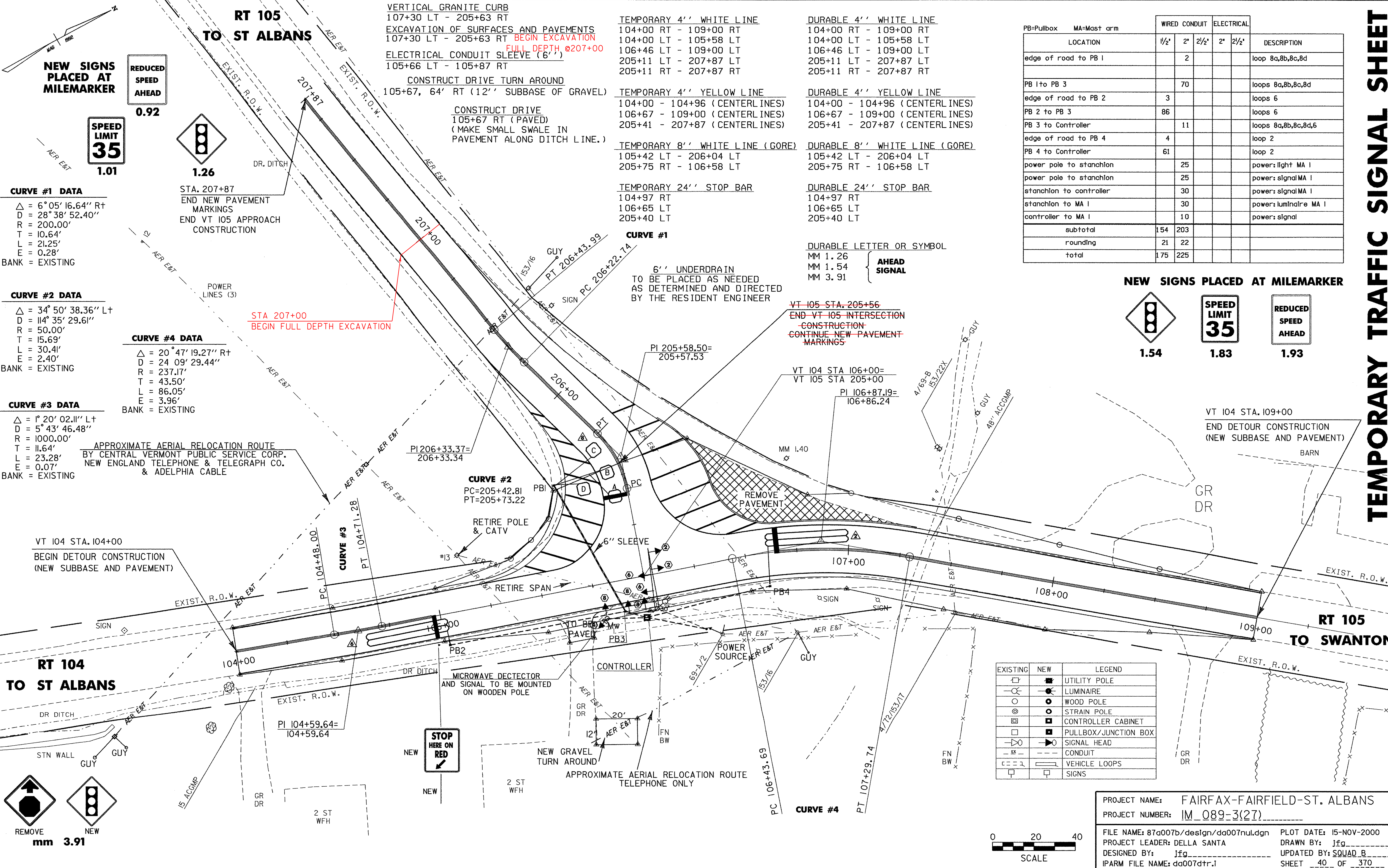


TEMPORARY TRAFFIC SIGNAL SHEET



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

DURABLE LETTER OR SYMBOL
 MM 1.26
 MM 1.54
 MM 3.91

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

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

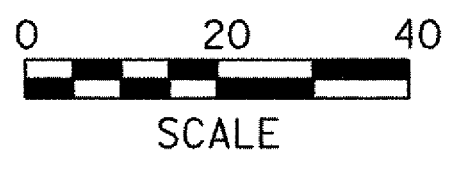
1.54

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

STOP HERE ON RED

APPROXIMATE AERIAL RELOCATION ROUTE TELEPHONE ONLY

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

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

PI 205+58.50=
 205+57.53

PI 206+33.37=
 206+33.34

CURVE #2
 PC=205+42.81
 PT=205+73.22

CURVE #3
 PC 104+48.00
 PT 104+71.28

CURVE #4

PI 104+59.64=
 104+59.64