



**DESIGN-BUILD REPLACEMENT OUTDOOR DIGITAL SIGNAGE
LYNX CENTRAL STATION
RFP 18-R03
ADDENDUM NUMBER TWO (2)
DECEMBER 9, 2017**

Clarification:

- 1) Request For Proposal (RFP) Questions/Clarification Due Date: Clarifying questions from Addendum Number Two (2) may be submitted until December 15, 2017.
- 2) **Proposal Due Date:** The Proposal Due Date has been changed from November 30, 2017, until **January 5, 2018, at 2:00 p.m. EST.**
- 3) Disadvantaged Business Enterprise (DBE) Goal: There is no DBE Goal for this project. However, LYNX encourages DBE participation either as a prime or a subcontractor to the prime.

Request For Proposal (RFP)

- 1) **Question:** Will LYNX issue an extension for Proposal submissions until Friday December 15, 2017?

Response: Yes; however, the new Proposal Due Date is **January 5, 2018 at 2:00 p.m. EST.**

- 2) Context: 44. Submissions "...The Proposer shall also include the cost of one-sided signs (single direction) for all bays in the direction of the arrival of the bus, facing the waiting and queueing area for the bus as a lower cost option."

Question: How should we reflect the unit prices for the single-sided displays when there is no line item provided? (Including the prices for the single-sided displays in additional documentation would make the unit prices provided in CLIN 1000 inaccurate). Exhibit L - Pricing Schedule {CLIN 1000 only includes a line for a price (each) of 24 Digital Signage Equipment, although 3 of the displays are only single-sided and would have a price different from the other 21 displays}

Response: Please see the attached revised Price Schedule.

- 3) **Question:** Can LYNX provide the Pre-Proposal attendee list and the DBE contractor list mentioned at the meeting?

Response: Please see the attached Pre-Proposal attendee list. We do not have a DBE contractor list; however, you may search for DBE contractors at FDOT website: <https://fdotxwp02.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/CustomSearch.aspx>

- 4) **Question:** Context: Price sheet - How should annually recurring costs that are not priced per-unit (such as hosting fees for the CMS) be listed on the price sheet?

Response: Please see the attached revised Price Schedule.

Scope of Work

- 1) **Question:** Is the server equipment to be installed on site at the LYNX Central Station located at 455 North Garland Avenue, Orlando, FL 32801?

Response: Equipment proposed to be installed by Proposer will be installed at LYNX Central Station located at 455 North Garland Avenue, Orlando, Florida 32801. The specific location within the facility will depend upon the equipment proposed.

- 2) **Question:** Remote access by the provider would be very beneficial for training, updates and support. Will remote access to the LYNX Digital Sign Server be available?

Response: Remote access can be arranged and will require signage of a non-Disclosure Agreement and the VPN policy.

- 3) **Question:** General Transit Feed Specification (GTFS) is a very common standardized format used by Public Transit Industry to associate schedules with geographic information. Can the LYNX scheduled data be available in GTFS format?

Response: The current General Transit Feed Specification (GTFS) data is available through the LYNX website at www.golynx.com. (Home/Maps & Schedules/GIS/GTFS Data Download)

- 4) **Question:** Can you confirm that all of the data to be displayed, and specifically the real-time departure information, will be included in the DoubleMap data feed?

Response: The DoubleMap Application Programming Interface (API) documentation is included for reference. It includes the real-time estimated arrival based upon route serving a stop. The Proposer will need to verify how the information available will match with their software.

LYNX uses Trapeze (TripSpark) products including Streets ITS Fixed Route Real-Time Web Services. Integration to Web Services would require a vendor license with Trapeze and would provide real-time information related to trips that depart from a requested stop in the near future. Documentation on the interface can be obtained through TripSpark and would possibly require a Non-Disclosure Agreement.

The Proposer can use either source to meet the requirements.

- 5) **Question:** Can a link to and access information be provided for both the LYNX schedule and DoubleMap real-time data?

Response: The current General Transit Feed Specification (GTFS) data is available through the LYNX website at www.golynx.com. (Home/Maps & Schedules/GIS/GTFS Data Download)

The DoubleMap Application Programming Interface (API) documentation is included for reference. It includes the real-time estimated arrival based upon route serving a stop. The Proposer will need to verify how the information available will match with their software.

LYNX uses Trapeze (TripSpark) products including Streets ITS Fixed Route Real-Time Web Services. Integration to Web Services would require a vendor license with Trapeze and would provide real-time information related to trips that depart from a requested stop in the near future. Documentation on the interface can be obtained through TripSpark and would possibly require a Non-Disclosure Agreement.

The Proposer can use either source to meet the requirements.

- 6) Question:** Advanced scheduling of messages to display at specific times and on specific days allows for more effective distribution of information. Is the ability to schedule messages a requirement for this project?

Response: The scope states that, "Content management software shall allow LYNX to designate and "push" messages to a specific sign, grouping of signs or all signs (for example, "Link 11 is arriving late due to an accident on Orange Avenue" or "Link 7 had moved to Bay D")." The Proposal Evaluation in Exhibit C includes evaluation of the Proposer's Approach and Methodology. The Proposer is encouraged to provide LYNX with the best solution to meet the needs of LYNX.

- 7) Question:** Since Ethernet will be used for communication with all of the signs, can you confirm that conduits and easily accessible areas to route cables, are available from the server location to all of the display locations?

Response: The Proposer will provide the design recommended for the installation and connection of the signs. The server location will depend on the design from proposer. Conduit and access points exist from each column to the dispatch room, located adjacent to Bay D. Conduit is available from the dispatch room to the electrical room. The installer will need to verify the correct path of conduit and access points.

- 8) Question:** The 277 VAC poser mentioned in the spec is typically reserved for lighting loads only. Can the supplying of 120 VAC power at each display location be addressed outside of the scope of this project?

Response: The nearest connection for 120 VAC power is located in the electrical room. Conduit and access points exist from each column to the dispatch room, located adjacent to Bay D. Conduit is available from the dispatch room to the electrical room. The installer will need to verify the correct path and length of conduit and access points.

9) Question: Will the ADA requirement for audio announcements of display content be part of this project? Are pushbuttons to activate the audio and that meet ADA requirements also required?

Response: The scope states, "The Proposer shall document and ensure that the signs meet the minimum font size, color(s), angle, and other requirements to ensure compliance with guidelines of the Americans with Disabilities Act." These requirements include equal provision to individuals who cannot visually read the signs. It is assumed that a method such as audio announcements activated by an accessible push button with Braille identification shall be included to meet the requirement of the scope.

10) Question: Luminator acknowledges the need for a PE to sign the plans (originals and copies). Is a TX PE acceptable or must the PE come from FL or both?

Response: The PE must be register with the State of Florida.

11) Question: What is the BRIDGE LOAD RATING? And how will this standard be applied to this project? Will the same PE requirements be applicable?

Response: Signs cannot be suspended from or anchored to the roof structure as it is not capable of supporting their weight. Signs will be attached to the columns in each bay. The designs for the columns are referenced in Question 12.

12) Question: Can LYNX provide mechanical drawings and structural details of the pillars and existing signage?

Response: Please reference the attached plans:

- International Sign & Design pages G-35 and G-36.1
- Portland Cement Association – Column Structural Specifications
- 0030_49 E01.01_Electrical_001 – Site Lighting and Power Plan Area 1
- 0031_49 E01.02_Electrical_001 – Site Lighting and Power Plan Area 2
- 0075_103 E0.01_Electrical_001 – Electrical General Notes
- 0076_104 E0.01_Electrical_001 – Site Lighting and Power Plan Area 1
- 0077_105 E0.02_Electrical_001 – Site Lighting and Power Plan Area 2
- 0141_141 Y2.11_Communications_002 – Communications Ground Floor Plan – Area A
- 0142_142 Y2.12_Communications_002 – Communications Ground Floor Plan – Area B
- 0143_143 Y4.01_Communications_002 – Communications Enlarged Plans
- 0144_144 Y7.01_Communications_002 – Communications Details

13) Question: Can LYNX provide paint color spec used for LCS and for the existing signage?

Response: Please reference the attached International Sign & Design pages G-35 and G-36.1.

14) Question: Can LYNX provide a site drawing and identify any mandatory clearances that must be maintained in the areas around the pillars, i.e. maximum height, minimum clearance below, or distance from curbs, etc.

Response: Reference International Sign & Design pages G-35 and G-36.1 for existing clearances. LYNX requires a vertical clearance from concrete floor to bottom of sign.

The bidder shall also consult the Americans with Disabilities Act (ADA) regulations for specific requirements for overhead heights and associated ADA related setbacks/clearance requirements to ensure that the most up-to-date information is obtained. Generally, it is suggested that a sign (depending on how and where it is mounted) should be set back from a face of curb by approximately 4 feet.

15) Question: Will any of the existing equipment (lights, speakers, indicators, etc.) need to be reinstalled with the new signage? If so, can any repairs or replacement be invoiced separately?

Response: The side lights facing the existing sign board with the purpose of lighting up the four squares with route numbers will be removed along with the existing sign board. The three lights (red, yellow, green) beneath the sign board will also be removed. The remaining lights, speakers, and security cameras will remain.

16) Question: If an installation subcontractor is used and their Builder's Risk & Environmental Liability Insurance coverage meets the requirements for this project, would the Prime Contractor have to have additional coverage?

Response: Note: Still researching. Will respond once we receive an answer from our broker.

17) Question: Can Lynx provide any existing electrical and network drawings for the LCS?

Response: Please refer to the documents referenced in Question 12.

18) Question: Context: No term is provided for software that may be provided on an annual license. What term should be used for software of this nature (i.e., if the software is licensed on an annual basis, how many years should we assume the license should be for in the initial firm-fixed fee)?

Response: An initial contract of three years with an additional two one-year options should be proposed. If SAAS is proposed, LYNX prefers a perpetual license with a maintenance contract.

19) Context: "Our current supplier, DoubleMap, Inc., provides a feed of estimated real-time bus arrival at a specified stop through an Application Program Interface (API)."

Question: Will the DoubleMap real-time API documentation be provided prior to award to determine the complexity of integrating with this system?

Response: The DoubleMap Application Programming Interface (API) documentation is included for reference. It includes the real-time estimated arrival based upon a route serving a stop. The Proposer will need to verify how the information available will match with their software.

LYNX uses Trapeze (TripSpark) products including Streets ITS Fixed Route Real-Time Web Services. Integration to Web Services would require a vendor license with Trapeze and would provide real-time information related to trips that depart from a requested stop in the near future. Documentation on the interface can be obtained through TripSpark and would possibly require a Non-Disclosure Agreement.

The Proposer can use either source to meet the requirements.

20) Question: Is the schedule data available in GTFS format?

Response: The current General Transit Feed Specification (GTFS) data is available through the LYNX website at www.golynx.com. (Home/Maps & Schedules/GIS/GTFS Data Download)

21) Question: If no, what format is the schedule data available in?

Response: See answer to Question 20.

22) Question: Given the API is stated to provide arrival data, and the stated intent is to show departure time, is there a consistent policy regarding departure times with respect to arrival times (so that departure times can be accurately calculated given the expected arrival times), or are the expected departure times also provided in the real-time API?

Response: Buses depart at the scheduled departure time which is available through the GTFS files. Buses delayed beyond the departure time will depart as soon as possible once passengers have alighted and the remainder departed. Real-time information would provide the estimated arrival at LYNX Central Station and could be used to determine the bus assigned to the scheduled departure, whether it has arrived at LYNX Central Station, and whether it has departed the bay at a scheduled time or if it is delayed. LYNX systems do not estimate the departure time for a bus departing after the scheduled departure.

23) Context: "34. Design and Engineering Services

Provide complete design of the system, including equipment necessary to tie into the existing ITS network such that the information is transmitted to LYNX Real-Time Bus Information System."

Question: What information were you considering that would be transmitted to the LYNX Real-Time Bus Information System? (In most instances displays of this nature are considered consumers of real-time bus information.)

Response: The scope states, "The Outdoor Digital Signage would provide dynamic information including the current time and the identification and estimated departure time of the next fixed route buses scheduled to depart from the bay. Additional potential

information may include general information or marketing information.” It also states, “Content management software shall allow LYNX to designate and “push” messages to a specific sign, grouping of signs or all signs (for example, “Link 11 is arriving late due to an accident on Orange Avenue” or “Link 7 had moved to Bay D”).”

It is anticipated that the identification of the scheduled route serving the bay and departure time are displayed in addition to the date and time. Buses that are delayed in arrival or departure past the scheduled departure time would be identified to provide the information to the customer. Marketing messages and general messages would be displayed along with manual input messages from the dispatch supervisors to provide ad hoc information related to incidents.

24) Context: "34. Design and Engineering Services

Provide complete design of the system, including equipment necessary to tie into the existing ITS network such that the information is transmitted to LYNX Real-Time Bus Information System."

Question: What networking connections are currently provided at LCS?

Response: The Proposer can connect to a 1GB Ethernet interface inside the window dispatch office located adjacent to Bay D. The rest of the connection hardware would be provided by the Proposer with LYNX approval to meet LYNX standards for network equipment.

25) Question: Where are network "drops" currently located at LCS that could be leveraged for use by the displays?

Response: The Proposer can connect to a 1GB Ethernet interface inside the window dispatch office located adjacent to Bay D. The rest of the connection hardware would be provided by the Proposer with LYNX approval to meet LYNX standards for network equipment.

26) Question: Are there any ITS rules or policies that would prevent the display computers from accessing an internet-based SAAS content management system (CMS)?

Response: Configuration for Internet access can be accommodated based on further discussion of the Proposer’s solution.

27) Question: Are there any ITS network rules that would prevent the following network ports to be open for the display computers:

Purpose	Port
Windows time service (clock sync)	123
HTTP	80
FTP Data Transfer	20

Response: Configuration for Internet access can be accommodated based on further discussion of the Proposer's solution.

- 28) Question:** Context: "All design and construction must be accessible to individuals with disabilities pursuant to Titles II and III of the Americans with Disabilities Act." What is your preference for providing an ADA equivalent experience to the digital displays? Would you prefer to include push-to-talk functionality (provided by the vendor and conveyed by accessible button-press and braille placards), a phone help-desk (provided by LYNX and conveyed by braille placards), or some other means?

Response: The scope states, "The Proposer shall document and ensure that the signs meet the minimum font size, color(s), angle, and other requirements to ensure compliance with guidelines of the Americans with Disabilities Act." These requirements include equal provision to individuals who cannot visually read the signs. It is assumed that a method such as audio announcements activated by an accessible pushbutton with Braille identification shall be included to meet the requirement of the scope.

