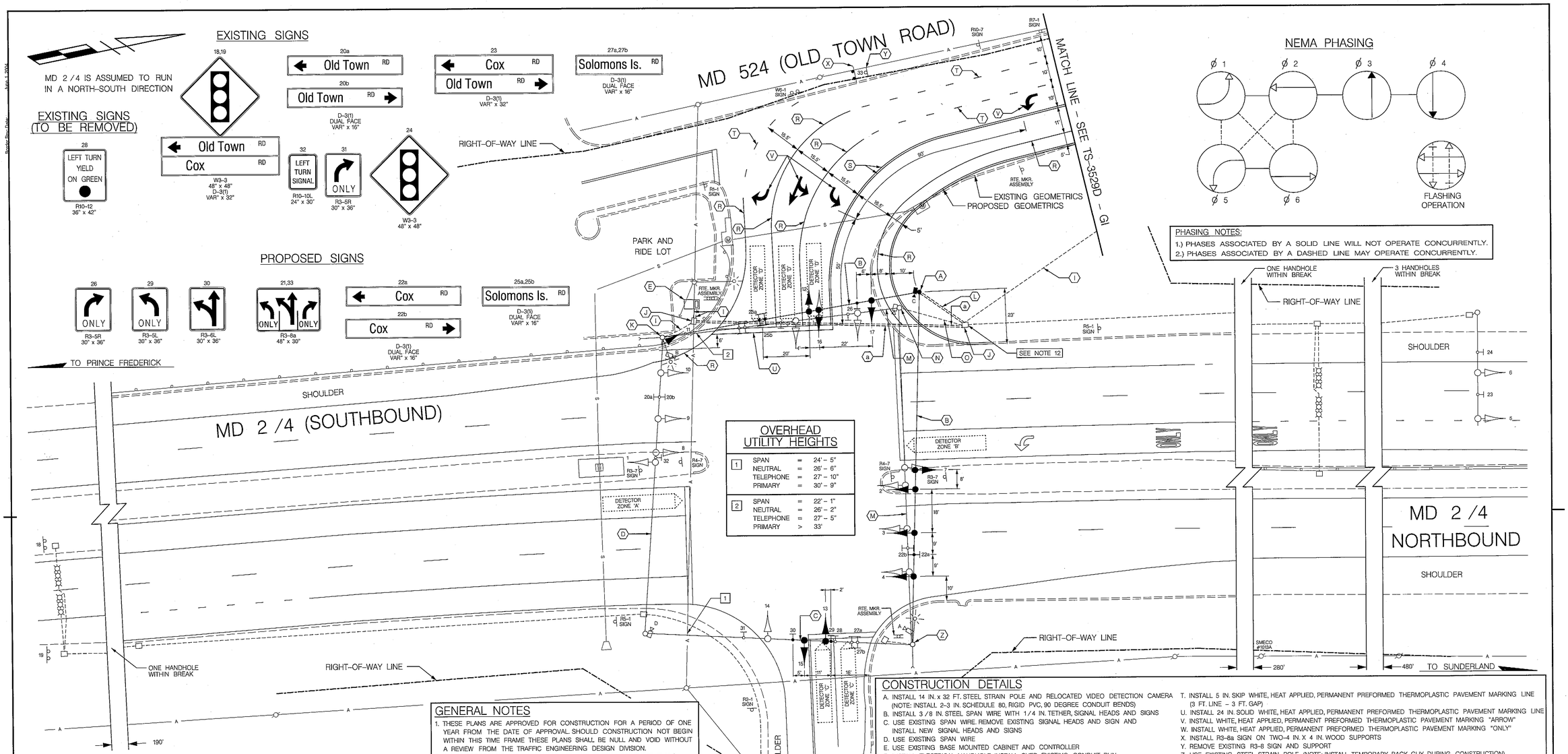

GENERAL NOTES

1. THESE PLANS ARE APPROVED FOR CONSTRUCTION FOR A PERIOD OF ONE YEAR FROM THE DATE OF APPROVAL SHOULD CONSTRUCTION NOT BEGIN WITHIN THIS TIME FRAME THESE PLANS SHALL BE NULL AND VOID WITHOUT A REVIEW FROM THE TRAFFIC ENGINEERING DESIGN DIVISION.
2. 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 UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, OR THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD-816.03, MD 818.01, MD 818.02 AND MD 818.04. THE CONTRACTOR SHALL VERIFY THE ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
4. ALL INTERNAL CABINET WIRING TO BE PERFORMED BY THE SHA SIGNAL SHOP.
5. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLE.
6. FOR ADDITIONAL SIGNING AND PAVEMENT MARKING SEE GI SHEET
7. INSTALL CONDUIT AND DETECTION PRIOR TO THE INSTALLATION OF THE PAVEMENT MARKINGS.
8. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE WORK.
9. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
10. ALL PAVEMENT MARKINGS DETAILED SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
12. DISCONNECT THE EXISTING SOUTHBOUND MD 2 /4 MICRO-LOOP PROBE LEAD-IN CABLES AND THE HAZARD IDENTIFICATION BEACON CABLE FROM THE EXISTING CONTROLLER AND PULL BACK TO THIS POINT. REINSTALL THESE CABLES THROUGH THE NEW CONDUIT BACK TO THE CONTROLLER.

