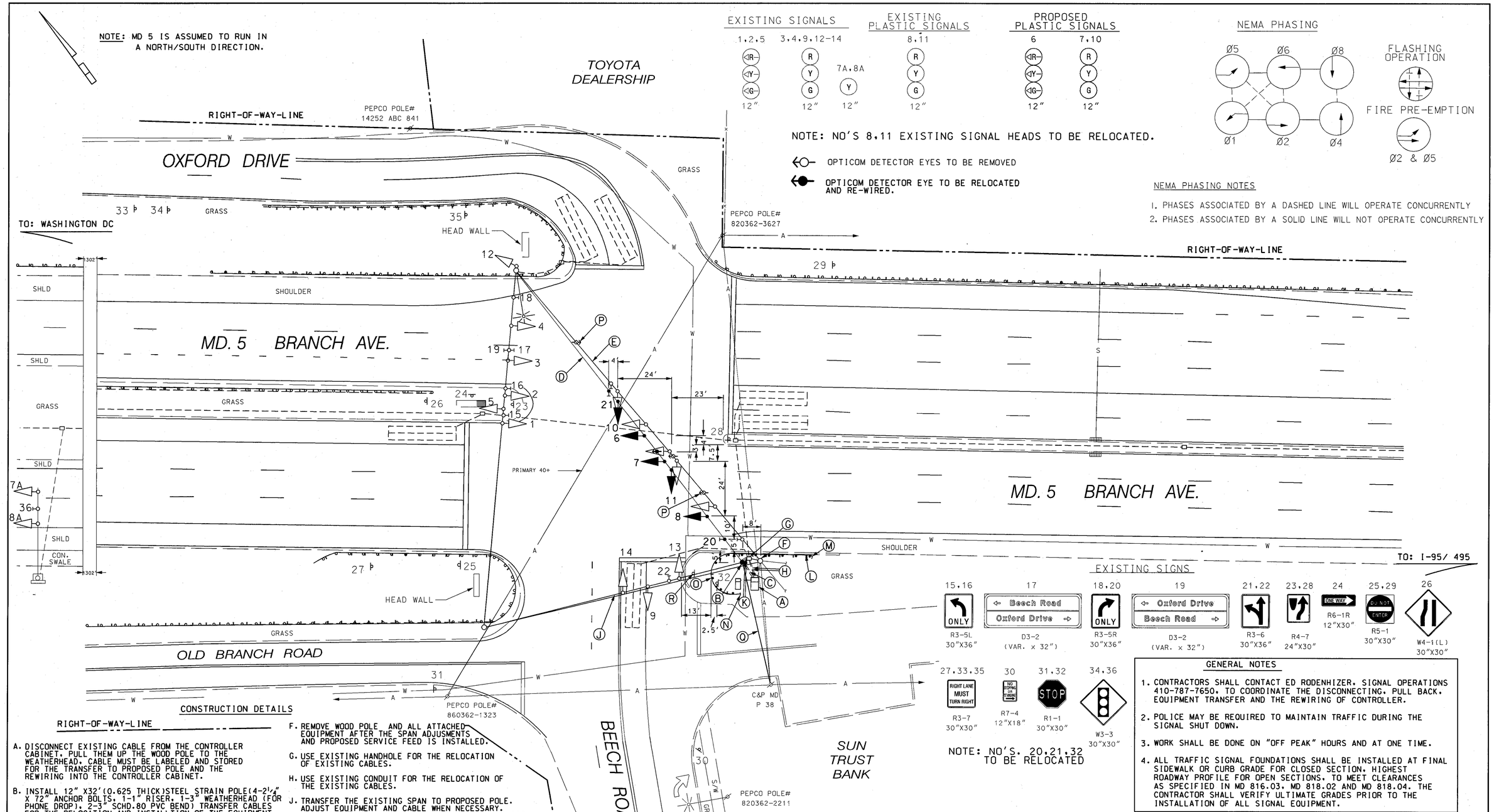
NOTE: MD 5 IS ASSUMED TO RUN IN A NORTH/SOUTH DIRECTION.



CONSTRUCTION DETAILS

RIGHT-OF-WAY-LINE

A. DISCONNECT EXISTING CABLE FROM THE CONTROLLER CABINET. PULL THEM UP THE WOOD POLE TO THE WEATHERHEAD. CABLE MUST BE LABELED AND STORED FOR THE TRANSFER TO PROPOSED POLE AND THE REWIRING INTO THE CONTROLLER CABINET.

B. INSTALL 12" X32'(0.625 THICK)STEEL STRAIN POLE(4-2¼" X 72" ANCHOR BOLTS, 1-1" RISER, 1-3" WEATHERHEAD (FOR PHONE DROP). 2-3" SCHD.80 PVC BEND) TRANSFER CABLES FOR THE RELOCATION AND INSTALLTION OF THE EQUIPMENT.

