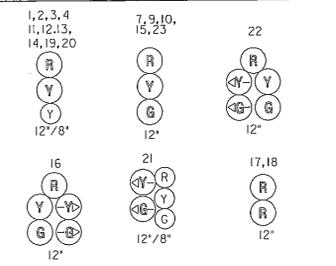
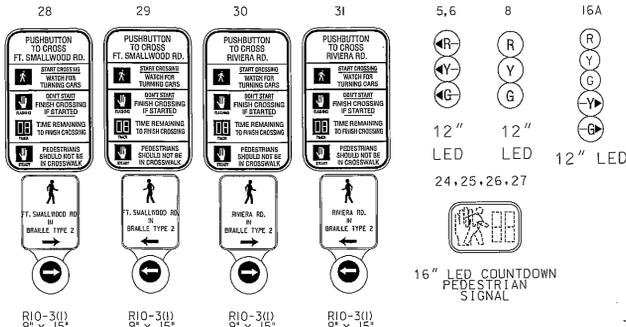


MD 173 IS CONSIDERED TO RUN IN A NORTH-SOUTH DIRECTION

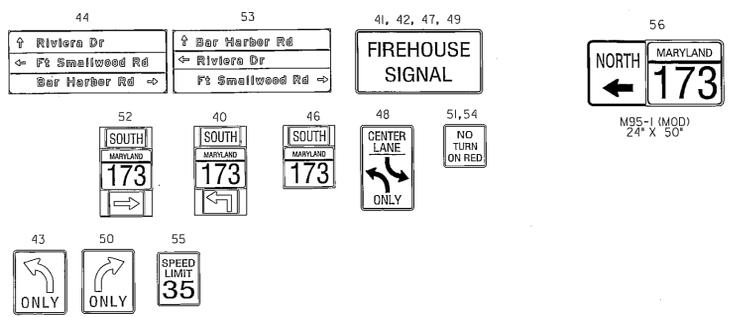
EXISTING SIGNALS TO BE REMOVED AND REPLACED WITH NEW LED SIGNALS



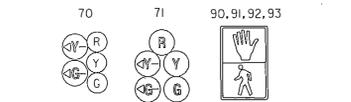
PROPOSED SIGNS AND SIGNALS



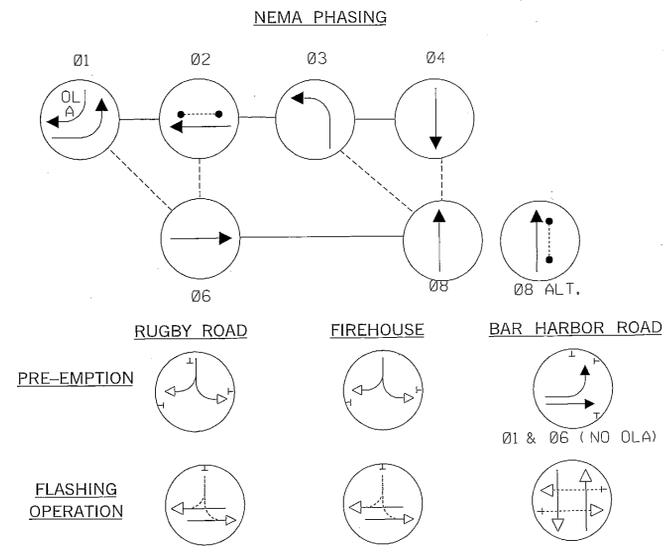
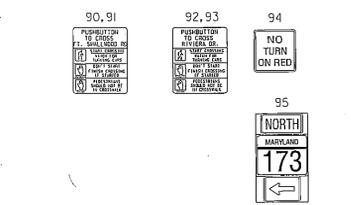
EXISTING SIGNS TO REMAIN



