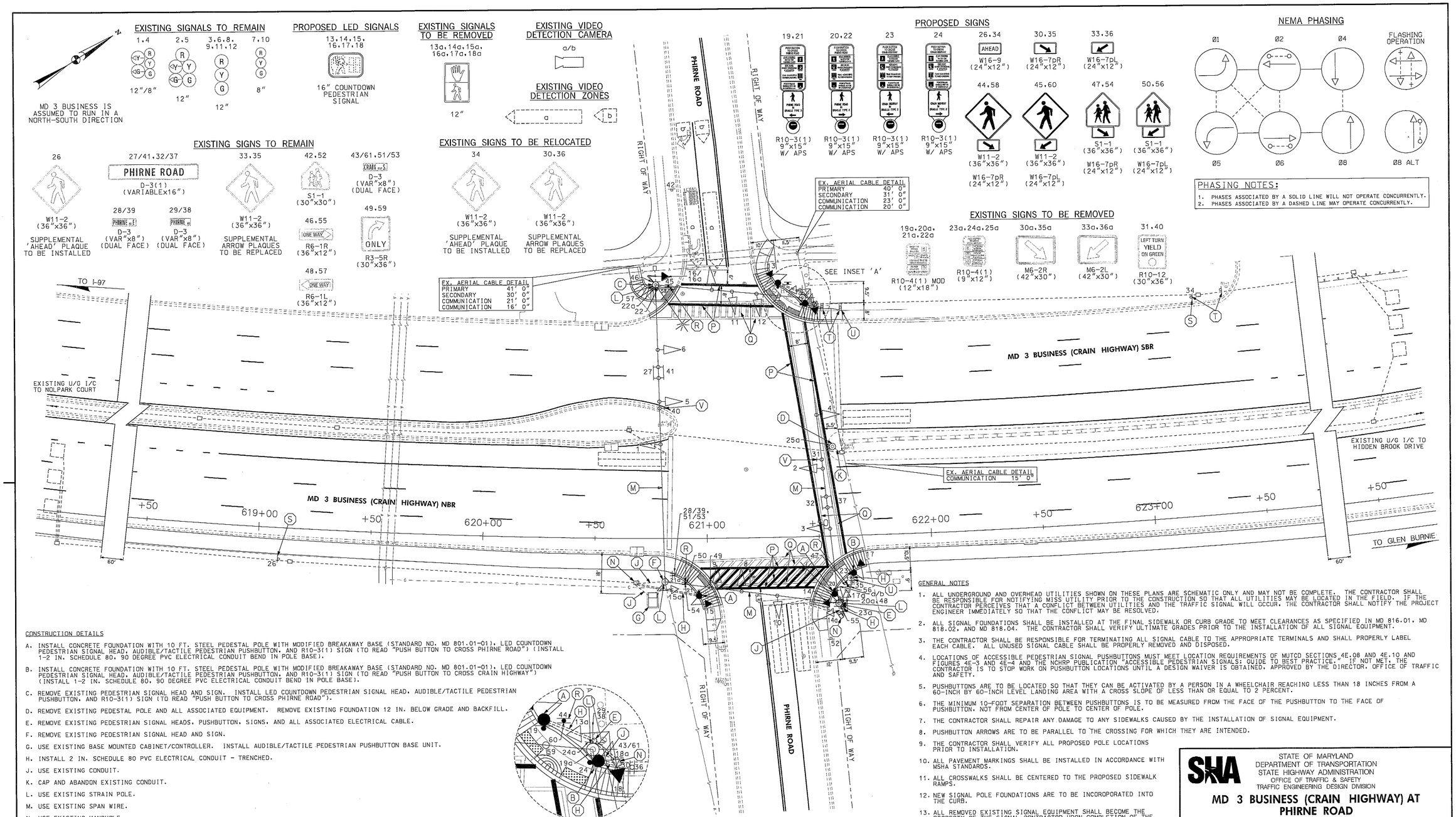

CONSTRUCTION DETAILS

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, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS PHIRNE ROAD") (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, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND 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).

C. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND SIGN. INSTALL LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN (TO READ "PUSH BUTTON TO CROSS PHIRNE ROAD").

D. REMOVE EXISTING PEDESTAL POLE AND ALL ASSOCIATED EQUIPMENT. REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE AND BACKFILL.

E. REMOVE EXISTING PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, SIGNS, AND ALL ASSOCIATED ELECTRICAL CABLE.

F. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND SIGN.

G. USE EXISTING BASE MOUNTED CABINET/CONTROLLER. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.

H. INSTALL 2 IN. SCHEDULE 80 PVC ELECTRICAL CONDUIT - TRENCHED.

J. USE EXISTING CONDUIT.

K. CAP AND ABANDON EXISTING CONDUIT.

L. USE EXISTING STRAIN POLE.

M. USE EXISTING SPAN WIRE.

N. USE EXISTING HANDHOLE.

P. INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR CROSSWALK.

Q. REMOVE EXISTING PAVEMENT MARKINGS.

R. INSTALL GROUND MOUNTED SIGN(S) ON ONE 4"x6" WOOD SUPPORT (DRILLED).

S. INSTALL W16-9P PLAQUE ON EXISTING SIGN SUPPORT.

T. RELOCATE EXSITING SIGN(S) AND SUPPORT.

U. REMOVE EXISTING SUPPLEMENTAL ARROW PLAQUES (M6-2). INSTALL PROPOSED SUPPLEMENTAL ARROW PLAQUES (W16-7p) ON EXISTING SUPPORT.

V. REMOVE EXISTING OVERHEAD SIGN.

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. 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.
4. 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.
5. 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.
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 RAMPS.
12. NEW SIGNAL POLE FOUNDATIONS ARE TO BE INCOROPORATED INTO THE CURB.
13. ALL REMOVED EXISTING SIGNAL EQUIPMENT SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATIONS.

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BY: bshanover

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

E	UPGRADE SIGNAL WITH APS AND CPS	BSH	09/26/2003 SHA NO. X0400978 TMS NO. L657
D	REPLACE FAILED DETECTION	BSH	JULY 2012 OT 2010 SHA NO. 2289572B/I0 TMS NO. L625
C	INSTALL 6P LEFT TURN FOR EB AND WB MD 3	MEL	9/95

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

MD 3 BUSINESS (CRAIN HIGHWAY) AT PHIRNE ROAD
GLEN BURNIE, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 8-27-77 CONTRACT NO. AA-212-501-580

DESIGNED BY BARRY KING
DRAWN BY BARRY KING
CHECKED BY
F.A.P. NO.

COUNTY ANNE ARUNDEL
LOGMILE 02.00301.21
T.I.M.S. NO.
T.O.D. NO.

T.S. NO. 1395E SG-01 OF SG-02 SHEET NO. 7 OF 8

PLOTTED: Monday, August 26, 2013 AT 10:39 AM
FILE: I:\5212 - tedd\28 - ada topa\design\engineering\PlanSet\Submittal14C\MD 3 Business at Phirne\pSG-P001_TS1395D.dgn