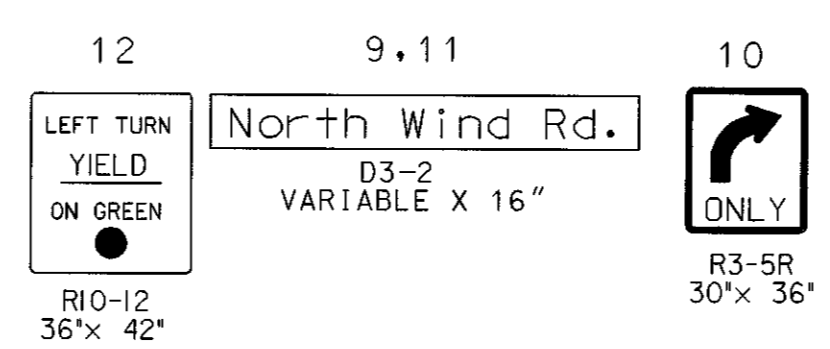
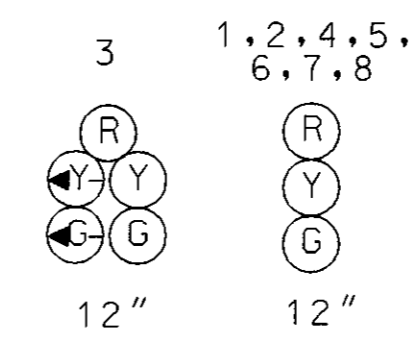


