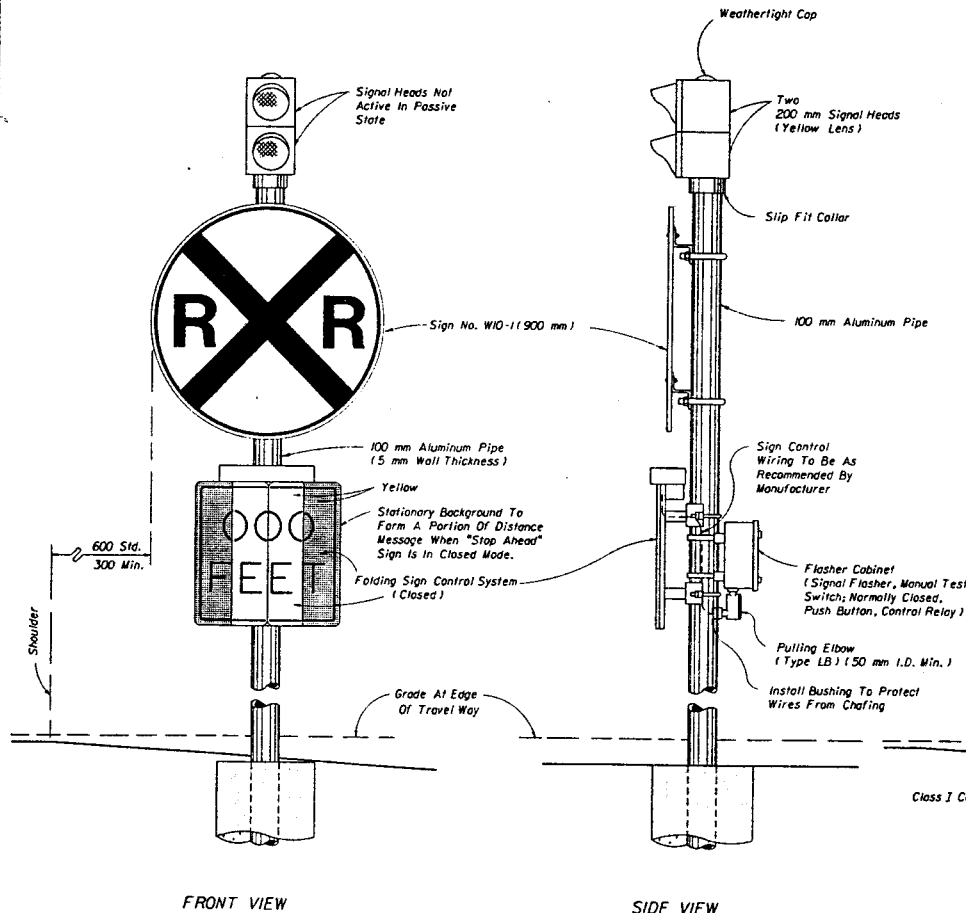
General Notes

- No standard is proposed for signals; however, some form of impact attenuation device may be specified for certain locations.
- Advance flasher to be installed when and if called for in plans or specifications.
- Top of foundation shall be no higher than 100 mm above finished shoulder grade.

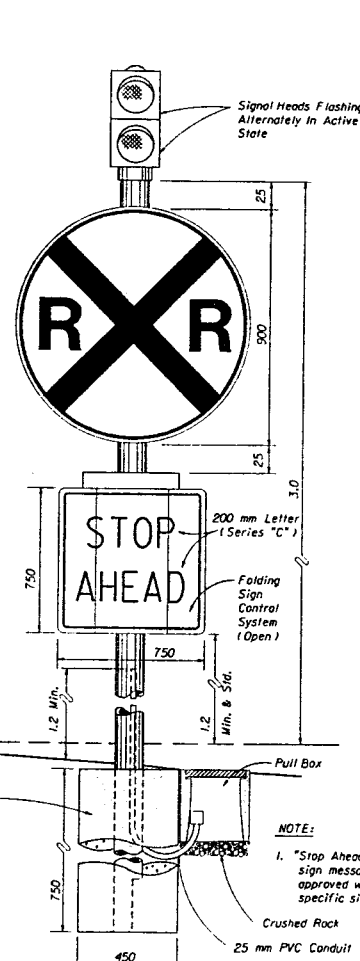
4. Type of traffic control device

- Flashing signals with cantilever
 - Flashing signals with gate
 - Flashing signals with cantilever & gate
 - Gate
5. Class traffic control devices
- Flashing signals - multiple tracks
 - Flashing signals and gates - one track
 - Flashing signals and gates - multiple tracks

