

Florida

REUBIN O'D. ASKEW  
GOVERNOR



Department of Transportation

Haydon Burns Building, 605 Suwannee Street, Tallahassee, Florida 32304, Telephone (904) 599-6321

WALTER L. REVELL  
SECRETARY

Division of Road Operations

March 7, 1973

Mr. R. L. King, P. E.  
Nassau County Engineer  
Board of County Commissioners  
Post Office Box 456  
Fernandina Beach, Florida 32034

Dear Sir:

SECONDARY ROAD MAINTENANCE - 335.041  
RAILROAD CROSSINGS & CROSSING PROTECTIVE DEVICES

We are pleased to enclose your fully executed counterpart of the subject agreement with Nassau County and the Department.

Please convey our appreciation to the Board of County Commissioners for the excellent cooperation extended toward bringing the matter to a satisfactory conclusion.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "E. M. Salley".

E. M. Salley, P. E.  
State Utility Engineer

EMS/slw  
Enclosure

cc: Mr. T. B. Hutcheson, Asst. Vice President, SCL RR, w/agreement  
Mr. J. D. Ward, District Engineer  
Attention: District Utility Engineer w/agreement copy  
Comptroller, w/2 agreement copies

MEMORANDUM OF AGREEMENT

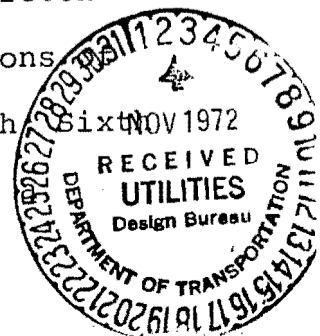
This Agreement, made and entered into this 27<sup>th</sup> day of February, 1973, between the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, an agency of the State of Florida, hereafter called the "Department"; the COUNTY OF NASSAU, a political subdivision of the State of Florida acting by and through its Board of County Commissioners, hereinafter referred to as the "County" (or the separate board or local agency exercising the powers and performing the duties relating to transportation facilities, roads and bridges usually exercised and performed by the Board of County Commissioners); and SEABOARD COAST LINE RAILROAD COMPANY, a corporation organized and existing under the laws of VIRGINIA with its principal place of business in the City of JACKSONVILLE, County of DUVAL, State of FLORIDA, hereinafter called the "Company";

W I T N E S S E T H

WHEREAS, the Department and the Company have heretofore entered into railroad reimbursement agreement(s) pertaining to the railroad crossings located in NASSAU County described in detail in Exhibit A, attached hereto and made a part hereof; and

WHEREAS, the 1971 session of the Florida Legislature amended § 206.60(2)(b) to provide for the return to the counties that portion of the Seventh Cent Gasoline Tax which presently goes to the Department and assigned the responsibility for maintaining roads in the Secondary Road System to the County or to the separate board or local agency exercising the powers and performing the duties relating to transportation facilities, roads and bridges usually exercised and performed by the Board of County Commissioners; and

WHEREAS, § 335.041 of the Florida Statutes requires that the maintenance of the roads, streets or highways and municipal connections, lengths and extensions thereof constructed or reconstructed with funds accruing to the Division of Road Operations the Department for use in the various counties for the Fifth and Seventh Cent Gasoline Tax funds, shall be determined by



cooperative agreement between the Board of County Commissioners and the Division of Road Operations; and

WHEREAS, the Department and the County have heretofore on the 28th day of JUNE, 1971, entered into an agreement whereby the County undertook the maintenance of all roads within the county presently on the State Secondary Road System; and

WHEREAS, the parties desire that the Company provide suitable, safe and adequate crossing and signal maintenance work at the railroad crossings listed in Exhibit A and that the County rather than the Department reimburse the Company for such work as long as the County continues to be responsible for the maintenance of all roads within the county presently under the State Secondary Road System in accordance with the legislative intent expressed in § 206.60(2)(b) of the Florida Statutes;

NOW, THEREFORE, for and in consideration of the premises and of the mutual covenants contained herein, the parties agree as follows:

1. The Company shall be responsible for the maintenance costs of all trackbeds and rail components plus any highway roadbed for the width of the rail ties within the crossing area. The County shall be responsible for the maintenance costs of the highway roadbed outside of the railway ties. It is expressly understood and agreed that the Company may, at its option and upon notification to the County, perform such periodic maintenance work and bill the County directly for costs thus incurred that are the responsibility of the County.

2. Automatic crossing signals and/or other protective devices shall continue to be operated and maintained by the Company as long as said Company or their successor or assigns shall operate the automatic grade crossing signals and/or other protective devices, or until it is agreed between the parties hereto that the signals are no longer necessary at said grade crossing, or until the said crossing is abandoned, or other legal requirements made which shall cease operation and maintenance of signals thereat. The County will participate in the cost of maintaining the grade crossing protective devices that are the subject of this Agreement in the amount of fifty percent (50%) of the cost enumerated by the Schedule of Annual Cost of Automatic Highway Grade Crossing Protective Devices attached hereto and by this

reference made a part hereof as long as said devices are located on the State-Maintained Highway System. If the crossing protective devices installed and/or modified are no longer required at the point of installation they may be removed to another location, as agreed upon and at the expense of the parties hereto. The Company expressly agrees to indemnify and hold harmless the Department and/or the County against each and every claim, demand or cause of action that may be made or come against the Department and/or the County by reason of or any way arising out of any defect, imperfection, failure to repair, or failure to maintain, done, suffered, or permitted in or about such protective devices, and also every claim, demand or cause of action against said Department and/or County by reason of any liability that is or may be imposed on the Department and/or the County under the laws of this State because of its participation in the cost of such maintenance or because such crossing may be included within the State Highway System, on account of any such defect, imperfection, or failure to repair or maintain, done, suffered, or permitted in or about said crossing or crossing protective devices, or on account of any action or omission on the part of the Company in or about the same.

3. The County will bear the cost of all temporary and permanent changes made necessary in the Company's signal wire line or other facilities, and in the wire line facilities of the Western Union Telegraph Company on Company's right-of-way occasioned by future construction of said crossing and the occupancy of the Company's property.

