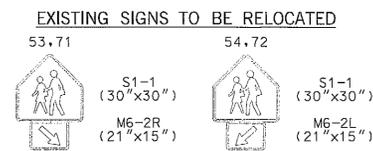
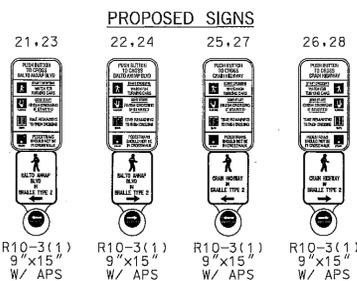
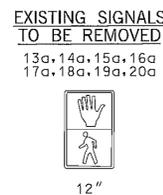
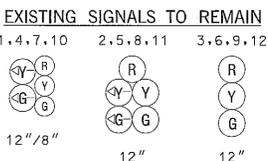
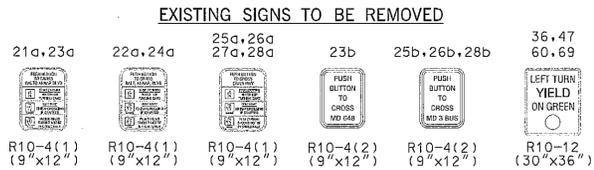


MD 3 BUSINESS IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

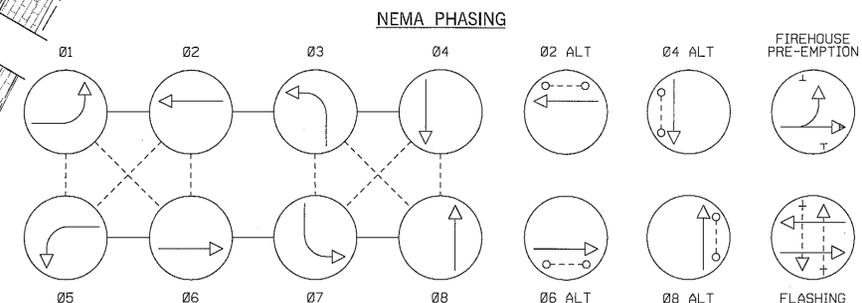
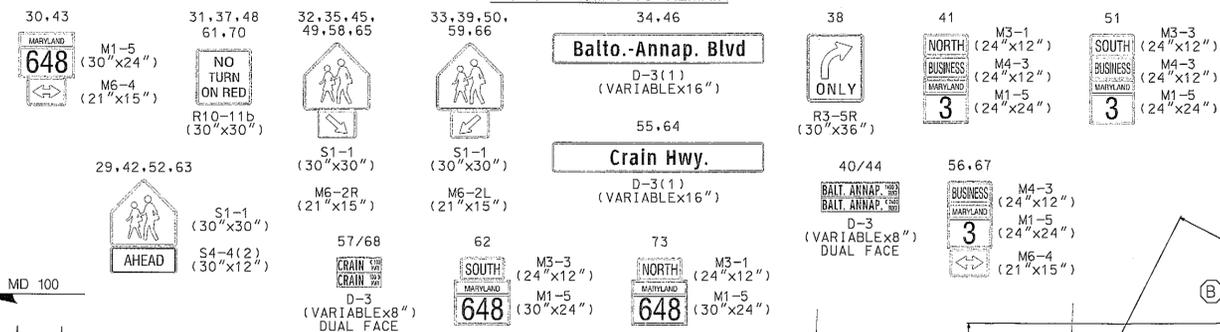
EXISTING VIDEO DETECTION CAMERAS



