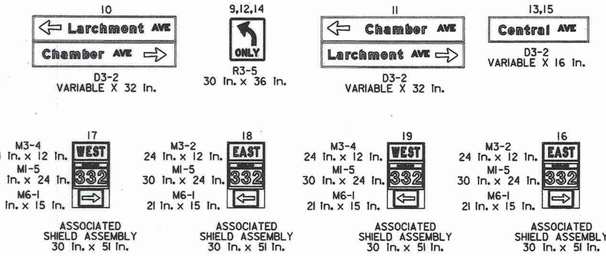
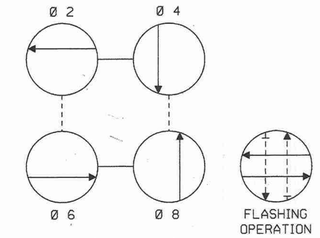
SIGNS



SIGNALS

NEMA PHASING

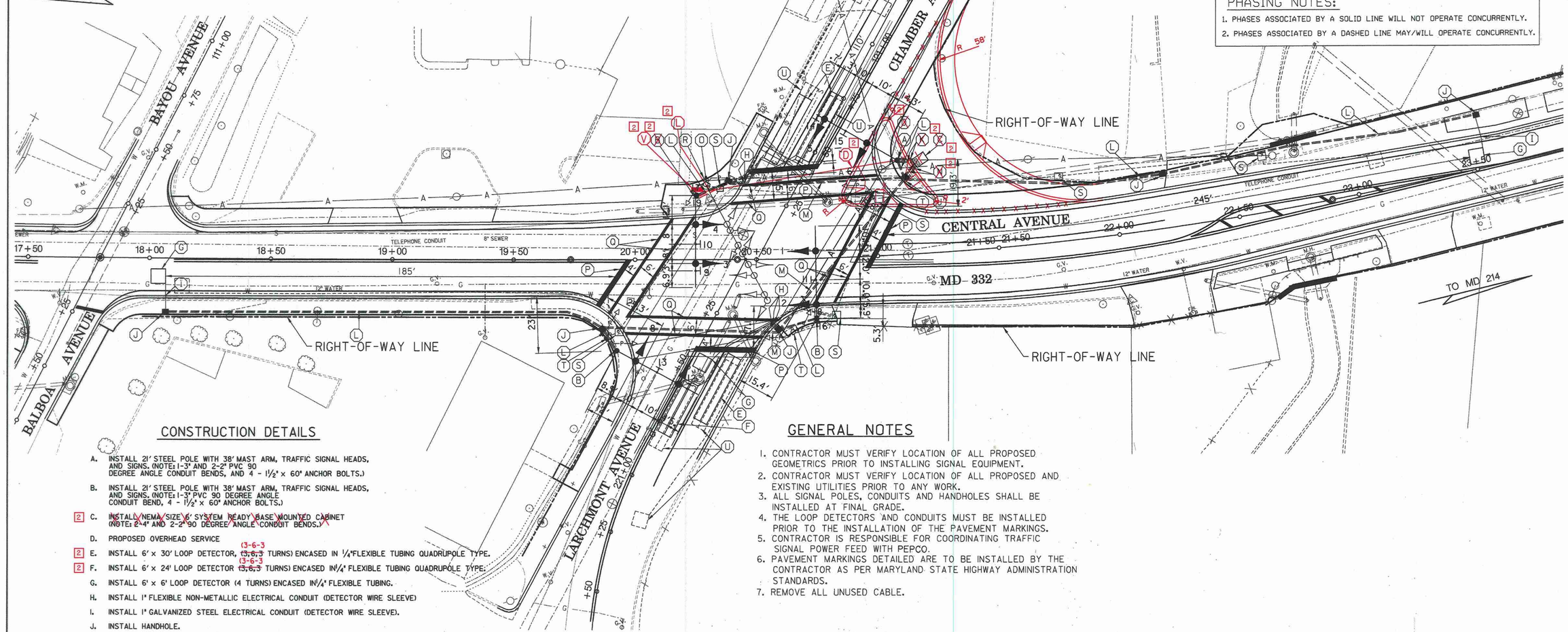


NOTE:
MD 332 IS ASSUMED TO RUN IN EAST-WEST DIRECTION.

TO WASHINGTON D.C.

