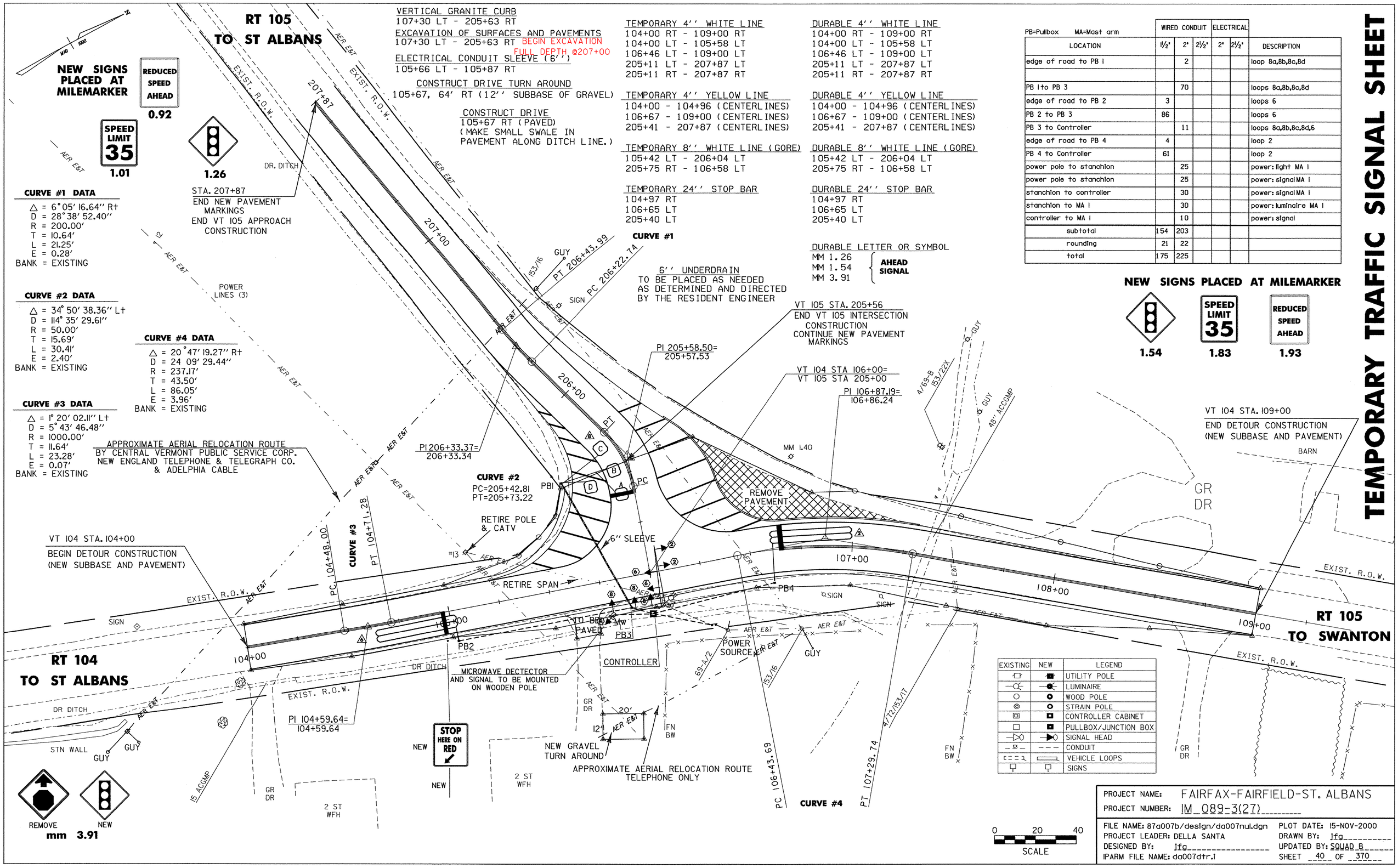
# TEMPORARY TRAFFIC SIGNAL SHEET




**CURVE #1 DATA**

△ = 6°05′16.64″ R+
D = 28°38′52.40″
R = 200.00′
T = 10.64′
L = 21.25′
E = 0.28′
BANK = EXISTING

**CURVE #2 DATA**

△ = 34°50′38.36″ L+
D = 114°35′29.61″
R = 50.00′
T = 15.69′
L = 30.41′
E = 2.40′
BANK = EXISTING

**CURVE #3 DATA**

△ = 1°20′02.11″ L+
D = 5°43′46.48″
R = 1000.00′
T = 11.64′
L = 23.28′
E = 0.07′
BANK = EXISTING

**CURVE #4 DATA**

△ = 20°47′19.27″ R+
D = 24°09′29.44″
R = 237.17′
T = 43.50′
L = 86.05′
E = 3.96′
BANK = EXISTING

APPROXIMATE AERIAL RELOCATION ROUTE
BY CENTRAL VERMONT PUBLIC SERVICE CORP.
NEW ENGLAND TELEPHONE & TELEGRAPH CO.
& ADELPHIA CABLE

VERTICAL GRANITE CURB
107+30 LT - 205+63 RT

EXCAVATION OF SURFACES AND PAVEMENTS
107+30 LT - 205+63 RT BEGIN EXCAVATION
FULL DEPTH @207+00

ELECTRICAL CONDUIT SLEEVE (6′′)
105+66 LT - 105+87 RT

CONSTRUCT DRIVE TURN AROUND
105+67, 64′ RT (12′′ SUBBASE OF GRAVEL)

CONSTRUCT DRIVE
105+67 RT (PAVED)
(MAKE SMALL SWALE IN PAVEMENT ALONG DITCH LINE.)