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		TRAFFIC DESIGN	
RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES			
Checked By	Date	Approved By	Date
Drawn By	02/08/76	John A. [Signature]	02/08/76
Designed By		Scale	1 of 4
Reviewed By		Sheet No.	96
Project No.		Project No.	17882



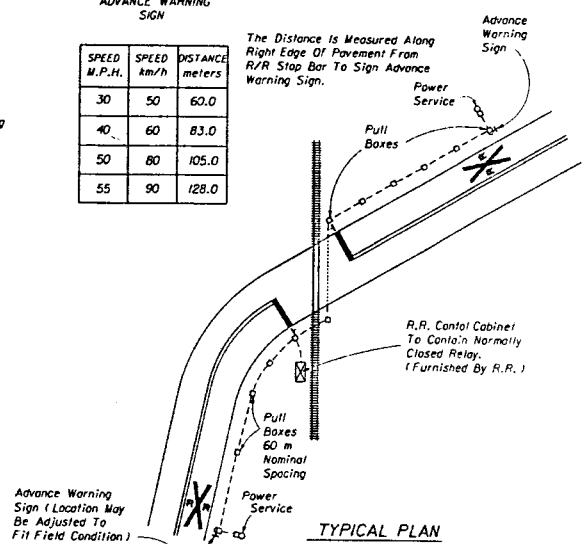
PASSIVE STATE
(TRAIN CIRCUIT NOT ACTUATED)



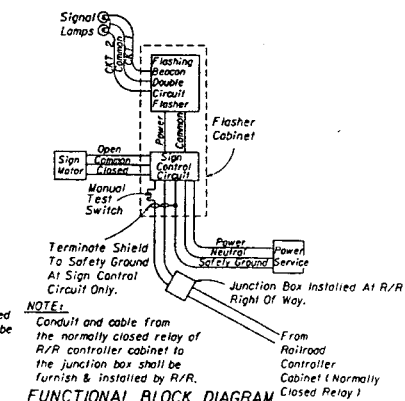
ACTIVE STATE
(TRAIN CIRCUIT ACTUATED)

LOCATION OF THE ADVANCE WARNING SIGN

SPEED M.P.H.	SPEED km/h	DISTANCE meters
30	50	60.0
40	60	83.0
50	80	105.0
55	90	128.0



TYPICAL PLAN

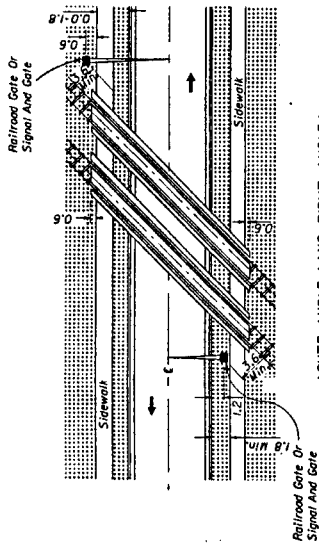


FUNCTIONAL BLOCK DIAGRAM

NOTE:
1. "Stop Ahead" is standard and preferred sign message. Another message may be approved when appropriate for specific situations.

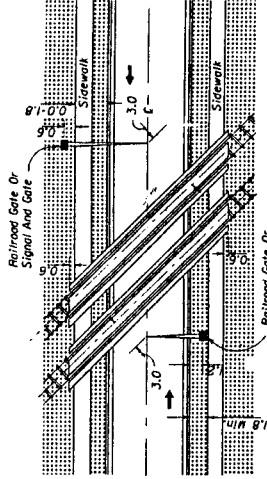
NOTE:
Conduit and cable from the normally closed relay of R/R controller cabinet to the junction box shall be furnished & installed by R/R.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			
TRAFFIC DESIGN			
ADVANCE WARNING FOR R.R. CROSSING			
Designed By	Date	12/12/75	Approved By
Drawn By			<i>Charles A. Scott</i>
Checked By	Date	12/12/75	State Traffic Planning Engineer
F.H.W.A. Approved		96	1 of 1 17881



ACUTE ANGLE (AND RIGHT ANGLE)

**SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 LANES, CURB & GUTTER)**

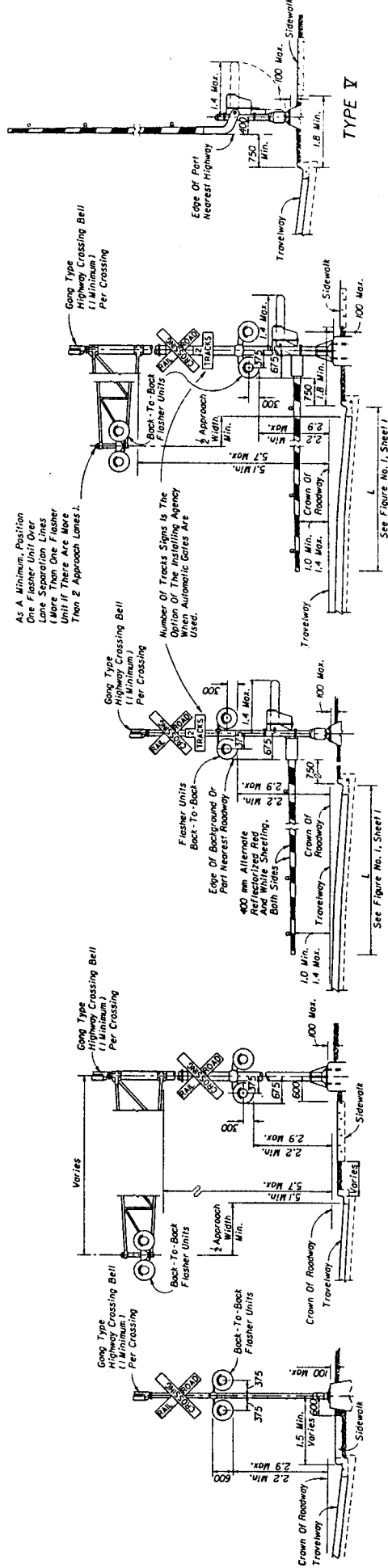


OBTUSE ANGLE

**SIGNAL PLACEMENT AT RAILROAD CROSSING
(2 LANES, CURB & GUTTER)**

GENERAL NOTES

1. The location of flashing signals and stop lines shall be established on the basis of the minimum installation of gate with appropriate track clearances.
2. Where plans call for railroad traffic control devices to be installed in barrier medians, the minimum median width shall be 3.1 m.
3. Location of railroad traffic control device is based on the distance available between face of curb & sidewalk.
 - 0 m to 1.8 m - Locate device outside sidewalk.
 - Over 1.8 m - Locate device between face of curb and sidewalk.
4. Stop line to be perpendicular to edge of roadway, approx. 4.5 m from nearest rail; or 2.4 m from end parallel to gate when present.



