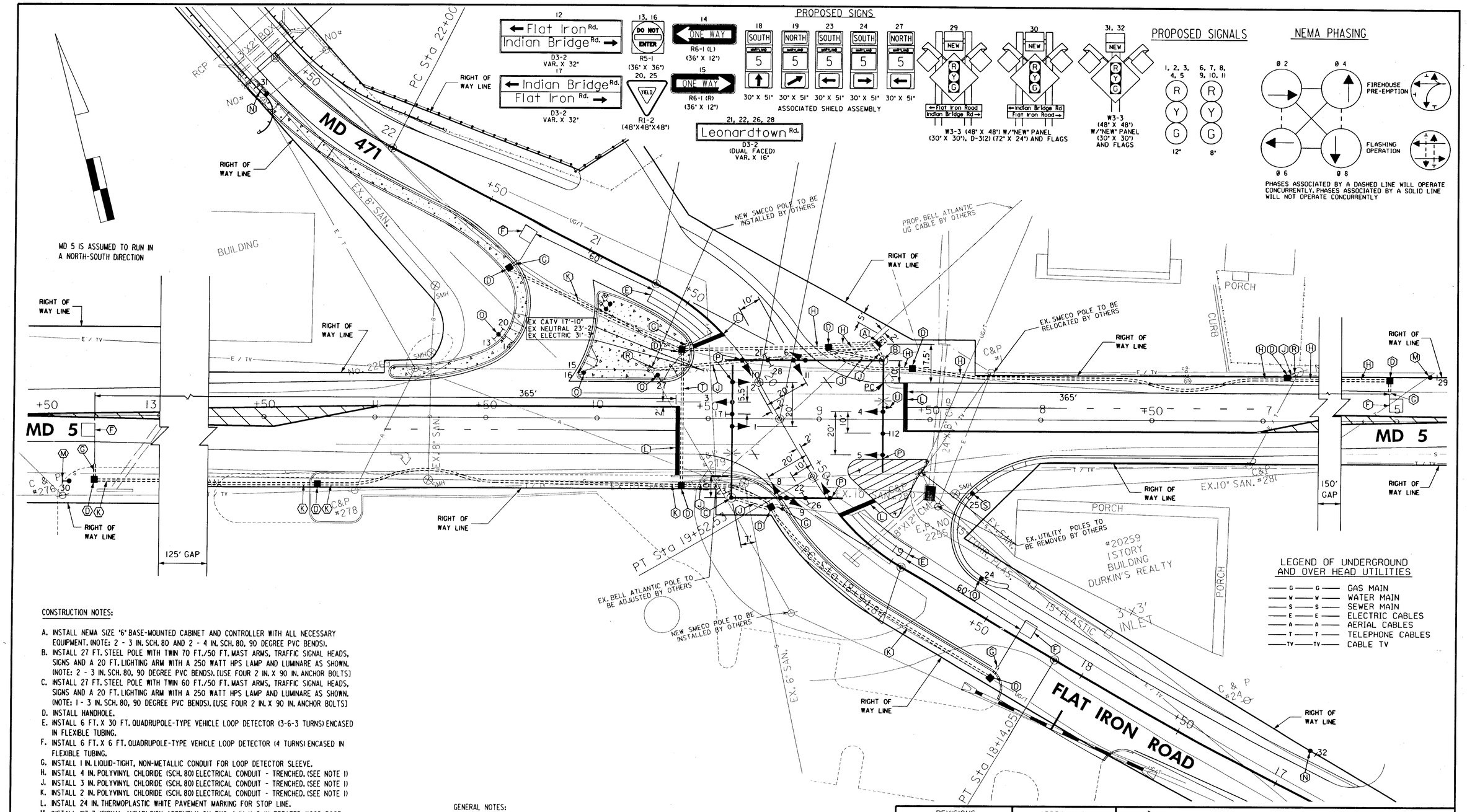

CONSTRUCTION NOTES:

A. INSTALL NEMA SIZE '6' BASE-MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT. (NOTE: 2 - 3 IN. SCH. 80 AND 2 - 4 IN. SCH. 80, 90 DEGREE PVC BENDS).
B. INSTALL 27 FT. STEEL POLE WITH TWIN 70 FT./50 FT. MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS AND A 20 FT. LIGHTING ARM WITH A 250 WATT HPS LAMP AND LUMINARE AS SHOWN. (NOTE: 2 - 3 IN. SCH. 80, 90 DEGREE PVC BENDS). [USE FOUR 2 IN. X 90 IN. ANCHOR BOLTS]
C. INSTALL 27 FT. STEEL POLE WITH TWIN 60 FT./50 FT. MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS AND A 20 FT. LIGHTING ARM WITH A 250 WATT HPS LAMP AND LUMINARE AS SHOWN. (NOTE: 1 - 3 IN. SCH. 80, 90 DEGREE PVC BENDS). [USE FOUR 2 IN. X 90 IN. ANCHOR BOLTS]
D. INSTALL HANDHOLE.
E. INSTALL 6 FT. X 30 FT. QUADRUPOLE-TYPE VEHICLE LOOP DETECTOR (3-6-3 TURNS) ENCASED IN FLEXIBLE TUBING.
F. INSTALL 6 FT. X 6 FT. QUADRUPOLE-TYPE VEHICLE LOOP DETECTOR (4 TURNS) ENCASED IN FLEXIBLE TUBING.
G. INSTALL 1 IN. LIQUID-TIGHT, NON-METALLIC CONDUIT FOR LOOP DETECTOR SLEEVE.
H. INSTALL 4 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - TRENCHED. (SEE NOTE 1)
J. INSTALL 3 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - TRENCHED. (SEE NOTE 1)
K. INSTALL 2 IN. POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - TRENCHED. (SEE NOTE 1)
L. INSTALL 24 IN. THERMOPLASTIC WHITE PAVEMENT MARKING FOR STOP LINE.
M. INSTALL W3-3 (SIGNAL AHEAD) SIGN ASSEMBLY ON TWO 4 IN. X 6 IN. TREATED WOOD POST A MINIMUM OF 375 FT. IN ADVANCE OF THE STOP LINE.
N. INSTALL W3-3 (SIGNAL AHEAD) SIGN ASSEMBLY ON ONE 4 IN. X 6 IN. TREATED WOOD POST A MINIMUM OF 225 FT. IN ADVANCE OF THE STOP LINE.
O. INSTALL R5-1 (DO NOT ENTER) SIGN ASSEMBLY ON ONE 4 IN. X 6 IN. TREATED WOOD POST.
P. CUT, CLEAN, GALVANIZE, AND CAP TRAFFIC SIGNAL MAST ARM.
Q. INSTALL ASSOCIATED SHIELD ASSEMBLY ON ONE 4 IN. X 6 IN. TREATED WOOD POST.
R. INSTALL RISER UNIT FOR CONDUIT AT UTILITY POLE.
S. INSTALL R1-2 (YIELD) SIGN ON ONE 4 IN. X 6 IN. TREATED WOOD POST.
T. INSTALL 4 IN POLYVINYL CHLORIDE (SCH. 80) ELECTRICAL CONDUIT - PUSHED
U. INSTALL OPTICOM DETECTOR EYE

GENERAL NOTES:

1. THE CONDUIT TO BE INSTALLED ACROSS THE PROPOSED ROADWAY SHALL BE TRENCHED PRIOR TO PAVEMENT CONSTRUCTION.
2. DETECTORS SHALL BE INSTALLED PRIOR TO FINAL PAVEMENT SURFACE COURSE.
3. THE CONTRACTOR SHALL CONFIRM THE LOCATIONS OF THE PROPOSED GEOMETRICS AND FINAL GRADE PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
4. ALL POLE AND CABINET FOUNDATIONS AND HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. FOR PAVEMENT MARKINGS NOT DETAILED SEE PAVEMENT MARKING PLAN SN-3832.
6. LOCATION OF UNDERGROUND BELL ATLANTIC FACILITIES FROM SKETCHES PROVIDED. TEST PITS REQUIRED TO DETERMINE EXACT LOCATION.

THE WILSON T. BALLARD CO.
CONSULTING ENGINEERS
OWINGS MILLS, MARYLAND

REVISIONS

APPROVALS

ASST. DIVISION CHIEF, TEDD — 3/12/99

ASST. DISTRICT ENGINEER, TRAFFIC — 3/24/99

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION — 3/25/99

DIRECTOR, OFFICE OF TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 5 (LEONARDTOWN ROAD) AT
MD 471 (INDIAN BRIDGE ROAD)/FLAT IRON ROAD
LOG MILE NO. 18000517.46 DATE / /

DRAWN BY: T. LUTZ	F.A.P. NO. XXX-XXX-XXX	PLAN SHEET NO.: TS-3832-1	SHEET NO. 16 OF 19
CHECK BY: S. BURNETT	S.H.A. NO. SM 7865176		
SCALE: 1"=20'	COUNTY ST. MARY'S		