MD 589 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

EXISTING SIGNS TO BE REMOVED

14a LEFT TURN YIELD ON GREEN R10-12 (36" X 42")
25 R3-6 (30" X 36")
30 R3-5(1) (30" X 36") ONLY
31 R3-5R (30" X 36") ONLY
27 Racetrack Rd D-3(1) (VARIABLE x 16")
18 Cathell Rd D-3(1) (VARIABLE x 16")

EXISTING SIGNS TO REMAIN

16 EVACUATION ROUTE CD-1 (24" X 24")
29 ONLY R3-5L (30" X 36")

PROPOSED SIGNS

14,19,26,35 LEFT TURN YIELD ON GREEN R10-12 (36" X 42")
28 ONLY R3-5L (30" X 36")
37 ONLY R3-5R (30" X 36")
22 SOUTH MARYLAND 589 ASSOCIATED SHIELD ASSEMBLY (30" X 51")
23 NORTH MARYLAND 589 ASSOCIATED SHIELD ASSEMBLY (48" X 75")
33 NORTH MARYLAND 589 ASSOCIATED SHIELD ASSEMBLY (30" X 51")
34 SOUTH MARYLAND 589 ASSOCIATED SHIELD ASSEMBLY (48" X 75")
13,20 Cathell Rd D-3(1) (DUAL FACED) (VARIABLE x 16")
15,17 Cathell Rd D-3(1) (DUAL FACED) (VARIABLE x 16")
21,36 Racetrack Rd D-3(1) (DUAL FACED) (VARIABLE x 16")
24,32 Racetrack Rd D-3(1) (DUAL FACED) (VARIABLE x 16")

PROPOSED SIGNAL HEADS

3,6,12 — 12"
2,5,8,11 — 12"
1,4,7,10 — 12"/8"
9 — 12"

EXISTING SIGNAL HEADS TO BE REMOVED

2A — 12"
8A,10A — 12"
3A,9A — 12"

