U.S. 301 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO BE RELOCATED
(SHOWN AT FINAL LOCATION)

18 — R4-7 (36" X 48")

14,19 — Billingsley Rd — D-3(1) DUAL FACED VARIABLE x 16"

23,24 — ONLY — R3-5L (30" X 36")

25 — ONLY — R3-5(1) (30" X 36")

26 — ONLY — R3-5R (30" X 36")

27 — SOUTH 301 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

EXISTING SIGNS TO REMAIN

16,17 — Billingsley Rd — D-3(1) DUAL FACED VARIABLE x 16"

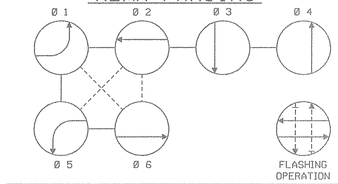
15 — R4-7 (36" X 48")

20 — SOUTH 301 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

21 — NORTH 301 — ASSOCIATED SHIELD ASSEMBLY (48" X 75")

22 — NORTH 301 — ASSOCIATED SHIELD ASSEMBLY (30" X 51")

NEMA PHASING



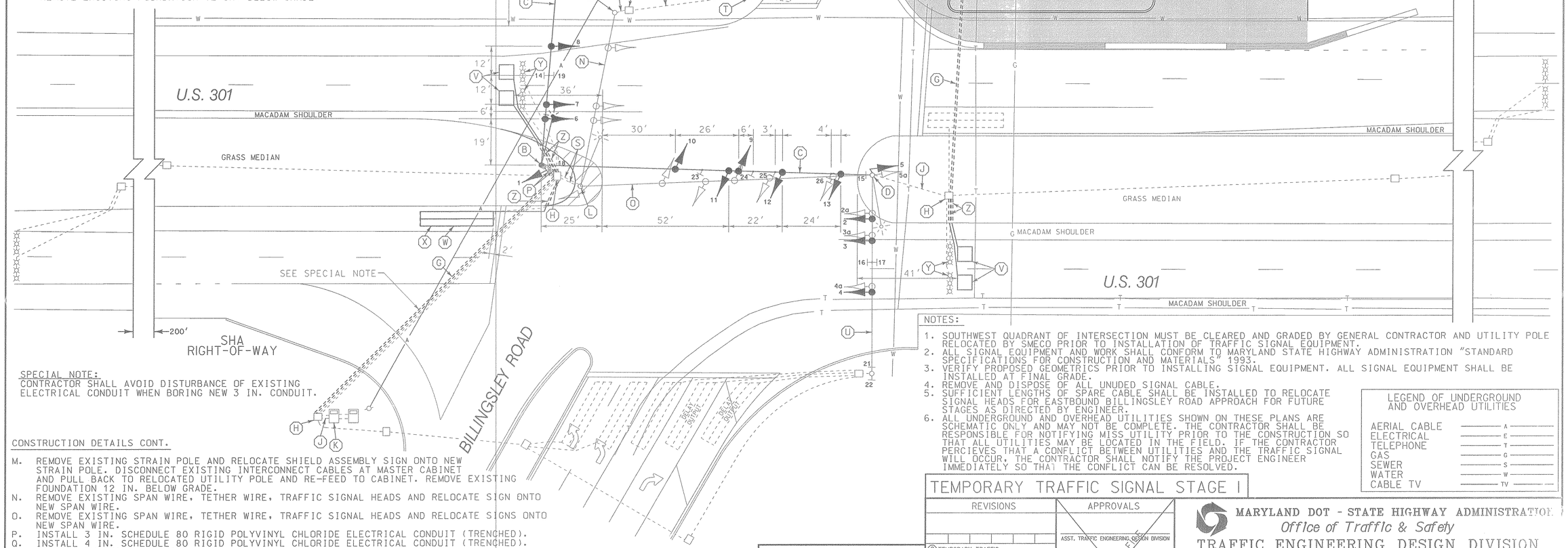
PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.

