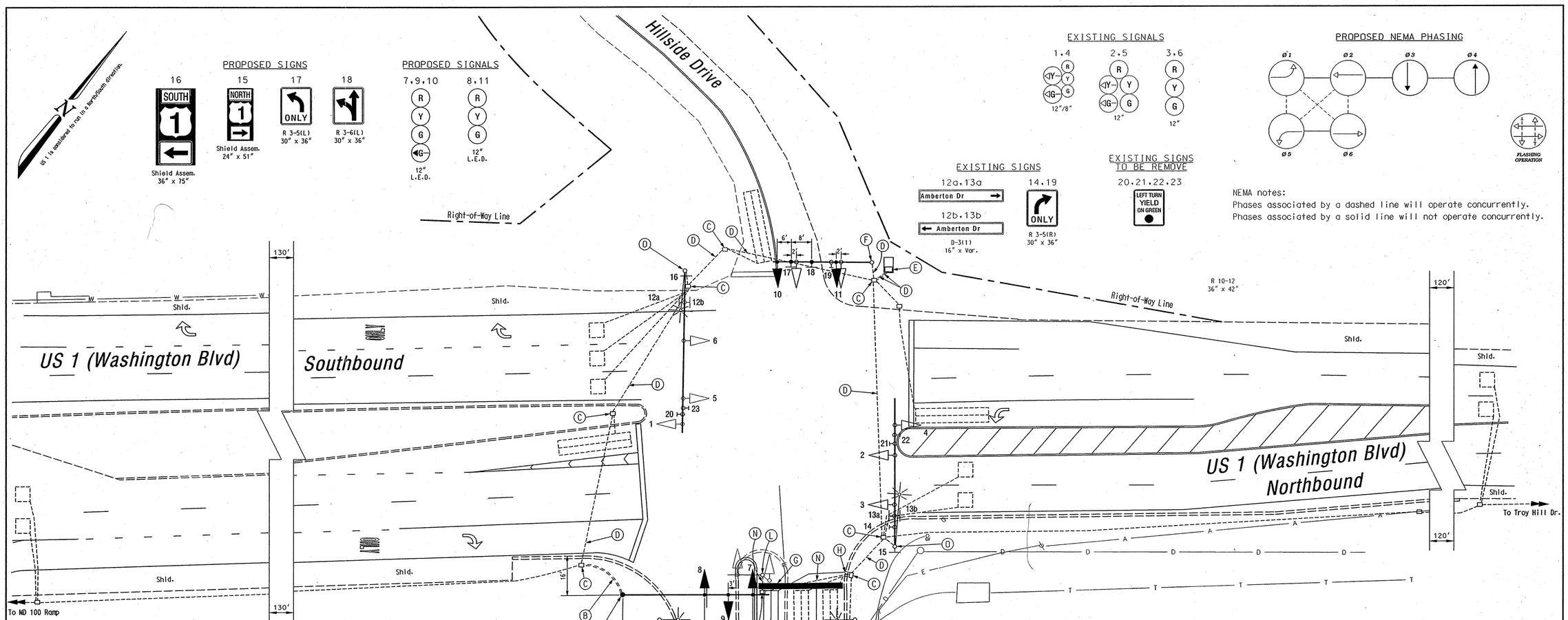

CONSTRUCTION DETAILS

A. Install 27 ft. steel mast arm pole with a 60 ft. mast and L.E.D. signal heads (Note: one 3 in. PVC conduit bend).
B. Install 3 in. polyvinyl chloride (Schedule 80) electrical conduit - trenched.
C. Use existing handhole.
D. Use existing conduit.
E. Use existing base mounted cabinet, wire new vehicle signal heads and vehicle loop detectors.
F. Use existing steel mast arm pole and remove existing vehicle signal heads. Install new L.E.D. signal heads, and new signs as shown.
G. Install 24 in. wide pavement marking - white for stop line.
H. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
J. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
K. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
L. Remove existing steel mast arm pole with arm and all associated equipment.
M. Remove existing handhole.
N. Cap and abandon existing conduit.
O. Install pole mounted sign to existing steel mast arm pole.

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 'C' is a revision to the traffic signal built in August, 2000 under S.H.A. Contract No.: HO-619-509-785.
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

Revision "C"

The Traffic Group
The Traffic Group, Inc.
410-931-6600
Fax 410-931-6601

REVISIONS

C	October 25, 2006 Remove & replace pole and mast arm on east leg. BW996M82			
HJK	GR			
B	October, 1999 Ultimate signal S.H.A. No. AW850-301-070			
JDM	DD	DAZ	EP	TH
A	October, 1999 Signal redesign due to temporary geometric. AW850-301-070			
JDM	DD	DAZ	EP	TH

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)

US 1 at Amberton Drive / Hillside Drive

DRAWN BY:	Tom Zaydel	F.A.P. NO.	N/A	TS NO. 1873C	SHEET NO.
CHECKED BY:	Thomas Zaydel	S.H.A. NO.	HO-619-509-785		
SCALE:	1" = 20'	COUNTY:	Howard	T.I.M.S. NO. H967	1 OF 2
DATE:	August, 2000	LOG MILE:	13000107.78		

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