- 29)** Can you please describe what the 3 lights under the existing signage solution do or was supposed to do?



Response: There are three color lights of red, yellow, and green. The red light indicates a scheduled departure for the bay of more than 2 minutes in the future. Yellow indicates the scheduled departure is within 2 minutes and that customers need to board. Green indicates that it is departure time and the bus may leave the bay.

- 30)** Are the lights in Item #1 still functional on all or some bays?

Response: Some bays are functional while others are not.

- 31)** If they are functional, is this a feature Lynx would like to maintain and/or duplicate in the next solution?

Response: The purpose of the lights was to provide an indication to the passengers approximately how much time they had remaining to board the bus. The digital signage will now provide the information. Duplication of the lights is not a requirement of the scope.

32) Would Lynx like to retain the blue, orange, and green color scheme for poles and letter backgrounds?

Response: LYNX would like to retain colors that match those currently in the bays. The color scheme relates to the row of bays with all bays in that row having the same color on the pole and the letter.

33) If the Answer to Item 4 is yes, what are the RGB, RAL, or Pantone Colors for the Poles / Letter backgrounds on the signage?

Response: LYNX does not have a color specification for the current colors but can provide a color specification that most closely matches the color if requested by the vendor.

34) Are there are other specific colors / branding / identity information Lynx can share?

Response: The LYNX branding guide is included for reference.

35) Is there somewhere on site where a dumpster can be stored for the duration of the project?

Response: LYNX will be able to accommodate a dumpster provided by the vendor on site. The specific location will be determined with the vendor prior to commencement.

EXHIBIT L – REVISED – ADDENDUM NUMBER 2
PRICING SCHEDULE

CLIN 1000	Design-Build LYNX Central Station (LCS) Signage	UNIT Of Measure	Quantity	Unit Cost	Extended Cost
	Digital Signage Equipment	Each	24		
	Single-sided displays (see addendum number 2)	Each	3		
	Installation/Mobilization (All Labor Cost)	Each	1		
	De-installation and Movement of Existing Equipment To Designated Location	Each	1		
	Design/Plans	Each	1		
	Repair/Misc. Construction Services (supplies, materials, repair labor, etc.)	Each	1		
Turn Key Proposal					

Please Note: Proposer may submit additional documents to support their pricing structure, however, only this document will be accepted as the official pricing proposal.

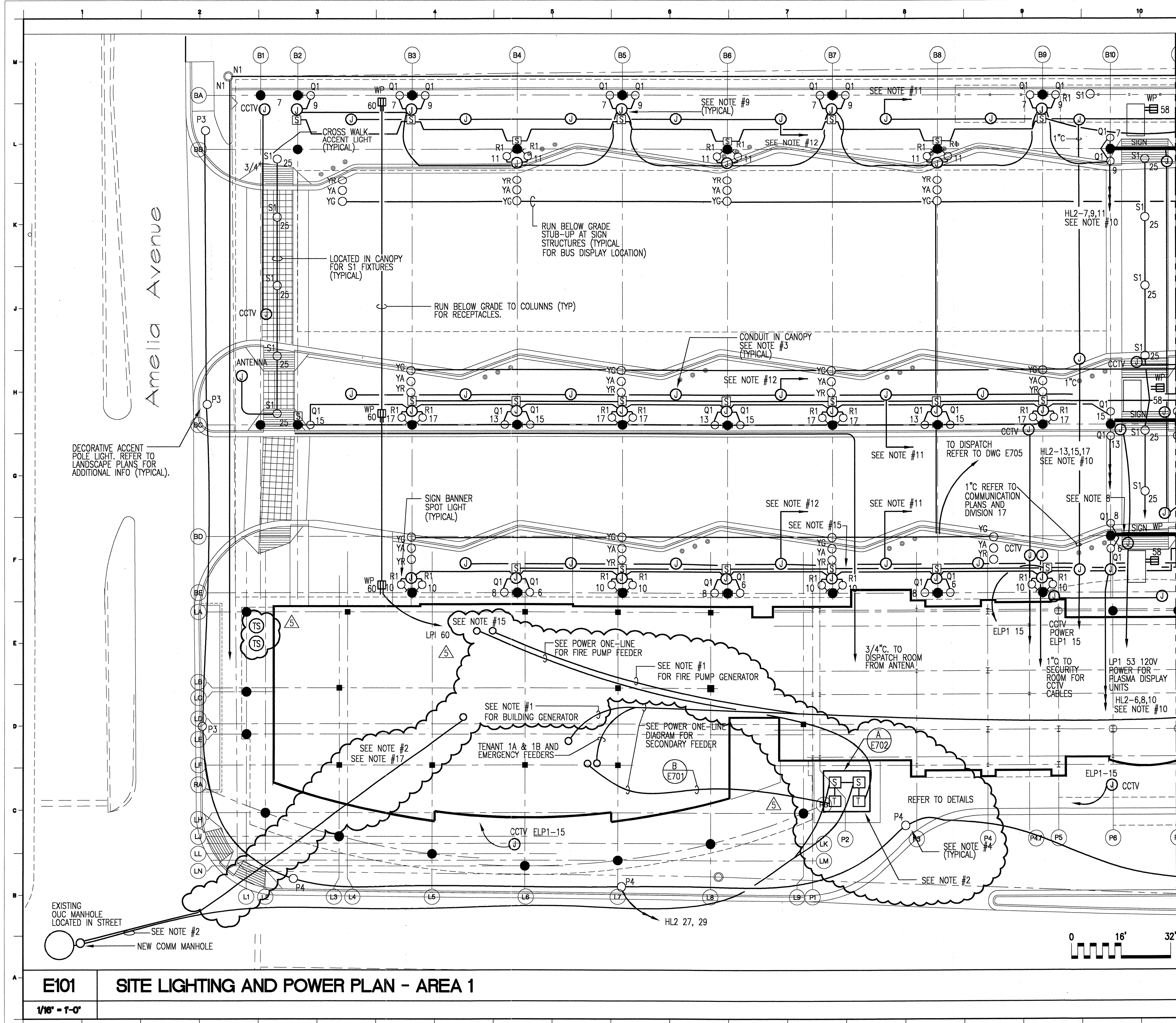
CLIN 1001	Design-Build LYNX Central Station (LCS) Signage	UNIT Of Measure	Quantity	Unit Cost	Extended Cost
	Extended Warranty	Years			
	Preventative Maintenance/Repair Services	5 Years	1		
	Annual Hosting Fees For The CMS	Each	1		
	Other Fees Associated with Ongoing Support/Maintenance	Each			

Please Note: Extended Warranty and Preventative Maintenance/Repair Services may be awarded as a part of this contract. However, this information will not be used to determine the pricing component for the evaluation.

 Signature of Proposer's Authorized Official Date

 Name of Proposer's Authorized Official

 Title of Proposer's Authorized Official



- NOTES**
- 1 PROVIDE GENERATOR SERVICES AS FOLLOWS: (1) 1-1/4" CONDUIT FOR DERANGEMENT PANELS EACH GENERATOR. (2) 3/4" CONDUIT POWER FOR HEATERS, EMERGENCY STOP AND CHARGERS EACH GENERATOR. REFER TO ONE-LINE DIAGRAM FOR POWER FEEDERS.
 - 2 PROVIDE (6) 4" 4°C FROM PAD TO MANHOLE. (4) TO HOUSE TRANSFORMER. (2) TO FIRE PUMP TRANSFORMER. CABLE SHALL BE PROVIDED BY THE UTILITY COMPANY. PROVIDE (4) 4" 4°C FROM EACH SWITCH PAD TO EACH TRANSFORMER. PROVIDE (4) 4" CONDUITS BETWEEN SWITCHES. CABLE SHALL BE PROVIDED BY THE UTILITY COMPANY. VERIFY MANHOLE LOCATION.
 - 3 PROVIDE A JUNCTION BOX WHERE SHOWN WITH 3/4" C BACK TO LP1 FOR FUTURE SPECIALTY POWER. LOCATION OF BOXES AS DIRECTED IN FIELD.
 - 4 REFER TO LANDSCAPE PLANS FOR EXACT LOCATIONS OF SITE LIGHTS IN PARKING AND PLANTING AREAS.
 - 5 ALL CONDUIT ROUTING IN CANOPY SHALL BE COORDINATED WITH ARCHITECT. FOLLOW ALL STRUCTURAL BEAMS. CONCEAL ABOVE BEAMS WHERE POSSIBLE CONDUIT FINISH SHALL MATCH BUS CANOPY FINISH.
 - 6 BUS INDICATING LIGHTS SHALL BE CIRCUITED TO THE DISPATCH ROOM FOR CONTROL. PROVIDE WIRING AS DETAILED ON E705 AND AS REQUIRED.
 - 7 PROVIDE SEPARATE CONTACTORS FOR CONTROL OF Q1, R1 AND S1 FIXTURES WHERE MULTIPLE CIRCUITS OCCUR. SITE FIXTURE POLES SHALL HAVE TC/PC CONTROL VIA A SEPARATE CONTACTOR.
 - 8 PROVIDE A SPECIALTY LIGHT FIXTURE AS DETAILED ON DRAWING E312.
 - 9 CONDUITS AT COLUMNS UTILIZED FOR LIGHTING SHALL BE RUN BELOW GRADE. TERMINATE AT THE FIXTURE JUNCTION BOX AND EXTEND TO THE ADJACENT FIXTURE JUNCTION BOX. ONE BOX PER FIXTURE.
 - 10 RUN LIGHTING CIRCUITS VIA CANOPY LIGHTING CONTROLS. PC/TC ALL #10 CONDUCTORS.
 - 11 RUN EMPTY 3/4" CONDUIT VIA COLUMN B8 CIRCUIT AND CONDUCTORS. DONE IN THE FUTURE.
 - 12 RUN EMPTY 3/4" CONDUIT VIA COLUMN B7 CIRCUIT AND CONDUCTORS. DONE IN THE FUTURE.
 - 13 RUN 3/4" CONDUIT FOR SPEAKERS BELOW GRADE, CONCEAL IN COLUMN. RUN HOMERUN TO ROOM 107 AND TERMINATE AT SOUND EQUIPMENT LOCATION.
 - 14 PROVIDE 1" C. FOR CCTV SYSTEM WHERE NEEDED. RUN IN COLUMN. RUN HOMERUN TO ROOM 107 AND TO ROOM 160 AND TERMINATE AT EQUIPMENT AS PRICED.
 - 15 PROVIDE RECEPTACLES WHERE NEEDED FOR DISPLAY LIGHTS. LOCATE IN CANOPY AS DIRECTED BY ARCHITECT. RUN #8 CONDUCTORS MINIMUM.
 - 16 1" C. FOR VMS PANEL. RUN TO DISPATCH ROOM.
 - 17 (2) 4" C FOR TELEPHONE. REFER TO CIVIL PLANS AND ONE-LINE DIAGRAMS.

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Central Station
Orlando, Florida

Central Florida Regional Transportation Authority

Revision:

No.	Date	Description
△	11/08/02	GENERAL REVISIONS
△	1/08/03	BUILDING DEPT. REVISIONS

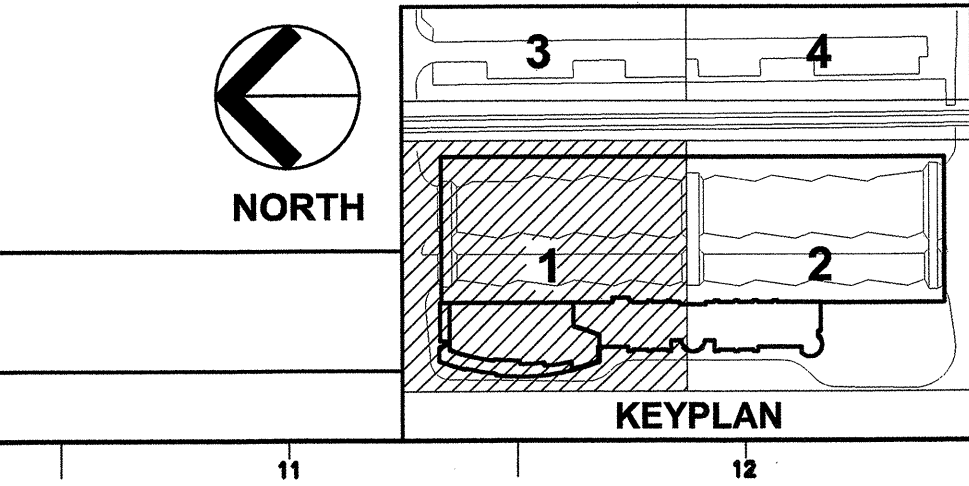
Issued for:	Date:
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<input type="checkbox"/> Prelim. Engineering	05/03/02
<input checked="" type="checkbox"/> Final Engineering	8/30/02
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Drawing Title
SITE LIGHTING AND POWER PLAN AREA 1

