EXISTING SIGNS

16 — SOUTH MARYLAND 213

PROPOSED SIGNS

11A	11B	12A	12B	14,15
Singerly → RD	Lewisville → RD	← Lewisville RD	← Singerly RD	Telegraph RD
D-3(1) (VAR.X16")	D-3(1) (VAR.X16")	D-3(1) (VAR.X16")	D-3(1) (VAR.X16")	D-3(2) (VAR.X16") DUAL FACE

MD 273 IS ASSUMED TO RUN IN A EAST/WEST DIRECTION

GUY ANCHOR FOR SIGNAL POLE DETAIL

NOT TO SCALE

PROPOSED SIGNALS

1,2,3, 4,7,10 — R Y G — 12"

6,9 — R Y G G — 12"

5,8 — R Y G G — 8"/12"

a,b — PROPOSED VIDEO DETECTION CAMERA

EXISTING OVERHEAD SIGNALS

13 — RED SIGNAL AHEAD — LED W3-3 MOD

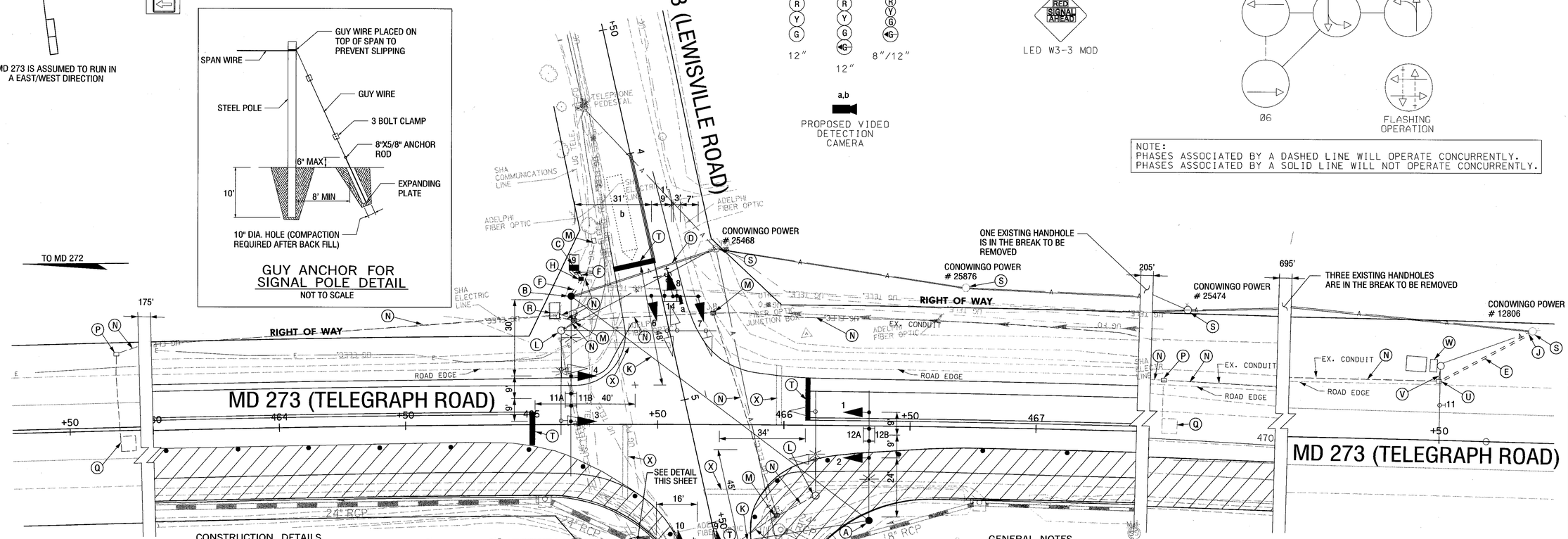
NEMA PHASING

Ø2 Ø3 Ø4

Ø6

FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL MAST ARM POLE WITH A SINGLE 50 FT. MAST ARM WITH SIGNAL HEADS, SIGNS, 15 FT. LIGHTING BRACKET ARM, 3 IN. WEATHER HEAD AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND.) STA. 466+34, 38' RT.

B. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL MAST ARM POLE WITH A TWIN 50 FT. AND 70 FT. MAST ARMS WITH SIGNAL HEADS, SIGNS, 25 FOOT 3 IN. PVC RISER, 3 IN. WEATHER HEAD, 15 FT. LIGHTING BRACKET ARM, AND 250 WATT HPS LUMINAIRE WITH PHOTOCELL. (NOTE: ONE 4 IN. PVC SCHEDULE 80 CONDUIT BEND.) STA. 465+16, 51' LT.