4. All labor, services, material and equipment furnished by the Company in carrying out the work to be performed hereunder shall be billed by the Company directly to the County. Separate records as to the costs of contract bid items and force account items performed for the Company shall also be furnished by the Company to the County.

5. It is specifically agreed by and between the County and the Company that the County shall receive fair and adequate credit for any salvage, which shall accrue to the Company as a result of the above adjustment work.

6. Should the use of said crossing be abandoned, then all rights hereby granted to Department and County shall thereupon cease

and terminate and the County will, as its sole cost and in a manner satisfactory to the Company, remove the crossing and restore Company's property to the condition previously found, provided the Company may, at its option, remove the said crossing and restore its property, and the County will, in such event, upon bill rendered, pay to the Company the entire cost incurred by it in such removal and restoration.

7. The Company covenants to indemnify, defend, save harmless and exonerate the Department and the County from all liability, claims and demands arising out of the work undertaken by the Company pursuant to this Agreement, due to the negligent actions, delays or omissions done or committed by the Company, its subcontractors, employees, agents or representatives; excepting, however, any loss, damage or injury arising out of or caused by the negligent actions, delays or omissions done or committed by the Department or the County, their subcontractors, employees, agents or representatives, which loss, damage or injury shall be borne by the Department and/or the County except as otherwise covered by bonds or insurance.

The parties agree, and by this Agreement do hereby terminate the agreement(s) entered into between the Department and the Company by which the Department undertook to reimburse the Company for maintenance of the railroad crossings listed in Exhibit A. It is expressly understood and agreed by the parties hereto that the responsibility undertaken by the Department in the agreement(s) terminated herein has been assumed as of October 1, 1971, by the County.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be duly executed by their duly authorized officers, and their official seals, hereto affixed, the day and year first above written.

WITNESS:

Boyle Brett

Ann M. McClain  
As to the Department

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

BY: Tom Webb  
Director of Administration

ATTEST: Carolyn Scavolin (SEAL)  
Executive Secretary

WITNESS:

COUNTY NASSAU

Margie Armstrong  
As to the County

BY: JW Jones

ATTEST: Booley (SEAL)

SEABOARD COAST LINE RAILROAD  
COMPANY COMPANY

C. Dennis Thompson  
Frank J. Henry  
As to the Company

BY: H. W. Martens  
Vice President

ATTEST: H. W. Martens (SEAL)  
H. W. Martens, Assistant Secretary

Approved as to Form, Legality  
and Execution  
STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

Examined and Approved \_\_\_\_\_  
date

BY: Mary Schulz  
Assistant Attorney

Division Engineer  
Federal Highway Administration

Approved as to Form

William C. Basney  
William C. Basney  
Attorney

Seaboard Coast Line Railroad Company

DOT

COUNTY RESOLUTION

RESOLUTION NO. \_\_\_\_\_

ON MOTION OF Commissioner Stevens,  
seconded by Commissioner Poole, the  
following Resolution was adopted:

WHEREAS, the Department and SEABOARD COAST LINE RAILROAD COMPANY  
Company have heretofore entered into a Railroad Reimbursement  
Agreement(s) pertaining to railroad crossings located in  
NASSAU County, described in detail in Exhibit "A",  
attached hereto; and

WHEREAS, the 1971 Session of the Florida Legislature  
amended Section 206.60(2)(b) to provide for the return to the  
counties that portion of the Seventh Cent Gasoline Tax which pre-  
sently goes to the Department and assigned the responsibility for  
maintaining roads in the Secondary Road System to the County or  
to the separate board or local agency exercising the powers and  
performing the duties relating to transportation facilities, roads  
and bridges usually exercised and performed by the Board of County  
Commissioners; and

WHEREAS, § 335.041 of the Florida Statutes requires that  
the maintenance of the roads, streets or highways and municipal  
connections, lengths and extensions thereof constructed or recon-  
structed with funds accruing to the Division of Road Operations  
of the Department for use in the various counties for the Fifth,  
Sixth and Seventh Cent Gasoline Tax funds, shall be determined by  
a cooperative agreement between the Board of County Commissioners  
and the Division of Road Operations; and

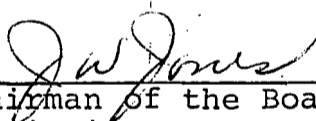
WHEREAS, the Department and the County have heretofore on  
the 28th day of JUNE, 19 71, entered into an agree-  
ment whereby the County undertook the maintenance of all roads  
within the county presently on the State Secondary Road System;  
and;

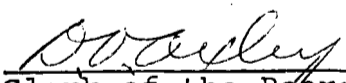
WHEREAS, the parties desire that the Company provide suitable, safe and adequate crossing and signal maintenance work at the railroad crossings listed in Exhibit "A" and that the County rather than the Department reimburse the Company for such work as long as the County continues to be responsible for the maintenance of all roads within the County presently under the State Secondary Road System in accordance with the legislative intent expressed §206.60(2)(b), of the Florida Statutes;

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of the County of NASSAU, Florida, that the Chairman and Clerk of the Board of County Commissioners be and are hereby authorized to make, execute and deliver to the State of Florida Department of Transportation a tri-party Railroad Reimbursement Agreement.

BE IT FURTHER RESOLVED that this Resolution be forwarded to the State of Florida Department of Transportation at Tallahassee, Florida.

INTRODUCED AND PASSED by the Board of County Commissioners of Nassau County, Florida, in <sup>special</sup>~~regular~~ session, this 30th day of October, 1972.