PHASING NOTES:

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



CONSTRUCTION DETAILS

A. INSTALL 21' STEEL POLE WITH 38' MAST ARM, TRAFFIC SIGNAL HEADS, AND SIGNS. (NOTE: 1-3" AND 2-2" PVC 90 DEGREE ANGLE CONDUIT BENDS, AND 4 - 1½" x 60" ANCHOR BOLTS.)

B. INSTALL 21' STEEL POLE WITH 38' MAST ARM, TRAFFIC SIGNAL HEADS, AND SIGNS. (NOTE: 1-3" PVC 90 DEGREE ANGLE CONDUIT BEND, 4 - 1½" x 60" ANCHOR BOLTS.)

2 C. ~~INSTALL NEMA SIZE 6' SYSTEM READY BASE MOUNTED CABINET (NOTE: 2-4" AND 2-2" 90 DEGREE ANGLE CONDUIT BENDS.)~~

D. PROPOSED OVERHEAD SERVICE

2 E. INSTALL 6' x 30' LOOP DETECTOR, ~~(3,6,3~~ (3-6-3 TURNS) ENCASED IN ¼"FLEXIBLE TUBING QUADRUPOLE TYPE.

2 F. INSTALL 6' x 24' LOOP DETECTOR ~~(3,6,3~~ (3-6-3 TURNS) ENCASED IN ¼" FLEXIBLE TUBING QUADRUPOLE TYPE.

G. INSTALL 6' x 6' LOOP DETECTOR (4 TURNS) ENCASED IN ¼" FLEXIBLE TUBING.

H. INSTALL 1" FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE)

I. INSTALL 1" GALVANIZED STEEL ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).

J. INSTALL HANDHOLE.

K. INSTALL 2" SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

L. INSTALL 3" SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

M. INSTALL 3" SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.

N. INSTALL 4" SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

O. REMOVE EXISTING SIGNAL POLE, MAST ARM, SIGNAL HEADS, SIGNS, AND CABLE.

P. INSTALL 24" WHITE REFLECTIVE HEAT APPLIED PREFORMED PAVEMENT MARKING (STOP LINE).

Q. INSTALL 12" WHITE REFLECTIVE HEAT APPLIED PREFORMED PAVEMENT MARKING (CROSSWALK).

R. REMOVE EXISTING CABINET.

S. REMOVE EXISTING HANDHOLE.

T. REMOVE EXISTING PED POLE, SIGNAL HEADS, AND PUSH BUTTON.

U. ABANDON LOOP DETECTOR.

2 V. INSTALL 21' STEEL POLE WITH 38' MAST ARM. TRAFFIC SIGNAL HEADS, SIGNS, AND POLE MOUNTED CABINET. (NOTE: 2-3" AND 1-2" PVC 90 DEGREE ANGLE CONDUIT BENDS AND 4-1½" x 60" ANCHOR BOLTS).

GENERAL NOTES

1. CONTRACTOR MUST VERIFY LOCATION OF ALL PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. CONTRACTOR MUST VERIFY LOCATION OF ALL PROPOSED AND EXISTING UTILITIES PRIOR TO ANY WORK.
3. ALL SIGNAL POLES, CONDUITS AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
4. THE LOOP DETECTORS AND CONDUITS MUST BE INSTALLED PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.
5. CONTRACTOR IS RESPONSIBLE FOR COORDINATING TRAFFIC SIGNAL POWER FEED WITH PEPCO.
6. PAVEMENT MARKINGS DETAILED ARE TO BE INSTALLED BY THE CONTRACTOR AS PER MARYLAND STATE HIGHWAY ADMINISTRATION STANDARDS.
7. REMOVE ALL UNUSED CABLE.

SS-1

RK&K
RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
81 MOSHER STREET
BALTIMORE, MARYLAND 21217
TEL: (410) 728-2900 FAX: (410) 383-3270

REVISIONS:

2 Red Line Revision 2 New Island Added 10/22/99

B January, 1999 Reconstruct Due To New Geometrics. SHA No.: PG 23B21

APPROVALS:

CHIEF SIGNAL DESIGN SECTION

2 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 LOG MILE # 16033200.16

DRAWN BY: SMH
DES. BY: SMH
CHK. BY: BJH

MD 332 (CENTRAL AVENUE) AT
CHAMBER AVENUE/LARCHMONT AVENUE
SIGNAL PLAN

COUNTY: PRINCE GEORGE'S

DATE: JANUARY, 1999 F.A.P. NO. SEE TITLE SHEET
SCALE: 1"=20' S.H.A. NO. PG321B21

TS/STD. NO.: 1838B-PS

SHEET NO. 79 OF 96

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