NEMA PHASING

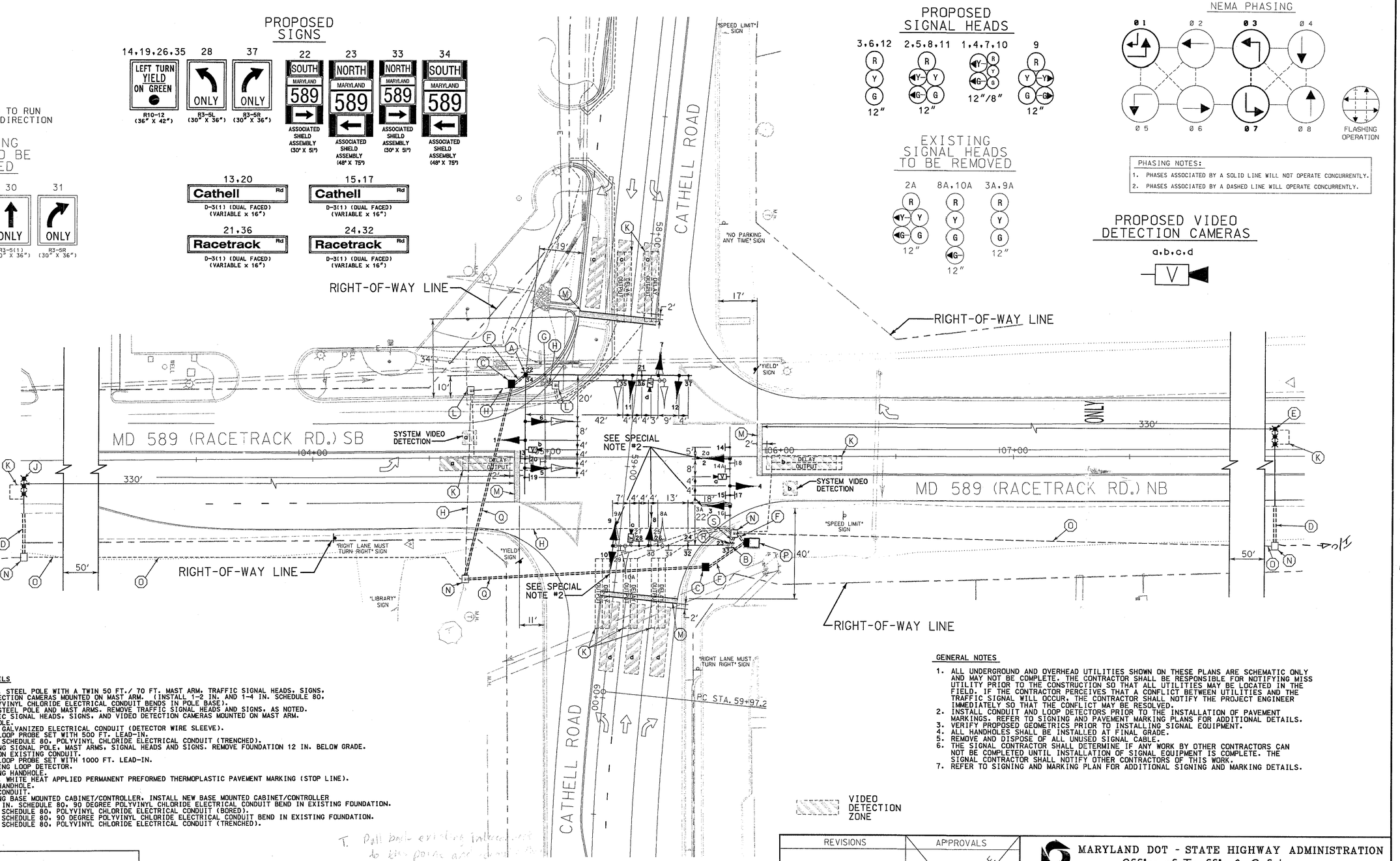
Ø1 Ø2 Ø3 Ø4 Ø5 Ø6 Ø7 Ø8

FLASHING OPERATION

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

PROPOSED VIDEO DETECTION CAMERAS

a,b,c,d



CONSTRUCTION DETAILS

A. INSTALL 27 FT. STEEL POLE WITH A TWIN 50 FT./ 70 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BENDS IN POLE BASE).
B. USE EXISTING STEEL POLE AND MAST ARMS. REMOVE TRAFFIC SIGNAL HEADS AND SIGNS, AS NOTED. INSTALL TRAFFIC SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM.
C. INSTALL HANDHOLE.
D. INSTALL 1 IN. GALVANIZED ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
E. INSTALL MICROLOOP PROBE SET WITH 500 FT. LEAD-IN.
F. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
G. REMOVE EXISTING SIGNAL POLE, MAST ARMS, SIGNAL HEADS AND SIGNS. REMOVE FOUNDATION 12 IN. BELOW GRADE.
H. CAP AND ABANDON EXISTING CONDUIT.
J. INSTALL MICROLOOP PROBE SET WITH 1000 FT. LEAD-IN.
K. ABANDON EXISTING LOOP DETECTOR.
L. REMOVE EXISTING HANDHOLE.
M. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
N. USE EXISTING HANDHOLE.
O. USE EXISTING CONDUIT.
P. REMOVE EXISTING BASE MOUNTED CABINET/CONTROLLER. INSTALL NEW BASE MOUNTED CABINET/CONTROLLER AND INSTALL 4 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN EXISTING FOUNDATION.
Q. INSTALL 4 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).
R. INSTALL 3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN EXISTING FOUNDATION.
S. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).

T. Pull back existing inductive loops to this point and install new conduit.

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. INSTALL CONDUIT AND LOOP DETECTORS PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS. REFER TO SIGNING AND PAVEMENT MARKING PLANS FOR ADDITIONAL DETAILS.
3. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
4. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
5. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
6. THE SIGNAL CONTRACTOR SHALL DETERMINE IF ANY WORK BY OTHER CONTRACTORS CAN NOT BE COMPLETED UNTIL INSTALLATION OF SIGNAL EQUIPMENT IS COMPLETE. THE SIGNAL CONTRACTOR SHALL NOTIFY OTHER CONTRACTORS OF THIS WORK.
7. REFER TO SIGNING AND MARKING PLAN FOR ADDITIONAL SIGNING AND MARKING DETAILS.

SPECIAL NOTES:

1. CONTRACTOR SHALL USE CAUTION WHEN INSTALLING SIGNAL EQUIPMENT TO AVOID DISTURBANCE OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL TEST PIT TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES PRIOR TO INSTALLING SIGNAL EQUIPMENT.
2. DISCONNECT EXISTING ELECTRICAL CABLE FROM EXISTING SIGNAL HEADS TO BE REMOVED AND RE-CONNECT TO PROPOSED SIGNAL HEADS. ANY SIGNAL OUTAGE SHALL BE SCHEDULED DURING NON-PEAK HOURS AS DIRECTED BY THE ENGINEER.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	SS
STORM DRAIN	SD
WATER	W
CABLE TV	TV

Pencilled in comments on Sheet 14 will be incorporated in an addendum to be issued 12/9/02.

REV. "B"

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REVISIONS	APPROVALS
(B) TRAFFIC SIGNAL RECONSTRUCTION CONT. # W05035130 9/17/02 TKF	TEAM LEADER - TRAFFIC ENGINEERING DESIGN DIVISION
(A) AS-BUILT 1/2/01 FJH	ASST. TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF - TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION PLAN
INTERSECTION RECONSTRUCTION - MARYLAND ROUTE 589 AT CATHELL ROAD

DRAWN BY: J. DIRNDORFER	F.A.P. NO. SEE TITLE SHEET	TS NO. TS-2290B	SHEET NO.
CHECKED BY:	S.H.A. NO. 855-25009		
SCALE: 1" = 20'	COUNTY: WORCESTER	T.I.M.S. NO. F223	14 OF 15
DATE: FEB. 27, 1987	LOG MILE:		

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