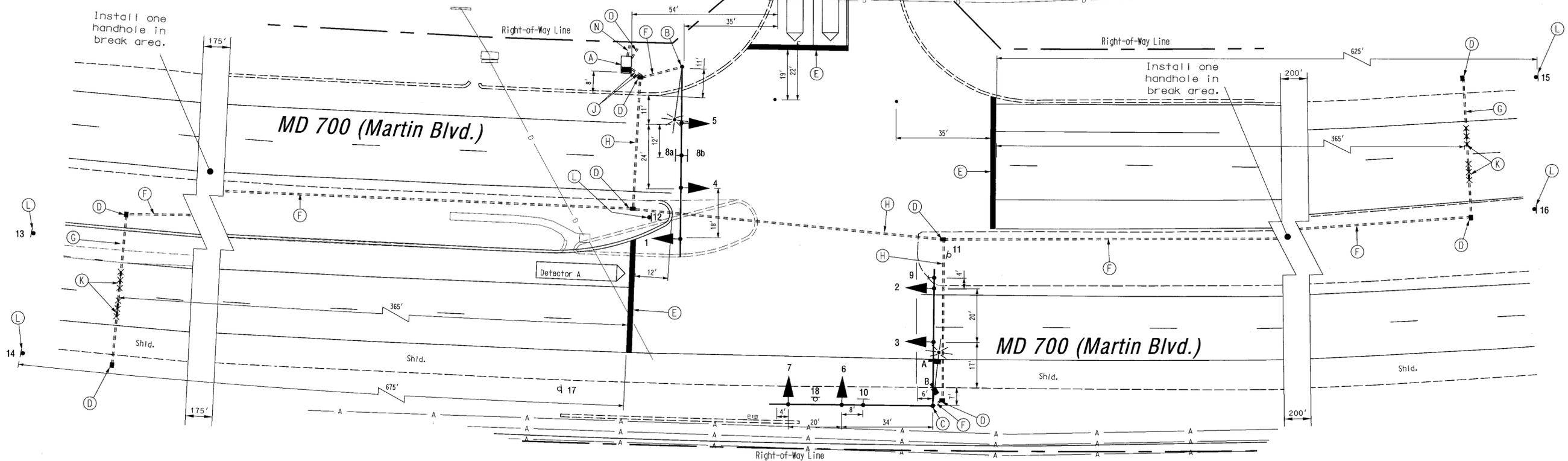


NEMA notes:  
Phases associated by a dashed line will operate concurrently.  
Phases associated by a solid line will not operate concurrently.



**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 27 ft. steel mast arm pole with 70 ft. mast arm, vehicle signal heads, signs, 20 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 3 in. PVC conduit bend).
- C. Install 27 ft. steel twin mast arm pole with a 50 ft. and a 70 ft. mast arms vehicle signal heads, sign, 20 ft luminaire arm, 250 watt HPS luminaire, and video cameras (Note: one 3 in. PVC conduit bend).
- D. Install handhole.
- E. Install 24 in. wide pavement marking - white for stop line.
- F. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- G. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
- H. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
- J. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- K. Install non-invasive mirco-loop probe (set of 3).
- L. Install ground mounted sign as shown.
- M. Remove existing ground mounted prior to activating traffic signal.
- N. Proposed 4 in. conduit for an underground electrical service by BGE.
- O. Proposed 2 in. conduit for Verizon phone drop.

**NOTES**

1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at 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.
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.
5. 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	
— G —	GAS MAIN
— W —	WATER MAIN
— S —	SEWER MAIN
— E —	ELECTRIC CABLES
— D —	STORM DRAIN
— A —	AERIAL CABLES
— T —	TELEPHONE CABLES



REVISIONS	APPROVALS
	 TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION  ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION  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 700 (Martin Blvd.) at Windlass Road**

DRAWN BY: Frank Hoeckel	F.A.P. NO. N/A	TS NO. 4317
CHECKED BY:	S.H.A. NO. BW996M82	SHEET NO. 1 OF 2
SCALE: 1" = 20'	COUNTY: Baltimore	T.J.M.S. NO. G371
DATE: June 4, 2004	LOG MILE: 03070000.85	

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