TYPE I

TYPE II

TYPE III

TYPE IV

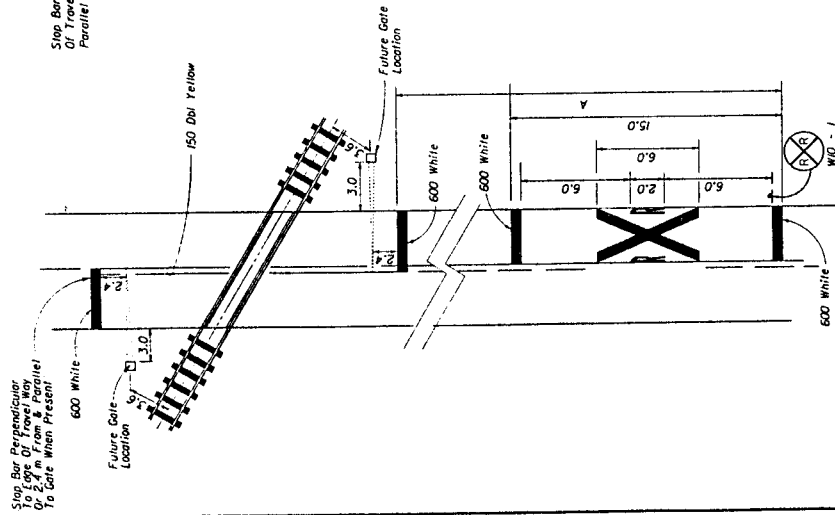
TYPE V

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

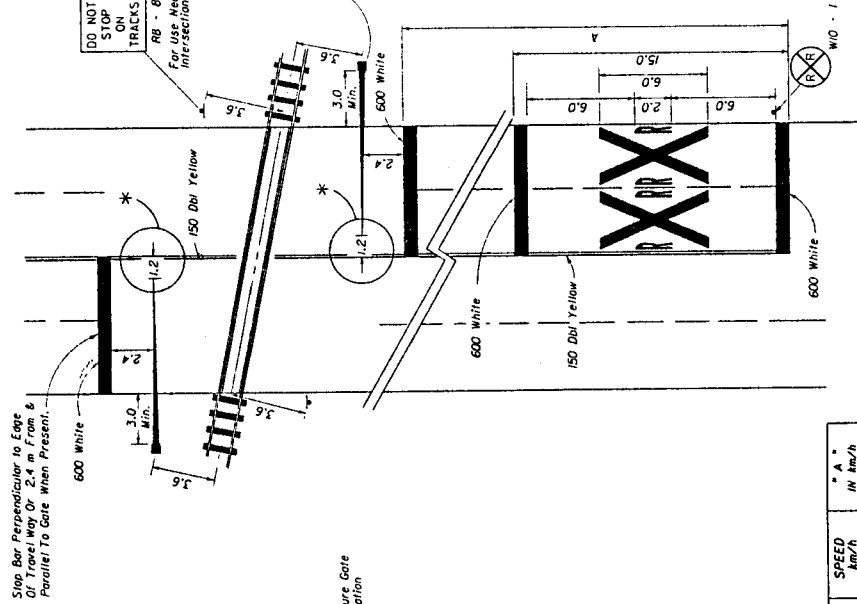
**RAILROAD GRADE CROSSING
TRAFFIC CONTROL DEVICES**

DATE	APPROVED BY	DESIGN NO.	2 of 4
01/08/76	<i>C. Clark</i>	17882	
DESIGNED BY	CHECKED BY	DATE	
PROJECT NO.	SCALE		
APPROVED BY	DATE		
PROJECT NO.	SCALE		

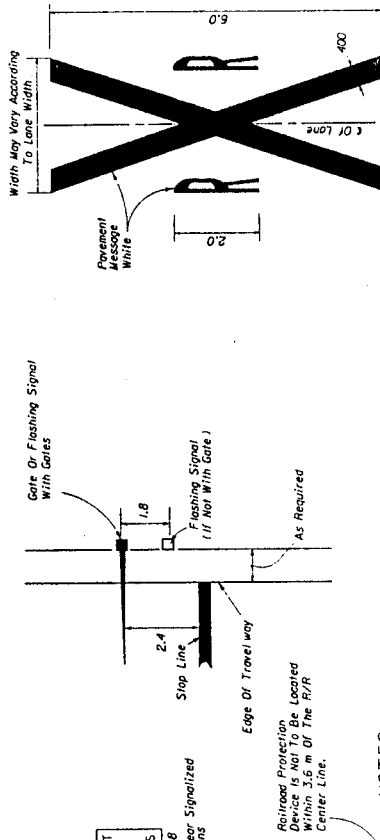
**RAILROAD CROSSING AT
TWO (2) - LANE ROADWAY**



**RAILROAD CROSSING AT
MULTI-LANE ROADWAY**



**RELATIVE LOCATION OF CROSSING TRAFFIC
CONTROL DEVICES**

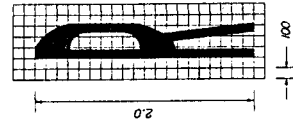


NOTES:

1. When computing pavement message, quantities do not include transverse lines.
2. Placement of sign W10-1 in a residential or business district where low speeds are prevalent, the W10-1 sign may be placed a minimum distance of 30.0 m from the crossing. Where street intersections occur between the R pavement message and the tracks an additional W10-1 sign and additional pavement message should be used.
3. Recommended location for sign FTP-38, 30.0 m Urban & 90.09 m Rural in advance of the crossing.
4. A portion of the pavement markings symbol should be directly opposite the W10-1 sign.
5. Recommended location for FTP-39 A or B signs, 30.0 m urban and 90.0 m rural. See index W355 for sign details.
- * 6. Gate Length Requirements

For two-way undivided sections:
The gate should extend to within 300 mm of the center line. On multilane approaches the maximum gate length may not reach to within 300 mm of the center line. For these cases, the distance from the gate to the center line shall be a maximum of 1.2 m.

For one-way or divided sections:
The gate shall be of sufficient length such that the distance from the gate lip to the inside edge of pavement is a maximum of 1.2 m.

