

F.H.W.A. REGION NO.	STATE	FED. AID PROJ. CL.	SHEET NO.	TOTAL SHEETS
3	MD			

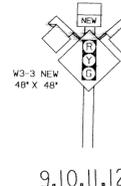
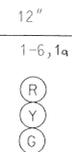
CONSTRUCTION DETAILS

- (A) INSTALL 27' STEEL POLE WITH A 70' MASTARM, TRAFFIC SIGNAL HEADS, SIGNS AND 1" GALVANIZED RISER FOR PHONE DROP. (NOTE: 1 - 2" 90 DEGREE POLYVINYL CHLORIDE (SCHEDULE 80) BEND AND 3 - 3" POLYVINYL CHLORIDE (SCHEDULE 40) BEND).
- (B) INSTALL NEMA #6 BASE MOUNTED CABINET AND CONTROLLER WITH ALL NECESSARY EQUIPMENT AS SHOWN (NOTE: 1 - 2" 90 DEGREE POLYVINYL CHLORIDE (SCHEDULE 80) BEND, 1 - 3" POLYVINYL CHLORIDE (SCHEDULE 80) BEND, AND 2 - 4" 90 DEGREE POLYVINYL CHLORIDE (SCHEDULE 40) BENDS).
- (C) INSTALL MICROLOOP PROBE SET 500 FOOT LEAD-IN.
- (D) INSTALL MICROLOOP PROBE SET 1,000 FOOT LEAD-IN.
- (E) INSTALL 6' X 30' LOOP DETECTOR IN 1/4 INCH FLEXIBLE TUBING (3-6-3 TURNS).
- (F) INSTALL HANDHOLE.
- (G) INSTALL 1" LIQUID TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT AND FITTING (DETECTOR WIRE SLEEVE).
- (H) INSTALL 2" PVC (SCHEDULE 80) CONDUIT - BORED.
- (I) INSTALL 2" PVC (SCHEDULE 80) CONDUIT - TRENCHED.
- (J) INSTALL 3" PVC (SCHEDULE 80) CONDUIT - TRENCHED.
- (K) INSTALL 4" PVC (SCHEDULE 80) CONDUIT - TRENCHED.
- (L) INSTALL 24" PREFORMED PAVEMENT MARKING TAPE FOR STOP LINE.
- (M) REMOVE EXISTING PAVEMENT MARKINGS UP TO STOP BAR.
- (N) INSTALL NEW "SIGNAL AHEAD" (W3-3) SIGN.
- (O) INSTALL GROUND MOUNTED "Padonia Road" (D3-2) SIGN.
- (P) EXISTING STOP SIGN TO BE REMOVED. "DO NOT ENTER" (R5-1) SIGN AND "ONE WAY" (R6-1) SIGNS TO REMAIN.
- (Q) REMOVE STOP SIGN AND POST. REMOVE AND RELOCATE EXISTING "DO NOT ENTER" (R5-1) SIGN AND "ONE WAY" (R6-1) SIGNS TO PROPOSED SIGNAL POLE AS SHOWN.
- (R) PROPOSED OVERHEAD SERVICE TO BE INSTALLED BY BG&E.
- (S) INSTALL 3" PVC (SCHEDULE 80) CONDUIT - BORED

GENERAL NOTES:

- 1. D.O. DENOTES DELAY OUTPUT LOOP DETECTORS.
- 2. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
- 3. PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
- 4. ALL UNDER GROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY 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.

PROPOSED SIGNALS



9,10,11,12



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EXISTING SIGNS TO BE RELOCATED



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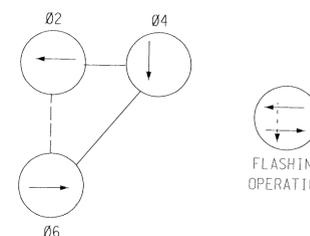