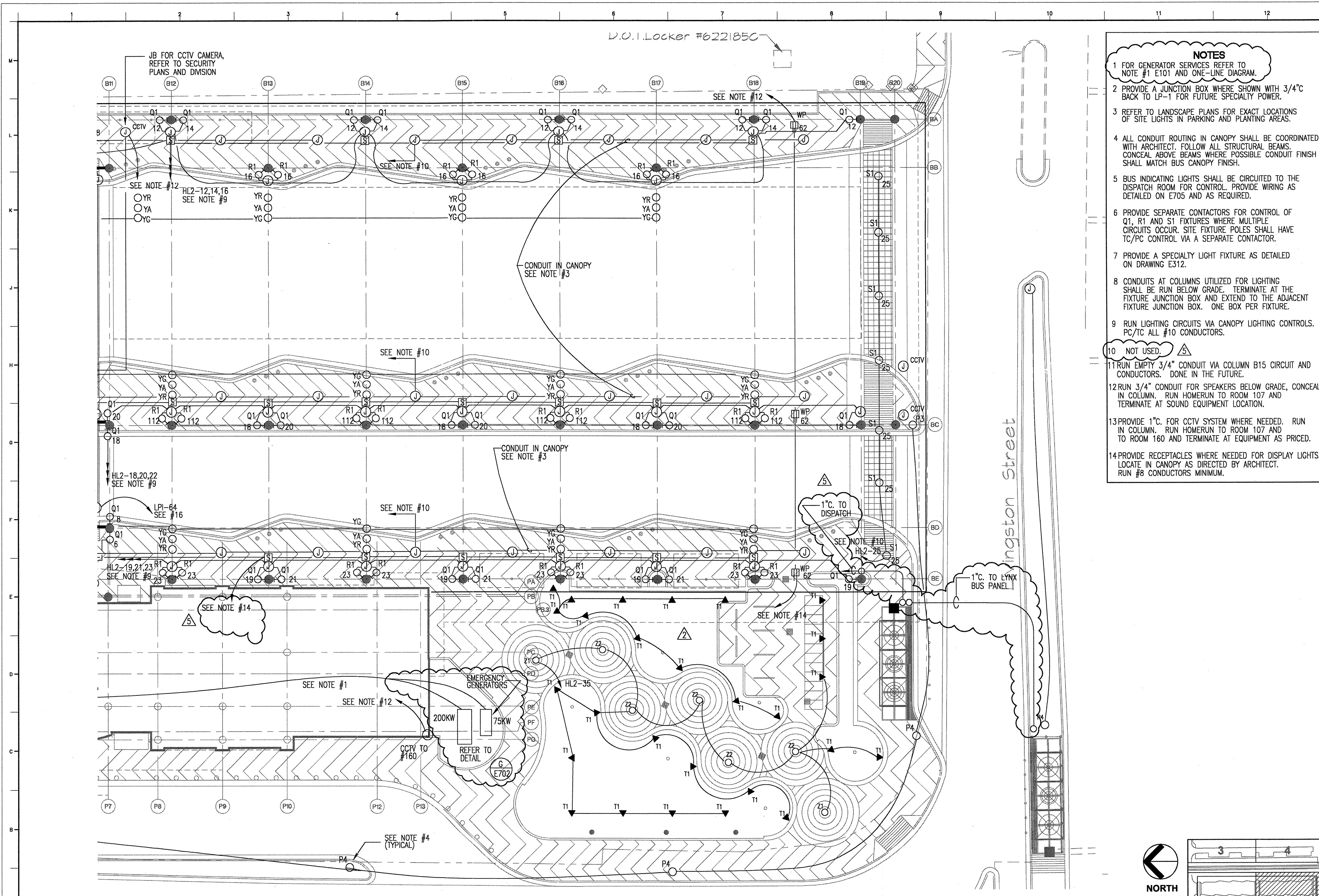
Seal

Proj. No.: 21028
Drawn By: JD/CD
Proj. Coord.: RLD
Proj. Mgr.: DB
File: LXCD-E101

Sheet No.
E1.01



E101 SITE LIGHTING AND POWER PLAN - AREA 1
1/16" = 1'-0"



- NOTES**
- FOR GENERATOR SERVICES REFER TO NOTE #1 E101 AND ONE-LINE DIAGRAM.
 - PROVIDE A JUNCTION BOX WHERE SHOWN WITH 3/4" C BACK TO LP-1 FOR FUTURE SPECIALTY POWER.
 - REFER TO LANDSCAPE PLANS FOR EXACT LOCATIONS OF SITE LIGHTS IN PARKING AND PLANTING AREAS.
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 - RUN LIGHTING CIRCUITS VIA CANOPY LIGHTING CONTROLS. PC/TC ALL #10 CONDUCTORS.
 - NOT USED.
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Central Florida Regional Transportation Authority
 Orlando, Florida

Revision:

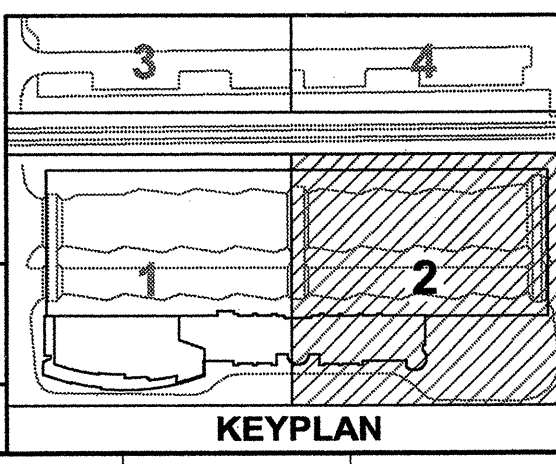
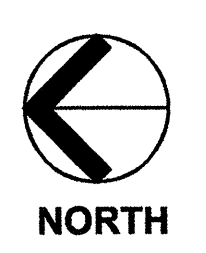
No.	Date	Description
1	9/29/02	ADDENDUM 2
2	11/08/02	GENERAL REVISIONS
3	1/08/03	BUILDING DEPT. REVISIONS

Issued for:

	Date:
<input type="checkbox"/> Schematic Design	02/15/02
<input type="checkbox"/> Prelim. Engineering	05/03/02
<input checked="" type="checkbox"/> Final Engineering	8/30/02
<input type="checkbox"/>	
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Drawing Title
SITE LIGHTING AND POWER PLAN AREA 2

Seal	Proj. No.: 21028 Drawn By: JD/CD Proj. Coord.: RLD Proj. Mgr.: DB File: LXCD-E102
	Sheet No. E1.02



E1 SITE LIGHTING AND POWER PLAN - AREA 2

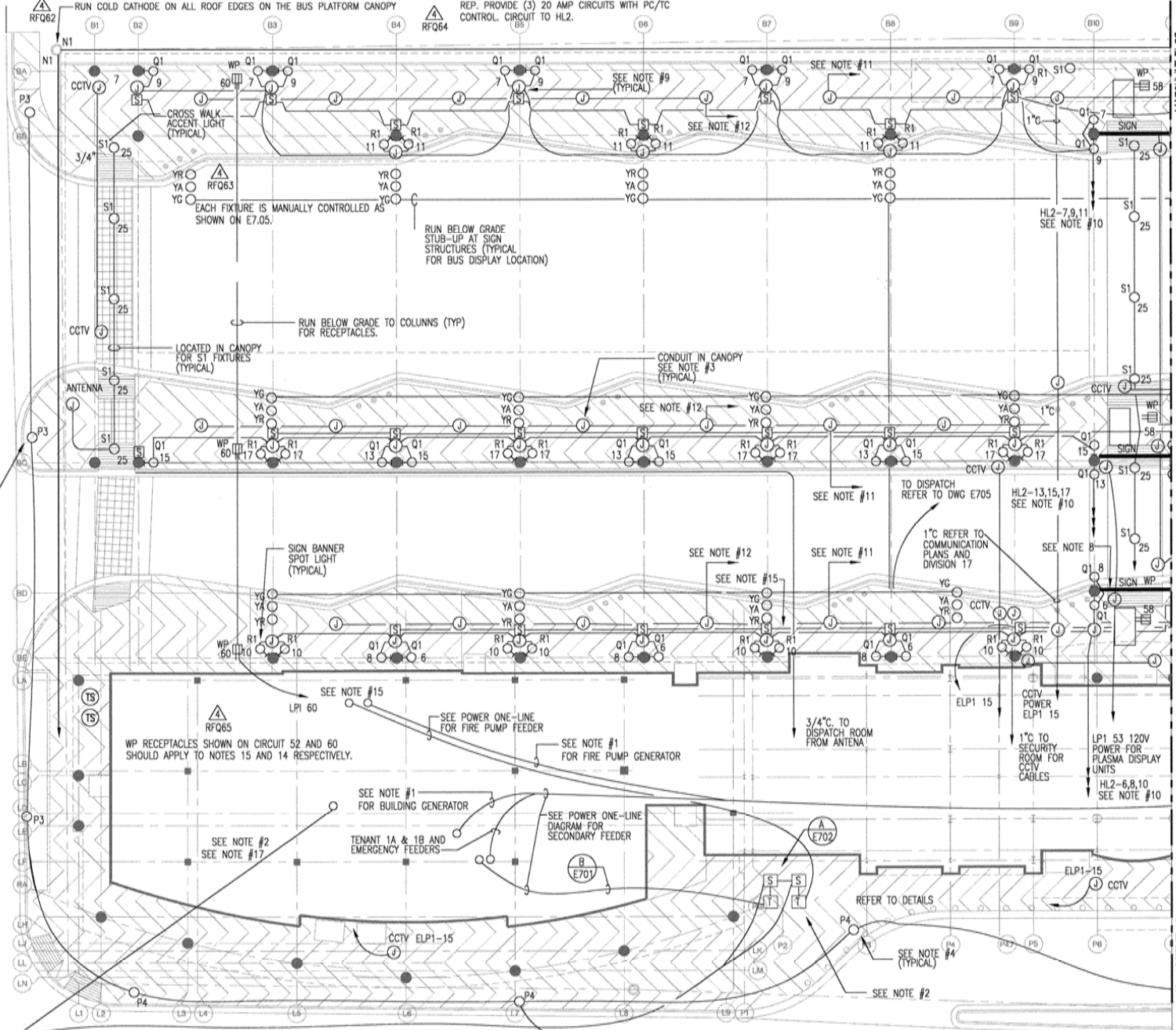
1/16" = 1'-0"
 0' 2' 4' 8' 16'

Amelia Avenue

CANOPY. COORDINATE LENGTH WITH MANUFACTURERS
 REP. PROVIDE (3) 20 AMP CIRCUITS WITH PC/TC
 CONTROL. CIRCUIT TO HL2.

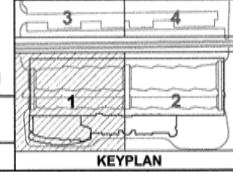
NOTES

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- 8 PROVIDE A SPECIALTY LIGHT FIXTURE AS DETAILED ON DRAWING E312.
- 9 CONDUITS AT COLUMNS UTILIZED FOR LIGHTING SHALL BE RUN BELOW GRADE. TERMINATE AT THE FIXTURE JUNCTION BOX AND EXTEND TO THE ADJACENT FIXTURE JUNCTION BOX. ONE BOX PER FIXTURE.
- 10 RUN LIGHTING FIXTURES VIA CANOPY LIGHTING CONTROLS. PC/TC ALL #10 CONDUCTORS.
- 11 RUN EMPTY 3/4" CONDUIT VIA COLUMN BB CIRCUIT AND CONDUCTORS. DONE IN THE FUTURE.
- 12 RUN EMPTY 3/4" CONDUIT VIA COLUMN B7 CIRCUIT AND CONDUCTORS. DONE IN THE FUTURE.
- 13 RUN 3/4" CONDUIT FOR SPEAKERS BELOW GRADE, CONCEAL IN COLUMN. RUN HOMERUN TO ROOM 107 AND TERMINATE AT SOUND EQUIPMENT LOCATION. NOTE SHALL APPLY TO CCTV LOCATIONS INDICATED. AT CCTV JUNCTION BOXES PROVIDE A RACEWAY SYSTEM TO ROOM #160 FOR INSTALLATION OF RFO66 VENDOR PROVIDED SECURITY SYSTEM.
- 14 PROVIDE 1" C. FOR CCTV SYSTEM WHERE NEEDED. RUN IN COLUMN. RUN HOMERUN TO ROOM 107 AND TO ROOM 160 AND TERMINATE AT EQUIPMENT AS PRICED.
- 15 PROVIDE RECEPTACLES WHERE NEEDED FOR DISPLAY LIGHTS. LOCATE IN CANOPY AS DIRECTED BY ARCHITECT. RUN #8 CONDUCTORS MINIMUM.
- 16 1" C. FOR VMS PANEL. RUN TO DISPATCH ROOM.
- 17 (2) 4" C FOR TELEPHONE. REFER TO CIVIL PLANS AND ONE-LINE DIAGRAMS.



DECORATIVE ACCENT
 POLE LIGHT. REFER TO
 LANDSCAPE PLANS FOR
 ADDITIONAL INFO (TYPICAL).

