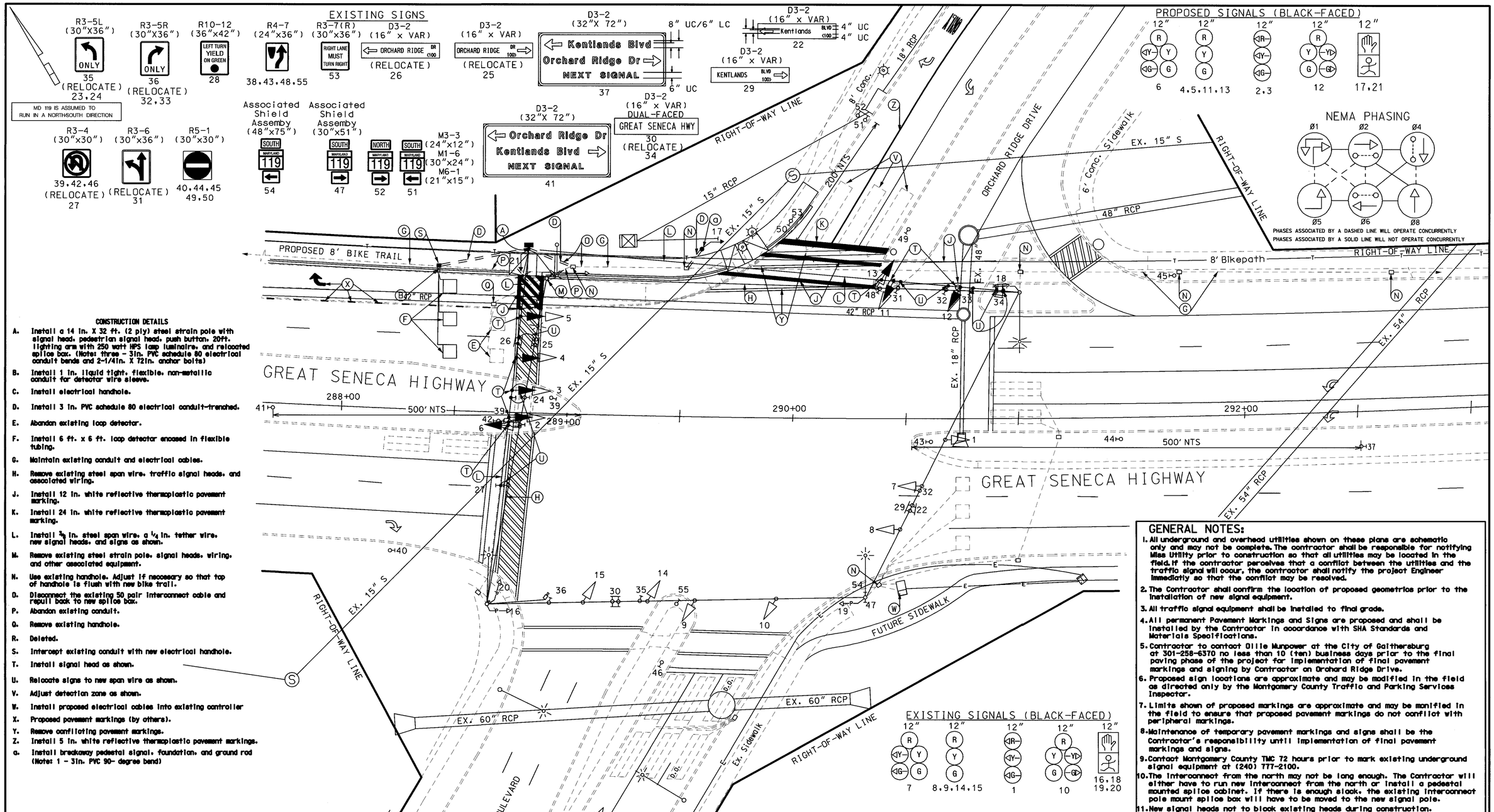

CONSTRUCTION DETAILS

A. Install a 14 in. X 32 ft. (2 ply) steel strain pole with signal head, pedestrian signal head, push button, 20ft. lighting arm with 250 watt HPS lamp luminaire, and relocated splice box. (Note: three - 3in. PVC schedule 80 electrical conduit bends and 2-1/4in. X 72in. anchor bolts)

