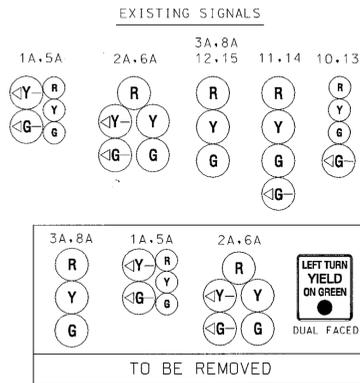


MD 85 IS CONSIDERED TO RUN IN A NORTH SOUTH DIRECTION.

PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REPLACEMENT OF EXISTING LOOP DETECTORS AS A RESULT OF A DISTRICT RESURFACING PROJECT. AS WELL, AN ADDITIONAL SB LEFT WILL BE ADDED WITH A CONCURRENT NB RIGHT TURN PHASE. THE MD 85 LEFT TURNS WILL BE CONVERTED TO A LEAD/LAG OPERATION.

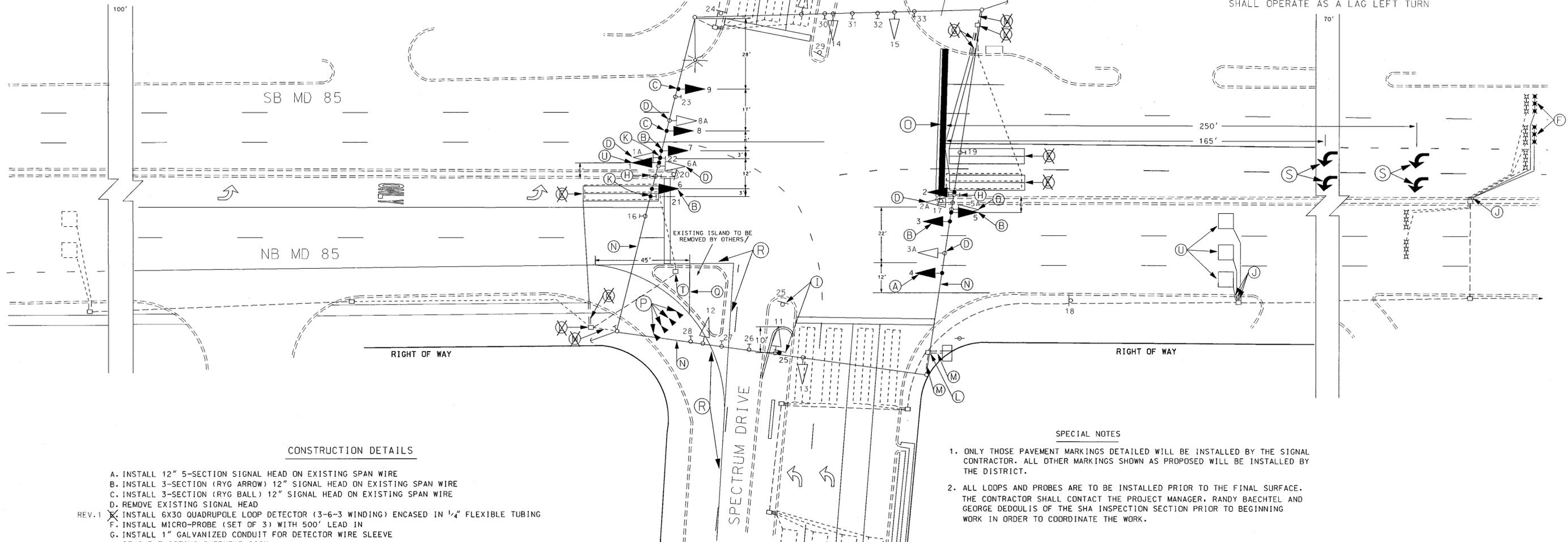


TO BE REMOVED

RIGHT OF WAY

RIGHT OF WAY

RIGHT OF WAY



PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
 PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
 PHASE 01 SHALL OPERATE AS A LEAD LEFT TURN AND PHASE 05 SHALL OPERATE AS A LAG LEFT TURN

