



PHASING NOTES:
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

- CONSTRUCTION DETAILS**
- A. Install base mounted NEMA 6 cabinet/controller, and necessary equipment for an underground electrical (MD-SHA Type B-13) service.
 - B. Install 27 ft. steel twin mast arm pole with a 50 ft. and a 70 ft. mast arm, vehicle signal heads, signs, 20 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 a 40 ft. [cut from a 50 ft. arm] and a 70 ft. mast arms, vehicle signal heads, signs, 10 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 2 in. PVC conduit bend).
 - D. Install handhole.
 - E. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
 - F. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
 - G. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
 - H. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
 - J. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
 - K. Install micro-loop probe (set of 3).
 - L. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
 - M. Install ground mounted sign as shown.
 - N. Install 24 in. wide pavement marking - white for stop line.
 - O. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched for proposed underground electrical service by SMECO.
 - P. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
 - Q. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.

- NOTES**
1. "D.O." indicates delay output loop detector.
 2. Geometrics shall be confirmed prior to the installation of signal equipment.
 3. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
 4. Pavement markings detailed are proposed and are to be installed by the Signal Contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the highway contract.
 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		REVISIONS	
---	EXISTING GEOMETRICS		
---	PROPOSED GEOMETRICS		
UTILITY LEGEND			
---	GAS MAIN		
---	WATER MAIN		
---	SEWER MAIN		
---	ELECTRIC CABLES		
---	STORM DRAIN		
---	AERIAL CABLES		
---	TELEPHONE CABLES		

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APPROVALS ASST. TRAFFIC ENGINEERING DESIGN DIVISION ASST. DISTRICT ENGINEER - TRAFFIC CHIEF TRAFFIC ENGINEERING DESIGN DIVISION DIRECTOR, OFFICE OF TRAFFIC & SAFETY		MDOT - STATE HIGHWAY ADMINISTRATION Office of Traffic & Safety TRAFFIC ENGINEERING DESIGN DIVISION (Traffic Signal Plan) MD 228 at Rel. Middletown Rd. / Ironwood Dr.	
DATE: June 16, 1998	LOG MILE: 08228007.57	PLAN SHEET NO.: 3786	
DRAWN BY: F. Hoeckel	F.A.P. NO.: N/A	SHEET NO.: 1 of 5	
CHK. BY: [Signature]	S.H.A. NO.:	COUNTY: CHARLES	
SCALE: 1" = 20'			