EXISTING VIDEO DETECTION ZONE

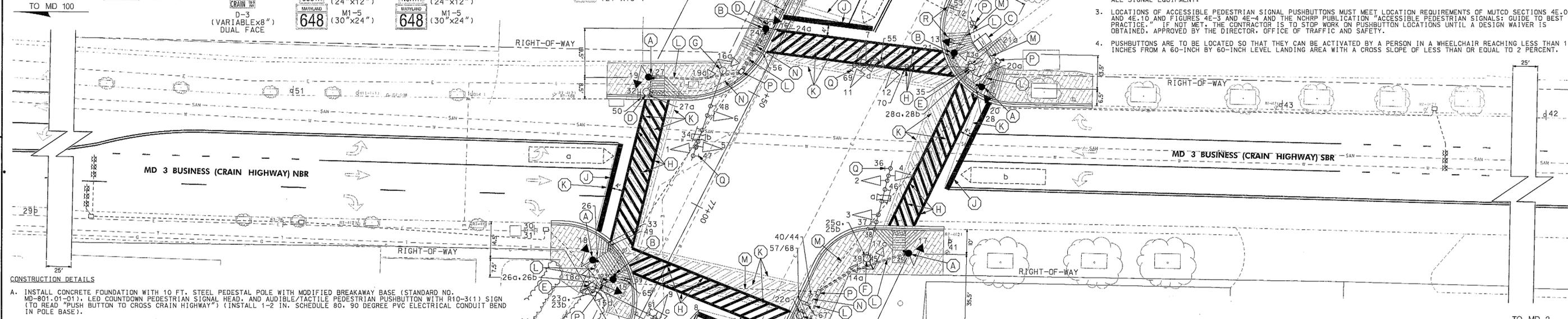


EXISTING SIGNS TO REMAIN



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

GENERAL NOTES
1. 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 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.
2. ALL SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 816.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
3. LOCATIONS OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SECTIONS 4E.08 AND 4E.10 AND FIGURES 4E-3 AND 4E-4 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
4. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18 INCHES FROM A 60-INCH BY 60-INCH LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2 PERCENT.



- CONSTRUCTION DETAILS
- A. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD-801.01-01). LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON WITH R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS CRAIN HIGHWAY") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE).
 - B. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE (STANDARD NO. MD-801.01-01). LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON WITH R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS BALTO ANNAP BLVD") (INSTALL 1-2 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN POLE BASE).
 - C. USE EXISTING BASE MOUNTED CABINET/CONTROLLER. INSTALL APS CENTRAL CONTROL UNIT.
 - D. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.
 - E. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTONS, SIGNS, AND ALL ASSOCIATED ELECTRICAL CABLES.
 - F. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, SIGNS, AND ALL ASSOCIATED ELECTRICAL CABLES.
 - G. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND ALL ASSOCIATED ELECTRICAL CABLES.
 - H. INSTALL 12 IN. WHITE LEAD-FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.
 - J. INSTALL 24 IN. WHITE LEAD-FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING LINE FOR STOP LINE.
 - K. REMOVE EXISTING PAVEMENT MARKINGS.
 - L. INSTALL 2 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT - TRENCHED.
 - M. USE EXISTING CONDUIT.
 - N. CAP AND ABANDON EXISTING CONDUIT.
 - P. USE EXISTING HANDHOLE.
 - O. REMOVE EXISTING OVERHEAD SIGN.
 - R. RELOCATE EXISTING SIGNS AND SUPPORT.

- GENERAL NOTES (CONTINUED)
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND SHALL PROPERLY LABEL EACH CABLE. ALL UNUSED SIGNAL CABLE SHALL BE PROPERLY REMOVED AND DISPOSED.
 - 6. THE MINIMUM 10-FOOT SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM THE FACE OF THE PUSHBUTTON TO THE FACE OF PUSHBUTTON, NOT FROM CENTER OF POLE TO CENTER OF POLE.
 - 7. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO ANY SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
 - 8. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
 - 9. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
 - 10. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
 - 11. ALL CROSSWALKS SHALL BE CENTERED TO THE PROPOSED SIDEWALK RAMP.
 - 12. REFER TO THE ROADWAY PLAN SHEET (SHEET NO. 4 AND 5) FOR ALL SIGN RELOCATIONS RESULTING FROM SIDEWALK CONSTRUCTION.
 - 13. NEW SIGNAL POLE FOUNDATIONS ARE TO BE INCORPORATED INTO THE CURB.

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

**MD 3 BUSINESS (CRAIN HIGHWAY) AT
MD 648 (BALTIMORE ANNAPOLIS BOULEVARD)
GLEN BURNIE, MARYLAND**

TRAFFIC SIGNALIZATION PLAN

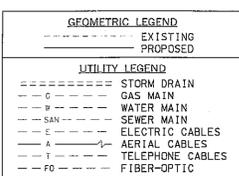
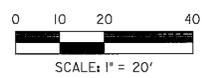
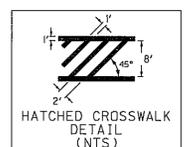
SCALE: 1" = 20' DATE: APRIL 1983 CONTRACT NO. AA-372-451-585

DESIGNED BY: T.A.B. (FOR KCI) COUNTY: ANNE ARUNDEL
DRAWN BY: V.V. (FOR KCI) LOGMILE: 02B00303.34
CHECKED BY: D.J.D., JR. T.I.M.S. NO.:
F.A.P. NO. T.O.D. NO.:

T.S. NO. 1508D SG-03 OF SG-04 SHEET NO. OF

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APPROVALS	REVISIONS
TEAM LEADER	UPGRADE SIGNAL WITH APS AND OPS
ASST. DIV. CHIEF	REPOSITION PUSHBUTTONS AND PUSHBUTTON SIGN
DIVISION CHIEF	INSTALL VIDEO DETECTORS
OFFICE DIRECTOR	

APPROVALS	REVISIONS
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