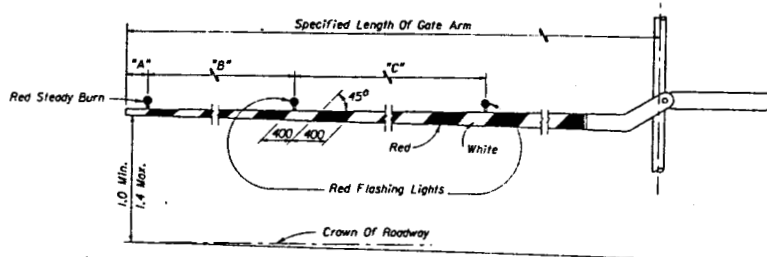


SPEED MPH	SPEED km/h	"A" IN	"A" mm/h
60	96.5	65.0	165.0
55	88.5	60.0	152.5
50	80.5	55.0	139.5
45	72.5	50.0	126.5
40	64.5	45.0	113.5
35	56.5	40.0	100.5
30	48.5	35.0	87.5
URBAN		30.0	76.2
		15.0	38.1

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION
TRAFFIC DESIGN

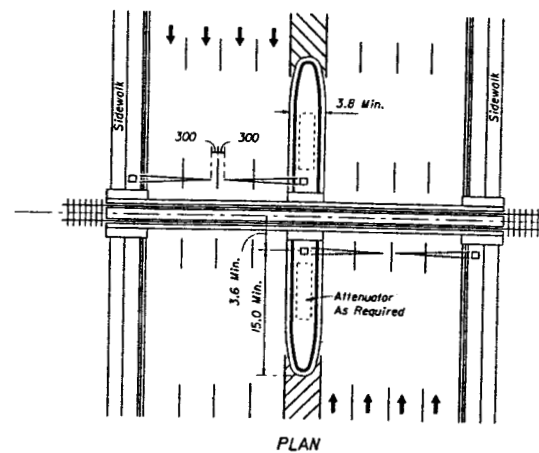
**RAILROAD GRADE CROSSING
TRAFFIC CONTROL DEVICES**

Approved By: *[Signature]*
Date: 10/26/77
Checked By: *[Signature]*
Project No. 94
Sheet No. 3 of 4
17882

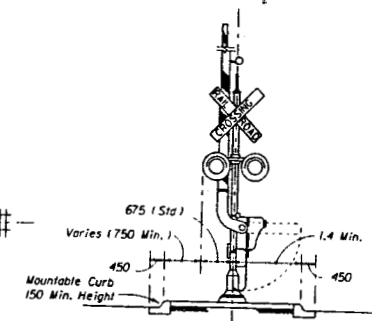


RAILROAD GATE ARM LIGHT SPACING

Specified Length Of Gate Arm	Dimension "A"	Dimension "B"	Dimension "C"
4.2	150	900	1.5
4.5	450	900	1.5
4.8-5.39	600	900	1.5
5.4-5.99	700	1025	1.5
6.0-7.19	700	1.2	1.5
7.2-8.69	700	1.5	1.5
8.7-9.59	900	1.8	1.8
9.6-10.49	900	2.1	2.1
10.5-11.39	900	2.7	2.7
11.4 And Over	900	3.0	3.0



PLAN



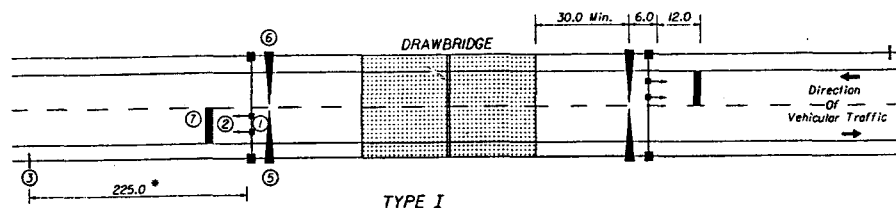
MEDIAN SECTION AT SIGNAL GATES

NOTE:
For additional information see the "Manual On Uniform Traffic Control Devices", Part VIII; The "Traffic Control Devices Handbook", Part VIII; and AASHTO "A Policy On Geometric Design Of Streets And Highways".