  
\_\_\_\_\_  
Chairman of the Board of County Commissioners

ATTEST:   
\_\_\_\_\_  
Clerk of the Board of County Commissioners



RAIL-HIGHWAY GRADE CROSSINGS  
ON SECONDARY ROADS MAINTAINED IN COUNTIES

SEABOARD COAST LINE RAILROAD COMPANY

NASSAU COUNTY

County Section	S. R. No.	S. L. D. M. P.	R. R. M. P.
74501	S-15-A	00.008	661.00
74510	108	10.554	624.00
74520	108	08.337	614.00
74520	108	22.002	032.00
74520	108	24.811	607.47
74540	107	00.261	040.00
74550	121	33.985	608.21
74570	115	16.277	624.00
74590	119	05.730	007.00
74600	S-200-A	00.384	036.00
74600	S-200-A	04.479	039.00

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
DIVISION OF ROAD OPERATIONS  
**RAILROAD GRADE CROSSING PROTECTIVE DEVICES**

COUNTY	SECTION	UTILITY JOB NO.	STATE ROAD NO.	COUNTY NAME	PARCEL & R/W JOB NO.	F A P NO.
AGENCY						

- A. JOB DESCRIPTION: \_\_\_\_\_
- B. TYPE OF ROADWAY FACILITY: \_\_\_\_\_
- C. RAILROAD MILE POST TIE: \_\_\_\_\_ DOT STA./SLD M.P. \_\_\_\_\_
- D. TYPE CROSSING PROPOSED: \_\_\_\_\_ INDEX: \_\_\_\_\_
- E. CLASSIFICATION CROSSING PROTECTIVE DEVICES: CLASS \_\_\_\_\_

**SCHEDULE OF ANNUAL COST OF AUTOMATIC  
HIGHWAY GRADE CROSSING PROTECTIVE DEVICES**

Annual Maintenance Cost Exclusive of Installation

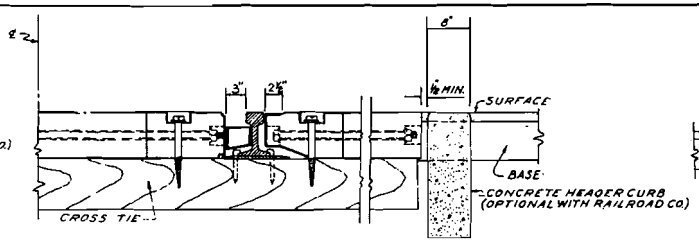
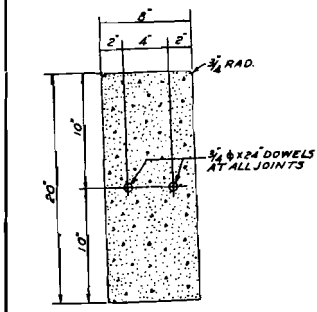
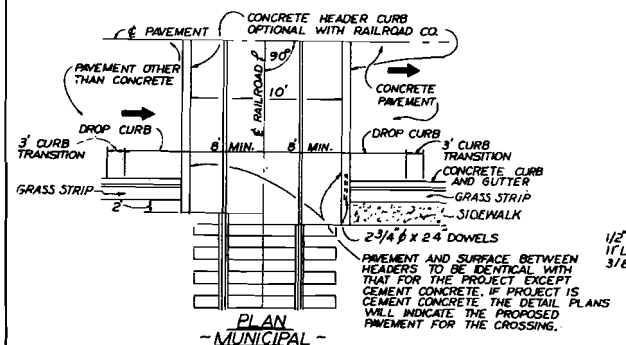
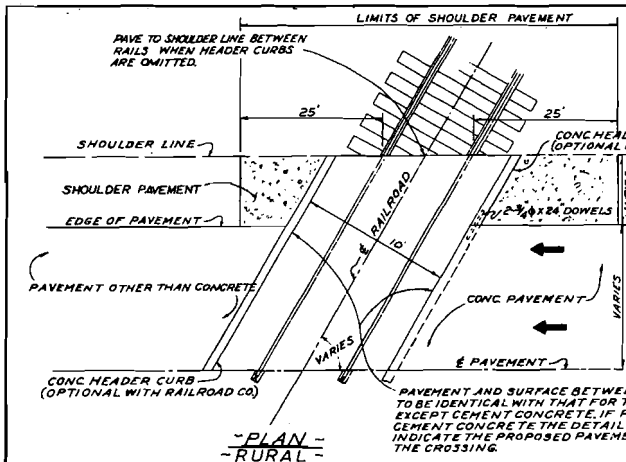
<u>CLASS</u>	<u>DESCRIPTION</u>	<u>COST*</u>
I	Flashing Signals - One Track	\$ 650.00
II	Flashing Signals - Multiple Tracks	\$ 860.00
III	Flashing Signals and Gates - One Track	\$ 980.00
IV	Flashing Signals and Gates - Multiple Tracks	\$1,230.00
*Effective February 3, 1971		

AUTHORITY: FLORIDA ADMINISTRATIVE RULE 014-46.02  
Responsibility for the Cost of Automatic Highway  
Grade Crossing Protective Devices.

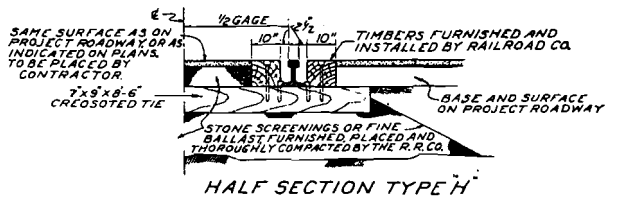
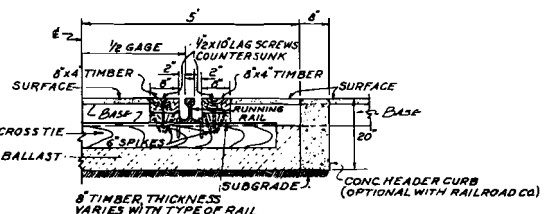
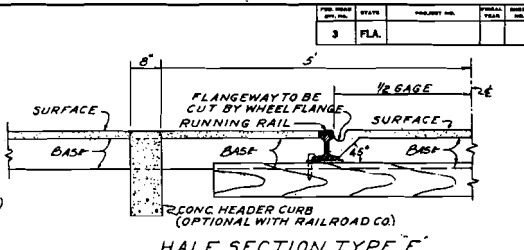
EFFECTIVE DATE: February 3, 1971

GENERAL AUTHORITY: 20.05, F.S.

SPECIFIC LAW IMPLEMENTED: 338.21, F.S.



