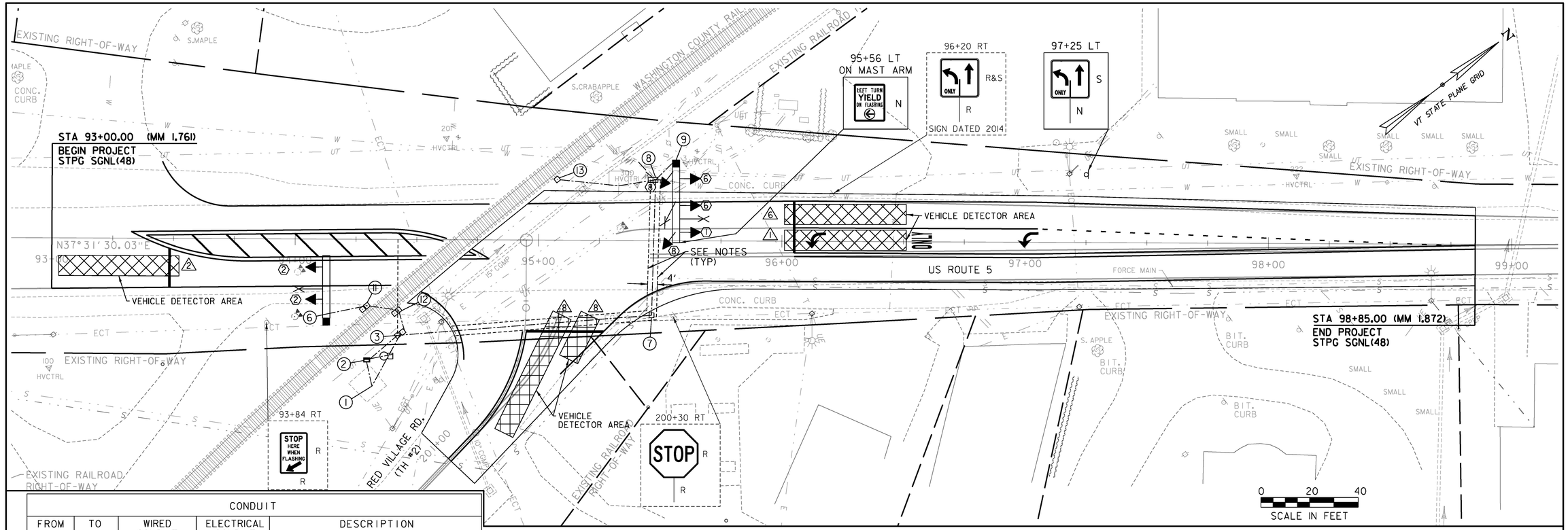


CONDUIT						
FROM	TO	WIRED CONDUIT SIZE		ELECTRICAL CONDUIT SIZE		DESCRIPTION
		2"	4"	2"	4"	
POWER	①					EXISTING
• POWER	②	16'				INTERCONNECT
POWER	②			16'		FUTURE USE
①	②	16'				INTERCONNECT
①	②			16'		FUTURE USE
①	③			31'		RAILROAD SIGNAL
①	③			31'		FUTURE USE
②	③	23'				TRAFFIC SIGNAL
②	③	23'				DETECTION
②	③			23'		FUTURE USE
•• ③	⑦	110'				TRAFFIC SIGNAL (CONCRETE ENCASED)
•• ③	⑦	110'				DETECTION (CONCRETE ENCASED)
•• ③	⑦			110'		FUTURE USE (CONCRETE ENCASED)
•• ⑦	⑧	60'				TRAFFIC SIGNAL (CONCRETE ENCASED)
•• ⑦	⑧	60'				DETECTION (CONCRETE ENCASED)
•• ⑦	⑧			60'		FUTURE USE (CONCRETE ENCASED)
⑧	⑨	16'				TRAFFIC SIGNAL
⑧	⑨	16'				DETECTION
⑧	⑨	16'				RAILROAD SIGNAL
⑧	⑨			16'		FUTURE USE
⑬	⑧			46'		RAILROAD SIGNAL
⑬	⑧			46'		FUTURE USE
••• ⑪	⑫	19'				TRAFFIC SIGNAL(12" GALV. STEEL SLEEVE)
••• ⑪	⑫	19'				DETECTION (12" GALV. STEEL SLEEVE)
••• ⑪	⑫			19'		FUTURE USE (12" GALV. STEEL SLEEVE)
③	⑫	15'				TRAFFIC SIGNAL
③	⑫	15'				DETECTION
③	⑫	15'				RAILROAD SIGNAL
③	⑫			15'		FUTURE USE
⑫	⑬					EXISTING RAILROAD CONDUIT
⑥	⑪	23'				TRAFFIC SIGNAL
⑥	⑪	23'				DETECTION
⑥	⑪	23'				RAILROAD SIGNAL
⑥	⑪			23'		FUTURE USE