EXISTING
 VC MANHOLE
 GATED IN STREET
 SEE NOTE #2
 NEW COMM MANHOLE



01 SITE LIGHTING AND POWER PLAN - AREA 1

JOHN J. CHRISTIE & ASSOCIATES

Revision

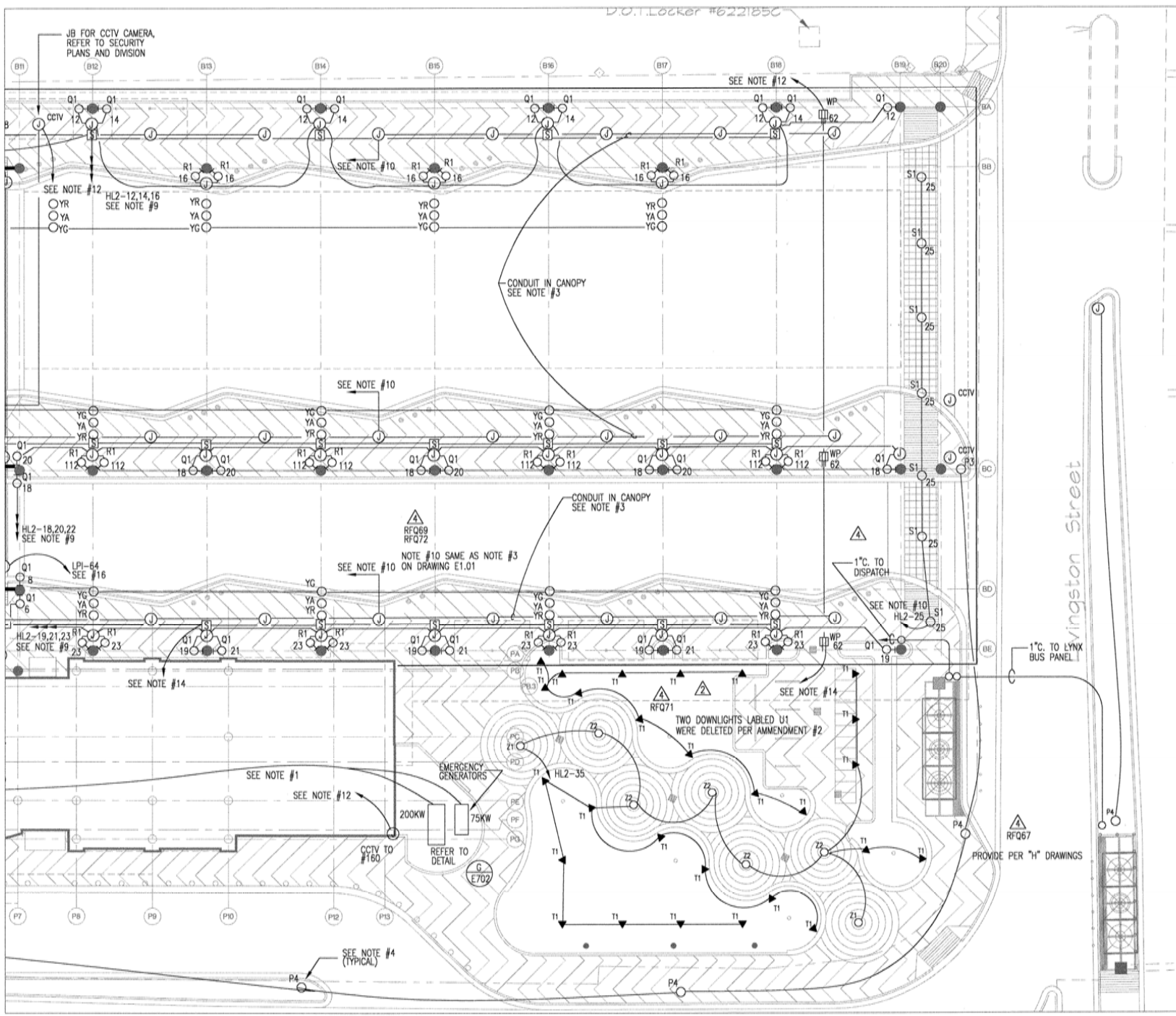
No. 1

Issue
 Sched
 Prelim
 Final

Drawing

AN

Seal



- NOTES**
- 1 FOR GENERATOR SERVICES REFER TO NOTE #1 E101 AND ONE-LINE DIAGRAM.
 - 2 PROVIDE A JUNCTION BOX WHERE SHOWN WITH 3/4" BACK TO LP-1 FOR FUTURE SPECIALTY POWER.
 - 3 REFER TO LANDSCAPE PLANS FOR EXACT LOCATIONS OF SITE LIGHTS IN PARKING AND PLANTING AREAS.
 - 4 ALL CONDUIT ROUTING IN CANOPY SHALL BE COORDINATED WITH ARCHITECT. FOLLOW ALL STRUCTURAL BEAMS, CONCEAL ABOVE BEAMS WHERE POSSIBLE CONDUIT FINISH SHALL MATCH BUS CANOPY FINISH.
 - 5 BUS INDICATING LIGHTS SHALL BE CIRCUITED TO THE DISPATCH ROOM FOR CONTROL. PROVIDE WIRING AS DETAILED ON E705 AND AS REQUIRED.
 - 6 PROVIDE SEPARATE CONTACTORS FOR CONTROL OF Q1, R1 AND S1 FIXTURES WHERE MULTIPLE CIRCUITS OCCUR. SITE FIXTURE POLES SHALL HAVE TC/PC CONTROL VIA A SEPARATE CONTACTOR.
 - 7 PROVIDE A SPECIALTY LIGHT FIXTURE AS DETAILED RFQ68 ON DRAWING E312. E3.12 ALSO INDICATES QUANTITY AND LOCATION.
 - 8 CONDUITS AT COLUMNS UTILIZED FOR LIGHTING SHALL BE RUN BELOW GRADE. TERMINATE AT THE FIXTURE JUNCTION BOX AND EXTEND TO THE ADJACENT FIXTURE JUNCTION BOX. ONE BOX PER FIXTURE.
 - 9 RUN LIGHTING CIRCUITS VIA CANOPY LIGHTING CONTROLS. PC/TC ALL #10 CONDUCTORS.
 - 10 NOT USED.
 - 11 RUN EMPTY 3/4" CONDUIT VIA COLUMN B15 CIRCUIT AND CONDUCTORS. DONE IN THE FUTURE.
 - 12 RUN 3/4" CONDUIT FOR SPEAKERS BELOW GRADE, CONCEAL IN COLUMN. RUN HOMERUN TO ROOM 107 AND TERMINATE AT SOUND EQUIPMENT LOCATION.
 - 13 PROVIDE 1" FOR CCTV SYSTEM WHERE NEEDED. RUN IN COLUMN. RUN HOMERUN TO ROOM 107 AND TO ROOM 160 AND TERMINATE AT EQUIPMENT PROVIDED. ALL CCTV JB'S SHALL BE CONNECTED WITH A 1"
 - 14 PROVIDE RECEPTACLES WHERE NEEDED FOR DISPLAY LIGHTS. LOCATE IN CANOPY AS DIRECTED BY ARCHITECT. RUN #8 CONDUCTORS MINIMUM.

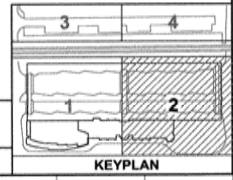
JOHN J. CHRISTIE & ASSOCIATES
CONSULTING ENGINEERS

Revised	No.	Date

Issued	By	Date

Drawing No. AN

Scale



1 SITE LIGHTING AND POWER PLAN - AREA 2



- NOTES:
- 1 RECESSED CEILING MOUNTED SPEAKER, SEE DETAIL 5, SHEET Y7.01.
 - 2 WALL MOUNTED VOLUME CONTROL, WIRED FOR SINGLE SPEAKER CONTROL, MOUNTING HEIGHT TO MATCH LIGHTNING CONTROL SWITCH.
 - 3 PAGING AND BACKGROUND MUSIC EQUIPMENT RACK SEE ENLARGED PLAN FOR ADDITIONAL REQUIREMENTS.

Tilden Lobnitz Cooper
 ENGINEERING
 1777 S. Orange Avenue
 Orlando, Florida 32806
 PH. 407.841.9050
 www.tlc-engineers.com
 ED. #0000015 T.L.C. Number: 102048
 EDWARD A. LOBNITZ, PE # 9557 - FLORIDA

Central Station
 Orlando, Florida



Central Florida Regional Transportation Authority

Revision:

No.	Date	Description

Issued for:	Date:
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<input type="checkbox"/> Prelim. Engineering	05/03/02
<input checked="" type="checkbox"/> Final Engineering	8/30/02

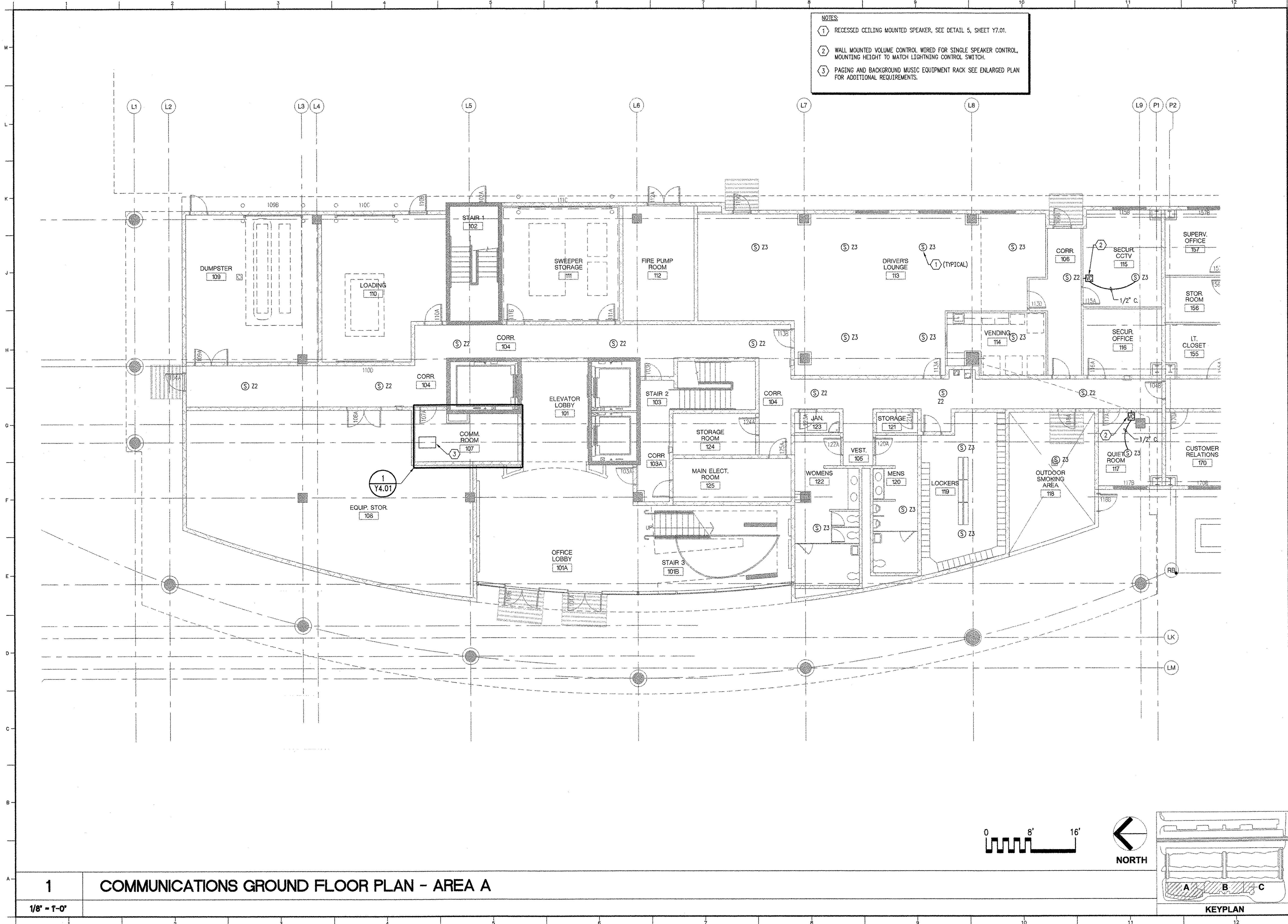
FOR CONSTRUCTION

Drawing Title
COMMUNICATIONS GROUND FLOOR PLAN - AREA A

Seal

Proj. No.:	102048
Drawn By:	TAJ
Proj. Coord.:	EAL
Proj. Mgr.:	JTA
File:	102048

Sheet No.
Y2.11

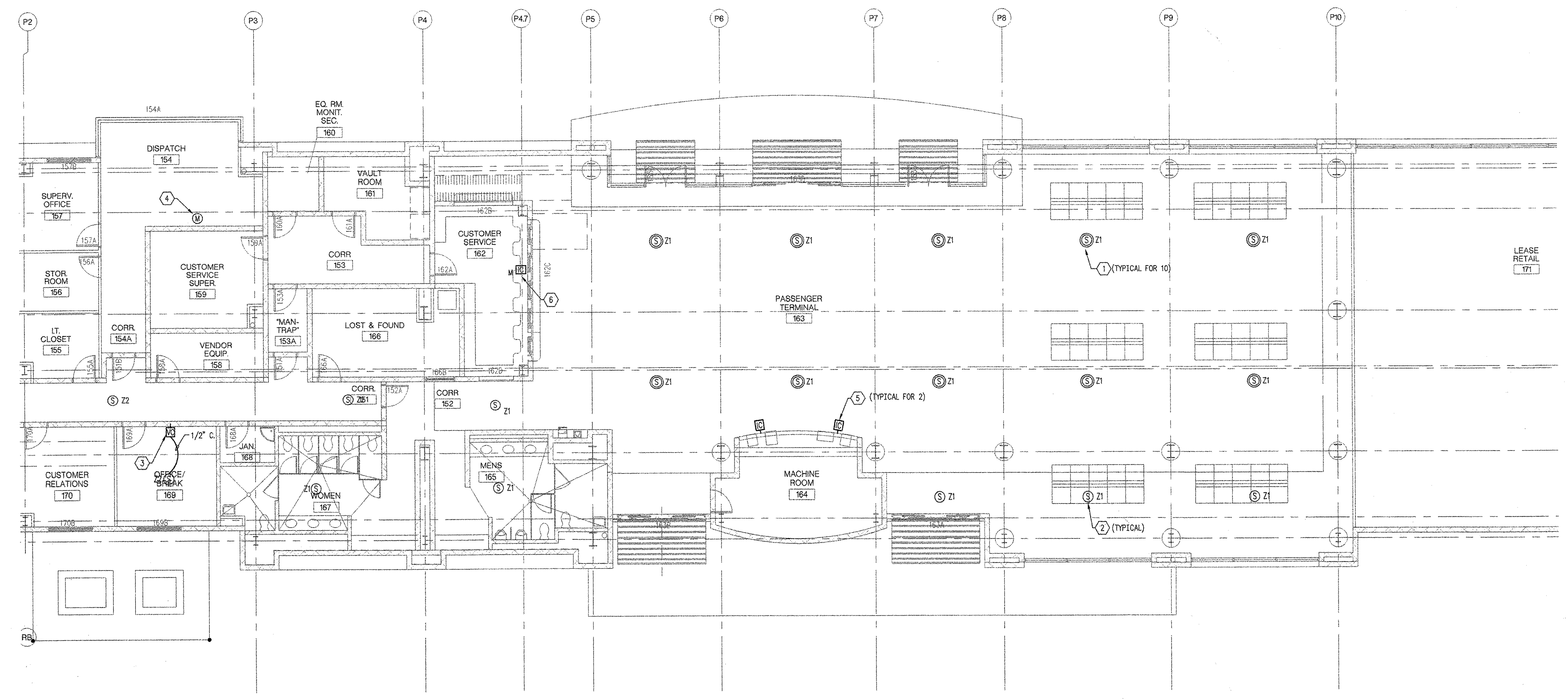


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1 COMMUNICATIONS GROUND FLOOR PLAN - AREA A
 1/8" = 1'-0"

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- PLAN NOTES:**
- ① ENCLOSED BI-DIRECTIONAL SPEAKER, SUSPENDED FROM STRUCTURE, AT 25'-0" ABOVE FINISHED FLOOR WITH CABLE SUPPORT, SEE DETAIL.
 - ② RECESSED CEILING MOUNTED SPEAKER, SEE DETAIL.
 - ③ WALL MOUNTED VOLUME CONTROL, WIRED FOR SINGLE SPEAKER CONTROL.
 - ④ ZONE PAGING MICROPHONE DESK TOP MODEL, CABLES TO ROOM #107 VIA GROMMETTED OPENING, RECESSED WALL BOX AND CONDUIT BY DIVISION 16.
 - ⑤ VANDAL RESISTANT INTERCOM SUB STATION FLUSH MOUNTED IN WALL AT 54" ABOVE FINISHED FLOOR, 3 GANG BACK BOX CENTERED BETWEEN VENDING MACHINES. SUB STATION WIRING TO INTERCOM MASTER STATIONS LOCATED IN ROOM #162. DESIGN SELECTION: AIPHONE #S-NVP/B.
 - ⑥ INTERCOM MASTER STATION, LOCATED ON COUNTER TOP WITH SUBSTATION SELECTION AND PUSH TO TALK COMMUNICATION, WIRING AND 120V POWER VIA GROMMETTED OPENING IN COUNTER. DESIGN SELECTION: AIPHONE #EF-3.