MD 147 IS ASSUMED TO RUN IN AN EAST - WEST DIRECTION

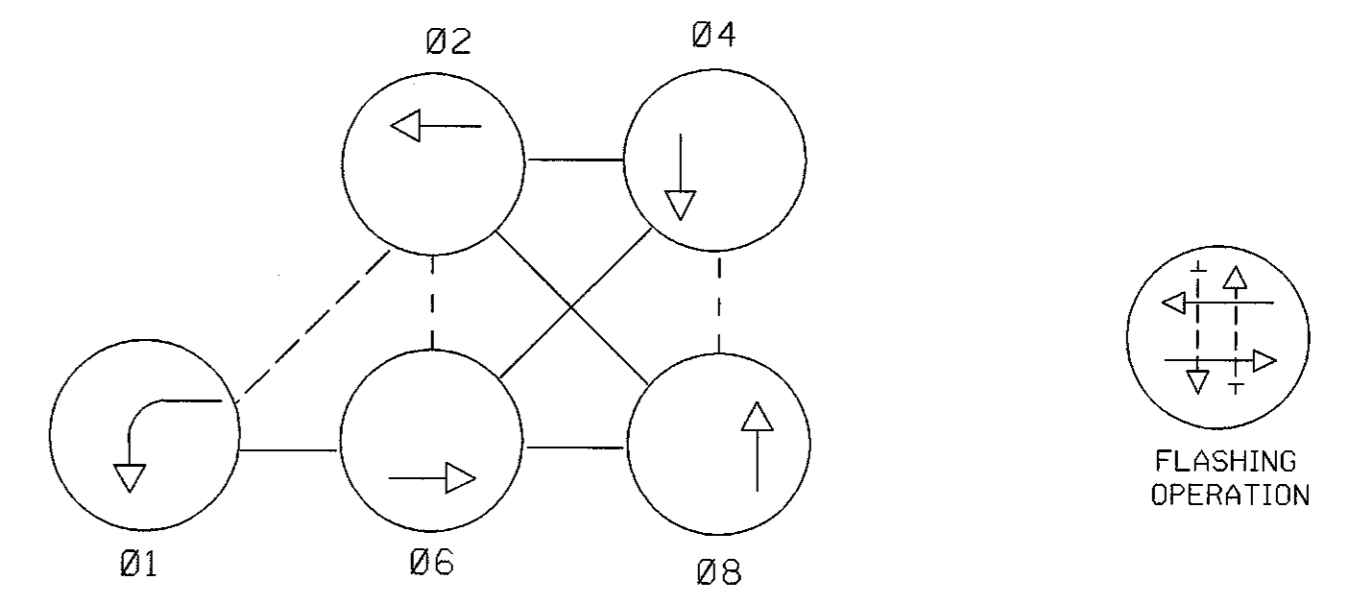
EXISTING SIGNS



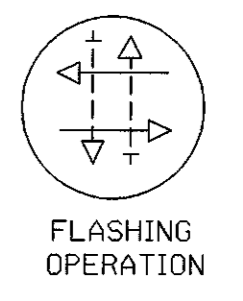
EXISTING SIGNAL HEADS



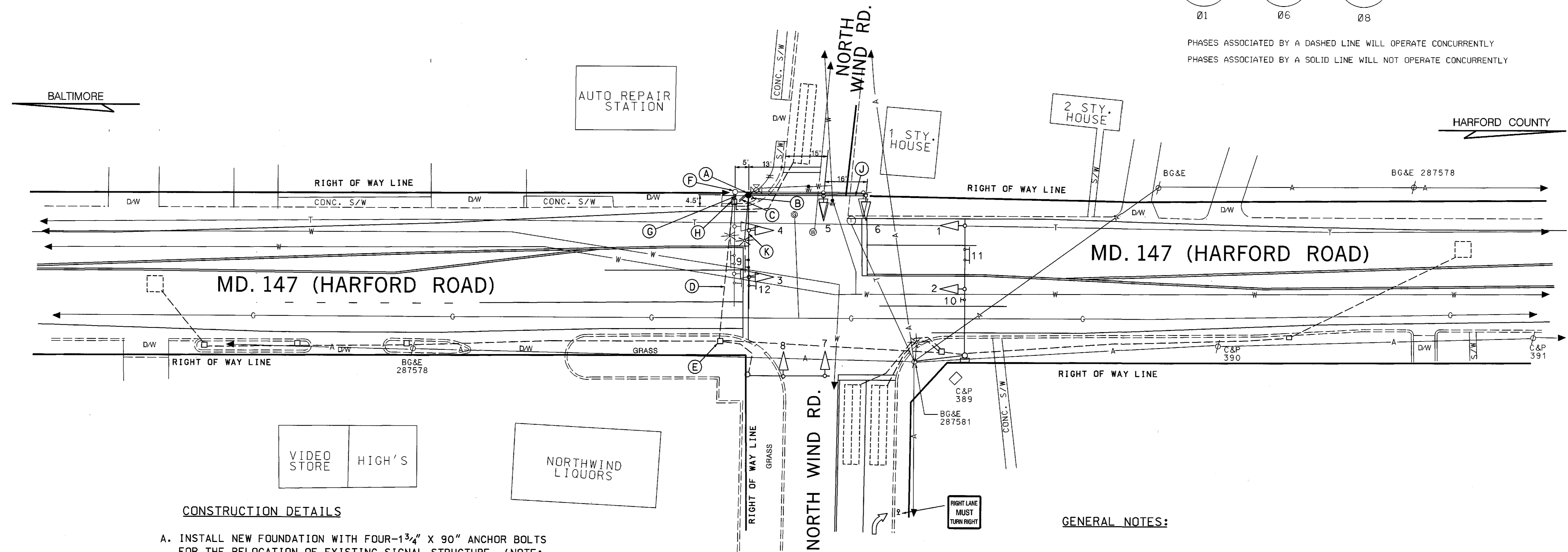
NEMA PHASING



PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



FLASHING OPERATION



CONSTRUCTION DETAILS

- A. INSTALL NEW FOUNDATION WITH FOUR-1 3/4" X 90" ANCHOR BOLTS FOR THE RELOCATION OF EXISTING SIGNAL STRUCTURE. (NOTE: 1-3", 90° PVC SHC 80 BEND). THE DRILLING OF THE NEW FOUNDATION AND THE CONCRETE POUR SHALL BE COMPLETED ON THE SAME DAY.
- B. REMOVE AND REPLACE EXISTING CONCRETE SIDEWALK.
- C. INSTALL 3" PVC SCHEDULE 80 ELECTRICAL CONDUIT-TRENCHED.
- D. USE EXISTING CONDUIT.
- E. USE EXISTING HANDHOLE AND THE COILED CABLE INSIDE.
- F. USE EXISTING POLE AND MAST ARMS, SECURE THE EQUIPMENT ATTACHED. DISCONNECT THE EXISTING CABLES AND PULL THEM BACK TO HANDHOLE LABELED 'H'. REMOVE THE NORTH WIND RD. MAST ARM AND LIFT THE REMAINING SIGNAL STRUCTURE TO BE RELOCATED ONTO THE NEW FOUNDATION. THE EXISTING FOUNDATION SHALL BE REMOVED 12" BELOW GRADE.
- G. CAP AND ABANDON EXISTING CONDUIT AFTER THE CABLES HAVE BEEN PULL BACK TO THE ADJOINING HANDHOLE.
- H. USE THE EXISTING HANDHOLE, THE EXISTING CABLES FROM THE SIGNAL STRUCTURE SHALL BE PULLED BACK AND STORED DURING THE RELOCATING OF THE SIGNAL STRUCTURE.
- J. INSTALL THE NORTH WIND RD. MAST ARM USING NEW FLANGE BOLTS. CUT, CLEAN AND GALVANIZES THE EXISTING MAST ARM FROM A 50' TO A 40' MAST ARM. REWIRE THE EXISTING AND RELOCATED SIGNAL HEADS WITH THE EXISTING CABLES.
- K. REWIRE THE EXISTING SIGNAL HEADS WITH THE EXISTING CABLES.

GENERAL NOTES:

- 1. THE CONTRACTOR SHALL CONTACT MR. ED RODENHIZER, OOTS/SIGNAL SHOP; SEVENTY-TWO HOURS PRIOR TO ANY CONSTRUCTION. COORDINATION WITH ALL THE CONTACT REPRESENTATIVES AND THE POLICE IS REQUIRED TO MINIMIZE THE TRAFFIC SIGNAL DOWN TIME.
- 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 THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER SO THAT THE CONFLICT MAY BE RESOLVED.

UTILITY LEGEND

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

BAI BRUDIS & ASSOCIATES, INC.
CONSULTING ENGINEERS
9220 RUMSEY ROAD, SUITE 110
COLUMBIA, MARYLAND 21045
(410)-884-3607

REVISIONS		APPROVALS	
A	REPLACE 60' ARM WITH 54' ARM	8-11-88	
GS		TH	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
B	REPLACE TWIN ARM POLE W/2 SINGLES(SOUTH LEG)	8-31-88	
GS	DAZ	ETP	TH
C	ASBUILT & RELOC. POLE & 2-26-03 TWIN MAST ARMS (NW CORNER) SHA NO. 27863T0849		
EMM	RJM		

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
SIGNAL PLAN SHEET
MD 147(HARFORD RD.) AND NORTH WIND RD.

DRAWN BY: GENE SIMMERS	F.A.P. NO.	TS NO.
CHECKED BY:	S.H.A. NO.	2046 C
SCALE: 1" = 20'	COUNTY: BALTIMORE	T.I.M.S. NO.
DATE: 7/10/88	LOG MILE: 03014703.10	F-694

SHEET NO. 1 OF 2