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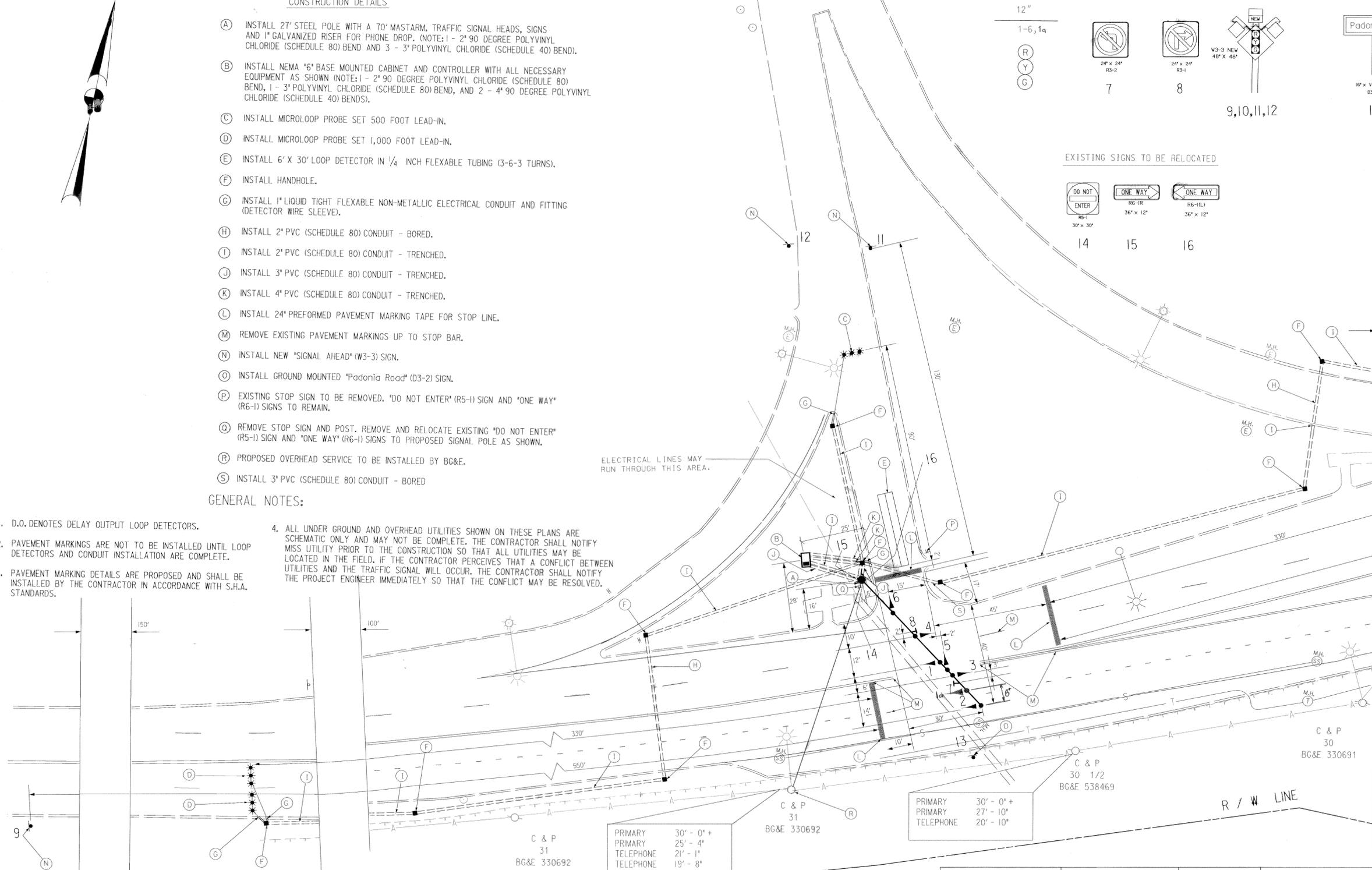
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NEMA PHASING:



NEMA PHASING NOTES:

- 1. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
- 2. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



LEGEND OF UTILITIES

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



REVISIONS	APPROVALS	REVISIONS
	<i>[Signature]</i> ASST. DIVISION CHIEF	
	ASST. DISTRICT ENGINEER, TRAFFIC	
	<i>[Signature]</i> 1/20/98	
	DIRECTOR, TRAFFIC & SAFETY	

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

I-83 Southbound Ramps and Padonia Road

DRAWN BY: R. Mello	F.A.P. NO.	TS NO.	SHEET NO.
CHK. BY: M. WOLNIAK	S.H.A. NO.	3770	1 OF 2
SCALE: 1" = 20'	COUNTY: BALTIMORE		
DATE: 11/97			