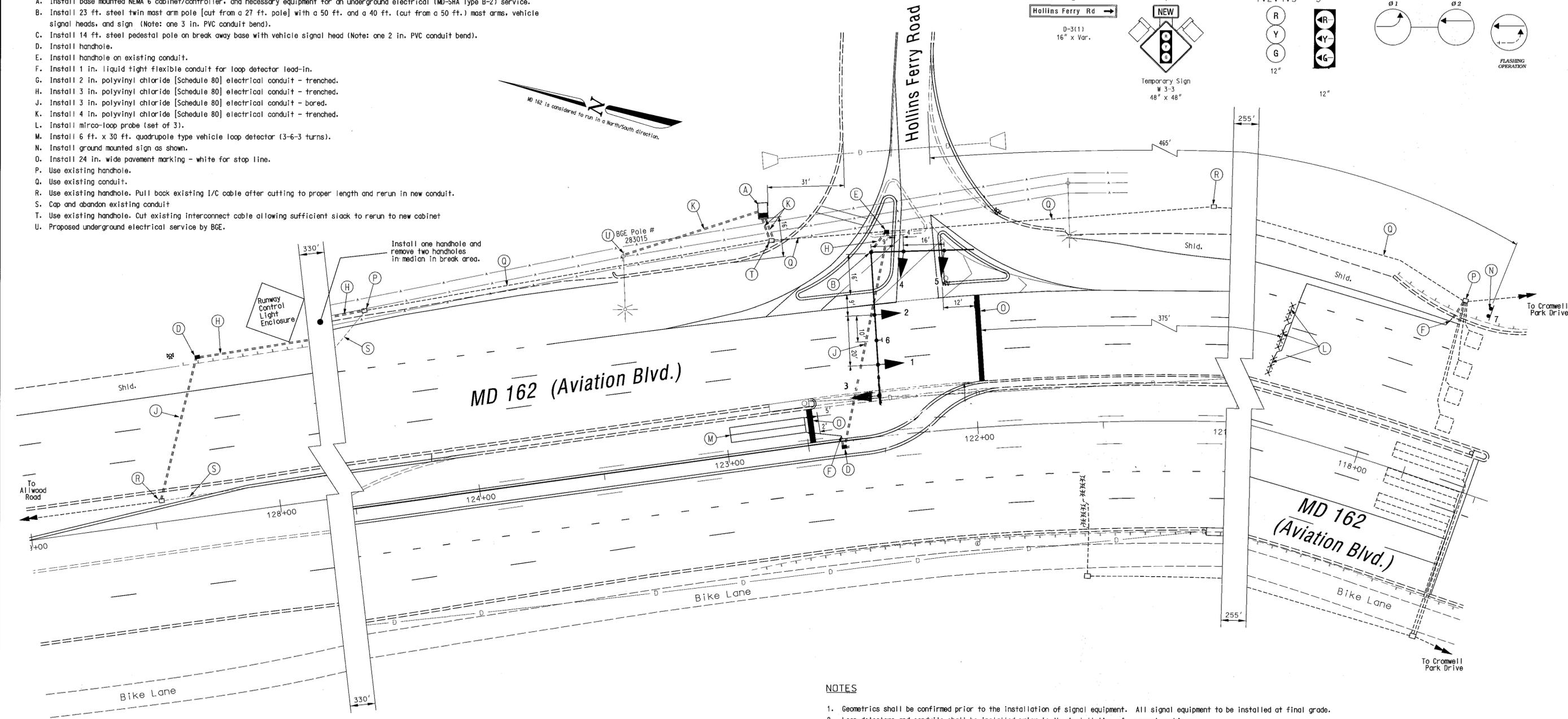
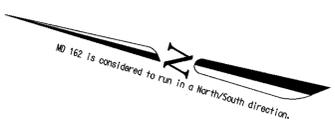
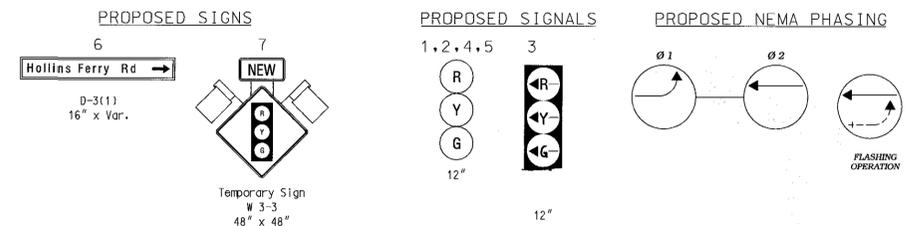


CONSTRUCTION DETAILS

- A. Install base mounted NEMA 6 cabinet/controller, and necessary equipment for an underground electrical (MD-SHA Type B-2) service.
- B. Install 23 ft. steel twin mast arm pole [cut from a 27 ft. pole] with a 50 ft. and a 40 ft. (cut from a 50 ft.) mast arms, vehicle signal heads, and sign (Note: one 3 in. PVC conduit bend).
- C. Install 14 ft. steel pedestal pole on break away base with vehicle signal head (Note: one 2 in. PVC conduit bend).
- D. Install handhole.
- E. Install handhole on existing conduit.
- F. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- G. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- H. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- J. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
- K. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- L. Install micro-loop probe (set of 3).
- M. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- N. Install ground mounted sign as shown.
- O. Install 24 in. wide pavement marking - white for stop line.
- P. Use existing handhole.
- Q. Use existing conduit.
- R. Use existing handhole. Pull back existing I/C cable after cutting to proper length and rerun in new conduit.
- S. Cap and abandon existing conduit
- T. Use existing handhole. Cut existing interconnect cable allowing sufficient slack to rerun to new cabinet
- U. Proposed underground electrical service by BCE.



NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All signal equipment to be installed at final grade.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
4. 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.

GEOMETRIC LEGEND	
	EXISTING GEOMETRICS
	PROPOSED GEOMETRICS
UTILITY LEGEND	
	GAS MAIN
	WATER MAIN
	SEWER MAIN
	ELECTRIC CABLES
	STORM DRAIN
	AERIAL CABLES
	TELEPHONE CABLES

 The Traffic Group, Inc. 410-931-6600 Fax 410-931-6601	REVISIONS (Empty table)	APPROVALS FRANK HOECKEL CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION DIRECTOR, TRAFFIC & SAFETY	MARYLAND DOT - STATE HIGHWAY ADMINISTRATION Office of Traffic & Safety TRAFFIC ENGINEERING DESIGN DIVISION (Traffic Signal Plan) MD 162 (Aviation Blvd.) at Hollins Ferry Road	DRAWN BY: Frank Hoeckel CHECKED BY: [Signature] SCALE: 1" = 20' DATE: October 4, 2002	F.A.P. NO. N/A S.H.A. NO. BW996M82 COUNTY: Anne Arundel LOG MILE: 02000200.25	TS NO. 4206 T.I.M.S. NO. F-482 SHEET NO. 1 OF 2
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