

PROJECT DATA

MASON COUNTY PUD NO.1 (MCPUD1)

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SITE LOCATION:

LILLIWAUP, WA

PROJECT LOCATION : START: 47.455566, -123.113666; END: 47.460961, -123.113807



DRAWING LEGEND

CV - COVER SHEET
E1 - PLAN DRAWINGS
D1 - DETAIL DRAWINGS

ABBREVIATIONS

OH: OVERHEAD
UG: UNDERGROUND
DE: DEADEND
DDE: DOUBLE DEADEND
XFMR: TRANSFORMER
GOS: GROUP OPERATED SWITCH
SEC: SECONDARY
PRI: PRIMARY

SYMBOL LEGEND

	POLE REPLACE
	POLE EXISTING
	POLE REMOVE
	GUY & ANCHOR NEW
	GUY & ANCHOR EXISTING
	GUY & ANCHOR REMOVE
	GOS NEW LOCATION
	UG VAULT NEW
	UG 1PH CABINET NEW
	UG CABINET EXISTING
	UG 3PH RISER NEW
	UG 3PH RISER REMOVE
	UG 1PH RISER NEW
	UG 1PH RISER REMOVE
	UG SEC RISER NEW
	OH XFMR EXISTING
	OH XFMR REMOVE
	UG XFMR NEW
	UG XFMR EXISTING
	UG SEC PEDESTAL NEW
	UG SEC PEDESTAL EXISTING
	ELECTRIC METER EXISTING
	UG 3Ø PRI NEW
	UG 3Ø PRI EXISTING
	UG 1Ø PRI NEW
	UG SEC EXISTING
	UG SEC NEW
	OH 3Ø PRI REPLACE
	OH 3Ø PRI EXISTING
	OH 1Ø PRI NEW
	OH 1Ø PRI EXISTING
	OH SEC NEW
	OH SEC EXISTING
	OH CONDUCTOR REMOVE
	MILE POST
	1/10 MILE POST
	DANGER TREE REMOVAL
	TREE TRIMMING

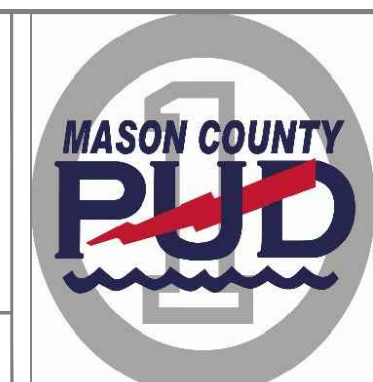
GENERAL NOTES

- 1 PLAN DRAWING EQUIPMENT LOCATIONS ARE APPROXIMATE. ALL EQUIPMENT SHALL BE INSTALLED AS STAKED. VAULT STAKES ARE ROADSIDE FRONT AND CENTER EDGE OF PROPOSED VAULTS.
- 2 ASSUME COMMUNICATION CONDUIT IN MCPUD1 TRENCHES AND BORES. ASSUME STUBS (1) HCC NEAR EACH VAULT LOCATION. COMMUNICATION COMPANIES ARE RESPONSIBLE FOR COORDINATING PRECISE STUB LOCATIONS WITH CONTRACTOR.
- 3 MCPUD1 WILL SUPPLY MOST OF THE MAJOR UG MATERIALS: VAULTS, 1-PHASE CABINETS W/ 4PTS JUNCTIONS, PADMOUNT TRANSFORMERS, SCH40 2" & 3" STICK CONDUIT, 500MCM CABLE, #2 CABLE & 4/0 CABLE.
- 4 CONTRACTOR SHALL SUPPLY THE REMAINING UG MATERIAL. INCLUDING BUT NOT LIMITED TO: ALL RISER PRI & SEC ASSEMBLY MATERIALS, 4-PT JUNCTIONS, 500MCM DEADBREAK ELBOWS, #2 LOADBREAK ELBOWS, 4/0 LOADBREAK ELBOWS, FUSED ELBOWS, FUSE LINKS, 600A TO 200A FOOTBALLS & 200A & 600A DUST CAPS, AND OTHER MATERIALS FOR MAKING UP VAULTS, CABINETS, SECONDARY PEDESTALS, CONSUMABLES (PVC GLUE, MULE TAPE (2.5KIP MIN), WARNING TAPE, ADDITIONAL BACK FILL MATERIAL, ETC) AND ALL THE BORE CONDUIT (3" AND 2").
- 5 MCPUD1 WILL SUPPLY WOOD POLES.
- 6 CONTRACTOR TO SUPPLY ALL OH FRAMING.
- 7 HCC WILL SUPPLY ALL HCC CONDUIT AND MATERIALS.
- 8 REFER TO INSTALLATION SPECIFICATIONS FOR STORAGE AND INSTALLATION OF EQUIPMENT AND MATERIAL. IF THERE ARE COMPETING SPECIFICATIONS OR GUIDELINE ADHERE TO STRICTEST ONE.
- 9 ALL TRENCHES SHALL HAVE A MINIMUM WIDTH OF 1.5' UNLESS SPECIFIED OTHERWISE.
- 10 ALL TRENCHES SHALL BE BACKFILLED IN ACCORDANCE WITH DRAWING DETAILS, AND SPECIFICATIONS.
- 11 ALL CONDUIT ENTRANCES IN TO VAULTS SHALL BE CONCRETE GROUTED ACCORDING TO BEST PRACTICES.
- 12 ALL CONDUIT SHALL HAVE PULL TAPE (MULE TAPE RATED 2.5KIP MIN) INSTALLED AND SECURED AT ALL ENDS.
- 13 CONTRACTOR SHALL FOLLOW ALL FEDERAL, STATE AND LOCAL LAWS REGARDING UNDERGROUND CONSTRUCTION AND SAFETY PRACTICES.