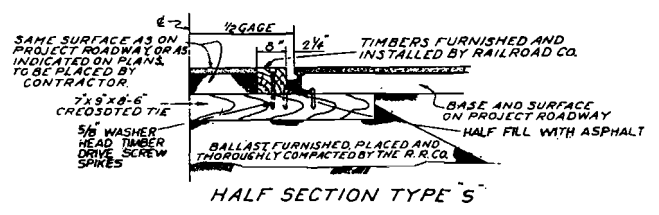
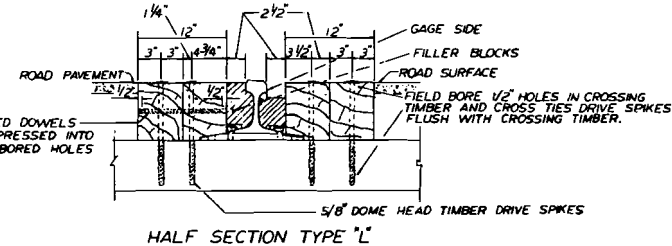
NOTE: THIS TYPE OF CROSSING TO BE CONSTRUCTED ENTIRELY BY THE RAILROAD CO.



NOTES

1. THE CONTRACTOR WILL CONSTRUCT HEADER CURBS AT LOCATIONS REQUESTED BY THE RAILROAD COMPANY, AND CONSTRUCT PAVEMENT AS SHOWN FOR ALL CROSSINGS EXCEPT J AND K.
2. THE RAILROAD COMPANY WILL FURNISH AND INSTALL ALL MATERIAL WITHIN 5' OF TRACKS, EXCEPT PAVEMENT, FOR ALL CROSSINGS EXCEPT J AND K.
3. ALL RAILS WITHIN CROSSING SHALL BE LINED AND LEVELED TO ELEVATIONS SHOWN ON PLANS.
4. UNLESS OTHERWISE REQUESTED BY THE RAILROAD COMPANY, THE VARIOUS TYPES OF CROSSING WILL BE USED AS FOLLOWS:

APALACHICOLA NORTHERN R. R. CO.	TYPE "E"
ATLANTA AND ST. ANDREWS BAY RAILWAY CO.	G
FLORIDA EAST COAST RAILWAY CO.	H
ST. LOUIS - SAN FRANCISCO RAILWAY CO.	L
SEABOARD COAST LINE R. R. CO.	E
MARIANNA AND BLOUNTSTOWN R. R. CO.	D
VALDOSTA SOUTHERN R. R. CO.	D
LOUISVILLE AND NASHVILLE R. R. CO.	D
SOUTHERN RAILWAY SYSTEM	
(a) GEORGIA SOUTHERN AND FLORIDA RAILWAY CO.	S
(b) LLYE OAK PERRY AND GULF R. R. CO.	S
(c) SOUTH GEORGIA RAILWAY CO.	S
(d) ST. JOHNS RIVER TERMINAL CO.	S
(e) GEORGIA AND FLORIDA RAILWAY CO.	TYPE "S"



APPROVED 10-1-70 (1466-K)

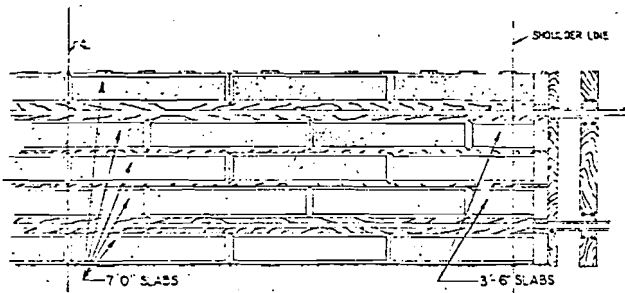
FLORIDA DEPARTMENT OF TRANSPORTATION

ROADWAY PLANS SECTION

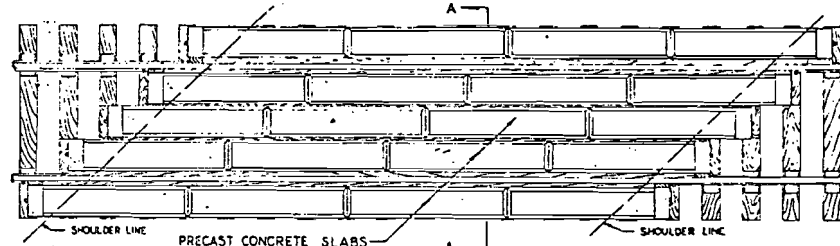
DETAILS OF RAILROAD CROSSINGS

SECTION	ROAD NO.	COUNTY	PROJECT NO.
Sheet No.			
Checked by	Checked by	Checked by	Checked by
Drawn by	Drawn by	Drawn by	Drawn by
Scale	Scale	Scale	Scale
1 OF 4			1466-K

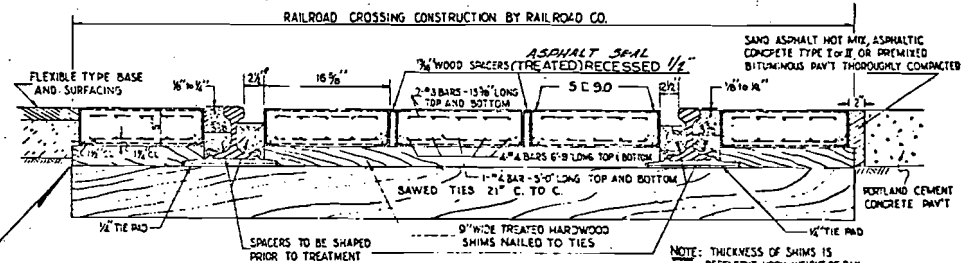
3	PLA		
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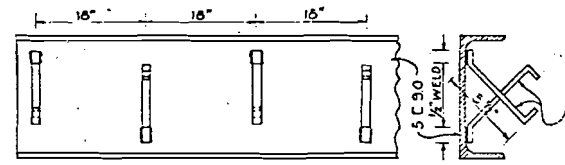
PLAN - 90° CROSSING



PRECAST CONCRETE SLABS  
ALL SLABS 7'-0" LONG AND 16 7/8" WIDE  
PLAN - SKEW CROSSING

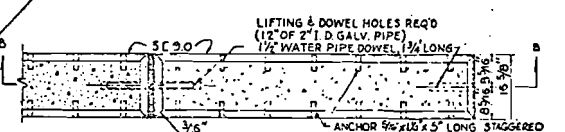


SECTION A-A

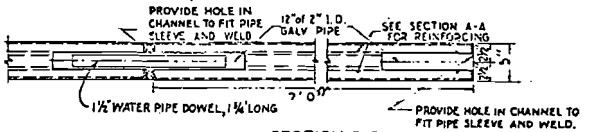


ELEVATION  
DETAIL OF 1/2 x 1 1/2 x 5" ANCHORS  
ANCHORS STAGGERED 16" C. TO C.  
TWO ANCHORS EACH END CHANNEL  
NOTE: 1/2 x 5" STUDS MAY BE USED  
IN LIEU OF ANCHORS.

