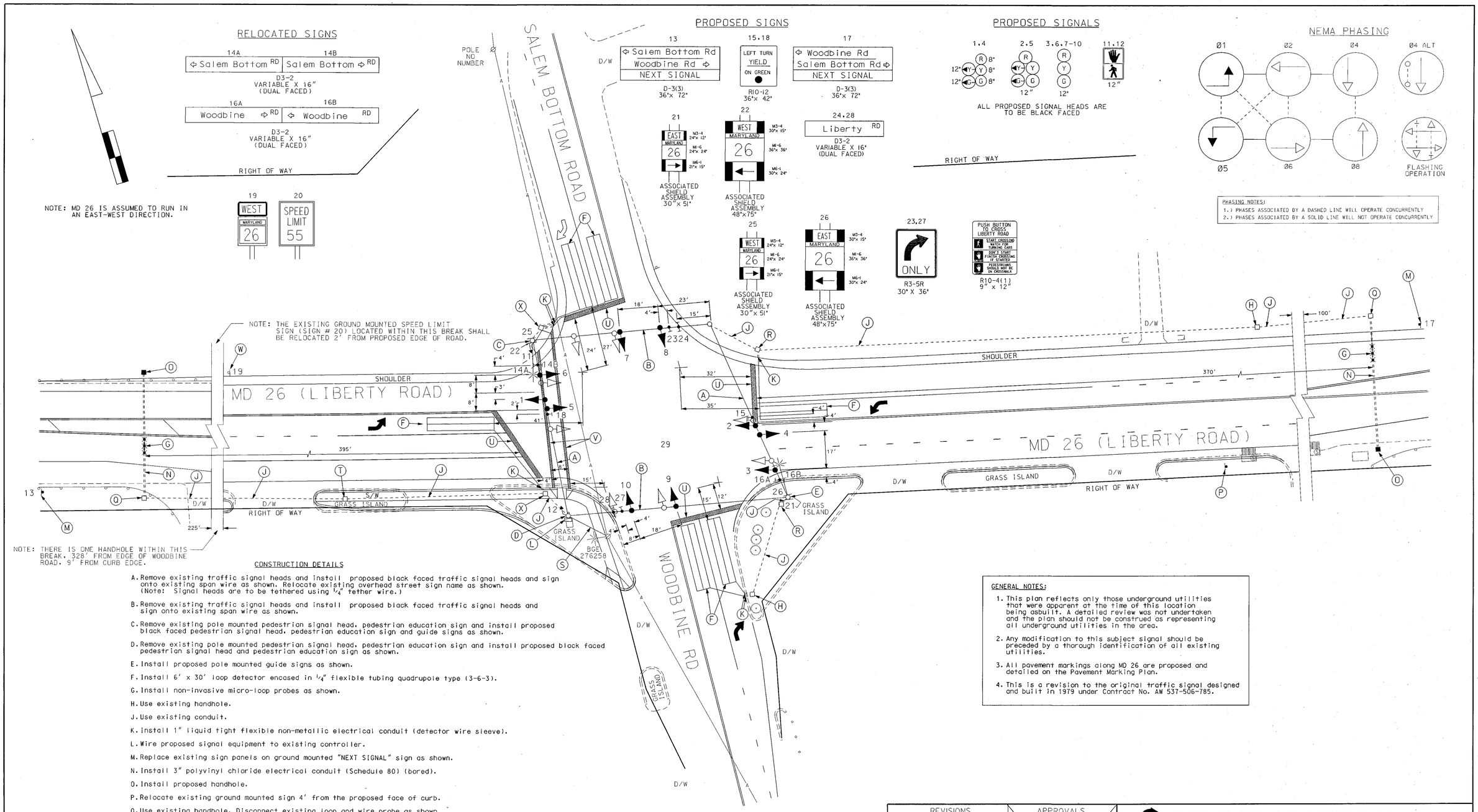

CONSTRUCTION DETAILS

A. Remove existing traffic signal heads and install proposed black faced traffic signal heads and sign onto existing span wire as shown. Relocate existing overhead street sign name as shown. (Note: Signal heads are to be tethered using 1/4" tether wire.)

B. Remove existing traffic signal heads and install proposed black faced traffic signal heads and sign onto existing span wire as shown.

C. Remove existing pole mounted pedestrian signal head, pedestrian education sign and install proposed black faced pedestrian signal head, pedestrian education sign and guide signs as shown.

D. Remove existing pole mounted pedestrian signal head, pedestrian education sign and install proposed black faced pedestrian signal head and pedestrian education sign as shown.

E. Install proposed pole mounted guide signs as shown.

F. Install 6' x 30' loop detector encased in 1/4" flexible tubing quadrupole type (3-6-3).

G. Install non-invasive micro-loop probes as shown.

H. Use existing handhole.

J. Use existing conduit.

K. Install 1" liquid tight flexible non-metallic electrical conduit (detector wire sleeve).

L. Wire proposed signal equipment to existing controller.

M. Replace existing sign panels on ground mounted "NEXT SIGNAL" sign as shown.

N. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (bored).

O. Install proposed handhole.

P. Relocate existing ground mounted sign 4' from the proposed face of curb.

Q. Use existing handhole. Disconnect existing loop and wire probe as shown.

R. Use existing handhole. Disconnect existing loop(s).

S. Existing overhead electrical service to be maintained by BGE.

T. Use existing handhole, adjust to grade if necessary. (For the installation of sidewalk by road contractor).

U. Install 24" white heat applied thermoplastic pavement marking (stopline).

V. Install 12" white heat applied thermoplastic pavement marking (crosswalk).

W. Relocate existing ground mounted sign 2' from proposed edge of road.

X. Use existing handhole, adjust to grade if necessary. (For the installation of sidewalk by road contractor). Disconnect existing loop(s).

GENERAL NOTES:

1. This plan reflects only those underground utilities that were apparent at the time of this location being asbuilt. A detailed review was not undertaken and the plan should not be construed as representing all underground utilities in the area.
2. Any modification to this subject signal should be preceded by a thorough identification of all existing utilities.
3. All pavement markings along MD 26 are proposed and detailed on the Pavement Marking Plan.
4. This is a revision to the original traffic signal designed and built in 1979 under Contract No. AW 537-506-785.

GEOMETRIC LEGEND

PROPOSED
EXISTING

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A	A
ELECTRIC	E	E
TELEPHONE	T	T
GAS	G	G
SEWER	S	S
WATER	W	W
CABLE TV	TV	TV

STREET TRAFFIC STUDIES, LTD.
400 Crain Hwy. N.W.
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Ph (410) 590-5500
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REVISIONS		
B	12-11-01	REPLACE DETECTION AND ADD E/P L/TS ON MD 26. UPGRADE SIG HEADS SHA NO. CL8545176
RRZ		
A	6/88	RECONSTRUCTION OF ICB TO FULL SIGNAL
EMM		

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
MD 26 AND WOODBINE ROAD / SALEM BOTTOM ROAD

DRAWN BY:	LP / LL	F.A.P. NO.		TS NO.	SHEET NO.
CHECKED BY:	JDS	S.H.A. NO.	AW 537-506-785	1690B	
SCALE:	1"= 20'	COUNTY:	CARROLL	T.I.M.S. NO.	
DATE:	6-1-79	LOG MILE:	0602603.62	E526	16 OF 43