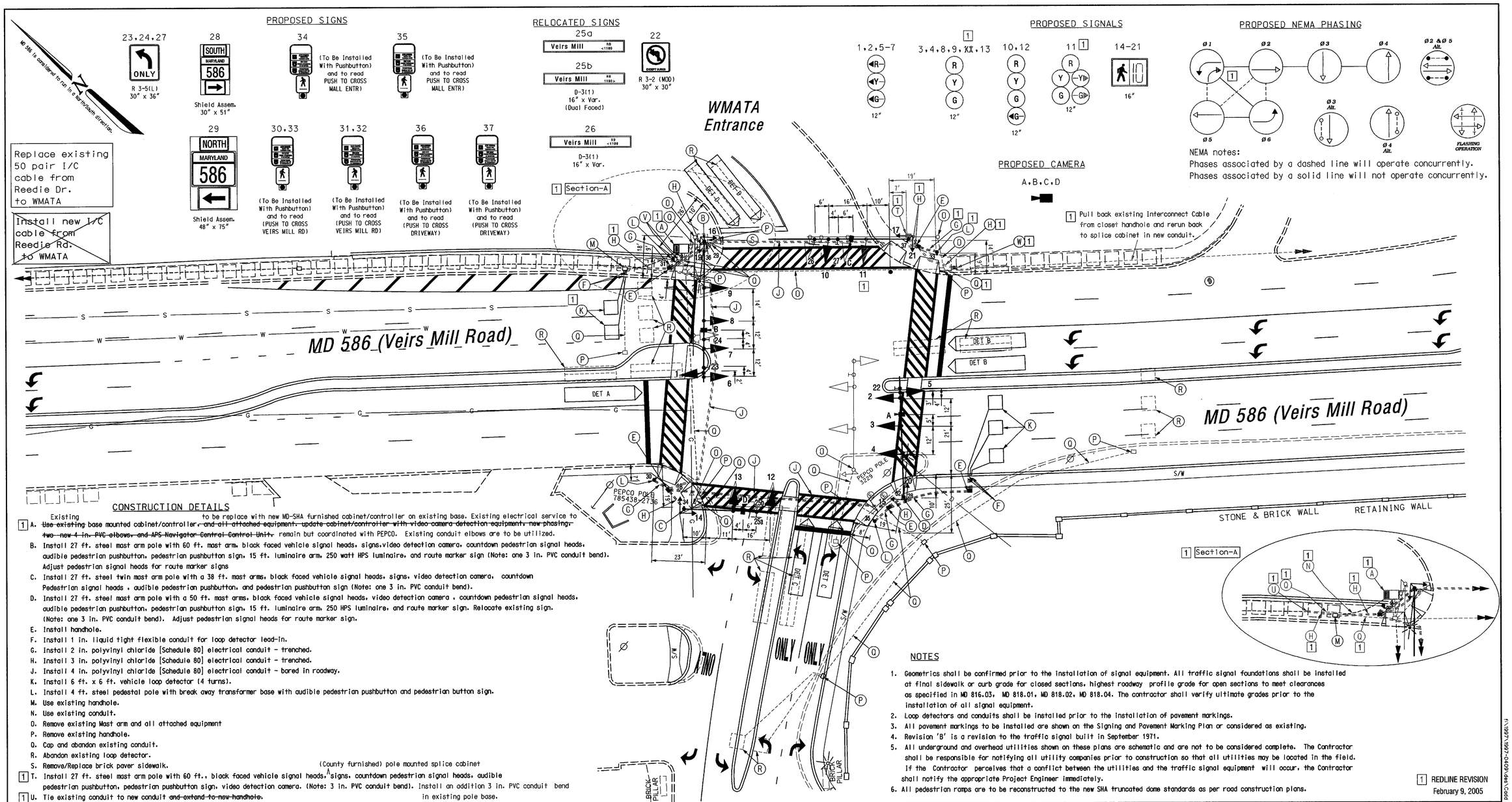

CONSTRUCTION DETAILS

1 A. Existing ~~Use existing~~ base mounted cabinet/controller to be replace with new MD-SHA furnished cabinet/controller on existing base. Existing electrical service to ~~and all attached equipment. update cabinet/controller with video camera detection equipment; new phasing; two new 4 in. PVC elbows, and APS Navigator Control Control Unit.~~ remain but coordinated with PEPCO. Existing conduit elbows are to be utilized.

B. Install 27 ft. steel mast arm pole with 60 ft. mast arm, black faced vehicle signal heads, signs, video detection camera, countdown pedestrian signal heads, audible pedestrian pushbutton, pedestrian pushbutton sign, 15 ft. luminaire arm, 250 watt HPS luminaire, and route marker sign (Note: one 3 in. PVC conduit bend). Adjust pedestrian signal heads for route marker signs

C. Install 27 ft. steel twin mast arm pole with a 38 ft. mast arms, black faced vehicle signal heads, signs, video detection camera, countdown Pedestrian signal heads , audible pedestrian pushbutton, and pedestrian pushbutton sign (Note: one 3 in. PVC conduit bend).

D. Install 27 ft. steel mast arm pole with a 50 ft. mast arms, black faced vehicle signal heads, video detection camera , countdown pedestrian signal heads, audible pedestrian pushbutton, pedestrian pushbutton sign, 15 ft. luminaire arm, 250 HPS luminaire, and route marker sign. Relocate existing sign. (Note: one 3 in. PVC conduit bend). Adjust pedestrian signal heads for route marker sign.

E. Install handhole.

F. Install 1 in. liquid tight flexible conduit for loop detector lead-in.

G. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

H. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

J. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored in roadway.

K. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).

L. Install 4 ft. steel pedestal pole with break away transformer base with audible pedestrian pushbutton and pedestrian button sign.

M. Use existing handhole.

N. Use existing conduit.

O. Remove existing Mast arm and all attached equipment

P. Remove existing handhole.

Q. Cap and abandon existing conduit.

R. Abandon existing loop detector.

S. Remove/Replace brick paver sidewalk.

1 T. Install 27 ft. steel mast arm pole with 60 ft., black faced vehicle signal heads, signs, countdown pedestrian signal heads, audible pedestrian pushbutton, pedestrian pushbutton sign, video detection camera. (Note: 3 in. PVC conduit bend). Install an addition 3 in. PVC conduit bend in existing pole base.

1 U. Tie existing conduit to new conduit ~~and extend to new handhole.~~ (County furnished) pole mounted splice cabinet

V. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit- trenched.

1 W. Install handhole on existing conduit run after pulling back existing I/C cable from closest handhole.

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. All pavement markings to be installed are shown on the Signing and Pavement Marking Plan or considered as existing.
4. Revision 'B' is a revision to the traffic signal built in September 1971.
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.
6. All pedestrian ramps are to be reconstructed to the new SHA truncated dome standards as per road construction plans.

1 REDLINE REVISION
February 9, 2005

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

MDOT - SHA
O.O.T.S
T.E.D.D.

S.H.A. Approval for 1 REDLINE REVISION — Date 2-9-05

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

REVISIONS	
© Modify geometrics for MD 586 SB double left turn. S.H.A. No.:1M396M82	June 14, 2004
fjb	

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 586 (Veirs Mill Road at Wheaton Plaza South Entrance/WMATA

DRAWN BY: Carlos Buitrago	F.A.P. NO. N/A	TS NO. 2440-C	SHEET NO.
CHECKED BY: Farshad Bigdeli	S.H.A. NO.		
SCALE: 1" - 20'	COUNTY: Montgomery	T.I.M.S. NO. G-383	7 OF 8
DATE: May 6, 1988	LOG MILE: 15058605.67		

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