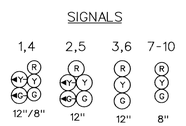
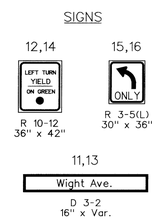
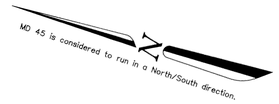
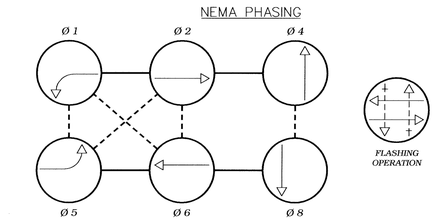


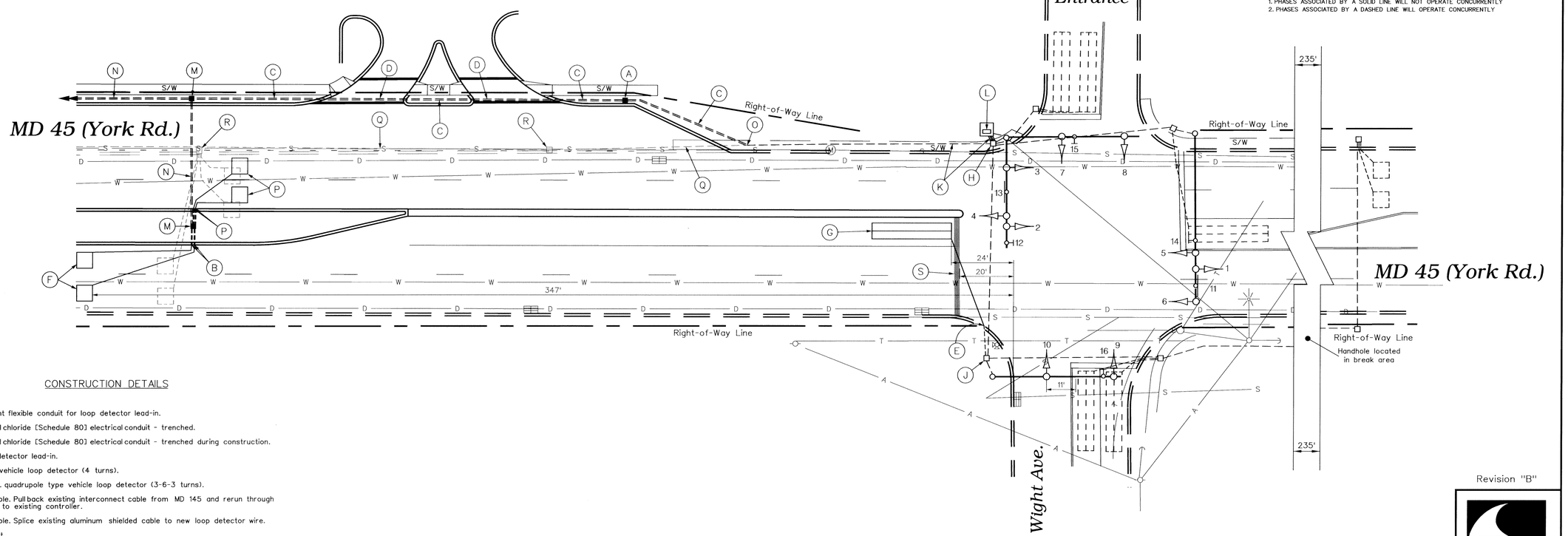






PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY



CONSTRUCTION DETAILS

A. Install handhole.
B. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
C. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
D. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched during construction.
E. Use exisitng loop detector lead-in.
F. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
G. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
H. Use existing handhole. Pull back existing interconnect cable from MD 145 and rerun through new conduit back to existing controller.
J. Use existing handhole. Splice existing aluminum shielded cable to new loop detector wire.
K. Use existing conduit.
L. Use existing cabinet and controller.
M. Use handhole installed as part of the MD 45 @ Ashland Rd. Traffic Signal Plan.
N. Use conduit installed as part of the MD 45 @ Ashland Rd. Traffic Signal Plan.
O. Tie to existing conduit.
P. Installed as part of the MD 45 @ Ashland Rd. Traffic Signal Plan.
Q. Cap and abandon existing conduit.
R. Remove existing handhole.
S. Install 24 in. wide pavement marking for stop line.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings are either existing or will be installed as part of the Developer's project.
4. Revision 'B' is a revision to the traffic signal built in July, 1989 under S.H.A. Contract No.: B 904-459-485.
5. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

Revision "B"

The Traffic Group
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Job. No. 971114
SIGPLAN2.DGN

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

GAS MAIN
WATER MAIN
SEWER MAIN
ELECTRIC CABLES
STORM DRAIN
AERIAL CABLES
TELEPHONE CABLES

REVISIONS

(B) November 19, 1998
Modifications due to new Geometrics.
S.H.A. No.:BW996M82

APPROVALS

ASST. TRAFFIC ENGINEERING DESIGN DIVISION
ASST. DISTRICT ENGINEER - TRAFFIC
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, OFFICE OF TRAFFIC & SAFETY

ORIGINAL ON FILE

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

MD 45 (York Rd.) at Wight Ave./ Valley View Farms Entrance

DATE: July 13, 1989
LOG MILE • 03004508.71

DRAWN BY:	B.K.Miller	F.A.P. NO.	N/A	PLAN SHEET NO.:	SHEET NO.
CHK. BY:	D. Doda	S.H.A. NO.	B 904-459-485	2573B	3 of 4
SCALE:	1" = 20'	COUNTY:	BALTIMORE		

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