CONSTRUCTION DETAILS

A. INSTALL 14 IN. x 32 FT. STEEL STRAIN POLE AND RELOCATED VIDEO DETECTION CAMERA (NOTE: INSTALL 2–3 IN. SCHEDULE 80, RIGID PVC, 90 DEGREE CONDUIT BENDS)
B. INSTALL 3 /8 IN. STEEL SPAN WIRE WITH 1 /4 IN. TETHER, SIGNAL HEADS AND SIGNS
C. USE EXISTING SPAN WIRE. REMOVE EXISTING SIGNAL HEADS AND SIGN AND INSTALL NEW SIGNAL HEADS AND SIGNS
D. USE EXISTING SPAN WIRE
E. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER
F. INSTALL ELECTRICAL HANDHOLE. INSTALL OVER EXISTING CONDUIT RUN
G. INSTALL 1 IN. LIQUID-TIGHT, FLEXIBLE, CONDUIT – DETECTOR SLEEVE
H. INSTALL MICRO-LOOP PROBE
I. USE EXISTING CONDUIT
J. USE EXISTING HANDHOLE
K. USE EXISTING STEEL STRAIN POLE AND REPLACE EXISTING POLE MOUNTED SIGNAL HEAD (NOTE: INSTALL TEMPORARY BACK-GUY DURING CONSTRUCTION)
L. INSTALL 3 IN. SCHEDULE 80, RIGID PVC ELECTRICAL CONDUIT – TRENCHED
M. REMOVE EXISTING STEEL SPAN WIRE, SIGNAL HEADS AND SIGNS
N. REMOVE EXISTING STEEL STRAIN POLE AND RELOCATE VIDEO DETECTION CAMERA TO NEW POLE (NOTE: INSTALL 2–3 IN. SCHEDULE 80, RIGID PVC, 90 DEGREE CONDUIT BENDS)
O. CAP AND ABANDON EXISTING CONDUIT
P. REMOVE EXISTING HANDHOLE
Q. DISCONNECT AND ABANDON EXISTING MICRO-LOOP PROBE
R. INSTALL 5 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
S. INSTALL 5 IN. SOLID YELLOW, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE
T. INSTALL 5 IN. SKIP WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LINE (3 FT. LINE – 3 FT. GAP)
U. INSTALL 24 IN. SOLID WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING "ARROW"
V. INSTALL WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING "ONLY"
W. INSTALL WHITE, HEAT APPLIED, PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING "ARROW"
X. INSTALL R3-8a SIGN ON TWO-4 IN. X 4 IN. WOOD SUPPORTS
Y. REMOVE EXISTING R3-8 SIGN AND SUPPORT
Z. USE EXISTING STEEL STRAIN POLE (NOTE: INSTALL TEMPORARY BACK-GUY DURING CONSTRUCTION)
a. INSTALL 4 IN. SCHEDULE 80, RIGID PVC ELECTRICAL CONDUIT – SLOTTED

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

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*PROFESSIONAL CERTIFICATION. I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND. LICENSE NO. 42413 , EXPIRATION DATE: 9.18.2014

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

D	SPLIT SIDE STREET PHASING AND REPLACE DETECTION DUE TO GEOMETRIC IMPROVEMENTS. 12-6-2012 TIMS NO. L-419 SHA. NO. BW-896M82	TMZ
C	UPGRADE DETECTION WITH VIDEO AND NON-INVASIVE PROBE SET 11-11-2009 SHA. NO. XX-3565168	STV / MRK
B	CHANCE NB + SB LEFT-TURN PHASING TO EXCLUSIVE 5-2003 SHA. NO. CA4285177	STV / MRK

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DATE: Monday, February 25, 2013 AT 10:40 AM

SHA TRACKING NO. 07-AP-CA-002-XX

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

MD 2 /4 AND MD 524 /COX RD.
HUNTINGTON, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE 1"=20' DATE 2-24-97 CONTRACT NO. –

DESIGNED BY	S. BLOSS	COUNTY	CALVERT
DRAWN BY	S. BLOSS	LOGMILE	04000226.31
CHECKED BY	N. LEARY	T.I.M.S. NO.	
F.A.P. NO.	N/A	TOD NO.	

DRAWING NO. TS-352C D

SHEET NO. 1 OF 2