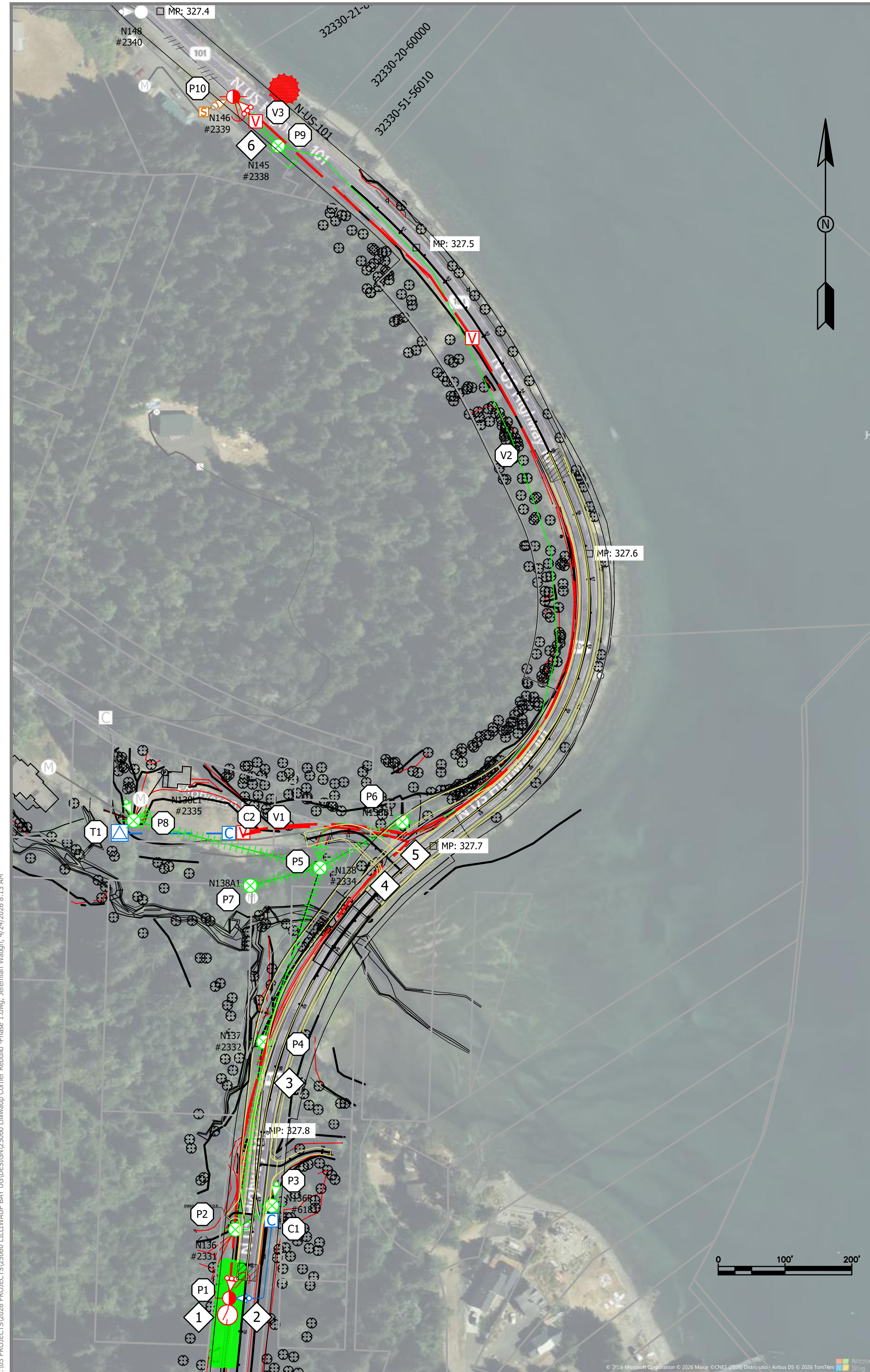
BID DRAWING			
0	04/24/2026	BID DRAWINGS	JJW
REV	DATE	REVISION DESCRIPTION	DESIGNER

