



- CONSTRUCTION DETAILS**
- A. INSTALL CONCRETE FOUNDATION FOR A 23 FT. STEEL POLE WITH TWIN 50/70 FT. MAST ARMS WITH TRAFFIC SIGNAL HEADS, OPTICOM DETECTOR EYE, SIGNS AND RELOCATED EXISTING VIDEO DETECTION CAMERA (MOUNTED ON MAST ARM POLE - NOTE: 1-3" PVC SCHEDULE 80 CONDUIT BEND)
 - B. INSTALL CONCRETE FOUNDATION FOR A 20 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE, TRAFFIC SIGNAL HEADS, RELOCATED SIGNS AND VIDEO DETECTION CAMERA. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND)
 - C. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
 - D. RELOCATE EXISTING SIGN AS SHOWN.
 - E. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
 - F. INSTALL HANDHOLE.
 - G. USE EXISTING HANDHOLE.
 - H. USE EXISTING CONDUIT.
 - J. USE EXISTING CABINET AND CONTROLLER.
 - K. REMOVE EXISTING POLE, MAST ARM, ALL ASSOCIATED EQUIPMENT (NOT BEING RELOCATED) AND FOUNDATION 12 IN. BELOW GRADE AND BACKFILL. (NOTE: VIDEO DETECTION CAMERAS, AND SIGNS TO BE RELOCATED)
 - L. REMOVE EXISTING CRASH CUSHION BARRIER AS SHOWN.
 - M. REMOVE EXISTING ABANDONED TRAFFIC SIGNAL EQUIPMENT TO 12 IN. BELOW GRADE AND BACKFILL.
 - N. CAP AND ABANDON EXISTING CONDUIT.
 - P. RELOCATE EXISTING VIDEO DETECTION CAMERA AS SHOWN AND RUN NEW VIDEO CAMERA CABLE.

- GENERAL NOTES**
1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
 2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
 3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
 4. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCCELL.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
 6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
 7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

GEOMETRIC LEGEND

— — — — — EXISTING
 = = = = = PROPOSED

UTILITY LEGEND

—SD—SD— STORM DRAIN
 —G—G— GAS MAIN
 —W—W— WATER MAIN
 —S—S— SEWER MAIN
 —E—E— ELECTRIC CABLES
 —A—A— AERIAL CABLES
 —T—T— TELEPHONE CABLES
 —F—F— FIBER-OPTIC

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| APPROVALS | REVISIONS |
|--|--|
| <p>TEAM LEADER</p> <p>ASST. DIV. CHIEF</p> <p>DIVISION ENGINEER</p> <p>OFFICE DIRECTOR</p> | <p>6/2008 SHA: XX4475185 RECONSTRUCT SIGNAL AND ADD OPTICOM.</p> <p>6/2008 M.H. [Signature]</p> <p>6/2008 RECONSTRUCT SIGNAL DUE TO GEOMETRIC UPDATES. SHA: CA3175176 C.J. W.J.A.H. W.N. WH DS</p> <p>07/2002 INSTALL H.I.B. FOR NB MD 2-4 & ADD THIRD SIGNAL HEAD FOR NB MD 2-4 AT INTERSECTION. SHA: XX1065485 W.N. M.A.R.D.A.J.B.R.K. TH</p> |
| | <p>DESIGNED BY S. RAMSEY</p> <p>DRAWN BY S. RAMSEY</p> <p>CHECKED BY D. DODA</p> <p>F.A.P. NO.</p> <p>TS NO. 2533P</p> |
| | <p>SCALE 1" = 20' ADVERTISED DATE 04/07/1989 CONTRACT NO.</p> <p>COUNTY CALVERT</p> <p>LOGMILE 04002023.36</p> <p>TMS NO. 1963</p> <p>TOD NO.</p> |
| | <p>SHEET NO. 1 OF 2</p> |
| | <p>PLOTTED: Tuesday, June 24, 2008 AT 02:15 PM FILE: Y:\04-005 Signals\MD 2-4 @ MD 263 & MD 264\Drawings\CADD\Working\PSG-P000-MD2-4 @ MD 263.dgn</p> |

SHA STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 OFFICE OF TRAFFIC & SAFETY
 TRAFFIC ENGINEERING DESIGN DIVISION

**MD 2-4 (SOLOMONS ISLAND ROAD)
 AT MD 263 (PLUM POINT ROAD)**
 CALVERT COUNTY, MARYLAND

TOD NO: XX447-03
 SHA NO: CA371A51/C51
 MD 2/4 @ MD263

BY: matthew