CONSTRUCTION DETAILS

A. Install 27 ft. steel mast arm pole with a 70 ft. mast arm signal heads, signs,video detection camera, 20 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 3 in. PVC conduit bend).
B. Install 27 ft. steel mast arm pole with a 60 ft. mast arm signal heads, sign, and video detection camera (Note: one 3 in. PVC conduit bend).
C. Install handhole.
D. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
E. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
F. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
G. Install micro-loop probe (set of three).
H. Use existing pole and mast arm. Install video detection cameras.
J. Install handhole on existing conduit run.
K. Use existing handhole.
L. Use existing conduit.
M. Use existing cabinet/controller. Install video detection equipment.
N. Use existing handhole. Pull back existing micro-loop cable from cabinet and run in new handhole and conduit back to cabinet/controller.
O. Remove existing handhole.
P. Cap and abandon existing conduit.
Q. Install relocated sign as shown.
R. Remove existing steel twin mast arm pole and all attached equipment. Relocated signs as shown.
S. Abandon existing loop detectors.
T. Install 24 in. wide pavement marking - white for stop line.

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.
4. Revision 'A' is a revision to the traffic signal built in June, 1997 under S.H.A. Contract No.: XX-XXX-XXX-XXX.
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 — G GAS MAIN
- W — W WATER MAIN
- S — S SEWER MAIN
- E — E ELECTRIC CABLES
- D — D STORM DRAIN
- A — A AERIAL CABLES
- T — T TELEPHONE CABLES

Revision "A"

The Traffic Group

The Traffic Group, Inc.
410-931-6600
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REVISIONS

Ⓐ Traffic Signal Modification, August 2, 2004
S.H.A. No.:BW996M82
FDB

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)

MD 85 (Buckeystown Pike) at English Muffin Way

DRAWN BY:	T. Zaydel	F.A.P. NO.	N/A
CHECKED BY:	Name	S.H.A. NO.	AW105H5B
SCALE:	1" = 20'	COUNTY:	Frederick
DATE:	June 9, 1997	LOG MILE:	10008507.25

TS NO. 3664-A
T.I.M.S. NO. F-151A
SHEET NO. 1 OF 2

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