LILLIWAUP CORNER REBUILD
COVER SHEET

CURRENT REVISION: 0 WORK ORDER: 25060



CV



OVERHEAD NOTES

- (P1) INSET NEW 50-2 POLE, 3PH DE FG, DOWN GUY & ANCHOR.
- (P2) RETIRE ALL.
- (P3) RETIRE ALL. DROP PRIMARY RISER INTO NEW CABINET.
- (P4) RETIRE ALL.
- (P5) RETIRE ALL.
- (P6) RETIRE ALL.
- (P7) RETIRE ALL.
- (P8) RETIRE ALL. DROP PRI & SEC RISERS INTO NEW TRANSFORMER T1.
- (P9) RETIRE ALL.
- (P10) INSTALL 50-2 POLE, 3PH DE FG, DOWN GUY & ANCHOR.

CONDUCTOR NOTES

- (P2)-(P3) REMOVE (100') 1PH: 4 ACSR-φ & N
- (P2)-(P4) REMOVE (285') 3PH: 4/0 ACSR-φ W/ 1/0 ACSR-N
- (P4)-(P5) REMOVE (275') 3PH: 4/0 ACSR-φ W/ 1/0 ACSR-N
- (P5)-(P6) REMOVE (145') SECONDARY
- (P5)-(P7) REMOVE (110') SECONDARY
- (P5)-(P8) REMOVE (300') 1PH: 4 ACSR-φ & N

BORING NOTES (SEE D1 FOR DETAILS)

- 1 BORE ENTRANCE/EXIT PARALLEL TO HWY
- 2 BORE XING UNDER HWY 101.
- 3 BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 4 BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 5 BORE ENTRANCE/EXIT.
- 6 BORE UNDER DRIVEWAY.

UNDERGROUND NOTES

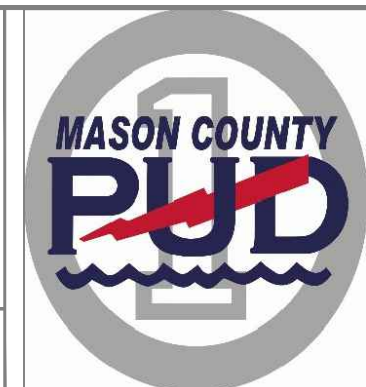
- (P1) INSTALL 3PH 500MCM RISER W/ GOS. INSTALL 1PH RISER W/10K FUSE
- (P3) DROP 1PH RISER INTO CABINET C1.
- (C1) INSTALL 1PH CABINET. INTERCEPT EXISTING 1PH UG PRI RISER FROM P3.
- (V1) RUN (3) 3" CONDUIT W/ 500MCM FROM P1. INSTALL 575 VAULT. 3PH IN & OUT. 1PH TAP TO C2.
- (C2) RUN (1) 2" CONDUIT W/ #2 FROM V1. INSTALL 1PH CABINET. INSTALL 8A FUSED ELBOW FROM V1.
- (P8) DROP PRI & SEC RISERS INTO NEW TRANSFORMER T1.
- (T1) RUN (1) 2" CONDUIT W/ #2 FROM C2. INSTALL 25KVA PADMOUNT FEED-THRU XFMR TO INTERCEPT EXISTING UG PRI. DROP PRI & SEC RISER FROM P8 INTO XFMR.
- (V2) RUN (3) 3" CONDUIT W/ 500MCM FROM V1. INSTALL 575 VAULT. 3PH IN & OUT.
- (V3) INSTALL 775 VAULT. (1) 3PH 600A WAY (500MCM) & (1) 3PH 200A WAY (4/0) TO P10.
- (P10) INSTALL 3φ #4/0 REVERSE FEED RISER (SOLID BLADE) & SEC RISER W/ SEC PED NEAR BASE OF POLE.