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 Orlando, Florida

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Issued for: _____ Date: _____

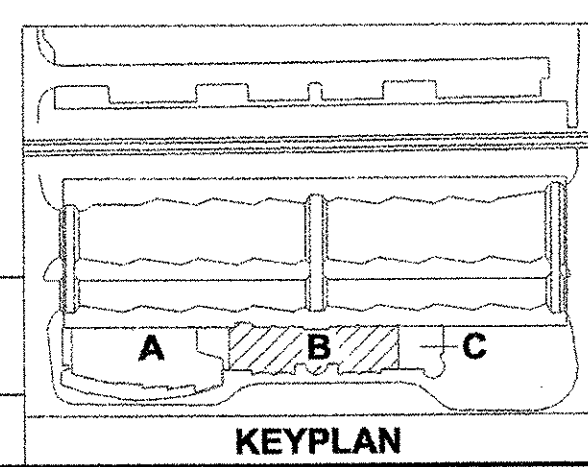
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<input type="checkbox"/> Prelim. Engineering	05/03/02
<input checked="" type="checkbox"/> Final Engineering	8/30/02

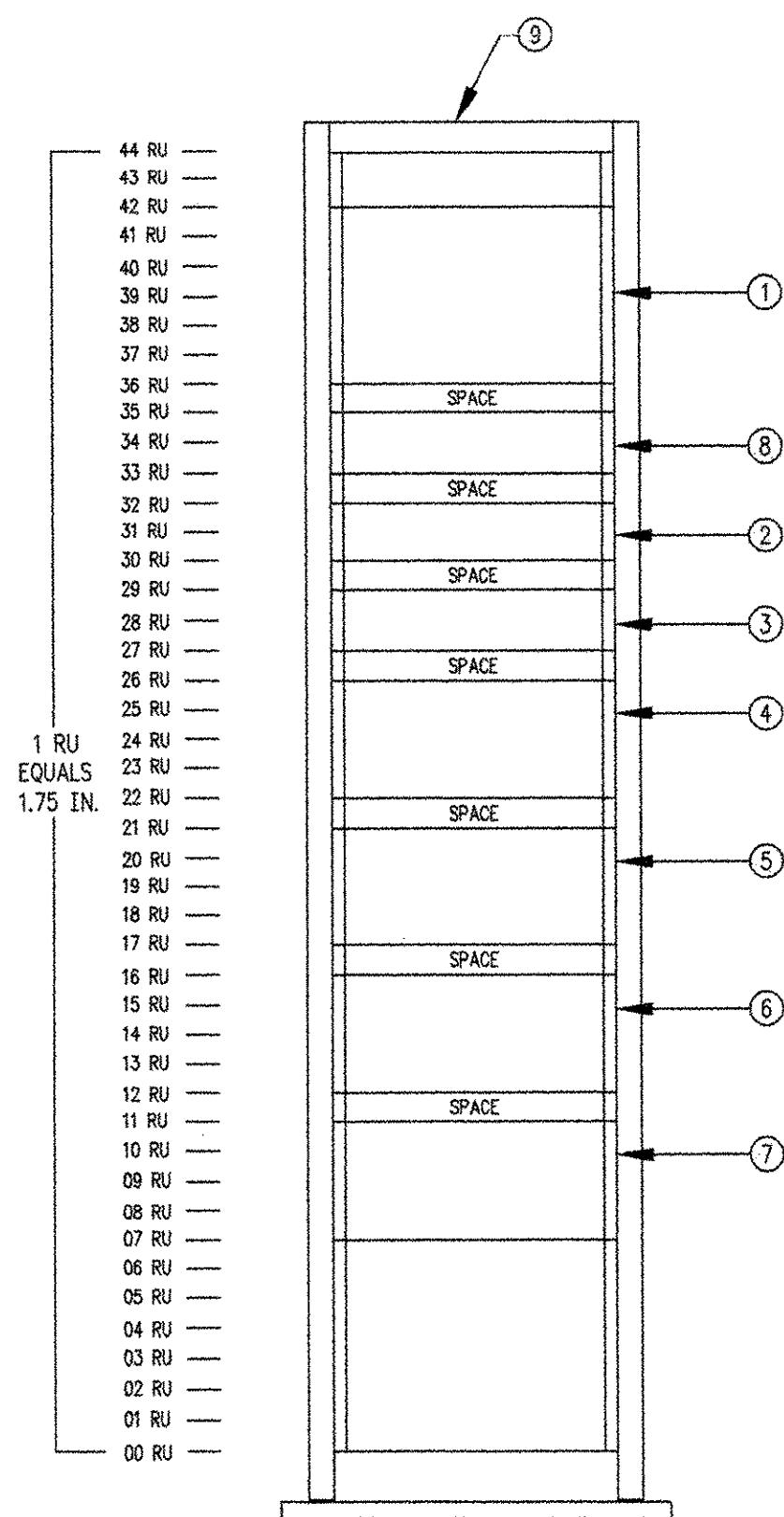
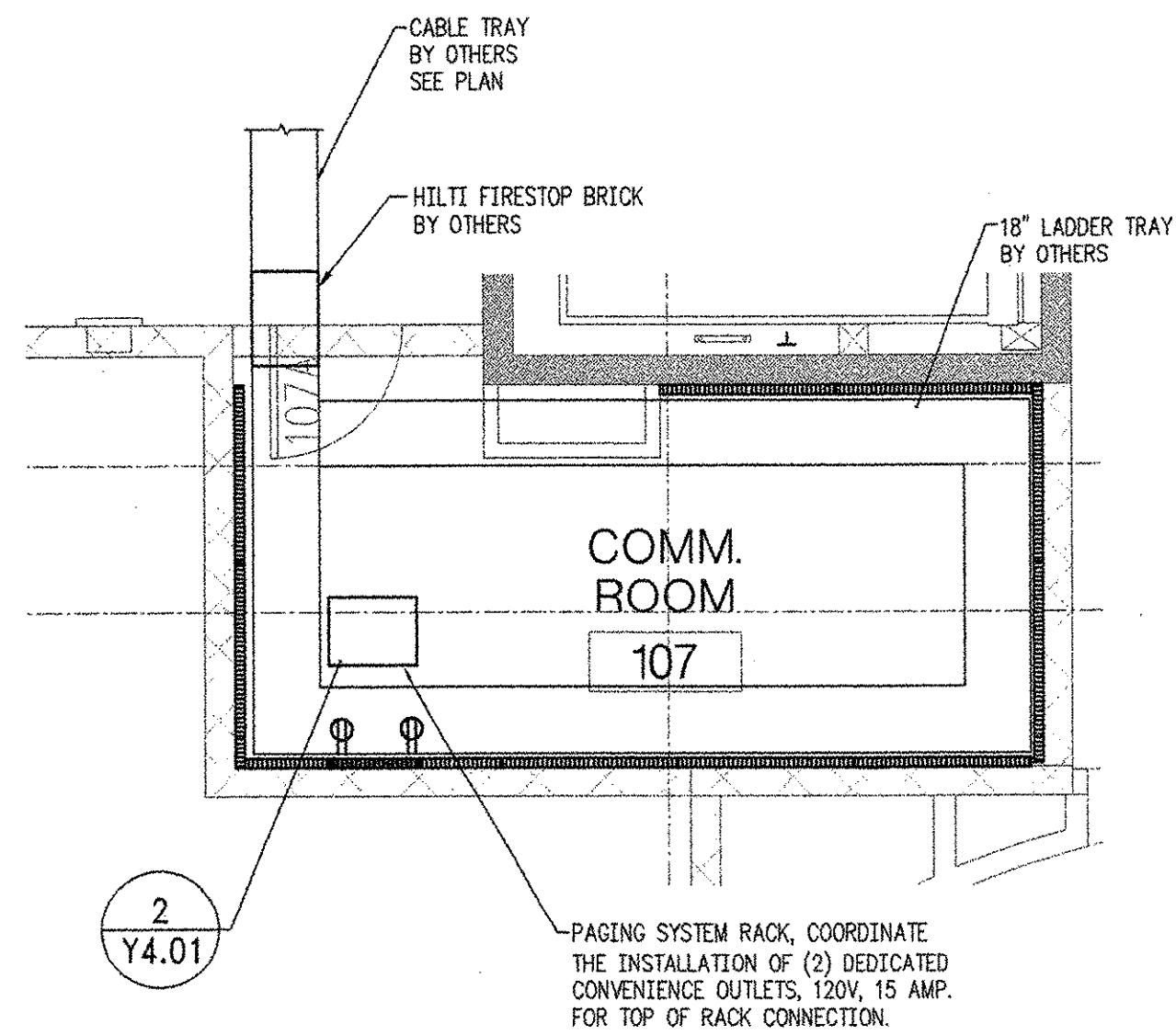
FOR CONSTRUCTION

Drawing Title
**COMMUNICATIONS
 GROUND FLOOR
 PLAN - AREA B**

Proj. No.:	102048
Drawn By:	TAJ
Proj. Coord.:	EAL
Proj. Mgr.:	JTA
File:	102048
Sheet No.:	Y2.12

1 COMMUNICATIONS GROUND FLOOR PLAN - AREA B
 1/8" = 1'-0"





- NOTES:
- ① ZONE PAGING CONTROLLER WITH:
(1) PCM CPU, (2) PCM ZPM, AND (1) PCM TIM.
DESIGN SELECTION: BOGEN PCM 2000.
 - ② ZONE 2 AMPLIFIER.
DESIGN SELECTION: BOGEN TPU-60B.
 - ③ ZONE 3 AMPLIFIER.
DESIGN SELECTION: BOGEN TPU-60B.
 - ④ ZONE 1 AMPLIFIER.
DESIGN SELECTION: BOGEN TPU-100B.
 - ⑤ ZONE 4 AMPLIFIER.
DESIGN SELECTION: BOGEN TPU-250B.
 - ⑥ ZONE 5 AMPLIFIER.
DESIGN SELECTION: BOGEN TPU-250B.
 - ⑦ ZONE 6 AMPLIFIER.
DESIGN SELECTION: BOGEN TPU-250B.
 - ⑧ AM/FM CASSETTE PLAYER.
DESIGN SELECTION: BOGEN CR-100A.
 - ⑨ 19" EQUIPMENT RACK.
DESIGN SELECTION: MIDDLE ATLANTIC MRK-4431 W/ (1) POWER STRIP, PD-615-C PER SIDE AND UNIVERSAL SIDE PANELS.

1 ENLARGED PLAN
1/4" = 1'-0" ENLARGED COMMUNICATION ROOM FLOOR 1

2 AUDIO/VISUAL EQUIPMENT RACK
NONE ELEVATION

3 ENLARGED PLAN
1/4" = 1'-0" NOT USED

4 ENLARGED PLAN
1/4" = 1'-0" NOT USED

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Orlando, Florida

Central Florida Regional Transportation Authority

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No.	Date	Description

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Date:

