

DRILL HOLES



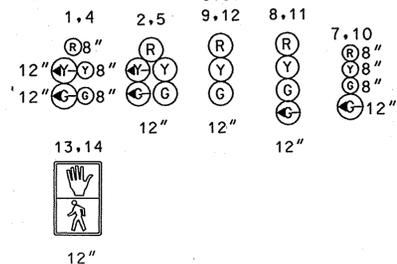
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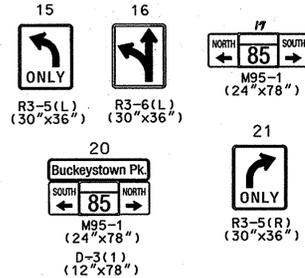
BY: \$USERNAME\$

MD ROUTE 85 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

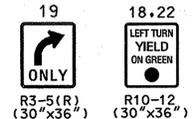
EXISTING SIGNALS



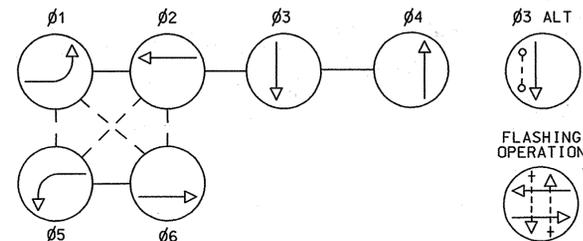
EXISTING SIGNS



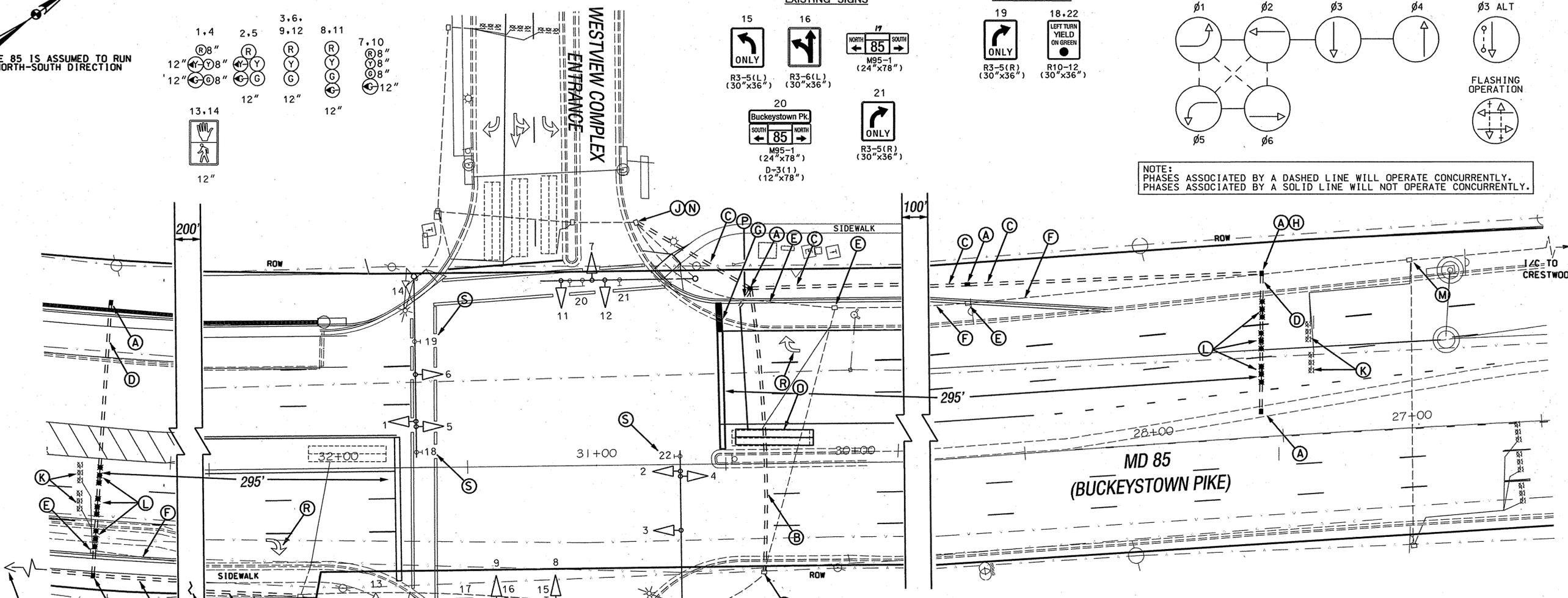
REMOVE SIGNS



NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



Interconnect from Executive Way (controller to controller approx. 1,550')

One handhole to be installed and one handhole to be removed in break area.

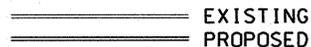
CONSTRUCTION DETAILS

- A. Install electrical handhole.
B. Install 4", schedule 80, PVC conduit (bored).
C. Install 3", schedule 80, PVC conduit (wrenched).
D. Install 3", schedule 80, PVC conduit (bored).
E. Remove and dispose of existing handhole.
F. Abandon existing conduit.
G. Install 24" white reflective heat applied thermoplastic stopline as shown.
H. Intercept existing 3" conduit run.
J. Use existing handhole.
K. Abandon existing micro-loop probe set.
L. Install micro-loop probe (set of 3) with 500' lead in.
M. Use existing handhole. Pull back interconnect and rerun in new conduit to cabinet.
N. Use existing handhole. Pull back existing loop wire and micro-loop probe sets and rerun in new conduit to cabinet.
O. Install 6'x30' quadruple type loop detector (3-6-3 winding).
P. Install 1 in. liquid tight flexible conduit for loop detectors.
R. Eradicate existing pavement marking.