B. Install 1 in. liquid tight, flexible, non-metallic conduit for detector wire sleeve.

C. Install electrical handhole.

D. Install 3 in. PVC schedule 80 electrical conduit-trenched.

E. Abandon existing loop detector.

F. Install 6 ft. x 6 ft. loop detector encased in flexible tubing.

G. Maintain existing conduit and electrical cables.

H. Remove existing steel span wire, traffic signal heads, and associated wiring.

J. Install 12 in. white reflective thermoplastic pavement marking.

K. Install 24 in. white reflective thermoplastic pavement marking.

L. Install ⅜ in. steel span wire, a ¼ in. tether wire, new signal heads, and signs as shown.

M. Remove existing steel strain pole, signal heads, wiring, and other associated equipment.

N. Use existing handhole. Adjust if necessary so that top of handhole is flush with new bike trail.

O. Disconnect the existing 50 pair interconnect cable and repull back to new splice box.

P. Abandon existing conduit.

Q. Remove existing handhole.

R. Deleted.

S. Intercept existing conduit with new electrical handhole.

T. Install signal head as shown.

U. Relocate signs to new span wire as shown.

V. Adjust detection zone as shown.

W. Install proposed electrical cables into existing controller

X. Proposed pavement markings (by others).

Y. Remove conflicting pavement markings.

Z. Install 5 in. white reflective thermoplastic pavement markings.

a. Install breakaway pedestal signal, foundation, and ground rod (Note: 1 - 3in. PVC 90- degree bend)

GENERAL NOTES:

1. All underground and overhead utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying Miss Utility 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 will occur, the contractor shall notify the project Engineer immediatly so that the conflict may be resolved.
2. The Contractor shall confirm the location of proposed geometrics prior to the installation of new signal equipment.
3. All traffic signal equipment shall be installed to final grade.
4. All permanent Pavement Markings and Signs are proposed and shall be installed by the Contractor in accordance with SHA Standards and Materials Specifications.
5. Contractor to contact Ollie Munpower at the City of Gaithersburg at 301-258-6370 no less than 10 (ten) business days prior to the final paving phase of the project for implementation of final pavement markings and signing by Contractor on Orchard Ridge Drive.
6. Proposed sign locations are approximate and may be modified in the field as directed only by the Montgomery County Traffic and Parking Services Inspector.
7. Limits shown of proposed markings are approximate and may be manified in the field to ensure that proposed pavement markings do not conflict with peripheral markings.
8. Maintenance of temporary pavement markings and signs shall be the Contractor's responsibility until implementation of final pavement markings and signs.
9. Contact Montgomery County TMC 72 hours prior to mark existing underground signal equipment at (240) 777-2100.
10. The interconnect from the north may not be long enough. The Contractor will either have to run new interconnect from the north or install a pedestal mounted splice cabinet. If there is enough slack, the existing interconnect pole mount splice box will have to be moved to the new signal pole.
11. New signal heads not to block existing heads during construction.

UTILITY LEGEND

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

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REVISIONS

B). 3/03 RELOCATE POLE IN NORTHEAST CORNER DUE TO GEOMETRIC IMPROVEMENTS. BW996M82

A). 4/01 RELOCATE POLE IN SOUTHEAST CORNER DUE TO GEOMETRIC IMPROVEMENTS INCLUDING THE NEW ORCHARD RIDGE DRIVE APPROACH. E430

APPROVALS

ORIGINAL ON FILE

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNAL DESIGN PLAN
MD 119 (GREAT SENECA HIGHWAY) AND
KENTLANDS BOULEVARD/ORCHARD RIDGE DRIVE

DRAWN BY:	JAW	F.A.P. NO.		TS NO. 4212B	SHEET NO.
CHECKED BY:	WT/LES	S.H.A. NO.			
SCALE:	1"=20'	COUNTY:	MONTGOMERY	T.I.M.S. NO. F183	1 OF 2
DATE:	3/10/03	LOG MILE:	15011902.45		