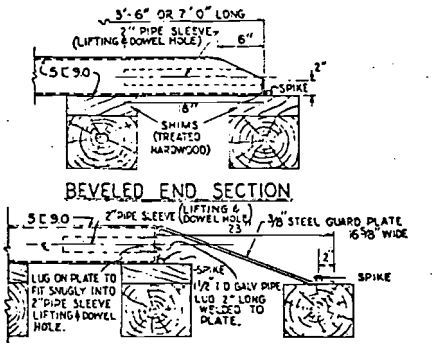
SECTION



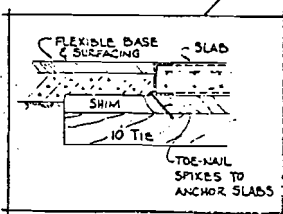
PLAN TYPICAL SLAB



SECTION B-B



BEVELED END SECTION  
ALTERNATE END SECTION



OPTIONAL DETAIL  
WHEN 10 TIES ARE USED

- NOTES -
1. SPACERS ADJACENT TO RAIL TO BE DENSE STRUCTURAL GS GRADE.
  2. SPACERS BETWEEN SLABS TO BE NP1 COMMON GRADE.
  3. ALL TIMBER TO BE SHAPED PRIOR TO TREATMENT.
  4. CLASS 'W' CONCRETE TO BE USED IN THE CONSTRUCTION OF THE PRECAST CONCRETE SLABS.
  5. ALL TIMBER SHIMS AND SPACERS AND PRECAST CONCRETE SLABS WILL BE FURNISHED AND INSTALLED BY THE RAILROAD CO. THE TRACK SHALL BE CONDITIONED TRUE TO LINE AND GRADE BY THE RAILROAD CO. PRIOR TO INSTALLATION OF THE CROSSING ELEMENTS.
  6. CONSTRUCTION OF THIS CROSSING REQUIRES A STABLE SUBGRADE FOR A MINIMUM OF 2" BELOW THE BOTTOM OF THE BALLAST. THE SUBGRADE SHALL BE CONSTRUCTED TO THE SAME REQUIREMENTS AS SPECIFIED FOR THE ADJOINING ROADWAY.

DETAILS OF RAILROAD CROSSING TYPE "J"

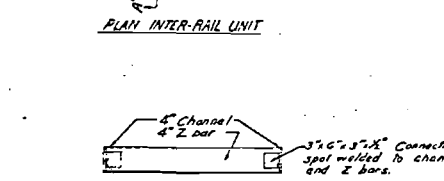
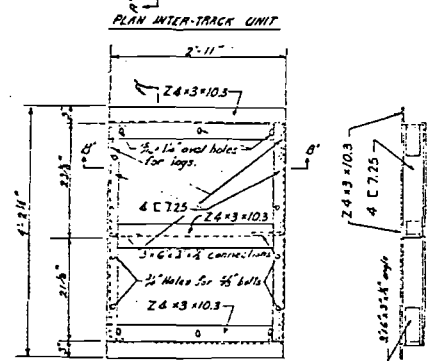
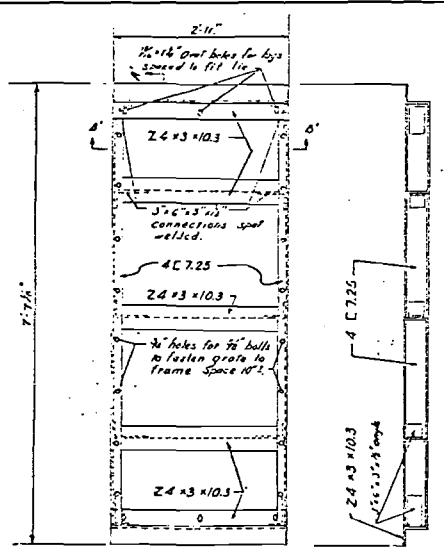
APP. APPROVED 1-28-70 (1466-J)

FLORIDA DEPARTMENT OF TRANSPORTATION  
ROADWAY PLANS SECTION  
RAILROAD CROSSING TYPE - J

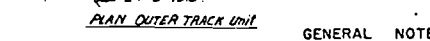
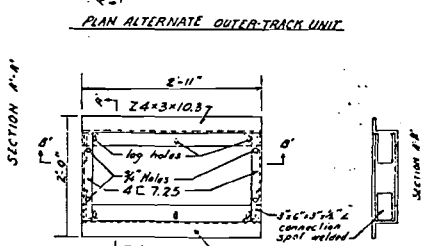
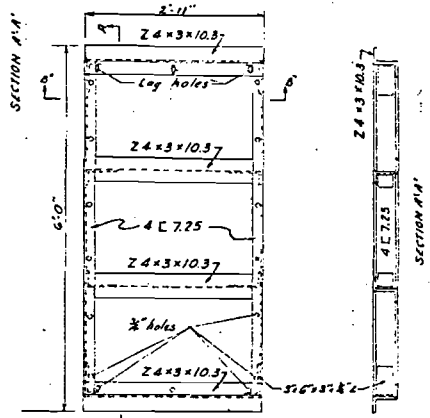
REVISIONS	DATE	BY	REASON
1	9/70	CHANGED L TO C & ADDED DOWEL TIE ROD	
2	1/71	LMF	