CLD 13-0194

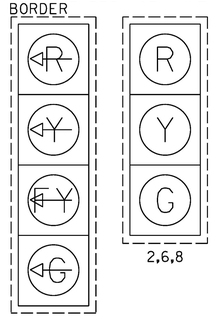
EQUIPMENT LOCATIONS				
LOC.	TYPE	STATION	OFFSET	NOTES
①	RRCC	94+32	60.3	NEW RR SIGNAL CASE ON EXISTING FOUNDATION
②	CC	94+30	49.5	TRAFFIC SIGNAL CONTROL CABINET
③	PB-1	94+42	39.4	2 CONCRETE JUNCTION BOXES (RR & TRAFFIC)
⑥	MAP-1	94+13	30.8	DUAL-USE OVERHEAD STRUCTURE FOR RAILROAD AND TRAFFIC SIGNALS
⑦	PB-3	95+46	30.6	CONCRETE JUNCTION BOX (TRAFFIC)
⑧	PB-4	95+48	25.0	2 CONCRETE JUNCTION BOXES (RR & TRAFFIC)
⑨	MAP-2	95+56	31.7	DUAL-USE OVERHEAD STRUCTURE FOR RAILROAD AND TRAFFIC SIGNALS
⑪	PB-5	94+30	27.3	NEW JUNCTION BOX NEXT TO EXISTING RR PB
⑫	PB-6	94+43	29.0	NEW JUNCTION BOX NEXT TO EXISTING RR PB
⑬	PB-7	95+08	25.0	EXISTING RR JUNCTION BOXES

NEW	LEGEND
	UTILITY POLE
	LUMINAIRE
	CONTROLLER CABINET
	SIGNAL HEAD
	WIRED CONDUIT
	STANCHION
	STOP BAR RADAR
	JUNCTION BOX
	PRE-EMPTION RECEIVER
	STROBE LIGHT

• RUN ON UTILITY POLE
•• SEE TYPICAL TRENCH SECTION ON SHEET 8.
••• PLACE 12" GALVANIZED STEEL SLEEVE FOLLOWING SPECIAL PROVISION (HORIZONTAL DIRECTIONAL DRILLING 12" CASING) NEXT TO EXISTING RAILROAD 4" GALVANIZED STEEL CONDUIT. CONDUIT LENGTHS AT MAST ARMS INCLUDE ADDITIONAL LENGTH FOR SWEEPS.

SIGNAL HEADS

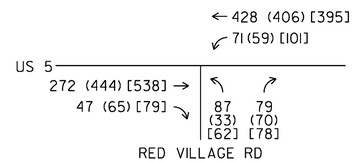
12 IN LENSES,
LED LAMPS,
5 IN BACKPLATES-WITH 2" RETROREFLECTIVE TAPE BORDER



1 2,6,8

CONDUIT NOTES

1. ALL CONDUIT TRENCHES IN PAVEMENT SHALL BE RESTORED AS SHOWN IN THE TYPICAL TRENCH SECTION ON THE TYPICAL DETAILS SHEET, AND PAVEMENT SHALL BE PAID UNDER ITEM 900.675 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY).
2. SAWCUTTING OF PAVEMENT SHALL BE INCIDENTAL TO CONDUIT INSTALLATION.



2015 PEAK MONTH TRAFFIC
XXX = AM PEAK HOUR
(XXX) = MIDDAY PEAK HOUR
[XXX] = PM PEAK HOUR

NOTE
VTRANS GROWTH FACTORS FOR RURAL PRIMARY AND SECONDARY ROADS SHOW NO FUTURE GROWTH. THEREFORE THE 2025 DESIGN YEAR TRAFFIC IS THE SAME AS THE 2015 TRAFFIC

CONSULTING ENGINEERS

PROJECT NAME: LYNDON
PROJECT NUMBER: STPG SGNL(48)

FILE NAME: zl6d054trf.dgn
PROJECT LEADER: P. SHEDD
DESIGNED BY: P. KONIECZKA
TRAFFIC SIGNAL LAYOUT 1

PLOT DATE: 12/13/2016
DRAWN BY: S. GOODWIN
CHECKED BY: L. GREER
SHEET 15 OF 18