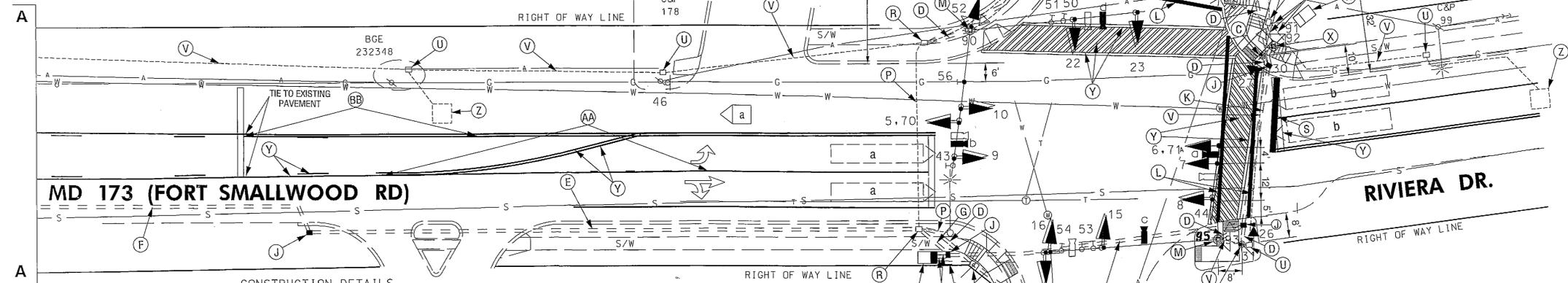
EXISTING SIGNALS TO BE REMOVED



EXISTING SIGNS TO BE REMOVED



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



CONSTRUCTION DETAILS

- A. INSTALL NEMA 6 BASE MOUNTED CABINET AND CONTROLLER AND ALL NECESSARY EQUIPMENT. (NOTE: 2-4" AND 2-2" PVC SCHEDULE 80 CONDUIT BENDS)
- B. INSTALL POWER METER SERVICE PEDESTAL EMBEDDED..
- C. INSTALL CONCRETE FOUNDATION FOR 10' PEDESTAL POLE WITH BREAKAWAY-COUPPLINGS (MD 818.16-01), COUNTDOWN PEDESTAL SIGNAL HEAD AND AUDIBLE TACTILE PUSHBUTTON STATION AND SIGN (NOTE: ONE 2" PVC SCHEDULE 80 CONDUIT BEND).
- D. INSTALL 2" PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- E. INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- F. INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT - SLOTTED.
- G. INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- H. INSTALL 4" PVC SCHEDULE 80 ELECTRICAL CONDUIT, PROVIDE CONDUIT BEND AT THE BASE OF THE UTILITY POLE WITH PULL STRING - TRENCHED.
- J. INSTALL HANDHOLE.
- K. INSTALL 4" PVC SCHEDULE 80 CONDUIT - BORED.
- L. INSTALL 12" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS, FOR CROSSWALK.
- M. USE EXISTING STEEL MAST ARM POLE, INSTALL SIGNAL HEAD ON POLE AND UPGRADE EXISTING SIGNAL HEADS TO L.E.D SIGNAL HEAD, UPGRADE EXISTING CAMERAS TO SOLO TERRA, INSTALL SIGN, AND USE OR REMOVE EXISTING SIGNS AS SHOWN, REMOVE PEDESTAL SIGNAL HEAD, SIGN AND PUSHBUTTON AND INSTALL 2" PVC SCHEDULE 80 CONDUIT BEND IN EXISTING FOUNDATION.
- N. USE EXISTING STEEL MAST ARM POLE, POLE MOUNTED CABINET, UPGRADE ALL SIGNAL HEADS TO L.E.D SIGNALS.
- O. USE EXISTING STEEL MAST ARM POLE, UPGRADE ALL TRAFFIC SIGNAL HEADS TO L.E.D SIGNALS
- P. USE EXISTING CONDUIT
- Q. USE EXISTING HANDHOLE PULL BACK ALL CABLES ASSOCIATED WITH FIRE HOUSE AND REROUTE TO EXISTING CABINET. (NOTE: ABANDON ALL CABLE TO BAR HARBOR INTERSECTION)
- R. USE EXISTING ELECTRICAL HANDHOLE.
- S. INSTALL 24" WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS, VIDEO DETECTION CAMERA.
- T. REMOVE EXISTING GROUND MOUNTED SIGN.
- U. REMOVE EXISTING HANDHOLE.
- V. CAP AND ABANDON EXISTING CONDUIT.
- W. REMOVE EXISTING BASE CABINET CONTROLLER AND ALL NECESSARY EQUIPMENTS (REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE).
- X. REMOVE EXISTING PEDESTAL POLE, SIGN, PEDESTAL SIGNAL, PEDESTAL SIGN AND PUSHBUTTON (REMOVE EXISTING FOUNDATION 12 IN. BELOW GRADE).
- Y. REMOVE EXISTING PAVEMENT MARKINGS.
- Z. ABANDON EXISTING DETECTORS.
- AA. INSTALL 5 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (APPROXIMATELY 115 LF).
- BB. INSTALL 5 INCH YELLOW LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS (APPROXIMATELY 75 LF).

GEOMETRIC LEGEND	
	EXISTING
	PROPOSED

UTILITY LEGEND	
	STORM DRAIN
	GAS MAIN
	WATER MAIN
	SEWER MAIN
	ELECTRIC CABLES
	AERIAL CABLES
	TELEPHONE CABLES
	FIBER-OPTIC

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 MDSHA 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. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
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. SEE SHEET 3 OF 4 FOR APS NOTES AND HANDICAP RAMP DETAILS.

TOD NO:XX 448-30
SHA NO:AA267A51/B51
MD 173@ BAR HARBOR RD

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 173 (FT. SMALLWOOD RD.) AND BAR HARBOR RD.
RIVIERA DRIVE
TRAFFIC SIGNAL MODIFICATION

SIGNALIZATION PLAN SHEET

APPROVALS	REVISIONS	SCALE	ADVERTISED DATE	CONTRACT NO.
<p>TEAM LEADER</p> <p>ASST. DIV. CHIEF</p> <p>DIVISION ENGINEER</p> <p>OFFICE DIRECTOR</p>	<p>11/08 TMS NO. J207 SHA NO.:XX4485185 UPGRADE TO APS, GPS ADA HANDICAP RAMPS AND LED SIGNAL HEADS</p> <p>01/25/07 AT1626158 INSTALL VIDEO DETECTION CAMERA TO REPLACE FAILED LOOP DETECTORS</p> <p>JWA WM AT3545185 E 08/17/04 INSTALL LIGHTING ON SOUTHEAST QUADRANT</p> <p>RRZ DAD DAZ BK</p>	1" = 20'		
<p>DESIGNED BY ANNE ARUNDEL</p> <p>DRAWN BY W.E. MILLER COUNTY LOGMILE 02017305.13</p> <p>CHECKED BY DENNIS J. DODA TMS NO. J207</p> <p>F.A.P. NO. TOD NO.</p>		<p>TS NO. 1369G DRAWING - OF SHEET NO. 1 OF 4</p>		

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