PROJECT NO.	1466-K
DATE	2 OF 4



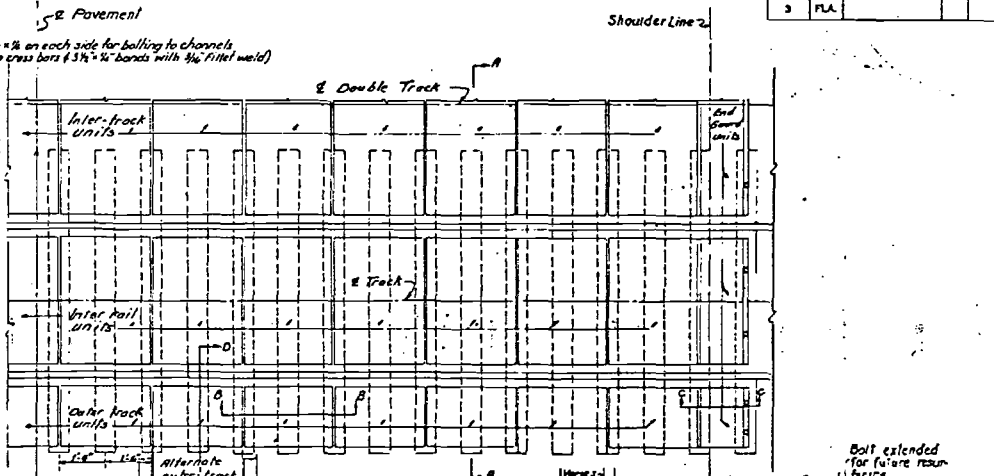
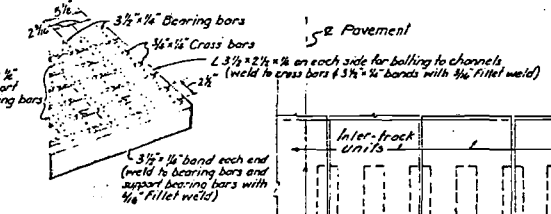


**FRAME DETAILS**  
Scale: 1/2"

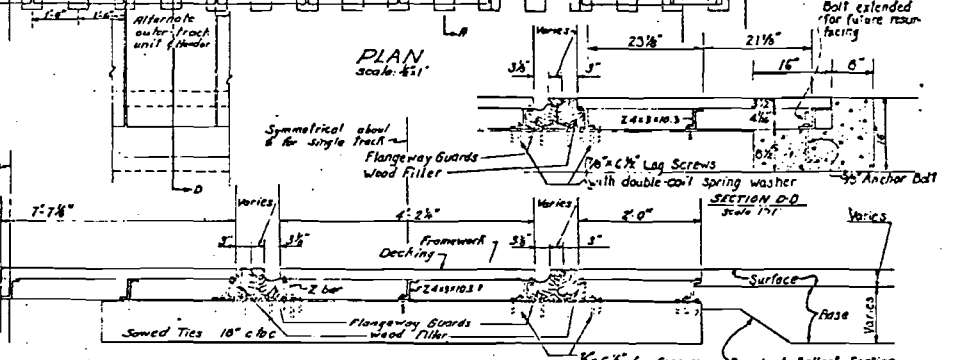


**GENERAL NOTES**

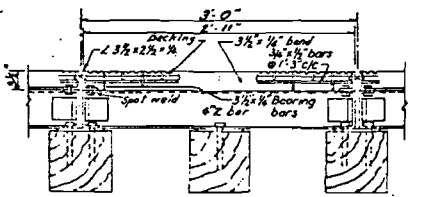
- This drawing is based on using 131# rail on a tangent section and Decking fabricated in sections to fit the corresponding sections of the supporting frame. The depth of the Z bars and channels may be varied to fit other rail sections.
- The framework units are attached to ties by 7/8" x 6 1/2" lag screws, and to Headwall by 5/8" anchor bolts. Double-call spring washers are used with lags to compensate for vertical motion.
- The decking is attached to the framework with 5/8" bolts. The head of the bolt is to be spot welded to the underside of the channel flange.
- Flangeway and outside filter timbers to be rabbetted to assure close fit prior to treatment.
- Ties to be sawed and spaced 18" C to C.
- Crossing of any angle can be equipped with units of either 45°, 67°30' or 90°.
- Decking may be as shown or equal (Submit shop drawings for approval by the Engineer).



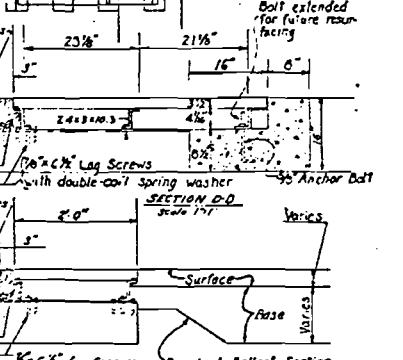
**PLAN**  
Scale: 1/4"