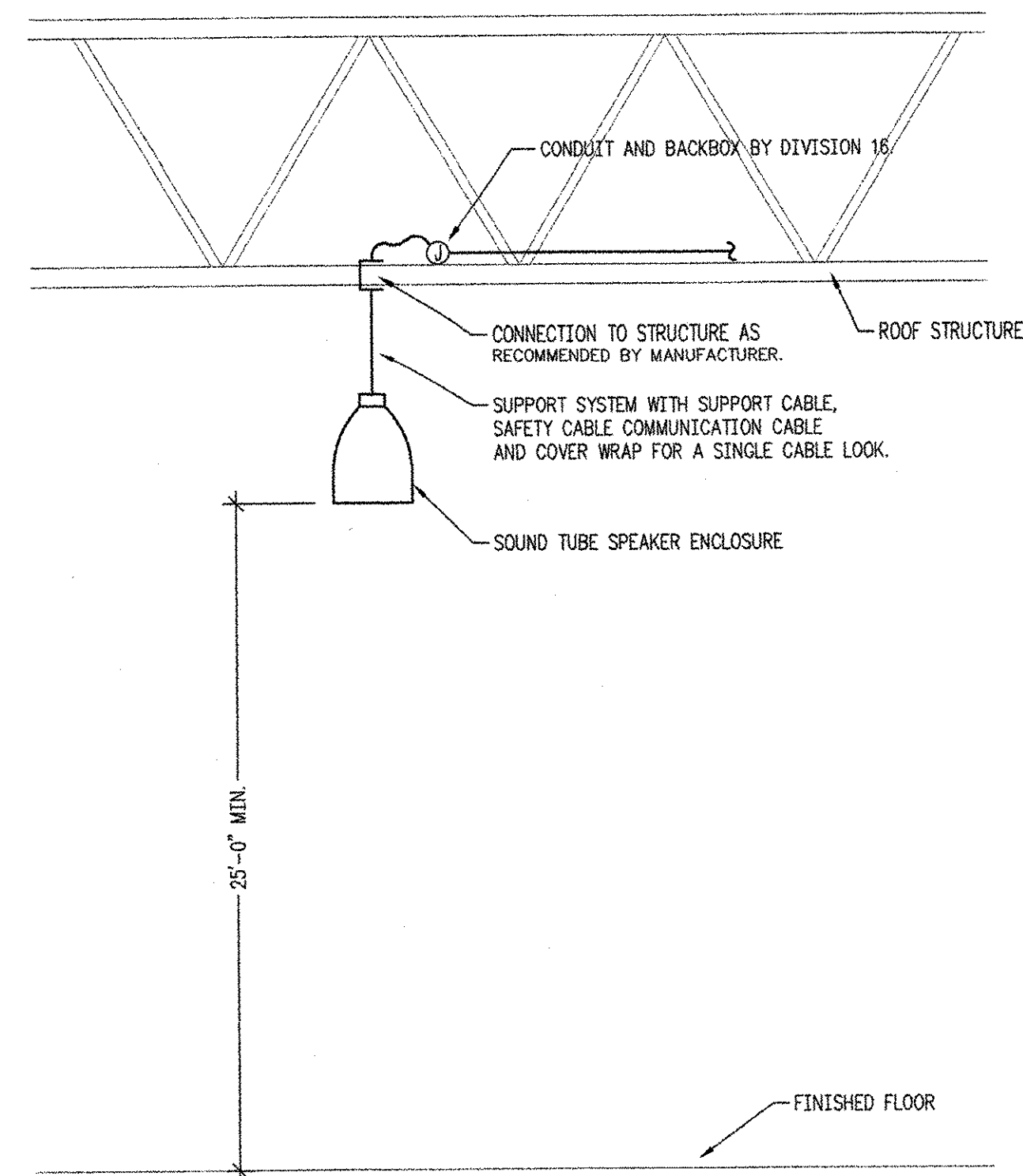
FOR CONSTRUCTION

Drawing Title
COMMUNICATIONS ENLARGED PLANS

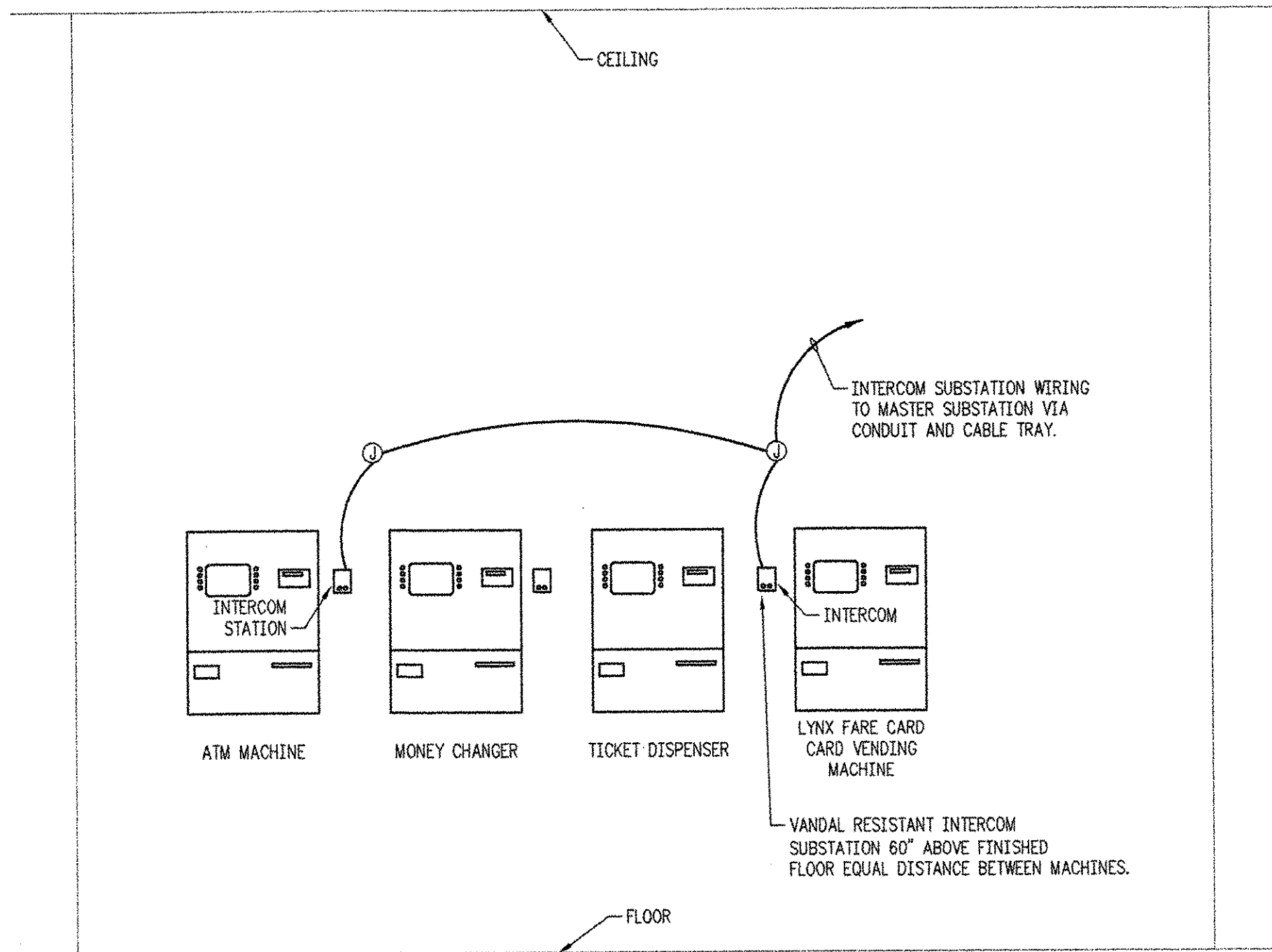
Seal

Proj. No.: 102048
 Drawn By: TAJ
 Proj. Coord.: EAL
 Proj. Mgr.: JTA
 File: 102048