JOINT TRENCH/BORE NOTES

- (P1)-(V1) (3) 3" SCH40 (MCPUD1) & (2) 2" SCH40 (HCC) - BORE PARALLEL TO HWY.
- (P1)-(V1) (3) 3" SCH40 (MCPUD1) & (2) 2" SCH40 (HCC) - TRENCH PARALLEL TO ROBINSON RD.
- (P1)-(C1) (1) 2" SCH40 (MCPUD1) & (1) 2" SCH40 (HCC) - BORE UNDER HWY.
- (P1)-(C1) (1) 2" SCH40 (MCPUD1) & (1) 2" SCH40 (HCC) - TRENCH PARALLEL TO HWY.
- (V1)-(V2) (3) 3" SCH40 (MCPUD1) & (2) 2" SCH40 (HCC) - TRENCH PARALLEL TO ROBINSON RD & HWY.
- (C2)-(T1) (1) 2" SCH40 (MCPUD1) & (1) 2" SCH40 (HCC) - TRENCH PARALLEL TO ROBINSON RD.
- (V2)-(V3) (3) 3" SCH40 (MCPUD1) & (2) 2" SCH40 (HCC) - TRENCH PARALLEL TO HWY.
- (V2)-(V3) (3) 3" SCH40 (MCPUD1) & (2) 2" SCH40 (HCC) - BORE UNDER DRIVEWAY.
- (V3)-(P10) (3) 2" SCH40 (MCPUD1) & (2) 2" SCH40 (HCC) - SHORT TRENCH TO RISER POLE.

