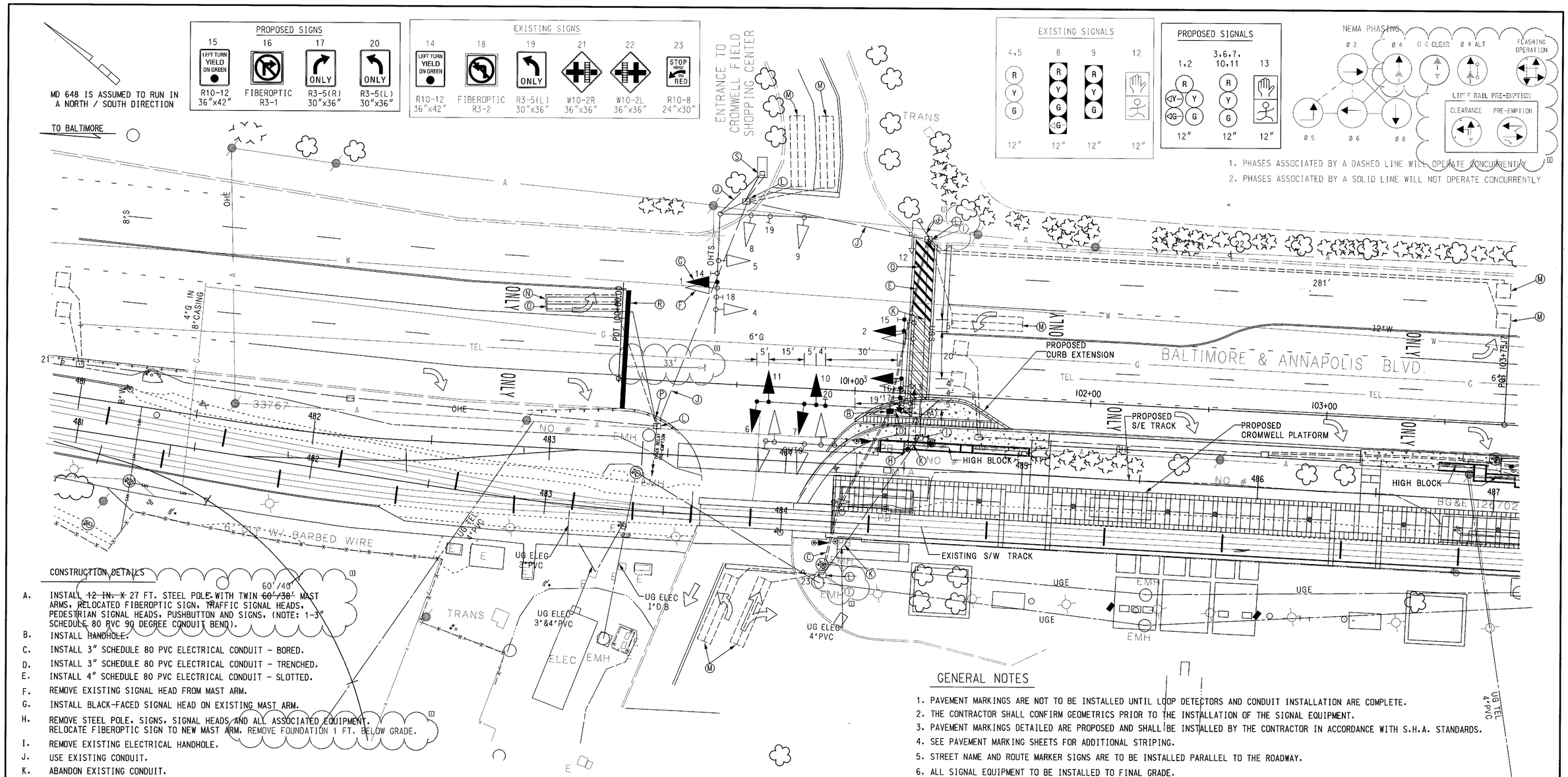

CONSTRUCTION DETAILS

A. INSTALL ~~12 IN. X~~ 27 FT. STEEL POLE WITH TWIN ~~60'/38'~~ 60'/40' MAST ARMS, RELOCATED FIBEROPTIC SIGN, TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON AND SIGNS, (NOTE: 1-3" SCHEDULE 80 PVC 90 DEGREE CONDUIT BEND).
B. INSTALL HANDHOLE.
C. INSTALL 3" SCHEDULE 80 PVC ELECTRICAL CONDUIT - BORED.
D. INSTALL 3" SCHEDULE 80 PVC ELECTRICAL CONDUIT - TRENCHED.
E. INSTALL 4" SCHEDULE 80 PVC ELECTRICAL CONDUIT - SLOTTED.
F. REMOVE EXISTING SIGNAL HEAD FROM MAST ARM.
G. INSTALL BLACK-FACED SIGNAL HEAD ON EXISTING MAST ARM.
H. REMOVE STEEL POLE, SIGNS, SIGNAL HEADS, AND ALL ASSOCIATED EQUIPMENT. RELOCATE FIBEROPTIC SIGN TO NEW MAST ARM. REMOVE FOUNDATION 1 FT. BELOW GRADE.
I. REMOVE EXISTING ELECTRICAL HANDHOLE.
J. USE EXISTING CONDUIT.
K. ABANDON EXISTING CONDUIT.
L. USE EXISTING HANDHOLE.
M. EXISTING LOOP DETECTOR.
N. ABANDON EXISTING LOOP DETECTOR.
O. INSTALL 6' X 30' QUADRUPOLE TYPE (3-6-3) LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
P. INSTALL 1" LIQUID-TIGHT, FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
Q. INSTALL 12" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (CROSSWALK REPAIRS).
R. INSTALL 24" WHITE PERMANENT PREFORMED PAVEMENT MARKING TAPE (STOP BAR).
S. INSTALL PROPOSED WIRE INTO EXISTING CABINET.
T. USE EXISTING HANDHOLE. CAP & ABANDON CONDUIT, AS SHOWN.

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES

GENERAL NOTES

1. PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
2. THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
3. PAVEMENT MARKINGS DETAILED ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
4. SEE PAVEMENT MARKING SHEETS FOR ADDITIONAL STRIPING.
5. STREET NAME AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY.
6. ALL SIGNAL EQUIPMENT TO BE INSTALLED TO FINAL GRADE.
7. ALL UNDER GROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY 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.
8. EXISTING FIBEROPTIC SIGNS AND MTA PREEMPTION PUSHBUTTONS MUST BE MAINTAINED DURING CONSTRUCTION.
9. SIGNAL POLE NOT TO BE INSTALLED UNTIL PROPOSED CURB EXTENSION IS CONSTRUCTED.

20 10 0 20
SCALE: 1" = 20'

JOHNSON, MIRMIRAN & THOMPSON
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REVISIONS		
1	MODIFY PLAN PER SHA COMMENTS	DJU 10-17-03
A	11/03 MODIFY SIGNAL DUE TO GEOMETRIC IMPROVEMENTS, MTA - T-0492-0440	

APPROVALS
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
DIRECTOR, TRAFFIC & SAFETY
ORIGINAL SIGN FILE

C-57

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNAL
MD 648 & NORTH ENTRANCE TO CROMWELL
FIELD SHOPPING CENTER / M.T.A. PARK AND RIDE

DRAWN BY: B. THOMPSON	F.A.P. NO.		TS NO. 3202 A
CHECKED BY: DENNIS DODA	S.H.A. NO.	MTE-23-91-S12	
SCALE: 1" = 20'	COUNTY:	ANNE ARUNDEL	T.I.M.S. NO. E972
DATE: 1-18-92	LOG MILE:	02E64804.09	SHEET NO. 160 OF 517

DATE10/27/2003 m:\kdbltrk\0492c57 CN.dgn