C. INSTALL 2" SCHEDULE 80 PVC CONDUIT - TRENCH AND JOIN THE EXISTING CABINET BEND.

D. INSTALL ⅜" SPAN WIRE. TRANSFER EXISTING AND INSTALL PROPOSED SIGNAL HEADS, SIGNS, OPTICOM EYE WITH NEW WIRE, AND ALL THE CABLES (RE-RING IF NECESSARY). INSTALL ¼" SPAN WIRE TO TETHER SIGNALS AND SIGNS.

E. REMOVE EXISTING SPAN WIRE AFTER ATTACHED EQUIPMENT HAS BEEN RELOCATED TO PROPOSED SPAN. USE ALL EXTRA CABLE LENGTHS. (USE 2 BUCKET TRUCKS TO SHIFT WHOLE SECTIONS AT A TIME).

F. REMOVE WOOD POLE AND ALL ATTACHED EQUIPMENT AFTER THE SPAN ADJUSMENTS AND PROPOSED SERVICE FEED IS INSTALLED.

G. USE EXISTING HANDHOLE FOR THE RELOCATION OF EXISTING CABLES.

H. USE EXISTING CONDUIT FOR THE RELOCATION OF THE EXISTING CABLES.

J. TRANSFER THE EXISTING SPAN TO PROPOSED POLE. ADJUST EQUIPMENT AND CABLE WHEN NECESSARY. INSTALL ¼" SPAN WIRE TO TETHER SIGNALS AND SIGN.

K. INSTALL 3" SCHEDULE 80 PVC CONDUIT - TRENCHED.

L. INSTALL 36' OF TRAFFIC BARRIER 'W' BEAM ON CURB EDGE WITH 6' LENGTH POSTS AT 6' INTERVALS.

M. INSTALL TYPE 'I' TRAFFIC BARRIER END TREATMENT.

N. INSTALL TYPE 'H' TRAFFIC BARRIER END TREATMENT.

O. INSTALL 20' RADIUS TRAFFIC BARRIER 'W' BEAM WITH 6' LENGTH POST AT 6' INTERVALS.

P. REMOVE OPTICOM EYE.

Q. PROPOSDE OVERHEAD SERVICE FEED BY PEPCO.

R. RELOCATE EXISTING STOP SIGN BEHIND TRAFFIC BARRIER.

UTILITY LEGEND

G — G	GAS MAIN
W — W	WATER MAIN
S — S	SEWER MAIN
E — E	ELECTRIC CABLES
A — A	AERIAL CABLES
T — T	TELEPHONE CABLES

GENERAL NOTES

1. CONTRACTORS SHALL CONTACT ED RODENHIZER, SIGNAL OPERATIONS 410-787-7650, TO COORDINATE THE DISCONNECTING, PULL BACK, EQUIPMENT TRANSFER AND THE REWIRING OF CONTROLLER.
2. POLICE MAY BE REQUIRED TO MAINTAIN TRAFFIC DURING THE SIGNAL SHUT DOWN.
3. WORK SHALL BE DONE ON "OFF PEAK" HOURS AND AT ONE TIME.
4. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTION. HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.02 AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

REVISIONS

C.	3/29/2004 REPLACE WOOD POLE WITH STRAIN POLE & RELOCATE EQUIPMENT. CHARGE NO. 2786116128			
EMM	TH			
B. REVISED THE LOCATION OF THE TRAFFIC SIGNAL STRAIN POLES AND DELETED A STRAIN POLE TO AVOID OVERHEAD UTILITY CONFLIT AUG. 30, 1993				
DMP	SB	DAB	ETJ	TH
C. REVISED THE LOCATION OF TRAFFIC SIGNAL STRAIN POLE MAY 17, 1993				
DMP				
B. TOTAL RECONSTRUCTION OF THE EXISTING SIGNAL IS DUE TO A CHANGE IN ROAD GEOMETRICS JANUARY 1993				
DMP	JJA			

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

CENTURY ENGINEERING, INC.
CONSULTING ENGINEERS – PLANNERS
32 WEST ROAD
TOWSON, MARYLAND 21204

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

SIGNAL PLAN

MD 5 (BRANCH AVE.) AT BEECH ROAD

DRAWN BY:	D. DODA	F.A.P. NO.		TS NO. 565 E	SHEET NO. 1 OF 2
CHECKED BY:	WILLIAM FITCH	S.H.A. NO.	BW-863-802-312		
SCALE:	1" = 20'	COUNTY:	PRINCE GEORGE'S	T.I.M.S. NO. G 134	
DATE:	11/8/1972	LOG MILE:	16000512.63		

o:*TRANSDWG*22171*task 38*ps01md5beech.dgn 3/29/2004