BID DRAWING

LILLIWAUP CORNER REBUILD
PLAN DRAWINGS

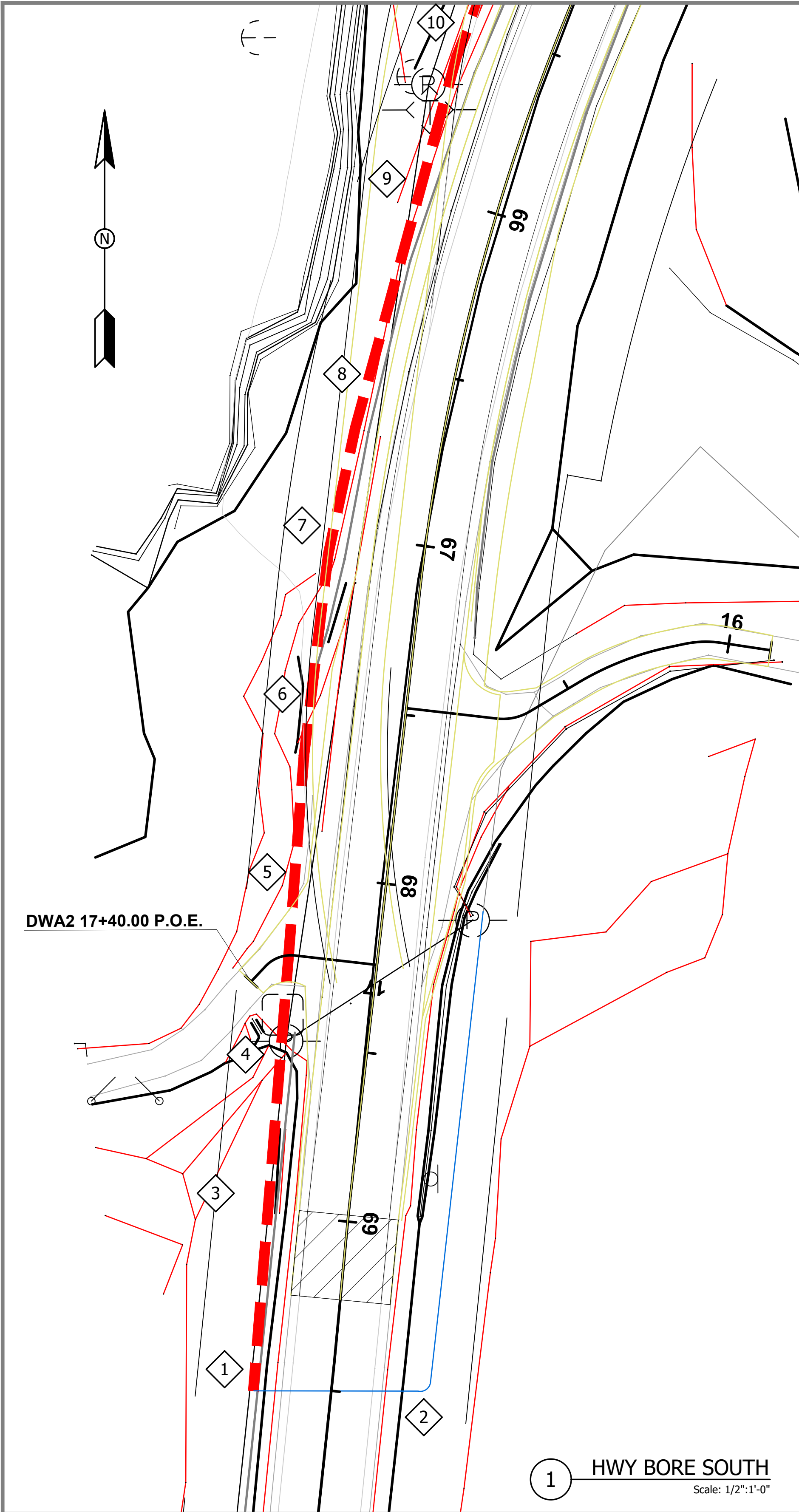


E1

REV	DATE	REVISION DESCRIPTION	DESIGNER
0	04/24/2026	BID DRAWINGS	JJW

CURRENT REVISION: 0

WORK ORDER: 25060



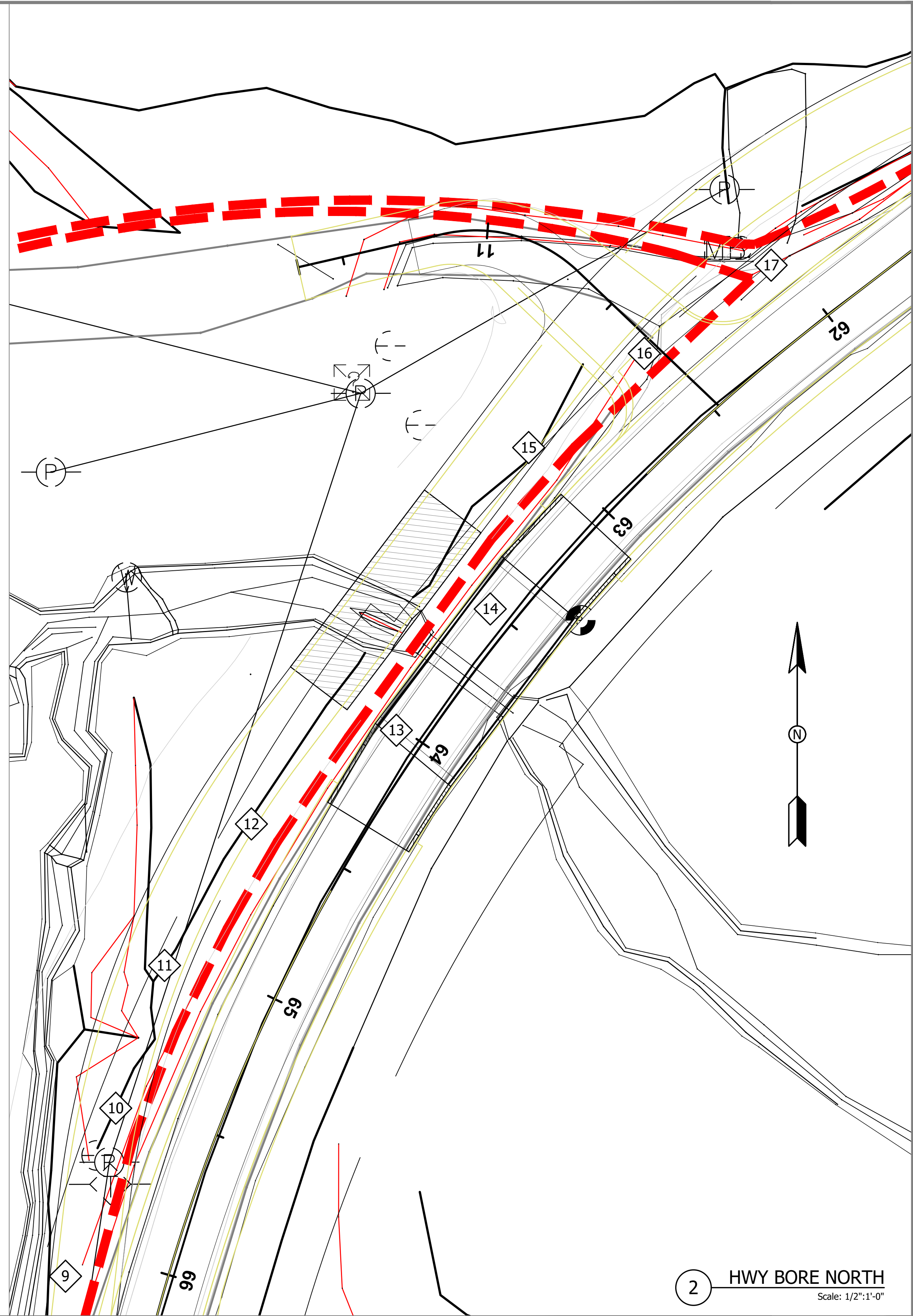
1 HWY BORE SOUTH
Scale: 1/2"=1'-0"

BORING NOTES

- 1 69+25-50 RT 22 TO 27 - BORE ENTRANCE/EXIT
- 2 69+25-50 LT 22 TO 27 - BORE XING UNDER HWY 101.
- 3 69+00 RT 22 TO 27 - BORE PARALLEL TO HWY
- 4 68+50 RT 22 TO 30 - BORE PARALLEL TO HWY
- 5 68+00 RT 22 TO 30 - BORE PARALLEL TO HWY
- 6 67+50 RT 22 TO 30 - BORE PARALLEL TO HWY
- 7 67+00 RT 22 TO 30 - BORE PARALLEL TO HWY
- 8 66+50 RT 22 TO 30 - BORE PARALLEL TO HWY
- 9 66+00 RT 22 TO 30 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 10 65+50 RT 22 TO 30 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 11 65+00 RT 22 TO 30 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 12 64+50 RT 22 TO 27 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 13 64+00 RT 22 TO 26 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 14 63+50 RT 22 TO 26 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 15 63+00 RT 22 TO 26 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 16 62+50 RT 22 TO 27 - BORE PARALLEL TO HWY. MINIMUM BORE DEPTH 50'
- 17 62+00 TO 61+75 RT 22 TO 27 - BORE PARALLEL TO HWY. BORE ENTRANCE/EXIT.

BORING LOG (PROVIDE FINAL OFFSETS AND DEPTHS BELOW)

- 1 69+__ RT __ - BORE ENTRANCE/EXIT
- 2 69+__ LT __ - BORE XING UNDER HWY 101. BORE DEPTH __ @ HWY ϵ
- 3 69+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 4 68+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 5 68+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 6 67+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 7 67+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 8 66+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 9 66+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 10 65+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 11 65+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 12 64+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 13 64+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 14 63+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 15 63+00 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 16 62+50 RT __ - BORE PARALLEL TO HWY. BORE DEPTH __
- 17 6__+__ RT __ - BORE PARALLEL TO HWY. BORE ENTRANCE/EXIT.



2 HWY BORE NORTH
Scale: 1/2"=1'-0"

BID DRAWING

LILLIWAUP CORNER REBUILD
DETAIL DRAWINGS
BORING DETAILS HWY 101



D1

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