**SECTION A-A**  
Scale: 1/4"



**SECTION B-B**  
Scale: 1/4"

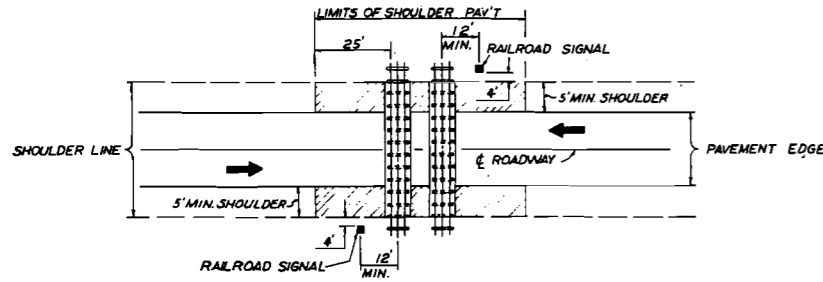


**SECTION C-C**  
Scale: 1/4"

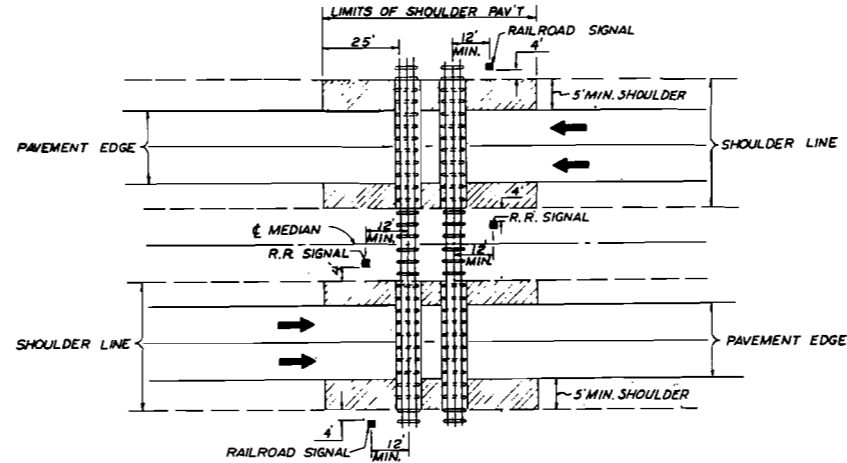
APPROVED: 11-28-10 (1166-11)  
FLORIDA DEPARTMENT OF TRANSPORTATION  
ROADWAY PLANS SECTION  
**RAILROAD CROSSING TYPE-M**

REVISIONS	ROAD NO.	COUNTY	PROJECT NO.
8/10 Changed type of thickness of decking			
Drawn by: LSH/ADP/GCD			
Checked by: JBB			
Approved by: [Signature]			
			4 OF 4   1466-K

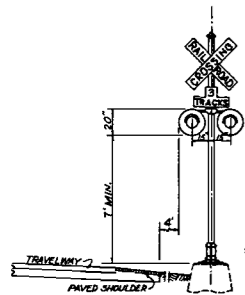
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA.			



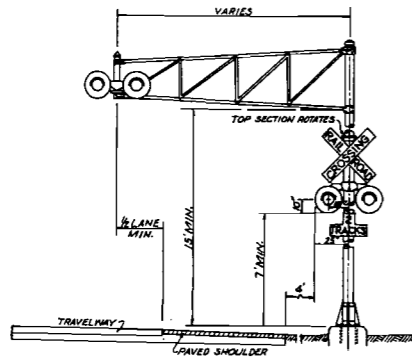
SIGNAL PLACEMENT AT RAILROAD CROSSING (2-LANE DESIGN)



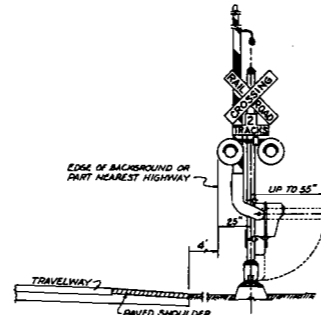
SIGNAL PLACEMENT AT RAILROAD CROSSING (4-LANE DESIGN)



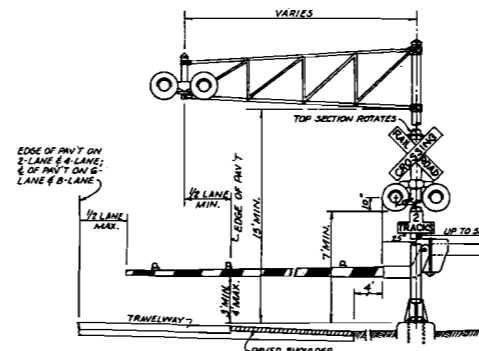
TYPE I



TYPE II



TYPE III



TYPE IV

**GENERAL NOTES:**

- No guardrail is proposed for signals; however at high exposure locations consideration of some form of impact attenuation device may be appropriate.
- Advance flasher to be installed when and if called for in plans or specifications at location and distance specified.
- Top of railroad signal foundation to be 6" above crown of highway.
- TYPE of Protective Devices:
  - Flashing Signals
  - Flashing Signals with Cantilever
  - Flashing Signals with Gates
  - Flashing Signals with Cantilever and Gates
  - Gates
- CLASS of Protective Devices:
  - Flashing Signals - One Track
  - Flashing Signals - Multiple Tracks
  - Flashing Signals and Gates - One Track
  - Flashing Signals and Gates - Multiple Tracks

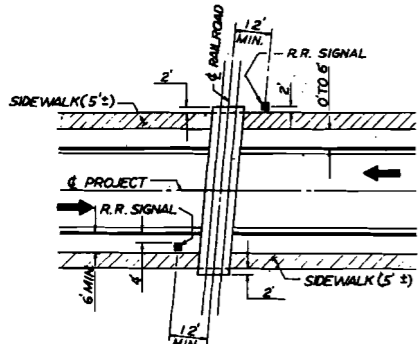
**RURAL TWO-LANE AND MULTILANE**

FLORIDA DEPARTMENT OF TRANSPORTATION			
ROADWAY PLANS SECTION			
<b>RAILROAD CROSSING PROTECTIVE DEVICES</b>			
ROAD NO.		COUNTY	PROJECT NO.
DATE			
DESIGNED BY		DATE	APPROVED BY
Checked by		NOV. 1971	R.R. Churchill
Checked by			State Engineer
Checked by			1 OF 3
Checked by			1467-A

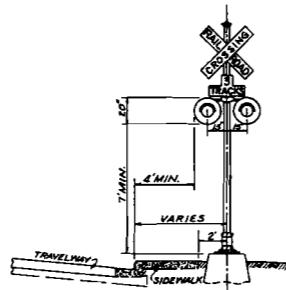
FHWA APPROVED: 1-26-70 (1467)

REVISIONS	DATE	DESCRIPTION

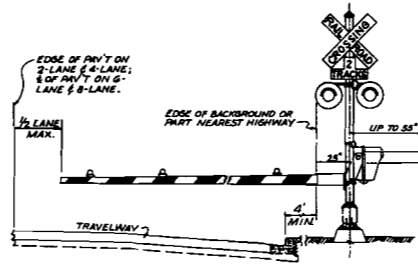
DATE	STATE	PROJECT NO.	DATE	PROJECT
3	FLA.			