EXISTING SIGNALS TO BE REMOVED

2a,5a — 3a,4a

PROPOSED SIGNALS

1,2, 5,6 — 3,4,7,8, 10,12,13 — 9,11



CONSTRUCTION DETAILS

A. INSTALL 12 IN. X 30 FT. STEEL STRAIN POLE AND RELOCATED SIGN (INSTALL 1-2 IN. AND 1-4 IN., SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. INSTALL 12 IN. X 30 FT. STEEL STRAIN POLE, TRAFFIC SIGNAL HEAD, 20 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE AND RELOCATE SIGN AS NOTED (INSTALL 2-3 IN., SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
C. INSTALL 3/8 IN. STEEL SPAN WIRE, TRAFFIC SIGNAL HEADS, 1/4 IN. TETHER SPAN WIRE AND RELOCATE SIGN(S) AS NOTED.
D. USE EXISTING STRAIN POLE, INSTALL TRAFFIC SIGNAL HEAD AND REMOVE TRAFFIC SIGNAL HEAD AS NOTED.
E. INSTALL HANDHOLE.
F. INSTALL 2 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
G. INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
H. USE EXISTING HANDHOLE.
J. USE EXISTING CONDUIT.
K. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
L. REMOVE EXISTING STRAIN POLE, STREET LIGHTING ARM AND TRAFFIC SIGNAL HEAD. REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE.

SPECIAL NOTE:
CONTRACTOR SHALL AVOID DISTURBANCE OF EXISTING ELECTRICAL CONDUIT WHEN BORING NEW 3 IN. CONDUIT.

CONSTRUCTION DETAILS CONT.

M. REMOVE EXISTING STRAIN POLE AND RELOCATE SHIELD ASSEMBLY SIGN ONTO NEW STRAIN POLE. DISCONNECT EXISTING INTERCONNECT CABLES AT MASTER CABINET AND PULL BACK TO RELOCATED UTILITY POLE AND RE-FEED TO CABINET. REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE.
N. REMOVE EXISTING SPAN WIRE, TETHER WIRE, TRAFFIC SIGNAL HEADS AND RELOCATE SIGN ONTO NEW SPAN WIRE.
O. REMOVE EXISTING SPAN WIRE, TETHER WIRE, TRAFFIC SIGNAL HEADS AND RELOCATE SIGNS ONTO NEW SPAN WIRE.
P. INSTALL 3 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
Q. INSTALL 4 IN. SCHEDULE 80 RIGID POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
R. ABANDON EXISTING HANDHOLE.
S. ABANDON EXISTING CONDUIT.
T. USE EXISTING HANDHOLE. SPLICE EXISTING LOOP DETECTOR WIRE(S) TO NEW 2-CONDUCTOR ELECTRICAL CABLE(S) (ALUMINUM SHIELDED) USING SPLICE KIT.
U. USE EXISTING SPAN WIRE, REMOVE TRAFFIC SIGNAL HEADS AND INSTALL TRAFFIC SIGNAL HEADS AS NOTED.
V. INSTALL 6 FT. X 6 FT. (4-TURNS) TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
W. INSTALL 6 FT. X 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
X. ABANDON EXISTING LOOP DETECTOR.
Y. ABANDON EXISTING MICROLOOP PROBE SET.
Z. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).

NOTES:

1. SOUTHWEST QUADRANT OF INTERSECTION MUST BE CLEARED AND GRADED BY GENERAL CONTRACTOR AND UTILITY POLE RELOCATED BY SMECO PRIOR TO INSTALLATION OF TRAFFIC SIGNAL EQUIPMENT.
2. ALL SIGNAL EQUIPMENT AND WORK SHALL CONFORM TO MARYLAND STATE HIGHWAY ADMINISTRATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION AND MATERIALS" 1993.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED AT FINAL GRADE.
4. REMOVE AND DISPOSE OF ALL UNUDED SIGNAL CABLE.
5. SUFFICIENT LENGTHS OF SPARE CABLE SHALL BE INSTALLED TO RELOCATE SIGNAL HEADS FOR EASTBOUND BILLINGSLEY ROAD APPROACH FOR FUTURE STAGES AS DIRECTED BY ENGINEER.
6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCIEVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT CAN BE RESOLVED.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

TEMPORARY TRAFFIC SIGNAL STAGE I

REVISIONS

C	TEMPORARY TRAFFIC SIGNAL - STAGE I	3/00
B	RECONSTRUCT TRAFFIC SIGNAL	3/97
A	INSTALL E/P LEFT TURN FOR N.B. AND S.B. U.S. 301	6/94

NML — MEL

APPROVALS

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

ASST. DISTRICT ENGINEER, TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

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MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
U.S. 301 AND BILLINGSLEY ROAD

DRAWN BY: S.BARBABIWSKI	F.A.P. NO.	TS NO. TS2484X-1	SHEET NO.
CHECKED BY: R. ZACHERL	S.H.A. NO.		
SCALE: 1"= 20'	COUNTY: CHARLES	T.I.M.S. NO. D-003	1 OF 1
DATE:	LOG MILE: 08030121.01		

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