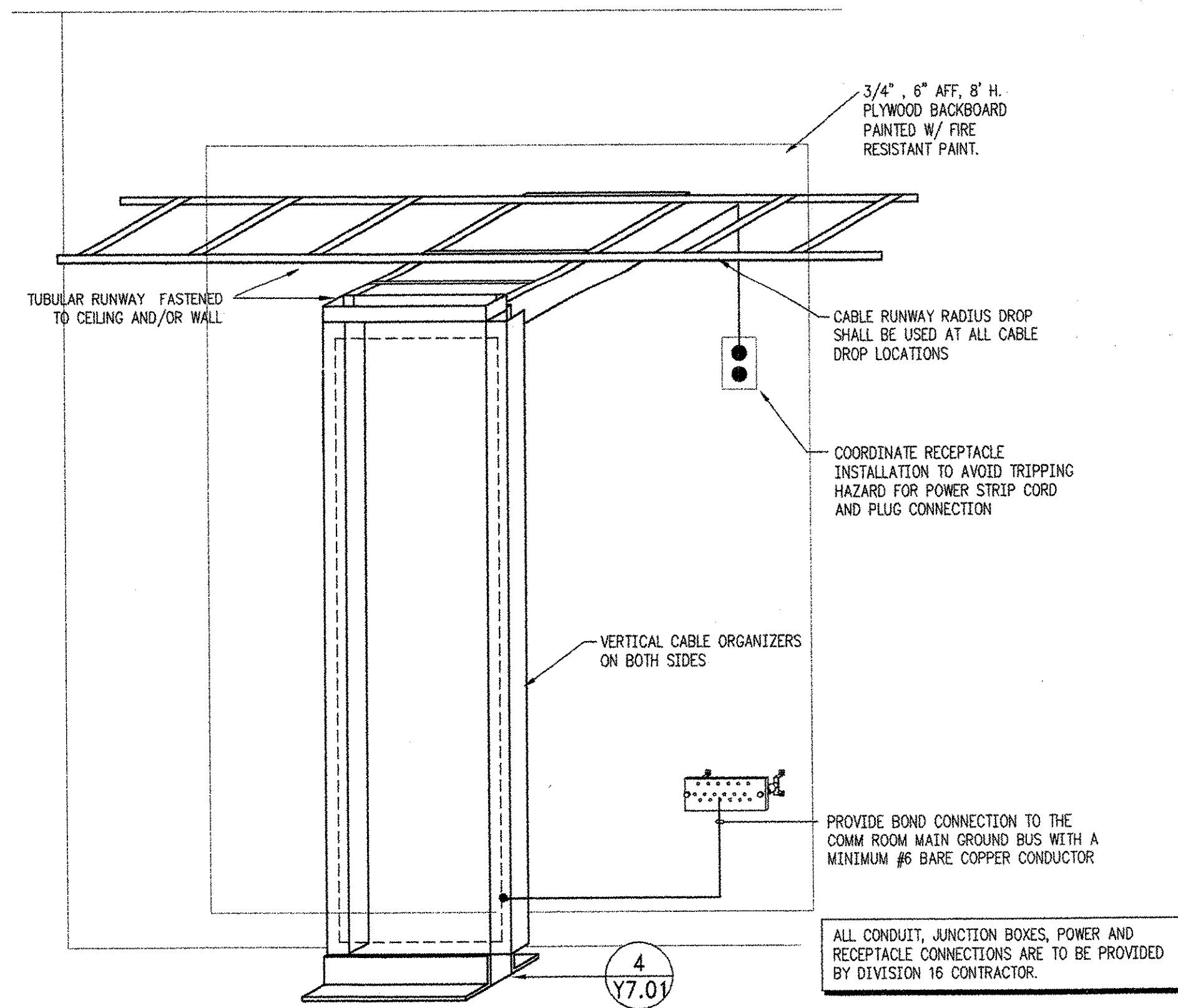
Sheet No.
Y4.01



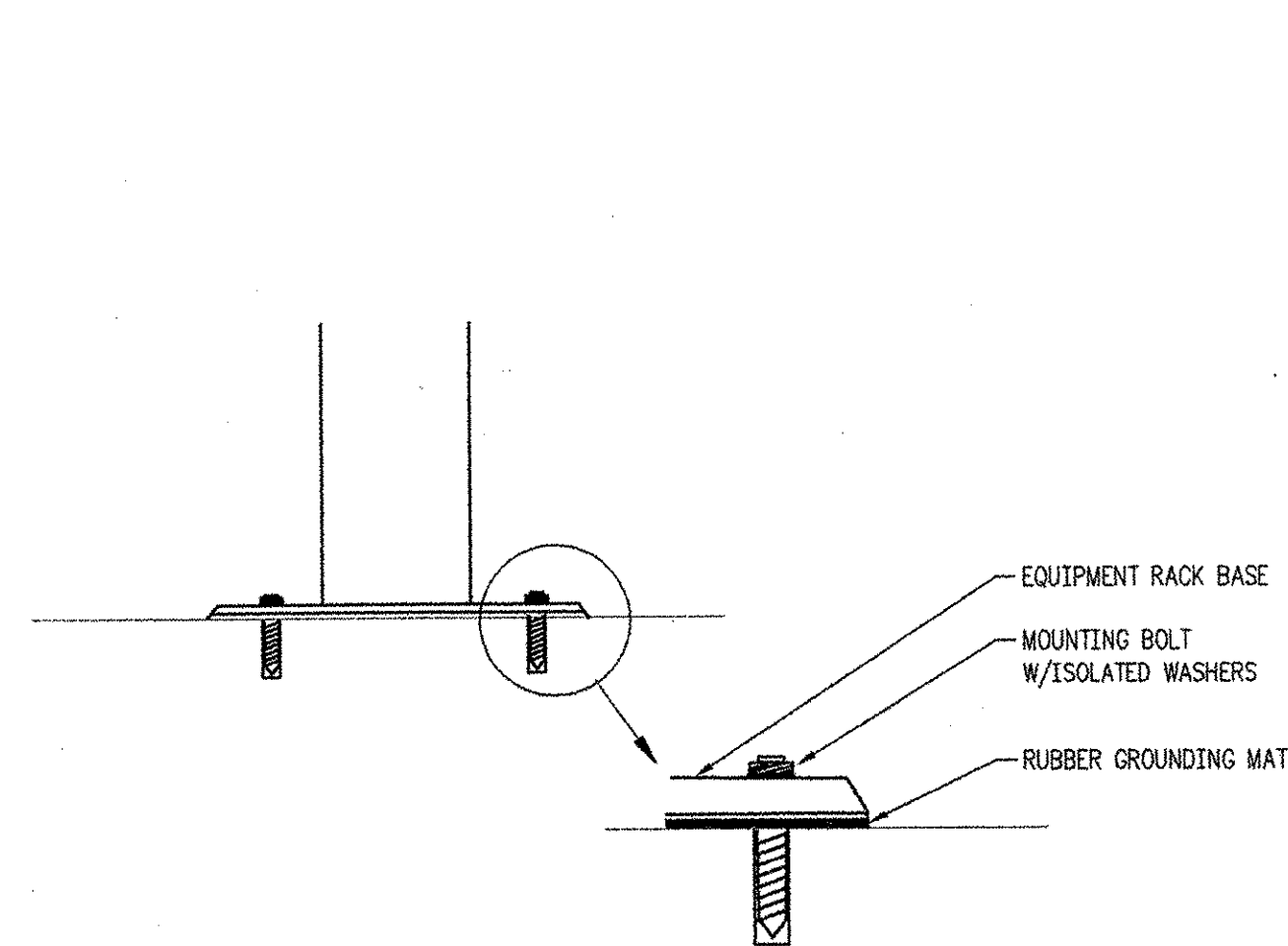
1 DETAIL
N.T.S. INTERIOR LOUDSPEAKER @ TERMINAL



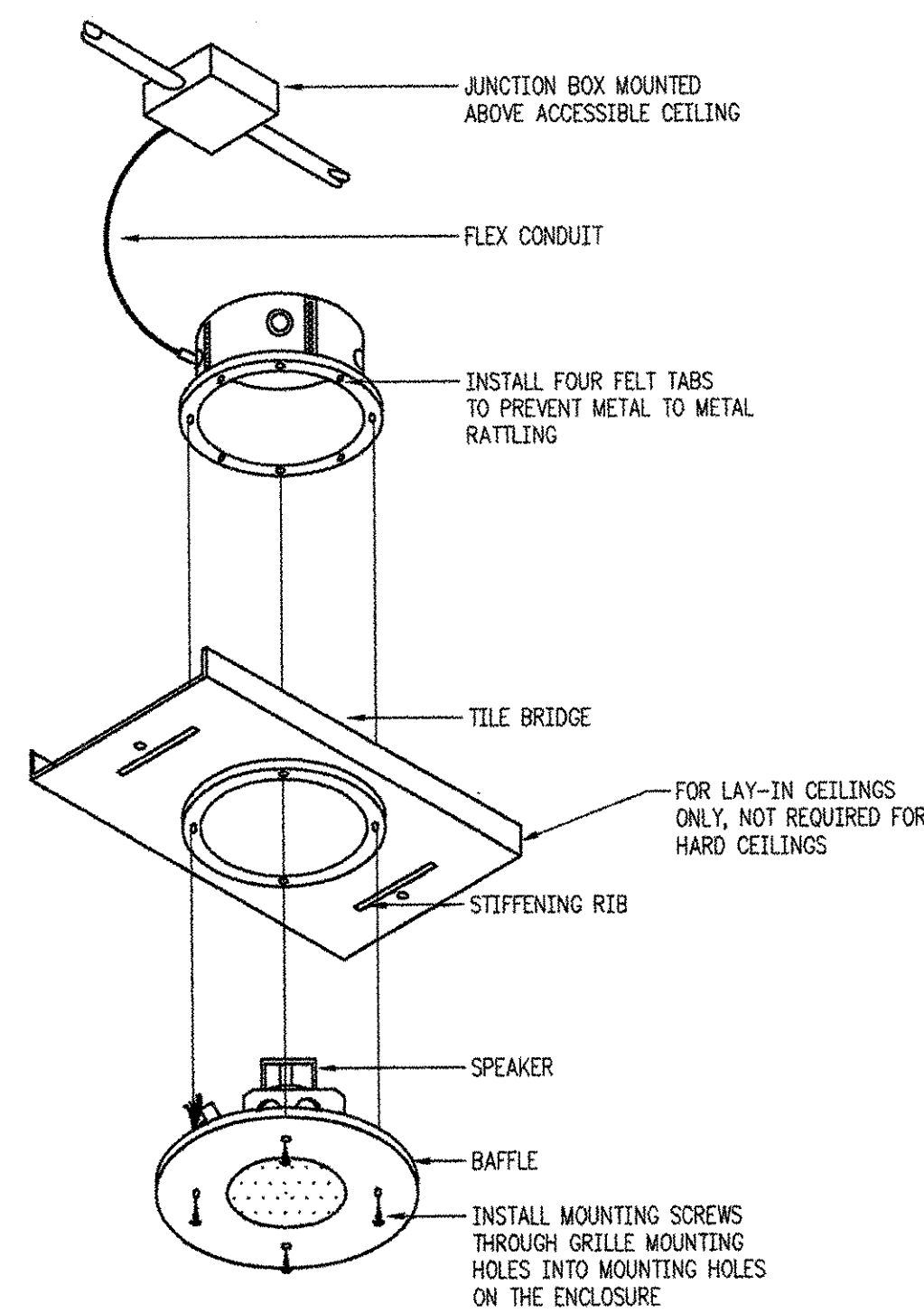
2 DETAIL
N.T.S. ELEVATION - CUSTOMER TRANSACTION MACHINES



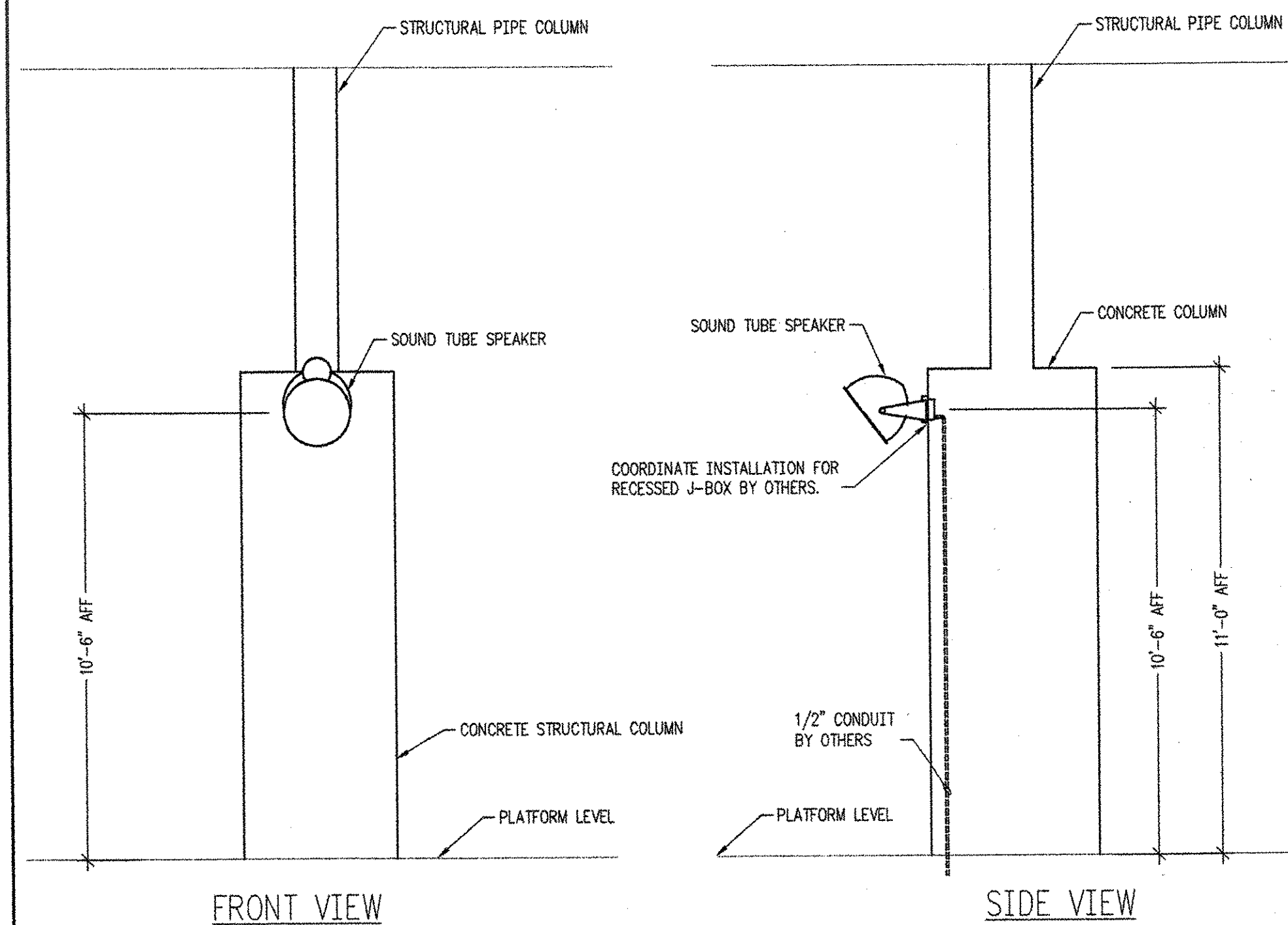
3 DETAIL
N.T.S. ISOMETRIC VIEW OF TYPICAL RACK INSTALLATION



4 DETAIL
N.T.S. EQUIPMENT RACK MOUNTING



5 DETAIL
N.T.S. INTERIOR LOUD SPEAKER MOUNTING (OFFICE AREAS)



6 DETAIL
N.T.S. EXTERIOR LOUD SPEAKER @ BUS PLATFORM

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FOR CONSTRUCTION

Drawing Title
COMMUNICATION DETAILS

Seal

Proj. No.: 100248
 Drawn By: TAJ
 Proj. Coord: EAL
 Proj. Mgr.: JTA
 File: 102048

Sheet No.
Y7.01

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DoubleMap embeddable pages

The easiest way to include DoubleMap in your website or app is to embed one of the embeddable DoubleMap pages in an iframe.

For mobile apps, the **/map/mobile** map can be embedded, but keep in mind that it was designed to take up the entire screen of an iPhone display.

For interactive kiosks, such as touchscreen displays, there is **/map/kiosk** that functions like the normal desktop map, except with modified timeout behavior so that it can be displayed for an extended amount of time.

Example: <http://golynx.doublemap.com/map/kiosk>

For non-interactive screens and web pages, there is **/map/passive** that displays the map without any interactive controls. There is an optional GET parameter “stop” that takes a numeric stop ID and centers the map on that stop.

Example: <http://golynx.doublemap.com/map/passive?stop=1>

(beta) For web sites that want to display only certain routes on separate pages, there is **/map/embed** which takes an optional “name” GET parameter. The name parameter controls which routes will be visible - any route containing that name as a substring in its public name will be shown.

(beta) For textual ETAs, use **/map/arrivals**. The dropdown at the top can be used to select a stop.

The stop can also be specified in a URL hash parameter “stop=[stop_id]”.

Example: <http://golynx.doublemap.com/map/arrivals#stop=1>

URL hash parameters

The public live maps support setting the initial map center and zoom level through the URL hash. The parameters “lat”, “lon”, and “zoom” can be used. If lat and lon are selected, then the map will also display a star marker on those coordinates.

Example:

<http://golynx.doublemap.com/map/passive#lat=39.17105&lon=-86.5169&zoom=17>

DoubleMap v2 API specification

API requests are made to `/map/v2/[resource]` with an HTTP GET request. Data is returned in JSON format. For example, bus data for LYNX would be <http://golynx.doublemap.com/map/v2/buses>.

Authentication

If you get a 403 Forbidden error on any endpoint, that indicates that you need a valid API key to fetch data. Please contact DoubleMap to set up an API key.

The API key is passed as a GET parameter with the name "api". For example, to get buses data using the key "aBcDeFgH", you would need to take `/map/v2/buses` and add `?key=aBcDeFgH`, resulting in `/map/v2/buses?key=aBcDeFgH`.

Incorrect or missing API key, when an API key is required, will result in HTTP status code 403.

v2/routes

Returns a list of currently-active routes and their pertinent information. This feed needs to be polled no faster than once every 5 minutes.

- name: text
- id: unique integer
- short name: a one or two-character abbreviation of the route
- active: boolean specifying whether the route is currently running
- description: text
- color: in RRGGBB hex format
- stops: as an array of stop IDs in the order they are visited by the route, such as [3,10,5,10]
- path: the outline to be drawn on the map, as an array of latitude and longitude coordinates: [lat1, lon1, lat2, lon2, lat3, lon3, ...]
- fields: an object with the the user-defined fields key-values for this route

Inactive routes: You may pass the GET parameter `"inactive=true"` to also get routes whose start date is before the current time and end date is after the current time, but may not be currently running. These routes will have `active=false`.

2 v /stops

Returns a list of all stops from the system. This feed only needs to be fetched once per session.

- id
- name
- description
- latitude

- longitude
- buddy: The ID of another stop with which this one shall be paired with. For example, Northbound Q and Southbound Q would be buddies
- fields: an object with the user-defined fields key-values for this stop

v2/buses

Returns a list of all currently running buses. This feed should be polled no faster than once every 3 seconds.

- id: unique integer
- name: (may not be present for all transit systems) a text name for the vehicle, usually identical to the id
- capacity: nominal maximum number of passengers on the vehicle
- load: estimated current number of passengers on the vehicle
- latitude
- longitude
- heading: the direction of movement, in degrees (0-360). Heading may be 0 if the bus is not moving or if heading is unavailable, depending on the GPS hardware.
- route: the ID of the route that this bus is currently assigned to
- lastStop: the ID of the stop that this bus was most recently at, or its current stop.
- lastUpdate: the Unix timestamp of the last GPS update from the bus
- fields: an object with the the user-defined fields key-values for this bus

Sample response:

```
[
  {
    "id": 636,
    "capacity": 40,
    "load": 19,
    "lat": 39.17948,
    "lon": -86.52667,
    "heading": 0,
    "route": 325,
    "lastStop": 76,
    "lastUpdate": 1393255452
  },
  ...
]
```

v2/announcements

Returns a list of all currently-displayed announcements, sorted with the newest date first. This feed needs to be polled no faster than once every 5 minutes.

- title
- date: The Unix time when the announcement began being displayed (e.g. 1102951291).
- message: The message body of the announcement. Be aware that announcements often have linebreaks, which are represented as the literal string “\r\n”.

v2/eta

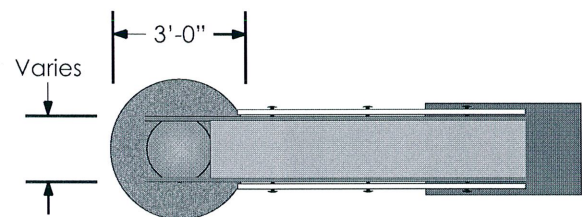
Parameters (choose one of the following):

- stop: the stopID for which ETAs are requested
- route: the route ID for which ETAs are requested

Returns a list of buses that will be arriving at that stop in the future, along with an estimate of how long the bus will take. If a route ID is provided, ETAs for all stops along that route are generated, but only for that route. If a stop ID is provided, then ETAs for all routes serving that stop are generated, but only for that stop.

Consider all fields not listed here undocumented and subject to change without notice. This field should be queried when requested by the user or, if constantly polling the same stop, no more often than once per minute.

- etas
 - stopID of the stop
 - etas: an array of ETA objects each representing one future arrival.
- avg: The predicted amount of time, in minutes, that this bus will take to reach this stop.
- route_id: the ID of route that this bus is on



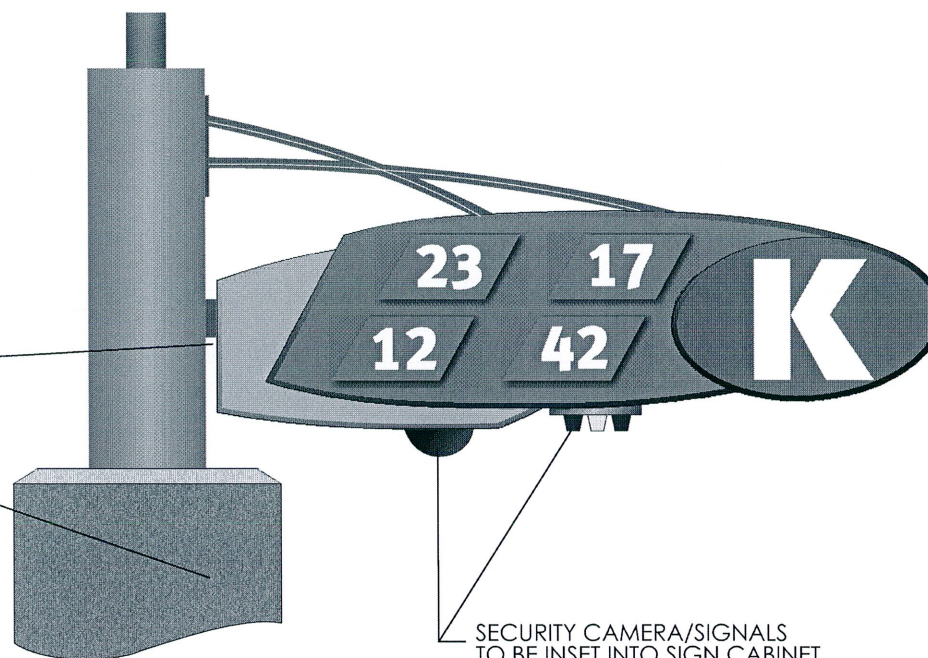
Top View

G-35

1/4" = 1'-0"

SEE SHEET 35.1 FOR CONSTRUCTION INFORMATION

5 ELECTRICAL/ COMMUNICATIONS CONDUITS. 2/20AMP ELECTRICAL CIRCUITS, PROVIDED BY G.C. TIMER CONTROL LOCATION TO BE CONFIRMED BY COMMUNICATIONS CONTRACTOR.

