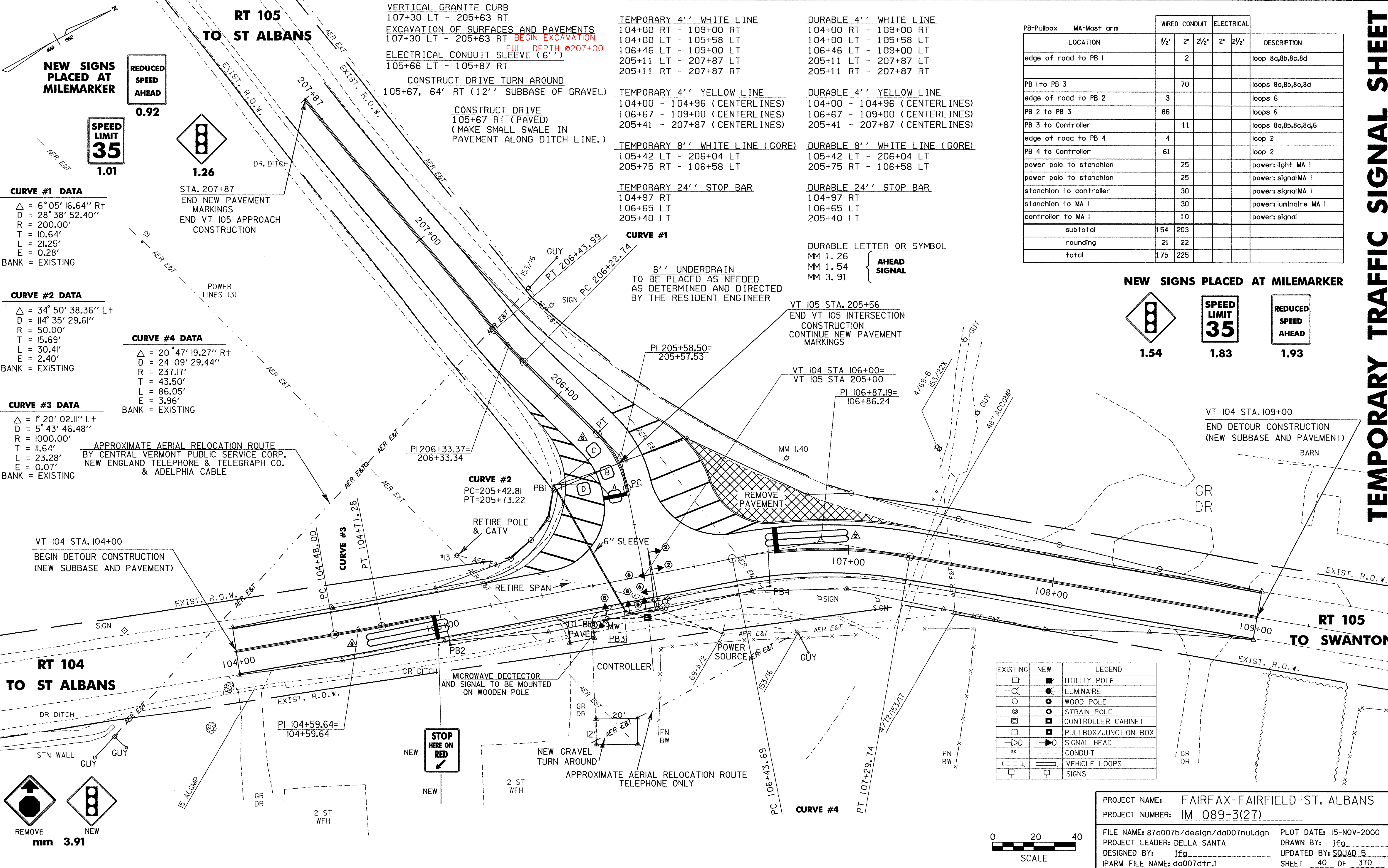


**TEMPORARY TRAFFIC SIGNAL SHEET**



**NEW SIGNS PLACED AT MILEMARKER**

REDUCED SPEED AHEAD  
0.92

SPEED LIMIT 35  
1.01

1.26

**CURVE #1 DATA**

Δ = 6°05' 16.64" Rt  
D = 28°38' 52.40"  
R = 200.00'  
T = 10.64'  
L = 21.25'  
E = 0.28'  
BANK = EXISTING

**CURVE #2 DATA**

Δ = 34° 50' 38.36" Lt  
D = 114° 35' 29.61"  
R = 50.00'  
T = 15.69'  
L = 30.41'  
E = 2.40'  
BANK = EXISTING

**CURVE #3 DATA**

Δ = 1° 20' 02.11" Lt  
D = 5° 43' 46.48"  
R = 1000.00'  
T = 11.64'  
L = 23.28'  
E = 0.07'  
BANK = EXISTING

**CURVE #4 DATA**

Δ = 20° 47' 19.27" Rt  
D = 24 09' 29.44"  
R = 237.17'  
T = 43.50'  
L = 86.05'  
E = 3.96'  
BANK = EXISTING

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

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

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

DURABLE 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

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

**CURVE #1**  
6" UNDERDRAIN  
TO BE PLACED AS NEEDED  
AS DETERMINED AND DIRECTED  
BY THE RESIDENT ENGINEER

DURABLE LETTER OR SYMBOL  
MM 1.26  
MM 1.54  
MM 3.91

LOCATION	WIRED CONDUIT			ELECTRICAL		DESCRIPTION
	1/2"	2"	2 1/2"	2"	2 1/2"	
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**

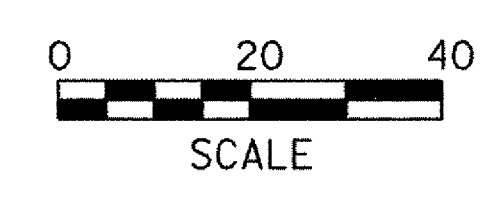
1.54

SPEED LIMIT 35  
1.83

REDUCED SPEED AHEAD  
1.93

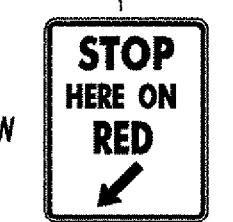
EXISTING	NEW	LEGEND
		UTILITY POLE
		LUMINAIRE
		WOOD POLE
		STRAIN POLE
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		SIGNS

PROJECT NAME: FAIRFAX-FAIRFIELD-ST. ALBANS  
PROJECT NUMBER: IM\_089-3(27)  
FILE NAME: 87a007b/design/da007nul.dgn PLOT DATE: 15-NOV-2000  
PROJECT LEADER: DELLA SANTA DRAWN BY: jfg  
DESIGNED BY: jfg UPDATED BY: SQUAD\_B  
IPARM FILE NAME: da007dtr.i SHEET 40 OF 370



REMOVE mm 3.91

NEW



NEW STOP HERE ON RED

2 ST WFH

APPROXIMATE AERIAL RELOCATION ROUTE TELEPHONE ONLY

**CURVE #4**

VT 104 STA. 109+00  
END DETOUR CONSTRUCTION  
(NEW SUBBASE AND PAVEMENT)

VT 104 STA. 104+00  
BEGIN DETOUR CONSTRUCTION  
(NEW SUBBASE AND PAVEMENT)

**RT 104 TO ST ALBANS**

EXIST. R.O.W.

**RT 105 TO SWANTON**

EXIST. R.O.W.