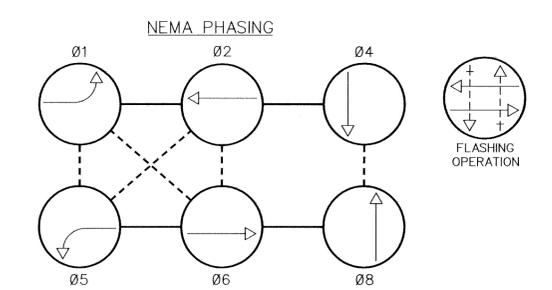
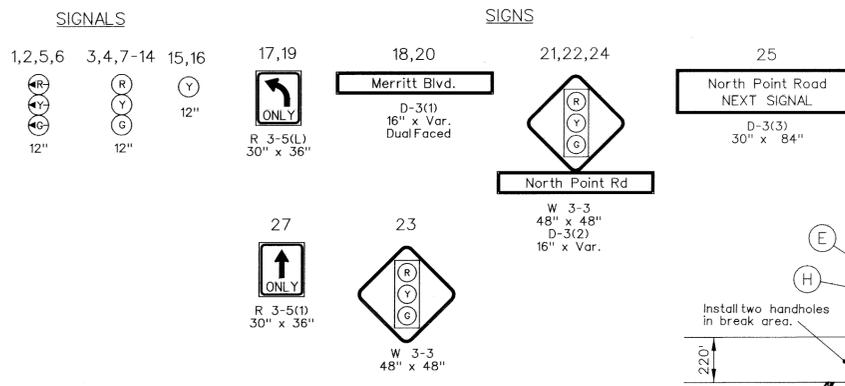
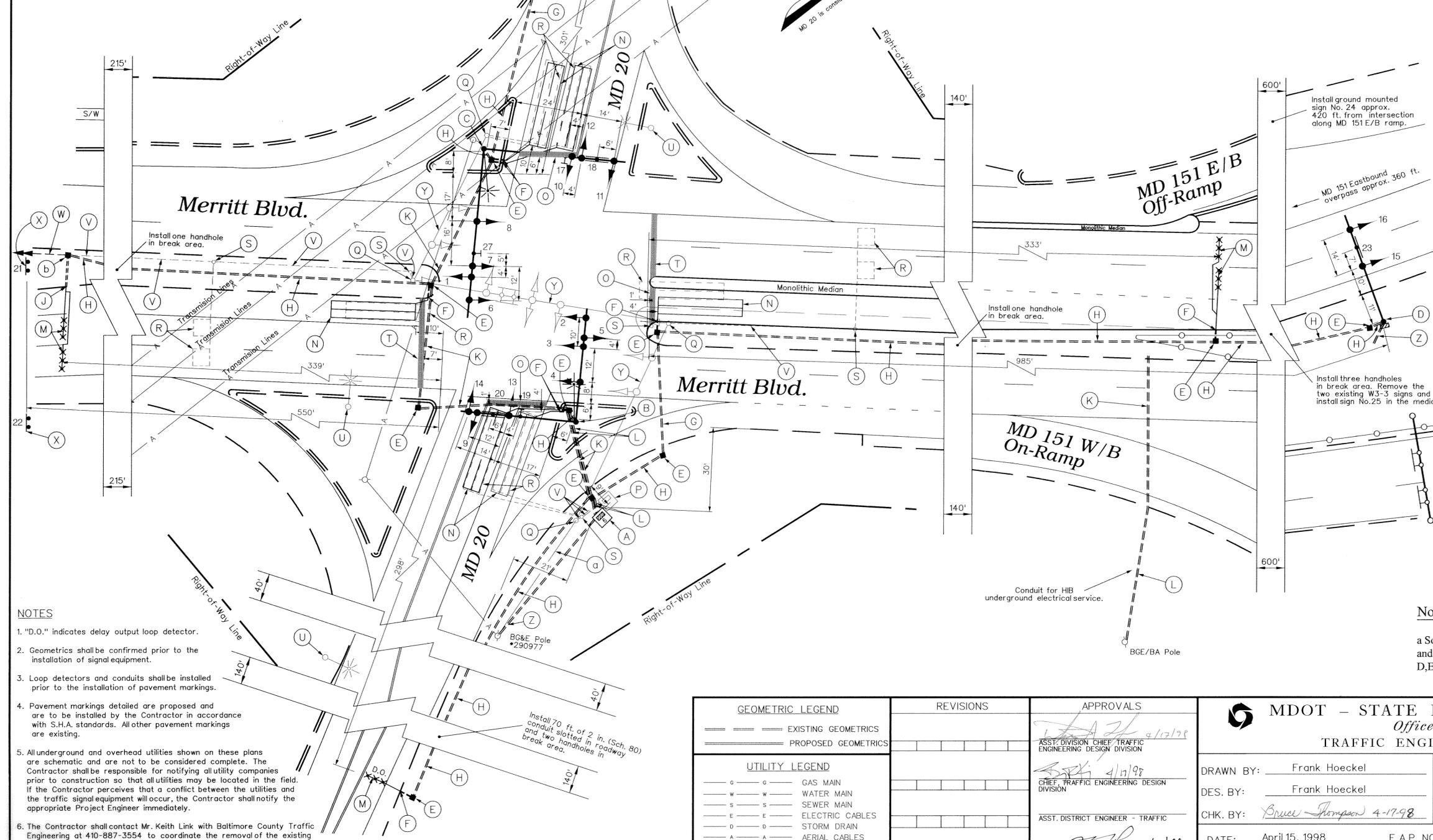