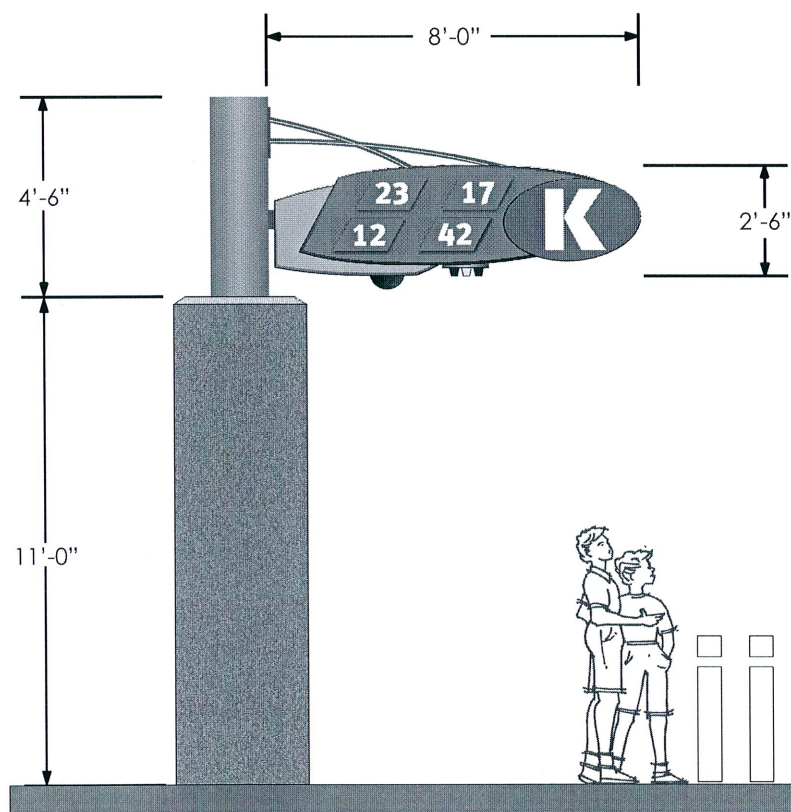


Enlarged View

G-35

1/2" = 1'-0"

SECURITY CAMERA/SIGNALS TO BE INSET INTO SIGN CABINET. TO BE PROVIDED BY COMMUNICATIONS CONTRACTOR.



Installation Location at Crosswalk

G-35

1/4" = 1'-0"

GENERAL NOTES:

METHOD OF FABRICATION: Aluminum fabrication/ H.P vinyl graphics.

METHOD OF LIGHTING: Control spot illumination from ceiling above, by others.

MATERIALS: Aluminum and H.P vinyl graphics

ATTACHMENT METHOD: Field welded, Note! Column sizes vary.

SIGNAL LIGHTING: SIGNAL LIGHTING TO BE MADE UP OF THREE LIGHTS INSTALLED INTO BOTTOM OF SIGN CABINET AND SERVE AS AN AID TO THE BUS DRIVERS. THE THREE LIGHTS; RED, GREEN, AMBER, WILL CHANGE COLORS DURING BUS OPERATING (BOTH DAY ANDNIGHT HOURS).

THE SPECS IS AS FOLLOWS:
TYPE "YA" IO LIGHTING #O.01.15.100.3.0
TYPE "YG" IO LIGHTING #O.01.13.100.3.0
TYPE "YR" IO LIGHTING #O.01.12.100.3.0

LIGHT HOUSING TO BE A SATIN ALUMINUM FINISH WITH A CUBE LENS INSERT.

SIGN LOC.	QTY:	SIGN TYPE:	COPY:	WEIGHT:
G-26	1		Bus Bay A	Est.. 350 LBS
G-27	1		Bus Bay B	Est.. 350 LBS
G-28	1		Bus Bay C	Est.. 350 LBS
G-29	1		Bus Bay D	Est.. 350 LBS
G-30	1		Bus Bay E	Est.. 350 LBS
G-31	1		Bus Bay F	Est.. 350 LBS
G-32	1		Bus Bay G	Est.. 350 LBS
G-33	1		Bus Bay H	Est.. 350 LBS
G-34	1		Bus Bay J	Est.. 350 LBS
G-35	1		Bus Bay K	Est.. 350 LBS
G-36	1		Bus Bay L	Est.. 350 LBS
G-37	1		Bus Bay M	Est.. 350 LBS
G-38	1		Bus Bay N	Est.. 350 LBS
G-39	1		Bus Bay P	Est.. 350 LBS
G-40	1		Bus Bay Q	Est.. 350 LBS
G-41	1		Bus Bay R	Est.. 350 LBS
G-42	1		Bus Bay S	Est.. 350 LBS
G-43	1		Bus Bay T	Est.. 350 LBS
G-44	1		Bus Bay U	Est.. 350 LBS
G-45	1		Bus Bay V	Est.. 350 LBS
G-46	1		Bus Bay W	Est.. 350 LBS
G-47	1		Bus Bay X	Est.. 350 LBS
G-48	1		Bus Bay Y	Est.. 350 LBS
G-49	1		Bus Bay Z	Est.. 350 LBS

COLOR SPECIFICATION:

PMS# Cool gray 2U	PMS# 376 U
PMS# Cool gray 5U	White

Fabricator must use actual Pantone color specifier book for exact color match.

INTERNATIONAL SIGN & DESIGN
10831 CANAL ST., LARGO, FL. 33777 PHONE (727) 541-5573
FAX (727) 544-7745 WWW.INTERNATIONALSIGN.COM

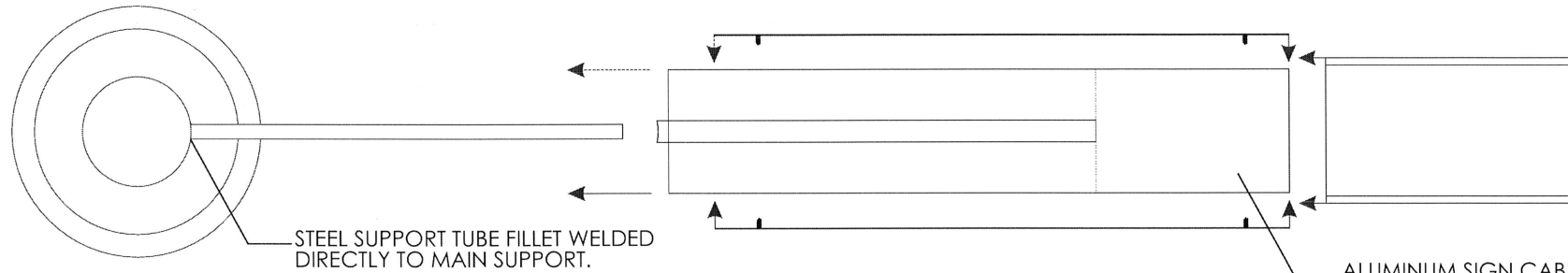
UL REQUIRED
URGENT - ATTN: ELECTRICIANS
NEW IUL 2161 GFI SIGN TRANSFORMER
REQUIRE THAT ALL CIRCUITS MUST HAVE
DEDICATED HOT, NEUTRAL, GROUND
TERMINATING AT PANEL.
QUESTIONS: CALL ISD CORP. 1-800-780-7446

LYNX
ORLANDO, FL

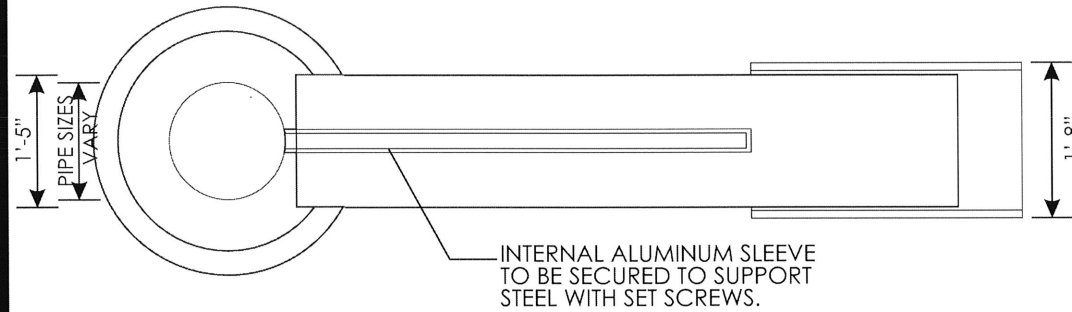
SCALE: AS NOTED
DRAWN BY: J. MUHRLEN
REVISION DATE: A-

ORIGINAL DATE DRAWN: JUNE 3, 2004
SALES PERSON: TOM KITCHELL
DRAWING NUMBER: G-35

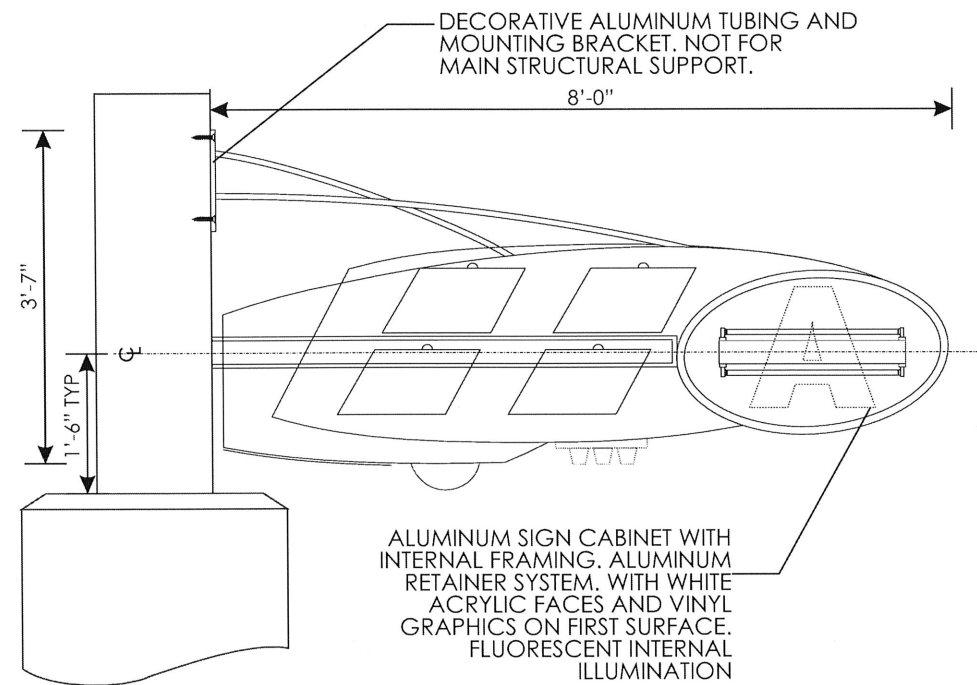
G-36.1



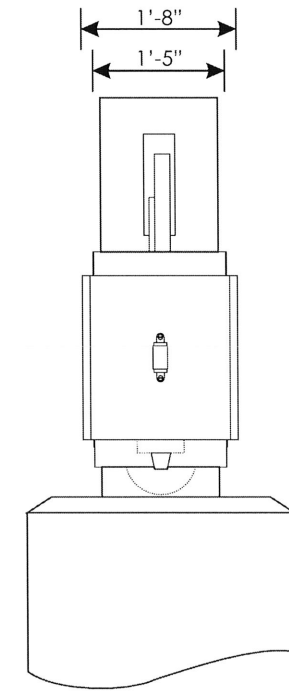
G-36.1 ATTACHMENT
1/2"-1'-0"



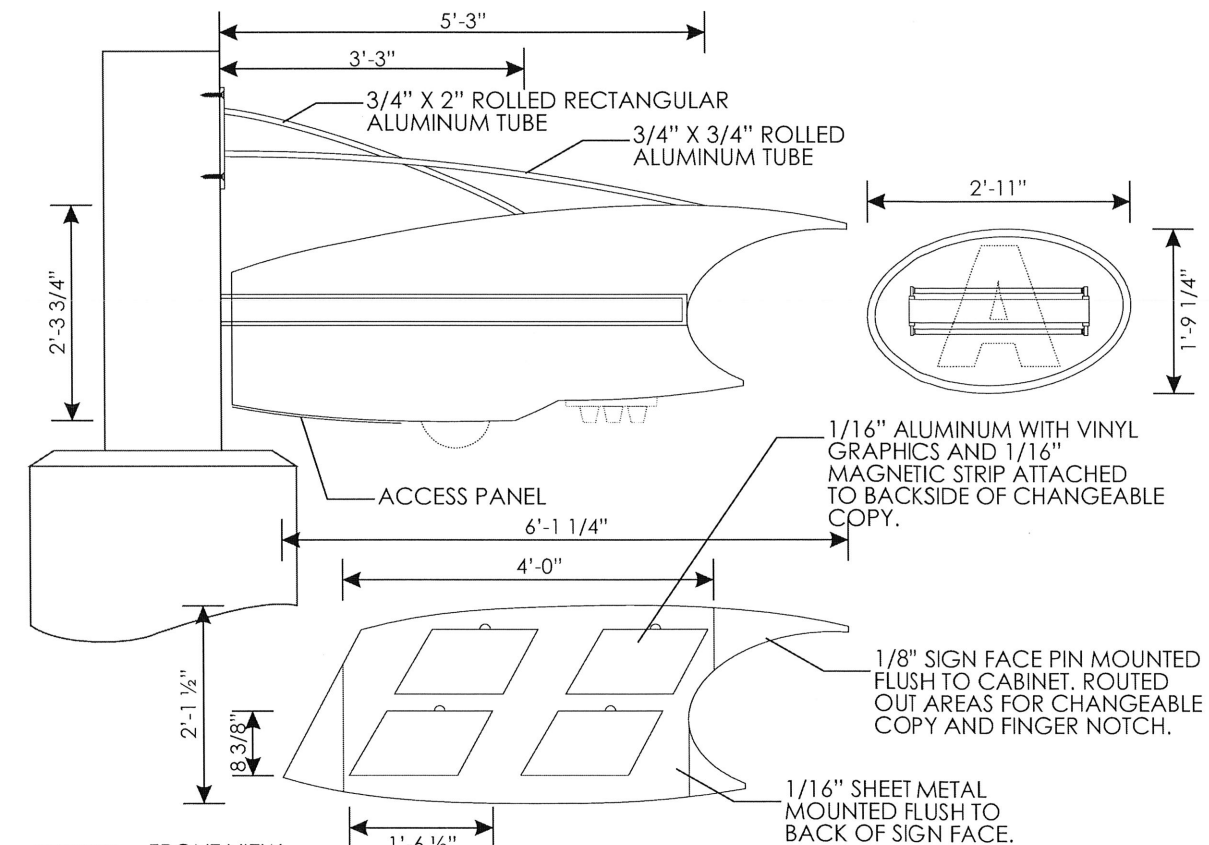
G-36.1 PLAN VIEW
1/2"-1'-0"



G-36.1 FRONT VIEW
1/2"-1'-0"



G-36.1 SIDE VIEW
1/2"-1'-0"



G-36.1 FRONT VIEW
1/2"-1'-0"

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SCALE: AS NOTED
DRAWN BY: J. MUHRLIN
REVISION DATE: A-

ORIGINAL DATE DRAWN: JUNE 3, 2004
SALES PERSON: TOM KITCHELL
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