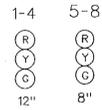
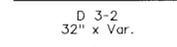
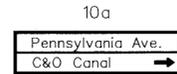


FHWA REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			

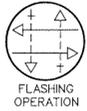
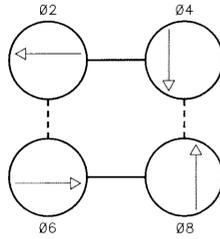
SIGNALS



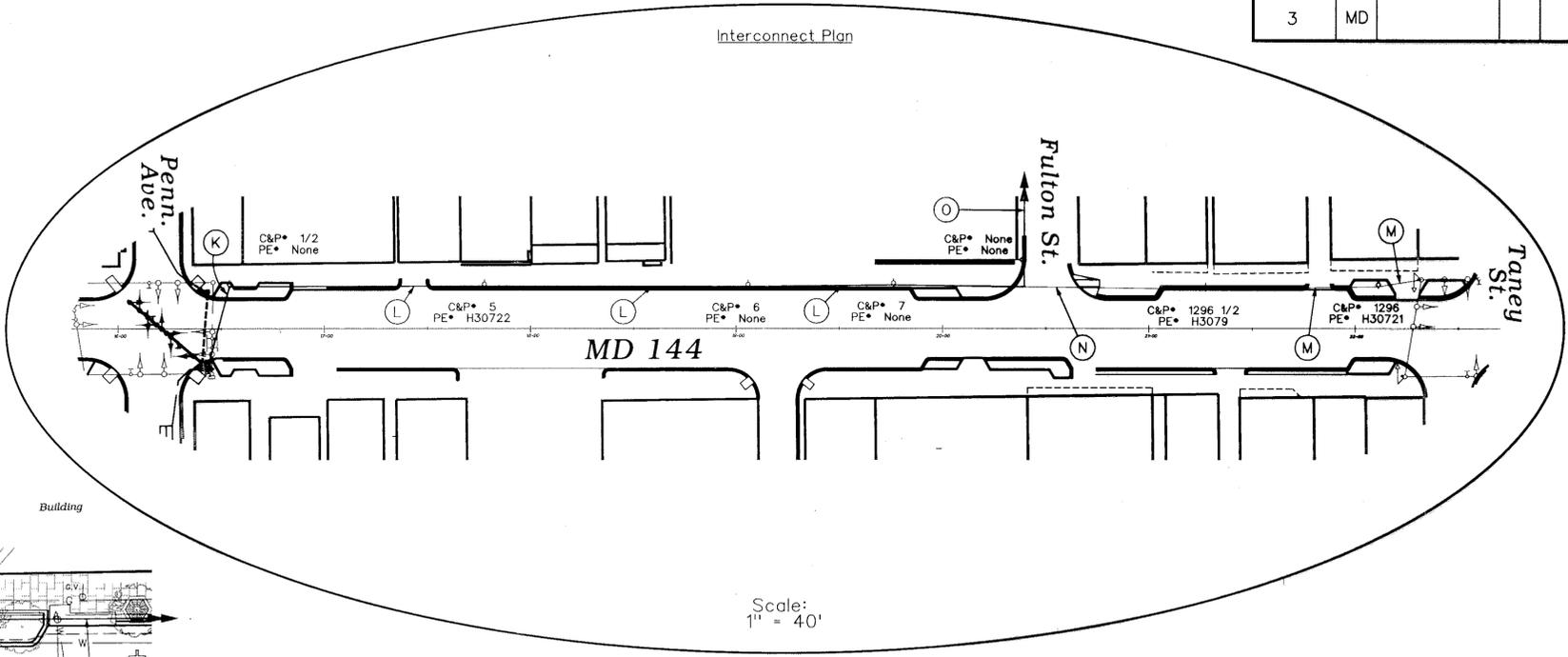
SIGNS



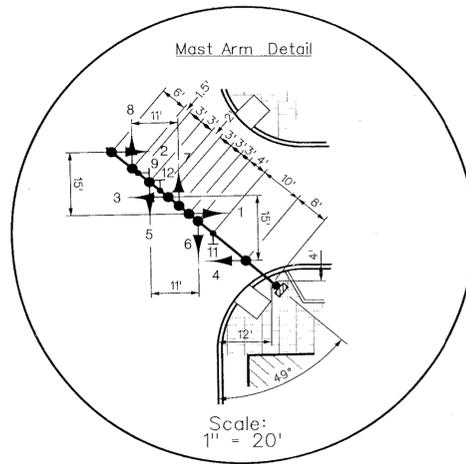
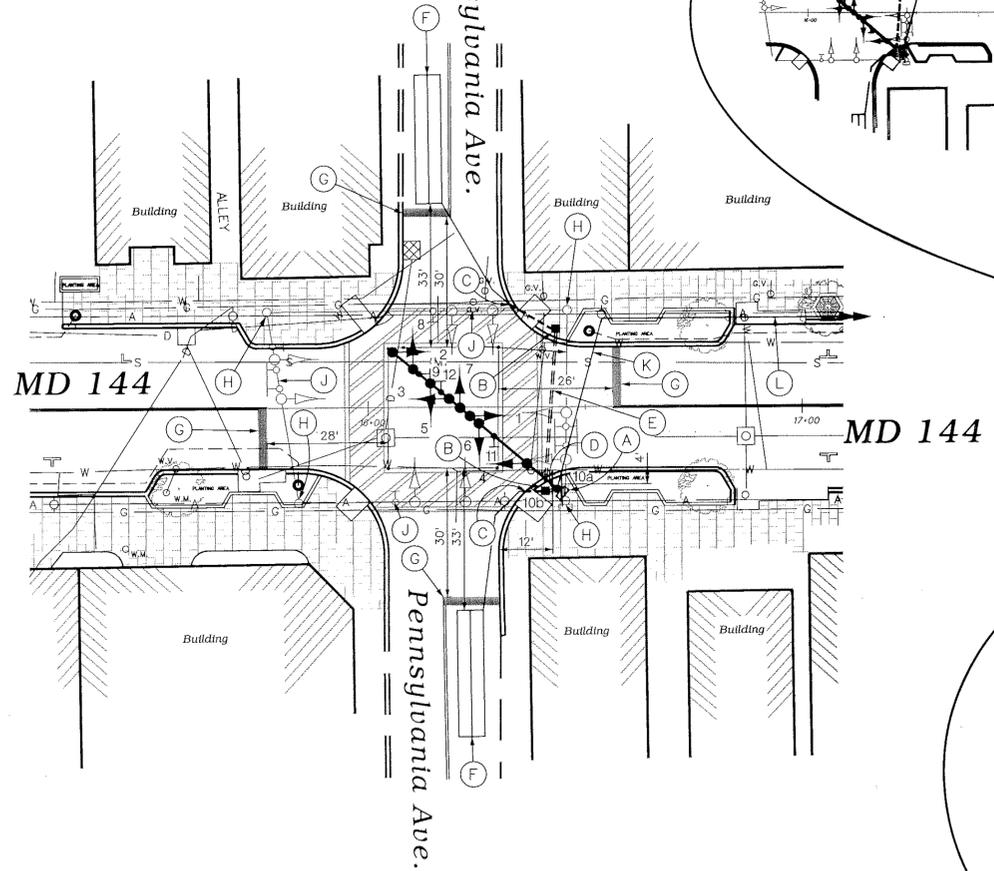
NEMA PHASING



PHASING NOTES:
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY



Scale: 1" = 40'



Scale: 1" = 20'

NOTES

- "D.O." indicates delay output loop detector.
- Geometrics shall be confirmed prior to the installation of signal equipment.
- Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- Pavement markings detailed are proposed and are to be installed by the Traffic Signal Contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the highway contract.
- 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.

CONSTRUCTION DETAILS

- Install 21 ft. steel mast arm pole [cut from a 27 ft. pole] with a 60 ft. mast arm, vehicle signal heads, signs, base mounted NEMA 5 cabinet/controller, and necessary equipment for an Type P-7 overhead electrical service (Note: one 3 in. PVC conduit bend).
- Install handhole.
- Install 1 in. liquid tight flexible conduit for loop detector lead-in - trenched during construction.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched during construction.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
- Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- Install 24 in. wide pavement marking - white for stop line.
- Remove existing steel pole and all attached equipment.
- Remove existing span wire and all attached equipment.
- Relocate existing interconnect cable to new signal pole.
- Use existing interconnect cable.
- Remove existing interconnect cable.
- Remove existing interconnect cable (from Taney St.) and install 1/4 in. tether wire between existing utility poles for remaining existing interconnect cable (from Penn. Ave.).
- Remove one existing interconnect cable (Taney St. run), one existing interconnect cable to remain (Penn. Ave. run).

GEOMETRIC LEGEND	
— — — — —	EXISTING GEOMETRICS
— — — — —	PROPOSED GEOMETRICS
UTILITY LEGEND	
— c — c —	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

REVISIONS	APPROVALS
	 ASST. DIVISION CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	 CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	 ASST. DISTRICT ENGINEER - TRAFFIC
	 DIRECTOR, OFFICE OF TRAFFIC & SAFETY

MDOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

(Traffic Signal Plan)

MD 144 at Pennsylvania Ave.

DRAWN BY: J. Dirndorfer	LOG MILE • 21B144.03.91
DES. BY: J. Dirndorfer	
CHK. BY: <i>JBD</i>	COUNTY: WASHINGTON
DATE: December 31, 1997	F.A.P. NO. _____
SCALE: 1" = 20'	S.H.A. NO. _____
TS/STD. NO. 3763	SHEET NO. _____ of _____

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