DRILL HOLES

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BORDER REV: DATE: June 1, 2004

BY: J.WEAVER

MD 3 BUSINESS IS ASSUMED TO RUN IN A NORTH / SOUTH DIRECTION

PROPOSED SIGNS

20,21,23 — ONLY — R3-5(L) (30"x36")

22 — Green Branch → LN — D-3(2) (VAR.X16")

24 — ← Green Branch LN — D-3(2) (VAR.X16")

EXISTING SIGNS

25 — ONLY

26,28 — CROSSING WITH PUSHBUTTON

27,29 — ONLY

AERIAL CABLE DETAIL

	GRADE
PRIMARY	45'+
SECONDARY	35' 0"
TELEPHONE	25' 7"
GUY	24' 4"
GUY	23' 0"
CABLE	22' 0"
GUY	21' 4"

PROPOSED SIGNALS

1,2,3, 6,7 — R, Y, G, G — 12" 12"

4,5, 8,9 — R, Y, G

EXISTING SIGNALS

10,12 — R, Y, G, G

11,13 — R, Y, G

14,15,16, 17,18,19

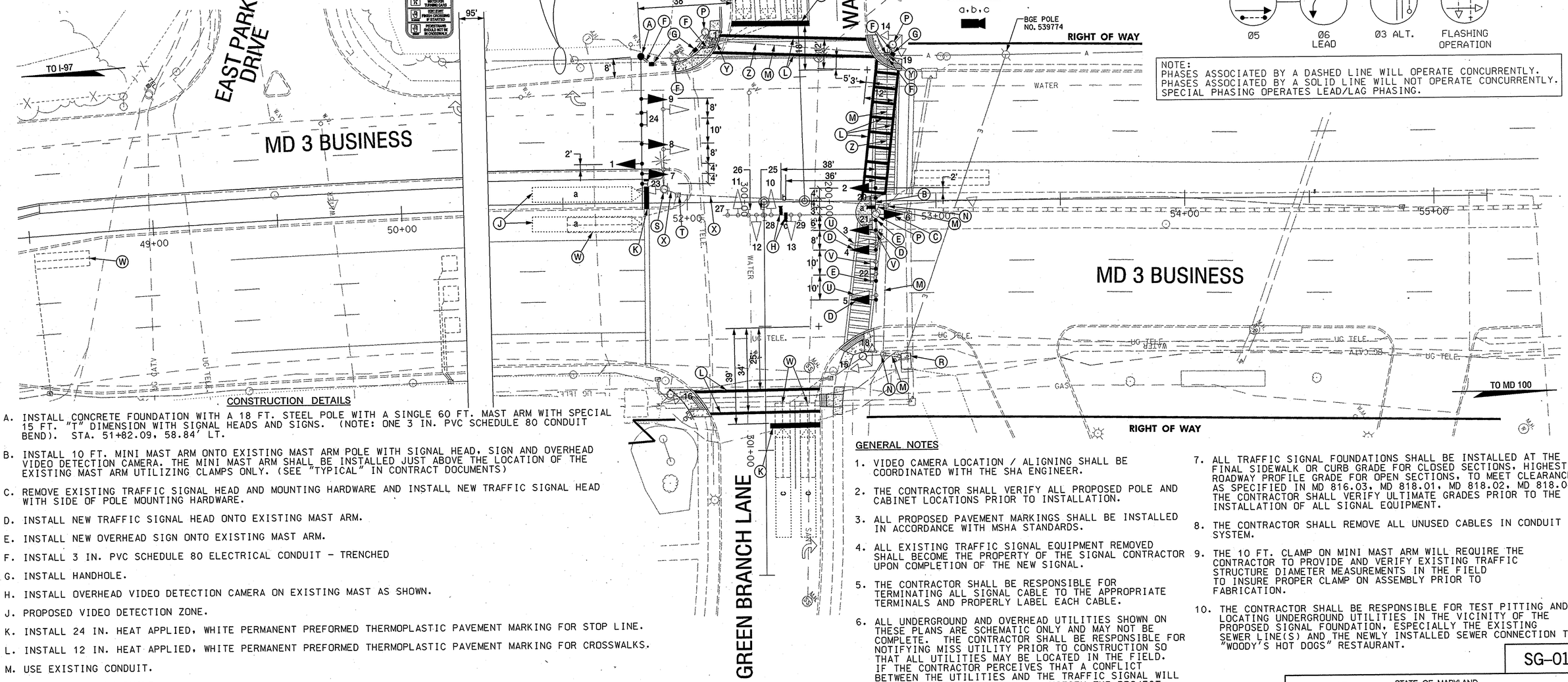
PROPOSED VIDEO DETECTION

a,b,c

NEMA PHASING

Ø1 LAG, Ø2, Ø3, Ø4, Ø5, Ø6 LEAD, Ø3 ALT., FLASHING OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
SPECIAL PHASING OPERATES LEAD/LAG PHASING.



