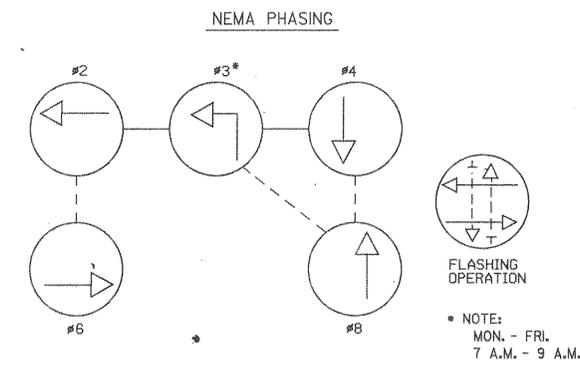
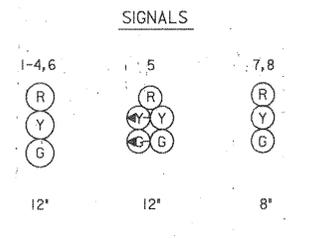


CONSTRUCTION DETAILS

PHASE II

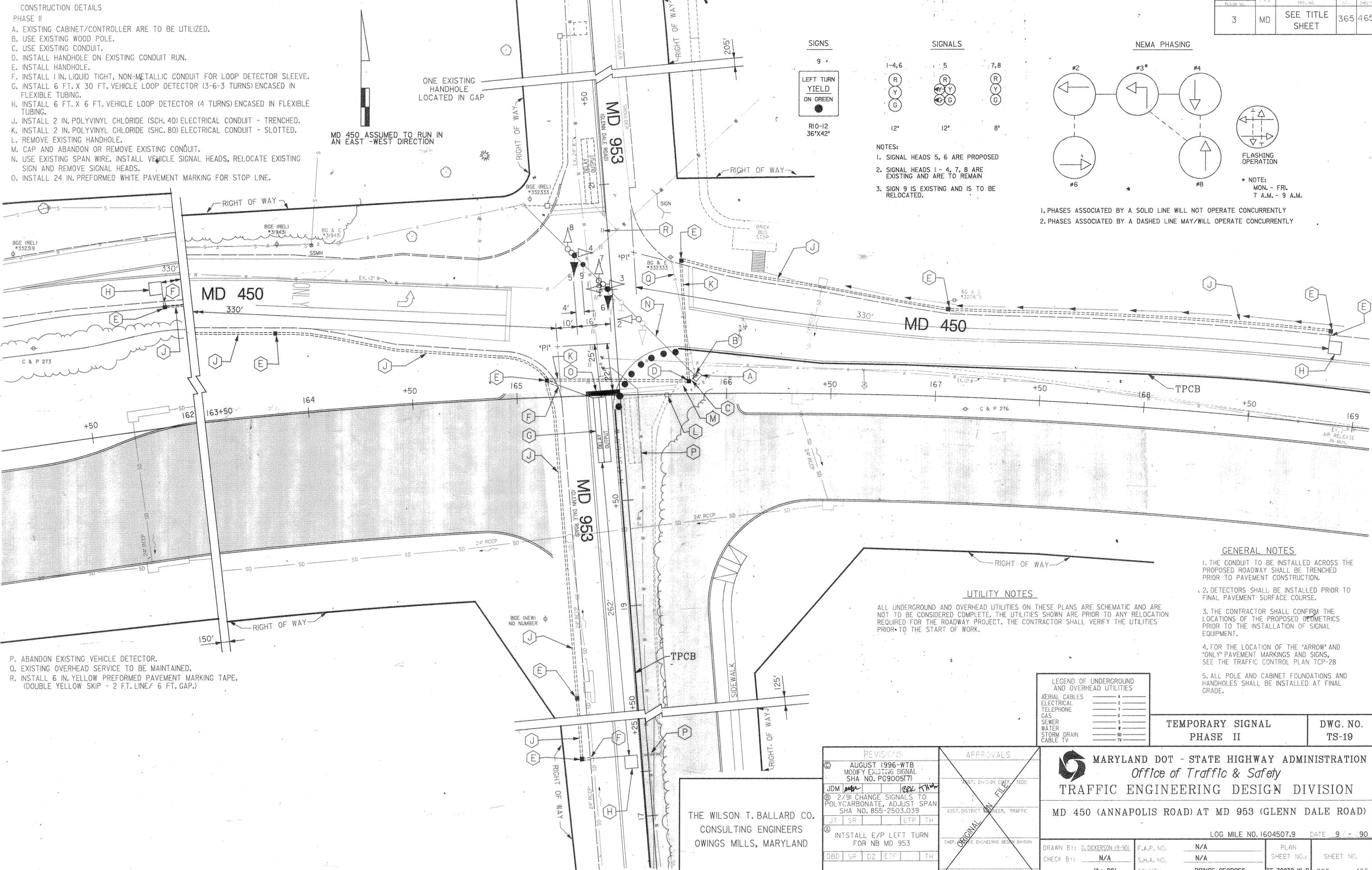
- A. EXISTING CABINET/CONTROLLER ARE TO BE UTILIZED.
- B. USE EXISTING WOOD POLE.
- C. USE EXISTING CONDUIT.
- D. INSTALL HANDHOLE ON EXISTING CONDUIT RUN.
- E. INSTALL HANDHOLE.
- F. INSTALL 1 IN. LIQUID TIGHT, NON-METALLIC CONDUIT FOR LOOP DETECTOR SLEEVE.
- G. INSTALL 6 FT. X 30 FT. VEHICLE LOOP DETECTOR (3-6-3 TURNS) ENCASED IN FLEXIBLE TUBING.
- H. INSTALL 6 FT. X 6 FT. VEHICLE LOOP DETECTOR (4 TURNS) ENCASED IN FLEXIBLE TUBING.
- J. INSTALL 2 IN. POLYVINYL CHLORIDE (SCH. 40) ELECTRICAL CONDUIT - TRENCHED.
- K. INSTALL 2 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - SLOTTED.
- L. REMOVE EXISTING HANDHOLE.
- M. CAP AND ABANDON OR REMOVE EXISTING CONDUIT.
- N. USE EXISTING SPAN WIRE. INSTALL VEHICLE SIGNAL HEADS, RELOCATE EXISTING SIGN AND REMOVE SIGNAL HEADS.
- O. INSTALL 24 IN. PREFORMED WHITE PAVEMENT MARKING FOR STOP LINE.