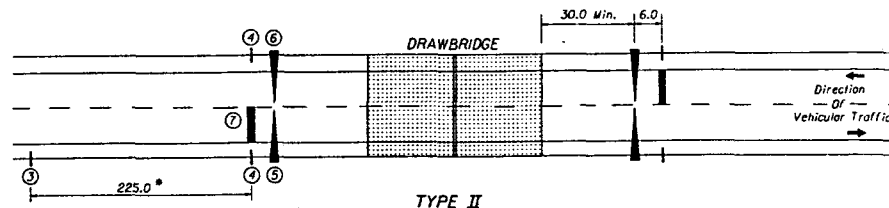
**MEDIAN SIGNAL GATES FOR
MULTI LANE UNDIVIDED URBAN SECTIONS**
(FOUR OR MORE DRIVING LANES IN ONE DIRECTION, 45 mph (70 km/h) OR LESS)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION TRAFFIC DESIGN			
RAILROAD GRADE CROSSING TRAFFIC CONTROL DEVICES			
Designed By	DATE	APPROVED BY	
Drawn By	02/15/85	<i>Clayton</i>	State Traffic Plans Engineer
Checked By	02/15/85		
Revision No.	Sheet No.	Index No.	
	94	4 of 4	17882
F.W.R.A. approved			

TYPICAL BRIDGE MOUNTS



TO BE USED WHERE BRIDGE OPERATORS ARE FULL TIME OR A DAILY BASIS



TO BE USED WHERE TYPE I IS NOT APPLICABLE (USUALLY WHEN THE BRIDGE OPERATOR IS "ON CALL")

* Field conditions may require adjustment of this standard distance.

SEQUENCE CHART

		SIGNAL SWITCH				
		OFF	ON	OFF		
SIGNALS & SIGNS	FLASHING BEACON DRAWBRIDGE AHEAD SIGN (See Note 9)	BLANK	FLASHING YELLOW	BLANK		
	STOP HERE ON RED SIGN (Type II only)	BLANK	FLASHING RED	BLANK		
	TRAFFIC SIGNALS (Type I only)	GREEN	YELLOW	RED		
GATES	ENTRANCE GATES	RAISED	LOWERED	RAISED		
	EXIT GATES		LOWERED	RAISED		
TIMING		Variable Time (See Note No. 3)	5 Sec. Min. Variable Time (See Note No. 4)	15 Sec. Min. Variable Time (See Note No. 5)	Variable Time - Bridge Open (See Note No. 6)	Variable Time (See Note No. 5)
		Normal Operation		Operation During Bridge Preemption		

- LEGEND**
- ① TRAFFIC SIGNALS } Mast Arm Mounted (Off Bridge)
 - ② DRAWBRIDGE SIGN } Monotube Support Mounted (On Bridge)
 - ③ DRAWBRIDGE AHEAD SIGN } Ground Mounted
 - ④ STOP HERE ON RED SIGN }
 - ⑤ ENTRANCE GATE
 - ⑥ EXIT GATE
 - ⑦ 600 mm THERMOPLASTIC STOP BAR

NOTES:

1. A bypass switch shall be installed to override each timing interval in case of a malfunction.
2. "STOP HERE ON RED" is omitted in Type I operation and "TRAFFIC SIGNALS" are omitted in Type II operation.
3. The time between beginning of flashing yellow on "Drawbridge Ahead" sign and the clearance of traffic signal to red, or beginning of flashing red should not be less than the travel time of a passenger car, from the sign location to the stop line, traveling at the 85 percentile approach speed.
4. Beginning of operation of drawbridge gates shall not be less than 15 seconds after steady red or 20 seconds after flashing red (Actual time may be determined by the bridge tender.)
5. Time of gate lowering and raising is dependent upon gate type.
6. Time of bridge opening is determined by the bridge tender.
7. Each gate shall be operated by a separate switch.
8. On each approach (Type II), all four red signals shall be on the same two circuit flashers, with the two top signals on one circuit, and the two bottom signals on the alternately flashing circuit.
9. A Drawbridge Ahead sign is required for both types of signal operation. However a flashing beacon shall be added to the sign when physical conditions prevent a driver traveling at the 85% approach speed from having continuous view of at least one signal indication for approximately 10 seconds.
10. Requirements on gate installation are contained in Section 4E-14 through 4E-17 of the Manual on Uniform Traffic Control Devices.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN					
TRAFFIC CONTROL DEVICES FOR MOVABLE SPAN BRIDGE SIGNALS					
Designed By	Name	Date	Approved By		
		04/07/75	<i>Clark A. Smith</i>	State Traffic Plans Engineer	
Drawn By		04/07/75		Sheet No.	Drawn No.
Checked By				94	1 of 3
F.H.R.A. Approved					17890