CONSTRUCTION DETAILS

A. INSTALL CONCRETE FOUNDATION WITH A 18 FT. STEEL POLE WITH A SINGLE 60 FT. MAST ARM WITH SPECIAL 15 FT. "T" DIMENSION WITH SIGNAL HEADS AND SIGNS. (NOTE: ONE 3 IN. PVC SCHEDULE 80 CONDUIT BEND). STA. 51+82.09, 58.84' LT.

B. INSTALL 10 FT. MINI MAST ARM ONTO EXISTING MAST ARM POLE WITH SIGNAL HEAD, SIGN AND OVERHEAD VIDEO DETECTION CAMERA. THE MINI MAST ARM SHALL BE INSTALLED JUST ABOVE THE LOCATION OF THE EXISTING MAST ARM UTILIZING CLAMPS ONLY. (SEE "TYPICAL" IN CONTRACT DOCUMENTS)

C. REMOVE EXISTING TRAFFIC SIGNAL HEAD AND MOUNTING HARDWARE AND INSTALL NEW TRAFFIC SIGNAL HEAD WITH SIDE OF POLE MOUNTING HARDWARE.

D. INSTALL NEW TRAFFIC SIGNAL HEAD ONTO EXISTING MAST ARM.

E. INSTALL NEW OVERHEAD SIGN ONTO EXISTING MAST ARM.

F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED

G. INSTALL HANDHOLE.

H. INSTALL OVERHEAD VIDEO DETECTION CAMERA ON EXISTING MAST AS SHOWN.

J. PROPOSED VIDEO DETECTION ZONE.

K. INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.

L. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALKS.

M. USE EXISTING CONDUIT.

N. USE EXISTING HANDHOLE.

P. USE EXISTING TRAFFIC SIGNAL POLE.

R. USE EXISTING BASE MOUNTING CABINET AND CONTROLLER. (NOTE: SHA FORCES SHALL RETROFIT CONTROLLER EQUIPMENT TO OPERATE VIDEO DETECTION EQUIPMENT.)

S. REMOVE EXISTING POLE, MAST ARM, ALL ASSOCIATED EQUIPMENT AND FOUNDATION 12 IN. BELOW BOTTOM OF PAVEMENT ENVELOPE.

T. REMOVE EXISTING HANDHOLE AND BACKFILL.

U. REMOVE EXISTING TRAFFIC SIGNAL HEAD FROM EXISTING MAST ARM.

V. REMOVE EXISTING OVERHEAD SIGN FROM EXISTING MAST ARM.

W. DISCONNECT AND ABANDON EXISTING LOOP DETECTORS (DISCONNECT AND REMOVE UNUSED LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES, AND CONTROLLER).

X. CAP AN ABANDON EXISTING CONDUIT.

Y. REMOVE EXISTING HANDHOLE. (FRAME AND COVER)

Z. DISCONNECT, PULL-BACK AND REROUTE CABLES.

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. ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
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 CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLES IN CONDUIT SYSTEM.
9. THE 10 FT. CLAMP ON MINI MAST ARM WILL REQUIRE THE CONTRACTOR TO PROVIDE AND VERIFY EXISTING TRAFFIC STRUCTURE DIAMETER MEASUREMENTS IN THE FIELD TO INSURE PROPER CLAMP ON ASSEMBLY PRIOR TO FABRICATION.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TEST PITTING AND LOCATING UNDERGROUND UTILITIES IN THE VICINITY OF THE PROPOSED SIGNAL FOUNDATION, ESPECIALLY THE EXISTING SEWER LINE(S) AND THE NEWLY INSTALLED SEWER CONNECTION TO "WOODY'S HOT DOGS" RESTAURANT.

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

1 REDLINE REVISION NO.1
08/ /05

SG-01

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 3 BUSINESS AT GREEN BRANCH LN/WALMART ENT.

GLEN BURNIE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 09/93 CONTRACT NO. 23855T2507622

DESIGNED BY
DRAWN BY J.L.H.
CHECKED BY K.W.S.
F.A.P. NO.
COUNTY ANNE ARUNDEL
LOGMILE 02B00300.33
T.I.M.S. NO. G064
TOD NO.

DRAWING NO. TS-3383C

SHEET NO. 16a OF 17

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APPROVALS — ORIGINAL ON FILE
TEAM LEADER
ASST. DIV.
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

1 — 08/05/05 — REDLINE REVISION NO.1 - SIGNAL MOD. SHA CONT. NO. AA3375176 — MR DAG

© — 01/24/05 — SIGNAL MODIFICATION SHA CONTRACT NO. AA3375176 — SMA/JNW SMH JAH BRK

B — 10/25/99 — WIDEN WEST LEG OF THE INTERSECTION — TAZ MAR BRK TH

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DATE: 03-AUG-05 16:44