



- CONSTRUCTION DETAILS**
- (A) EXISTING LOCAL CONTROLLER IN A NEMA SIZE 6 BASE MOUNTED CABINET TO REMAIN.
 - (B) EXISTING 27 FT. STEEL POLE WITH SINGLE 70' MAST ARM TO REMAIN. SIGNAL HEADS, SIGNS, VIDEO CAMERAS, TO BE RELOCATED ON EXISTING MAST ARM.
 - (C) EXISTING 27 FT. STEEL POLE WITH SINGLE 70' MAST ARM TO REMAIN. SIGNAL HEADS, SIGNS, VIDEO CAMERAS, TO BE RELOCATED ON EXISTING MAST ARM.
 - (D) EXISTING 27 FT. STEEL POLE WITH SINGLE 60' MAST ARM TO REMAIN. SIGNAL HEADS, SIGNS TO REMAIN AS PREVIOUS PHASE.
 - (E) EXISTING CONDUIT TO REMAIN.
 - (F) EXISTING ELECTRICAL HAND HOLE TO REMAIN.
 - (G) INSTALL 24" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (STOP LINE).
 - (H) VIDEO DETECTION AREA.
 - (I) EXISTING GROUND MOUNT SIGN.
 - (J) EXISTING MICROLOOP PROBES (NON-EVASIVE) TO REMAIN.
 - (K) EXISTING 24" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (STOP LINE) TO REMAIN.
 - (L) REMOVE 24" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (STOP LINE).
 - (M) RELOCATE SIGNAL HEAD.
 - (N) RELOCATE OVERHEAD MOUNT SIGN.
 - (O) RELOCATE VIDEO CAMERA.
 - (P) INSTALL RELOCATED SIGNAL.
 - (Q) INSTALL RELOCATED OVERHEAD MOUNT SIGN.
 - (R) INSTALL RELOCATED VIDEO CAMERA.
 - (S) REMOVE EXISTING SIGNAL HEAD.

UTILITY LEGEND

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

- GENERAL NOTES**
- PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
 - THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
 - PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
 - SEE PAVEMENT SHEET FOR ADDITIONAL STRIPING.
 - STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY.
 - ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
 - ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
 - ALL HOLES TO BE DRILLED IN THE MAST ARMS FOR THE SIGNAL WIRES SHOULD BE DRILLED AT THE FINAL SIGNAL HEAD LOCATION.



REVISIONS	APPROVALS
(1) FINAL SIGNAL DUE TO GEOMETRIC IMPROVEMENTS WO 74751 TO 5/202	
C. MUNZ	
C	
B	
A	

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

US 113 (WORCESTER HWY) AND
HAMMOND RD / MD 610 (WHALEVILLE RD)

DRAWN BY:	F.A.P. NO.	TS NO.
CHECKED BY:	S.I.A. NO. WO 685-501-176	1848 D
SCALE: 1" = 20'	COUNTY: WORCESTER	T.I.M.S. NO.
DATE: 05/23/02	LOG MILE: 23011337.04	C - 116

FILED 05/23/02

TS-5

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