CONSTRUCTION DETAILS

- A. INSTALL 12" 5-SECTION SIGNAL HEAD ON EXISTING SPAN WIRE
- B. INSTALL 3-SECTION (RYG ARROW) 12" SIGNAL HEAD ON EXISTING SPAN WIRE
- C. INSTALL 3-SECTION (RYG BALL) 12" SIGNAL HEAD ON EXISTING SPAN WIRE
- D. REMOVE EXISTING SIGNAL HEAD
- REV.1 X INSTALL 6X30 QUADRUPOLE LOOP DETECTOR (3-6-3 WINDING) ENCASED IN 1/4" FLEXIBLE TUBING
- F. INSTALL MICRO-PROBE (SET OF 3) WITH 500' LEAD IN
- G. INSTALL 1" GALVANIZED CONDUIT FOR DETECTOR WIRE SLEEVE
- H. REMOVE EXISTING OVERHEAD SIGN
- I. REMOVE EXISTING GROUND MOUNTED SIGN AND INSTALL NEW SIGN ON 4X4 WOOD SUPPORT
- J. INSTALL 1" LIQUID TIGHT NON-METALLIC CONDUIT FOR DETECTOR WIRE SLEEVE
- K. INSTALL OVERHEAD SIGN
- L. USE EXISTING HANDBOX
- M. USE EXISTING CONDUIT
- N. USE EXISTING SPAN WIRE
- O. INSTALL 24" WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING
- P. INSTALL "SHARK'S TEETH" PAVEMENT MARKING AS SHOWN. (SEE DETAILS SHEET 2)
- Q. INSTALL 10" WHITE THERMOPLASTIC PAVEMENT MARKING (2 PARALLEL 5" LINES)
- R. REMOVE EXISTING PAVEMENT MARKINGS
- S. INSTALL PAVEMENT MARKING ARROW
- T. REMOVE EXISTING HANDBOX
- REV.1 U. INSTALL 6X6 (4-TURNS WINDING) LOOP DETECTOR FOR SAMPLING

SPECIAL NOTES

- 1. ONLY THOSE PAVEMENT MARKINGS DETAILED WILL BE INSTALLED BY THE SIGNAL CONTRACTOR. ALL OTHER MARKINGS SHOWN AS PROPOSED WILL BE INSTALLED BY THE DISTRICT.
- 2. ALL LOOPS AND PROBES ARE TO BE INSTALLED PRIOR TO THE FINAL SURFACE. THE CONTRACTOR SHALL CONTACT THE PROJECT MANAGER, RANDY BAECHEL AND GEORGE DEOULIS OF THE SHA INSPECTION SECTION PRIOR TO BEGINNING WORK IN ORDER TO COORDINATE THE WORK.

UTILITY LEGEND

- G — G — GAS MAIN
- W — W — WATER MAIN
- S — S — SEWER MAIN
- E — E — ELECTRIC CABLES
- A — A — AERIAL CABLES
- T — T — TELEPHONE CABLES

REVISIONS		APPROVALS	
J	AS-BUILT		
BW996M82	AUGUST 20, 1998		
E, JH		TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	
X	REPLACE DETECTION, ADD SECOND SB LEFT TURN, INSTALL NB OVERLAP		
G152			
CJS		ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION	
L	REMOVE DETECTION FROM REVISION ABOVE		
K	ABOVE, DONE WITH CAMERA'S UNDER OTHER PROJECT, FR474A51/B51, G482		
CJS		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 85 @ SPECTRUM DRIVE/
 ENTRANCE TO SAM'S CLUB

DRAWN BY: F. MULLIS	F.A.P. NO. BW 524-802-712	TS NO. 2277	SHEET NO.
CHECKED BY: N/A	S.H.A. NO.	FREDERICK	T.I.M.S. NO.
SCALE: 1:20	COUNTY: LOG MILE: 10008509.55		OF
DATE: JANUARY, 1996			