FHWA REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
3	MD			



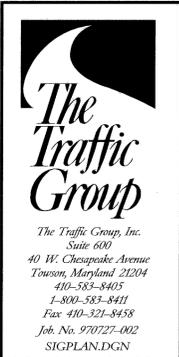
**CONSTRUCTION DETAILS**

- A. Install base mounted NEMA 6 cabinet/controller, and necessary equipment for an underground electrical Type B-6 service.
- B. Install 27 ft. steel twin mast arm pole with two 40 ft. (cut from a 50 ft.) mast arms, vehicle signal heads, signs, 10 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 2 in. PVC conduit bend).
- C. Install 27 ft. steel twin mast arm pole with 50 ft. and 60 ft. mast arms, vehicle signal heads, signs, 20 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 2 in. PVC conduit bend).
- D. Install 27 ft. steel mast arm pole with a 40 ft. mast arm (cut from a 50 ft. mast arm), pole mounted cabinet, signal heads, sign, and all necessary equipment for an underground electrical Type P-5 service (Note: one 2 in. PVC conduit bend). The base of the traffic signal pole is to be installed flush with top of the road grade. A minimum 10 ft. of concrete foundation shall be below the final grade.
- E. Install handhole.
- F. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- G. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
- H. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- I. Install 1 in. galvanized steel conduit for loop detector lead-in.
- J. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
- L. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- M. Install micro-loop probes (set of 3).
- N. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- O. Install 24 in. wide pavement marking - white for stop line.
- P. Remove existing cabinet/controller and all attached equipment.
- Q. Remove existing steel pole and all attached equipment.
- R. Disconnect existing loop detector.
- S. Remove existing splice box.
- T. Replace existing pavement marking - white for stop line.
- U. Existing street lighting to be removed by others.
- V. Cap and abandon existing conduit.
- W. Existing Baltimore County Interconnect cable from German Hill Road.
- X. Install ground mounted sign as shown.
- Y. Remove existing span wire and all attached equipment.
- Z. Proposed underground electrical service by BGE.
- a. Existing electrical service to be removed by others.
- b. Install handhole on existing conduit run. Pullback existing interconnect cable from the existing cabinet and re-run in new conduit to new cabinet.



- NOTES**
- "D.O." indicates delay output loop detector.
  - Geometries shall be confirmed prior to the installation of signal equipment.
  - Loop detectors and conduits shall be installed prior to the installation of pavement markings.
  - Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings are existing.
  - 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.
  - The Contractor shall contact Mr. Keith Link with Baltimore County Traffic Engineering at 410-887-3554 to coordinate the removal of the existing street lighting four weeks prior to needing their removal.

**Note:**  
This portion of the project involves the installation of a Southbound Hazard Identification Beacon on Merritt Blvd. and ground mounted signs #21,22,24 and 25. Only Leaders D,E,H,K,X, and Z pertain to this project AW278A5M/B5M.



<b>GEOMETRIC LEGEND</b>	<b>REVISIONS</b>	<b>APPROVALS</b>
<ul style="list-style-type: none"> <li>--- EXISTING GEOMETRICS</li> <li>--- PROPOSED GEOMETRICS</li> </ul>		<p>ASST. DIVISION CHIEF TRAFFIC ENGINEERING DESIGN DIVISION</p> <p>CHIEF TRAFFIC ENGINEERING DESIGN DIVISION</p> <p>ASST. DISTRICT ENGINEER - TRAFFIC</p> <p>DIRECTOR, OFFICE OF TRAFFIC &amp; SAFETY</p>
<b>UTILITY LEGEND</b>		
<ul style="list-style-type: none"> <li>G - GAS MAIN</li> <li>W - WATER MAIN</li> <li>S - SEWER MAIN</li> <li>E - ELECTRIC CABLES</li> <li>D - STORM DRAIN</li> <li>A - AERIAL CABLES</li> <li>T - TELEPHONE CABLES</li> </ul>		

<b>MDOT - STATE HIGHWAY ADMINISTRATION</b>	
<i>Office of Traffic &amp; Safety</i>	
<b>TRAFFIC ENGINEERING DESIGN DIVISION</b>	
DRAWN BY: Frank Hoeckel DES. BY: Frank Hoeckel CHK. BY: Bruce Thompson 4-17-98	(Traffic Signal Plan) <b>Merritt Blvd. at</b> <b>MD 20 (North Point Road)</b> COUNTY: BALTIMORE LOG MILE: 03B02001.91
DATE: April 15, 1998 SCALE: 1" = 20'	F.A.P. NO. N/A S.H.A. NO. AW278A5M/B5M TS/STD. NO. 3790 SHEET NO. 1 of 82