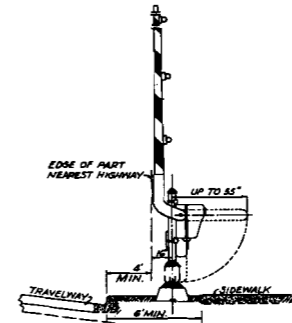
SIGNAL PLACEMENT AT RAILROAD CROSSING  
(2 LANE CURB AND GUTTER)



TYPE I



TYPE III



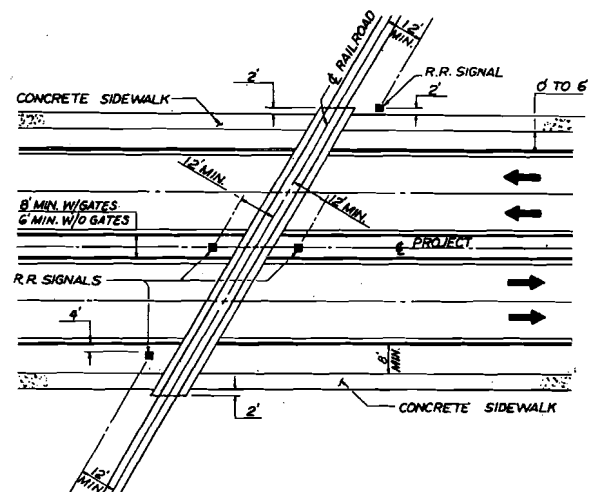
TYPE V

MUNICIPAL TWO-LANE

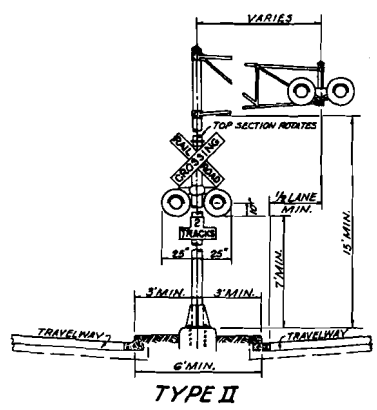
FLORIDA DEPARTMENT OF TRANSPORTATION  
ROADWAY PLANS SECTION  
**RAILROAD CROSSING  
PROTECTIVE DEVICES**

DATE		ROAD NO.	COUNTY	PROJECT NO.
DESIGNED BY		DATE	APPROVED BY	
CHECKED BY		DATE	DATE	
SUPERVISOR		DRAWING NO.		
		PROJECT NO.		
		2 OF 3 1467-A		

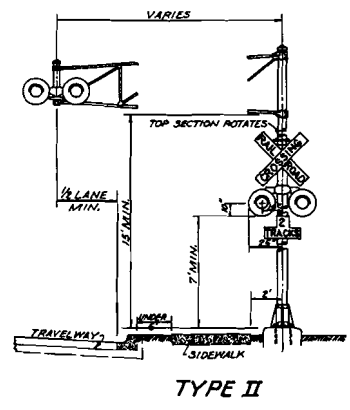




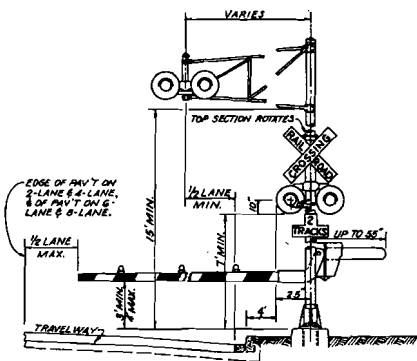
**SIGNAL PLACEMENT AT RAILROAD CROSSING  
(4 LANE CURB AND GUTTER)**



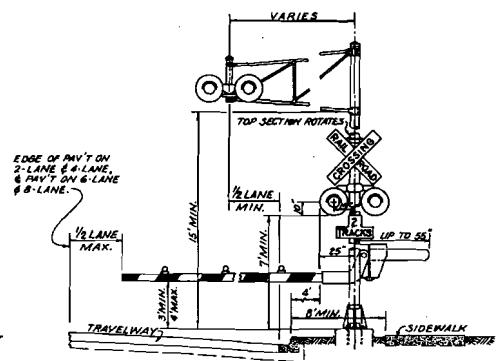
**TYPE II**



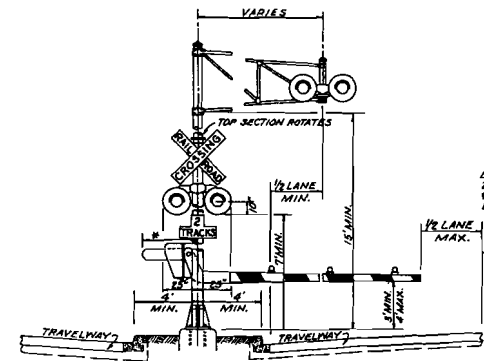
**TYPE II**



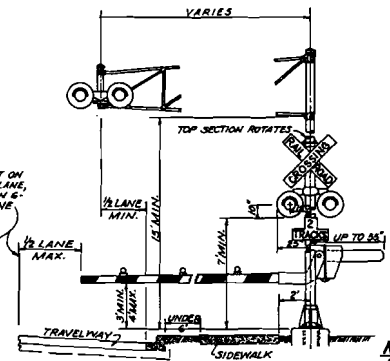
**TYPE IV**



**TYPE IV**



**TYPE IV**



**TYPE IV MUNICIPAL MULTILANE**

LENGTH OF COUNTERWEIGHT ARM AND WIDTH OF MEDIAN WILL DETERMINE LENGTH OF GATE ARM USED. MEDIAN SHOULD BE NO LESS THAN 6 FEET WIDE FOR GATE ARM UP TO 30 FEET.

FHWA APPROVED: 1-26-70 (1467)

REVISIONS		ROAD NO.	COUNTY	PROJECT NO.
Date	Description			
Designed by	LMP	Date	Nov. 71	APPROVED BY
Checked by				<i>R.R. Churchill</i>
Drawn by				<i>ENR</i>
Checked by				
Supervised by				