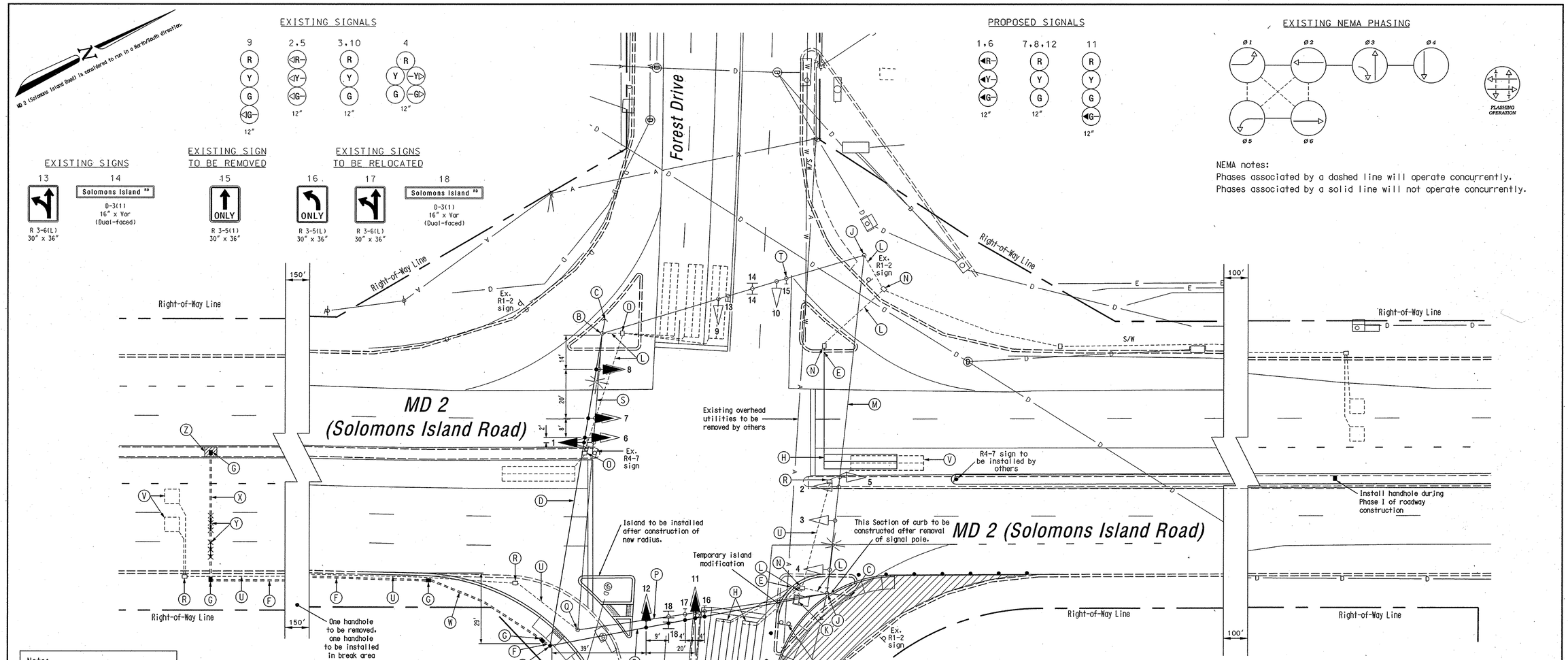

NEMA notes:
Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.

Note:
Remove all unused and abandoned cables from existing conduit.

CONSTRUCTION DETAILS

A. Install 12 in. x 32 ft. 2-ply steel strain pole (Note: one 3 in. PVC conduit bend).
B. Use existing steel strain pole, install temporary back guy, and rewire existing luminaire.
C. Install temporary back guy.
D. Install ⅜ in. steel span wire, vehicle signal head, and relocated signs (signal heads and signs to be tethered).
E. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
F. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
G. Install handhole.
H. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
J. Use existing steel strain pole.
K. Use existing cabinet/controller.
L. Use existing conduit.
M. Use existing span wire.
N. Use existing handhole.
O. Use existing handhole, splice new 2-conductor aluminum shielded cable to existing loop wire.
P. Remove existing span wire and all attached equipment (relocate existing signs).
Q. Remove existing steel strain pole.
R. Remove existing handhole.
S. Remove existing span wire and all attached equipment.
T. Remove existing sign.
U. Cap and abandon existing conduit.
V. Abandon existing loop detectors.
W. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
X. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
Y. Install non-invasive mirco-loop probe (set of 3).
Z. Remove/replace 4 ft. monolithic median.

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 marking shown are existing.
4. Revision 'E' is a revision to the traffic signal built in April 23, 1974 under S.H.A. Contract No.:
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 — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
E — E	ELECTRIC CABLES
D — D	STORM DRAIN
A — A	AERIAL CABLES
T — T	TELEPHONE CABLES
• • • •	CHANNELIZING DEVICE

Roadway MOT Phase II
Temporary Signal - Phase 1

Revision "E"

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

REVISIONS					
E	TS reconstruction due to geometric change S.H.A. No.:BW996M82, MOT Phase II. TIMS H573				07/10/05
FDB					
D	Replace Detection				
DLS					
C	Asbuilt				6/14/83
DPT	KWS				
B	Reconstructed SHA No. AA-216-501-577				11/24/81
SR	DAZ	EPT		TH	

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 - Maintenance of Traffic Plan)

MD 2 (Solomons Island Rd.) at Forest Drive

DRAWN BY:	FW Rainey Jr.	F.A.P. NO.	N/A	TS NO. 71E	SHEET NO.
CHECKED BY:	A Budnichuk	S.H.A. NO.			
SCALE:	1" = 20'	COUNTY:	Anne Arundel	T.I.M.S. NO. H573	1 OF 7
DATE:	4/23/74	LOG MILE:	02000220.19		

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