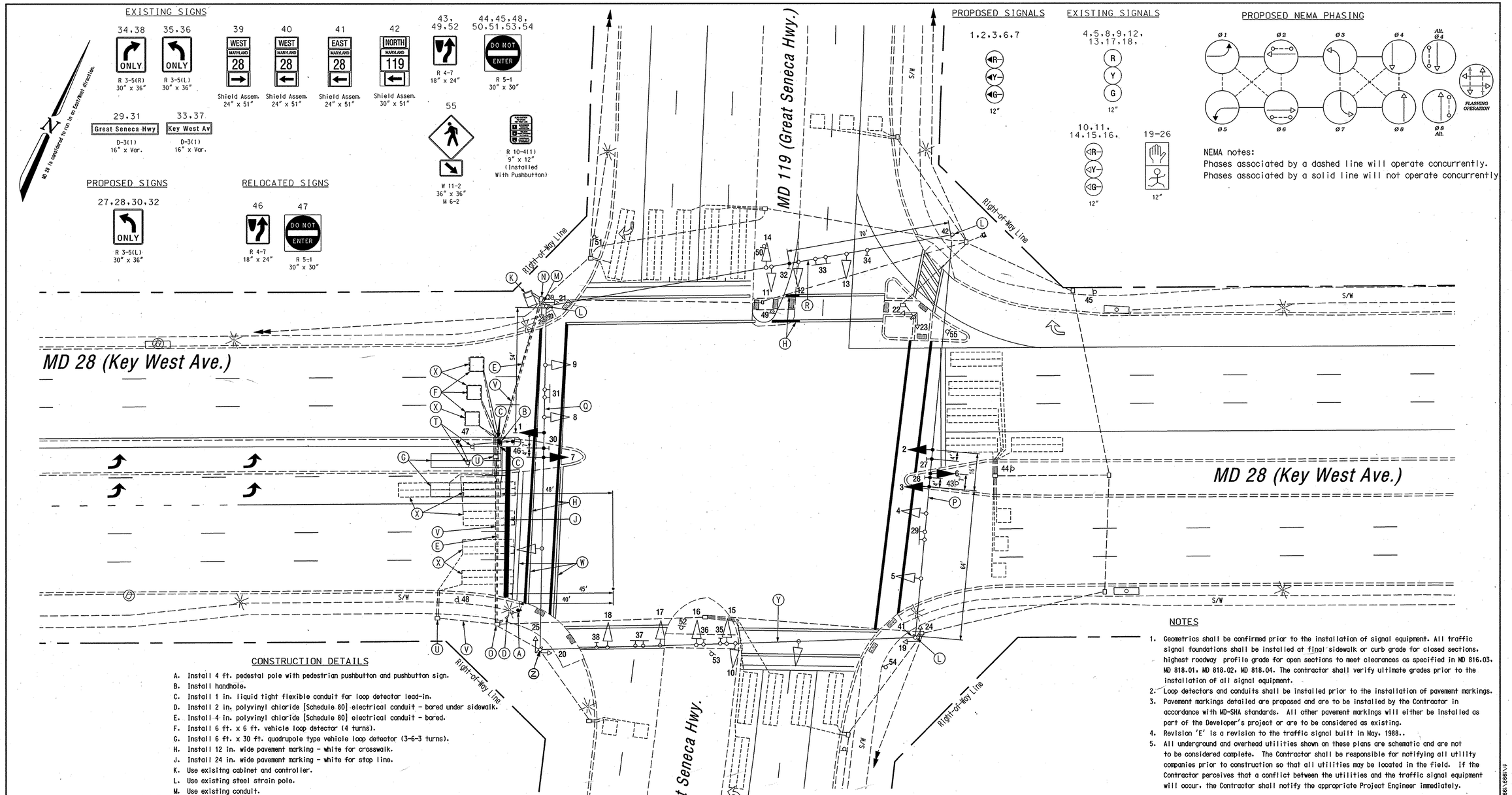

CONSTRUCTION DETAILS

A. Install 4 ft. pedestal pole with pedestrian pushbutton and pushbutton sign.
B. Install handhole.
C. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
D. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - bored under sidewalk.
E. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
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. Install 12 in. wide pavement marking - white for crosswalk.
J. Install 24 in. wide pavement marking - white for stop line.
K. Use exisitng cabinet and controller.
L. Use existing steel strain pole.
M. Use existing conduit.
N. Use existing handhole.
O. Use existing handhole. Pull back existing cable. Run through new conduit back to existing cabinet and controller. (Approximately 8 existing cables)
P. Use existing span wire. Install new vehicle signal heads and signs as shown.
Q. Use existing span wire. Install new vehicle signal heads and sign as shown. Remove existing through movement nearside signal head.
R. Use existing span wire. Install new sign as shown.
T. Relocate existing ground mounted sign. Use new 4 in. x 4 in. wood sign support.
U. Remove existing handhole.
V. Cap and abandon existing conduit.
W. Remove existing pavement marking by grinding.
X. Abandon existing loop detector. Remove Aluminum Shielded cable associated with loop detector.
Y. Use existing span wire. Remove existing through movement nearside signal head.
Z. Remove existing pushbutton and sign and associated wiring.

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all 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 MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
4. Revision 'E' is a revision to the traffic signal built in May, 1988..
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.

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
D — STORM DRAIN
A — AERIAL CABLES
T — TELEPHONE CABLES

Revision "E"

The Traffic Group
The Traffic Group, Inc.
410-931-6600
Fax 410-931-6601

REVISIONS

E	Modify EB leg for a double LT. S.H.A. No.:BW996M82	August 22, 2005	JES		
D	Install crosswalks w/ ped signals across the North leg. S.H.A. No.:AT5825185	April, 2005	SMH		
C	REDLINE Replace Strain Pole in SW quadrant S.H.A. No.:BW996M82	September 15, 2003			
B	Install SB Double LT. Upgrade SB LT to Exclusive. Add NB Exclusive LT S.H.A. No.:XX1065485	3/19/03	JOG	MAR	DZ	BRK

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

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

MD 28 (Key West Ave.) at MD 119 (Great Seneca Hwy.)

DRAWN BY:	B.C.	F.A.P. NO.	N/A	TS NO. 3803E	SHEET NO.
CHECKED BY:	B.M.	S.H.A. NO.	BW996M82		
SCALE:	1" = 20'	COUNTY:	Montgomery	T.I.M.S. NO. G524	1 OF 2
DATE:	May 8, 1988	LOG MILE:	15002B18.62		

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