S. Remove existing sign.

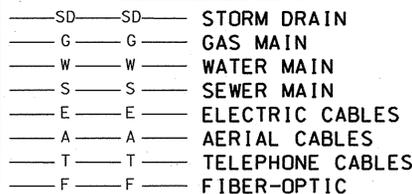
GENERAL NOTES:

- 1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION...
2. EXISTING SIGNAL EQUIPMENT, CONDUIT, CONDUCTORS, HANDHOLES, ETC. SHALL BE REUSED AND PROTECTED IN PLACE UNLESS OTHERWISE NOTED...
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS...
4. STRIPING SHOWN IS PER PAVEMENT MARKING AND SIGNING PLAN BY WELLS & ASSOCIATES.
5. ALL CONDUIT AND HANDBOXES SHALL BE INSTALLED PRIOR TO DISCONNECTING THE INTERCONNECT CABLE...
6. PUSH BUTTONS ARE TO BE LOCATED ADJACENT TO A LEVEL (1:48) LANDING (32"x54") ALONG THE PEDESTRIAN ACCESS ROUTE LEADING TO THE CROSSWALK.
7. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION.
8. THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE YEAR FROM 07/25/07.

GEOMETRIC LEGEND



UTILITY LEGEND



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APPROVALS

Table with columns for APPROVALS and REVISIONS. Includes roles like TEAM LEADER, ASST. DIV. CHIEF, DIVISION CHIEF, and OFFICE DIRECTOR.

REVISIONS

Table for REVISIONS with columns for description, date, and initials.

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION Traffic Signal Modification Plan MD Route 85 (Buckeystown Pike) at MD-SHA Entr./Westview Complex Entr.

SCALE 1" = 20' DATE 6/27/01 CONTRACT NO. DESIGNED BY F. Hoeckel COUNTY Frederick DRAWN BY F. Hoeckel LOGMILE 10008508.58 CHECKED BY J. Dirndorfer TMS # H318 F.A.P. NO. TOD NO. TS # 4120B SHEET NO. 1 OF 2

PLOTTED: 8/24/07 10:58 AM FILE: 8/FILES