TEMPORARY 4′′ WHITE LINE
104+00 RT - 109+00 RT
104+00 LT - 105+58 LT
106+46 LT - 109+00 LT
205+11 LT - 207+87 LT
205+11 RT - 207+87 RT

TEMPORARY 4′′ YELLOW LINE
104+00 - 104+96 (CENTERLINES)
106+67 - 109+00 (CENTERLINES)
205+41 - 207+87 (CENTERLINES)

TEMPORARY 8′′ WHITE LINE (GORE)
105+42 LT - 206+04 LT
205+75 RT - 106+58 LT

TEMPORARY 24′′ STOP BAR
104+97 RT
106+65 LT
205+40 LT

DURABLE 4′′ WHITE LINE
104+00 RT - 109+00 RT
104+00 LT - 105+58 LT
106+46 LT - 109+00 LT
205+11 LT - 207+87 LT
205+11 RT - 207+87 RT

DURABLE 4′′ YELLOW LINE
104+00 - 104+96 (CENTERLINES)
106+67 - 109+00 (CENTERLINES)
205+41 - 207+87 (CENTERLINES)

DURABLE 8′′ WHITE LINE (GORE)
105+42 LT - 206+04 LT
205+75 RT - 106+58 LT

DURABLE 24′′ STOP BAR
104+97 RT
106+65 LT
205+40 LT

DURABLE LETTER OR SYMBOL
MM 1.26
MM 1.54
MM 3.91
} AHEAD SIGNAL

6′′ UNDERDRAIN
TO BE PLACED AS NEEDED
AS DETERMINED AND DIRECTED
BY THE RESIDENT ENGINEER

VT 105 STA. 205+56
END VT 105 INTERSECTION CONSTRUCTION
CONTINUE NEW PAVEMENT MARKINGS

VT 104 STA 106+00=
VT 105 STA 205+00

PI 106+87.19=
106+86.24

PB=Pullbox MA=Mast arm

| LOCATION | WIRED CONDUIT 1½" | 2" | 2½" | ELECTRICAL 2" | 2½" | DESCRIPTION |
|---|---|---|---|---|---|---|
| edge of road to PB 1 | | 2 | | | | loop 8a,8b,8c,8d |
| | | | | | | |
| PB 1 to PB 3 | | 70 | | | | loops 8a,8b,8c,8d |
| edge of road to PB 2 | 3 | | | | | loops 6 |
| PB 2 to PB 3 | 86 | | | | | loops 6 |
| PB 3 to Controller | | 11 | | | | loops 8a,8b,8c,8d,6 |
| edge of road to PB 4 | 4 | | | | | loop 2 |
| PB 4 to Controller | 61 | | | | | loop 2 |
| power pole to stanchion | | 25 | | | | power: light MA 1 |
| power pole to stanchion | | 25 | | | | power: signal MA 1 |
| stanchion to controller | | 30 | | | | power: signal MA 1 |
| stanchion to MA 1 | | 30 | | | | power: luminaire MA 1 |
| controller to MA 1 | | 10 | | | | power: signal |
| subtotal | 154 | 203 | | | | |
| rounding | 21 | 22 | | | | |
| total | 175 | 225 | | | | |

NEW SIGNS PLACED AT MILEMARKER

1.54 — SPEED LIMIT 35 — 1.83 — REDUCED SPEED AHEAD — 1.93

| EXISTING | NEW | LEGEND |
|---|---|---|
| | | UTILITY POLE |
| | | LUMINAIRE |
| | | WOOD POLE |
| | | STRAIN POLE |
| | | CONTROLLER CABINET |
| | | PULLBOX/JUNCTION BOX |
| | | SIGNAL HEAD |
| | | CONDUIT |
| | | VEHICLE LOOPS |
| | | SIGNS |

PROJECT NAME: FAIRFAX-FAIRFIELD-ST. ALBANS
PROJECT NUMBER: IM 089-3(27)

FILE NAME: 87a007b/design/da007nul.dgn
PROJECT LEADER: DELLA SANTA
DESIGNED BY: Jfg
IPARM FILE NAME: da007dtr.i

PLOT DATE: 15-NOV-2000
DRAWN BY: Jfg
UPDATED BY: SQUAD B
SHEET 40 OF 370