F.H.R.A. REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD	SEE TITLE SHEET	365	465



- NOTES:**
- SIGNAL HEADS 5, 6 ARE PROPOSED
  - SIGNAL HEADS 1 - 4, 7, 8 ARE EXISTING AND ARE TO REMAIN
  - SIGN 9 IS EXISTING AND IS TO BE RELOCATED.

- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
- PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY



- P. ABANDON EXISTING VEHICLE DETECTOR.
- Q. EXISTING OVERHEAD SERVICE TO BE MAINTAINED.
- R. INSTALL 6 IN. YELLOW PREFORMED PAVEMENT MARKING TAPE. (DOUBLE YELLOW SKIP - 2 FT. LINE/ 6 FT. GAP.)

**UTILITY NOTES**

ALL UNDERGROUND AND OVERHEAD UTILITIES ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE UTILITIES SHOWN ARE PRIOR TO ANY RELOCATION REQUIRED FOR THE ROADWAY PROJECT. THE CONTRACTOR SHALL VERIFY THE UTILITIES PRIOR TO THE START OF WORK.

- GENERAL NOTES**
- THE CONDUIT TO BE INSTALLED ACROSS THE PROPOSED ROADWAY SHALL BE TRENCHED PRIOR TO PAVEMENT CONSTRUCTION.
  - DETECTORS SHALL BE INSTALLED PRIOR TO FINAL PAVEMENT SURFACE COURSE.
  - THE CONTRACTOR SHALL CONFIRM THE LOCATIONS OF THE PROPOSED GEOMETRICS PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
  - FOR THE LOCATION OF THE "ARROW" AND "ONLY" PAVEMENT MARKINGS AND SIGNS, SEE THE TRAFFIC CONTROL PLAN TCP-28
  - ALL POLE AND CABINET FOUNDATIONS AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.

**LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES**

AERIAL CABLES	— A —
ELECTRICAL	— E —
TELEPHONE	— T —
GAS	— G —
SEWER	— S —
WATER	— W —
STORM DRAIN	— SD —
CABLE TV	— TV —

**TEMPORARY SIGNAL PHASE II**      **DWG. NO. TS-19**

REVISIONS		APPROVALS	
①	AUGUST 1996-WTB MODIFY EXISTING SIGNAL SHA NO. PG900577	DESIGNER	FILED
②	2/91 CHANGE SIGNALS TO POLYCARBONATE, ADJUST SPAN SHA NO. 855-2503,039	ASST. DISTRICT ENGINEER, TRAFFIC	
③	INSTALL E/P LEFT TURN FOR NB MD 953	CHIEF ENGINEERING DESIGN DIVISION	
JT	SR	ETP	TH
DBD	SR	DZ	ETP
			TH

THE WILSON T. BALLARD CO.  
CONSULTING ENGINEERS  
OWINGS MILLS, MARYLAND

**MARYLAND DOT - STATE HIGHWAY ADMINISTRATION**  
*Office of Traffic & Safety*  
**TRAFFIC ENGINEERING DESIGN DIVISION**

MD 450 (ANNAPOLIS ROAD) AT MD 953 (GLENN DALE ROAD)

LOG MILE NO. 1604507.9      DATE 9 / - 90

DRAWN BY: G. DICKERSON (9-90)	F.A.P. NO. N/A	PLAN SHEET NO.:	SHEET NO.
CHECK BY: N/A	S.H.A. NO. N/A	TS-30830-XI-P	365 OF 465
SCALE: 1" = 20'	COUNTY: PRINCE GEORGES		