

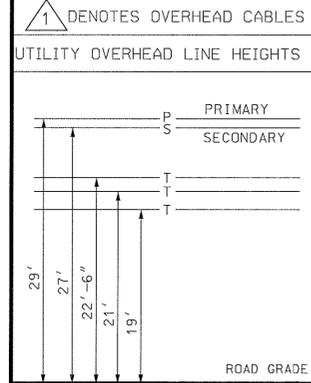
US 40 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION

CONSTRUCTION DETAILS

- A. USE EXISTING ELECTRICAL SERVICE AND COMMUNICATIONS.
- B. USE EXISTING STRAIN POLE, AND INSTALL A 15' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE.
- C. INSTALL A 3 IN. PVC SCHEDULE 80 CONDUIT BEND INTO EXISTING POLE FOUNDATION AND INSTALL A 15' LIGHTING ARM WITH 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE ON EXISTING STRAIN POLE.
- D. INSTALL A 3 IN. PVC SCHEDULE 80 CONDUIT BEND IN EXISTING POLE FOUNDATION AND INSTALL A 3 IN. WEATHERHEAD ON EXISTING STRAIN POLE.
- E. INSTALL A 6 FT. X 30 FT. QUADRUPOLE VEHICLE LOOP DETECTOR (3-6-3 TURNS) ENCASED IN A 1/4 IN. FLEXIBLE TUBING AS SHOWN.
- F. INSTALL A 6 FT. X 6 FT. VEHICLE LOOP DETECTOR (4 TURNS) ENCASED IN A 1/4 IN. FLEXIBLE TUBING AS SHOWN.
- G. INSTALL 1 IN. GALVANIZED STEEL CONDUIT FOR A DETECTOR WIRE SLEEVE.
- H. INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT, TRENCHED.
- J. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT, TRENCHED.
- K. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT, TRENCHED.
- L. INSTALL HANDHOLE.
- M. USE EXISTING SPAN WIRE, RE-RING SPANS, REMOVE ALL EXISTING SIGNAL HEADS AND ASSOCIATE WIRING, AND INSTALL NEW SIGNAL HEADS AS SHOWN.
- N. INSTALL A 24 IN. WHITE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- O. INSTALL GROUND MOUNTED SIGN AND WOODEN SIGN SUPPORT.
- P. REMOVE WOOD POST AND STOP SIGNS.
- Q. REMOVE EXISTING W2-1 WARNING SIGN AND INSTALL W3-3 SIGN ON A NEW WOODEN POST.
- R. RETROFIT EXISTING NEMA (SIZE 5) CABINET AND INSTALL ASC II CONTROLLER, AMPLIFIERS, AND LOAD SWITCHES. (NOTE: MAINTAIN EXISTING MODEM.)
- S. REPLACE EXISTING W2-1 SIGN WITH A W3-3 ASSEMBLY, AND REMOVE AND RELOCATE THE OTTER POINT LANDING SIGN WITH SUPPLEMENTAL BOAT RAMP SIGN AS SHOWN, RELOCATED SIGN SHALL BE INSTALLED ON NEW 4 IN. X 4 IN. WOODEN SIGN SUPPORT.

UTILITY LEGEND

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



NOTES

1. ALL PAVEMENT MARKINGS SHOWN ARE EXISTING, UNLESS OTHERWISE NOTED, SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
2. THE CONTRACTOR SHALL JACK/RAISE THE EXISTING SPAN WIRE TO MEET MINIMUM SIGNAL HEAD CLEARANCES OVER THE ROADWAY.

SABRA, WANG & ASSOCIATES, INC.
 1506 JOH AVENUE
 SUITE 180
 BALTIMORE, MD 21227
 (410)737-6564

REVISIONS	APPROVALS
A. UPGRADE TO FULL SIGNAL SHA. NO. X1005485 8/2/99	ASST. TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. DISTRICT ENGINEER, TRAFFIC
	CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
 TRAFFIC ENGINEERING DESIGN DIVISION
 TRAFFIC SIGNAL PLAN
 US 40 (Pulaski Highway)
 and Abingdon Road/Otter Point Road

DRAWN BY: BRUCE THOMPSON	F.A.P. NO. CMG-STPG-0005(134)	TS NO. 3362-A
CHECKED BY: D. DODA	S.H.A. NO. HA188A561B56	SHEET NO. 1 OF 2
SCALE: 1"=20'	COUNTY: HARFORD	T.I.M.S. NO. D-448
DATE: SEPTMEBER	LOG MILE: 12004006.35	

CADDIC:PROJECTS 97-115\VD448P01.DGN