C. INSTALL NEMA SIZE 6 BASE MOUNTED CONTROLLER AND CABINET WITH ELECTRICAL UTILITY SERVICE EQUIPMENT. (NOTE: TWO-4 IN. PVC, AND TWO-2 IN. PVC SCHEDULE 80 CONDUIT BENDS.)

D. 3-1-CONDUCTOR (NO. 4 AWG THHN/THWN) POWER SERVICE CABLE OVERHEAD, TO BE DONE BY CONOWINGO POWER (POLE# 25486).

E. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. STUB UP TO EXISTING CONOWINGO POLE (# 12806)

F. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.

H. INSTALL HANDHOLE.

J. INSTALL 3 IN. PVC RISER 25 FT. TO CONOWINGO POWER POLE (# 12806)

K. INSTALL 3/8 INCH SPAN WIRE WITH MESSAGER RINGS TO MAST ARM POLES AND UTILITY POLES AS SHOWN.

L. REMOVE EXISTING MAST ARM POLE AND ALL ASSOCIATED EQUIPMENT AND CONCRETE FOUNDATION AND BACKFILL 12 IN. BELOW GRADE.

M. REMOVE EXISTING HANDHOLE AND BACKFILL 12 IN. BELOW GRADE.

N. CAP AND ABANDON EXISTING CONDUIT.

O. USE EXISTING MAST ARM POLE AND MAST ARM AND INSTALL NEW STREET NAME SIGN, BACKGUY WITH ANCHOR ASSEMBLY, 3 IN. WEATHER HEAD AND PROPOSED VIDEO DETECTION CAMERA. REPLACE EXISTING TRAFFIC SIGNAL HEADS WITH NEW TRAFFIC SIGNAL HEADS AS SHOWN ON PLAN.

P. MAINTAIN EXISTING HANDHOLE.

Q. ABANDON EXISTING LOOPS.

R. REMOVE EXISTING BASE MOUNTED CABINET AND FOUNDATION THEN BACK FILL 12 IN. BELOW GRADE.

S. ATTACH 12 PAIR SELF SUPPORTING CABLE TO EXISTING CONOWINGO POLE AS SHOWN.

T. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE.

U. USE EXISTING HANDHOLE.

V. USE EXISTING CONDUIT.

W. INSTALL 12 PAIR CABLE IN EXISTING POLE MOUNTED CABINET WITH LABELS AT CABLES END AND TERMINATE. THEN DISCONNECT EXISTING 12 PAIR CABLE FROM EXISTING CABINET, HANDHOLES AND CONDUIT.

X. REMOVE EXISTING PAVEMENT MARKINGS

GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS. OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
7. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
8. MAINLINE SIGNAL HEAD WIRING SHALL HAVE A MINIMUM OF 35 FT. OF SLACK CABLE.
9. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCE AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

M.O.T. PHASE 1

CONSTRUCTION LEGEND

WORK AREA

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD	STORM DRAIN
G	GAS MAIN
W	WATER MAIN
S	SEWER MAIN
E	ELECTRIC CABLES
A	AERIAL CABLES
T	TELEPHONE CABLES
F	FIBER-OPTIC

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REVISIONS					
E	SHA NO. CE4415176 MODIFICATION DUE TO GEOMETRIC CHANGE				08/2004
SWA					
D	SHA NO. 8T2000 AS BUILT; CHANGE TO MD 213 TO A SIDE STREET SPLIT				07/2001
DW	MN	DB		BE	TCR
C	SHA NO. 8582504002 UPGRADE I.C.B. TO SIGNAL				
PRD	DJD	DAZ	EJP		JH

APPROVALS

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ASST. CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, OFFICE OF TRAFFIC & SAFETY

ORIGINAL ON FILE

SHA MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNAL PLAN

MD 273 (TELEGRAPH ROAD) AT MD 213 (LEWISVILLE /SINGERLY ROAD)

DRAWN BY:	M. LINARDI	F.A.P. NO.		TS NO.	SHEET NO.
CHECKED BY:	W.F. FITCH	S.H.A. NO.	23854T2502873	TS-838 E	
SCALE:	1" = 20'	COUNTY:	CECIL	T.I.M.S. NO.	23 OF 28
DATE:	01/15/1973	LOG MILE:	07021326.20	F246	

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