MD 162A IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

PROPOSED SIGNS

20 — SIGNAL AHEAD / PREPARE TO STOP WHEN FLASHING — W3-3a(1) (120"x48")

21 — W3-3 (36"x36")

22 — R3-8(3) (48"x30")

26 — TO TRAFFIC ON RIGHT WHEN FLASHING — SIGN DETAIL 'A' (SEE THIS SHEET) (36"x42")

30 — R3-18 (30"x30")

EXISTING SIGNS TO REMAIN

14,17 — Cromwell Pk DR

23,24 — Cromwell Pk DR — D-3(2) (VAR.x16") DUAL FACED

15,19 — R3-18 (30"x30")

16,18 — R3-5(L) (30"x36")

27,28 — R3-5(L)MOD (30"x36")

29 — R3-5(R) (30"x36")

EXISTING SIGNS TO BE REMOVED

20A,22A — W3-3 (36"x36")

25A — R1-1 (30"x30")

26A — R1-2 (30"x30"x30")

EXISTING SIGNALS TO BE REMOVED

1A-3A — 12"

8A-10A, 12A — 12"

11A — 12"

13A — 12"

NEMA PHASING

Ø1 Ø2 Ø4 Ø6

FLASHING OPERATION

6A-8P FULL COLOR M-F, SAT. AND SUN.
FLASHING OPERATION ALL OTHER TIMES

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

EXISTING SIGNALS TO REMAIN (REPLACE WITH LED MODULES)

4,5 — 12"

PROPOSED SIGNALS

1-3 — 12"

6,7 — 12"

8 — 8"

9,10,12 — 12"

11 — 8"/12"

13 — 12"

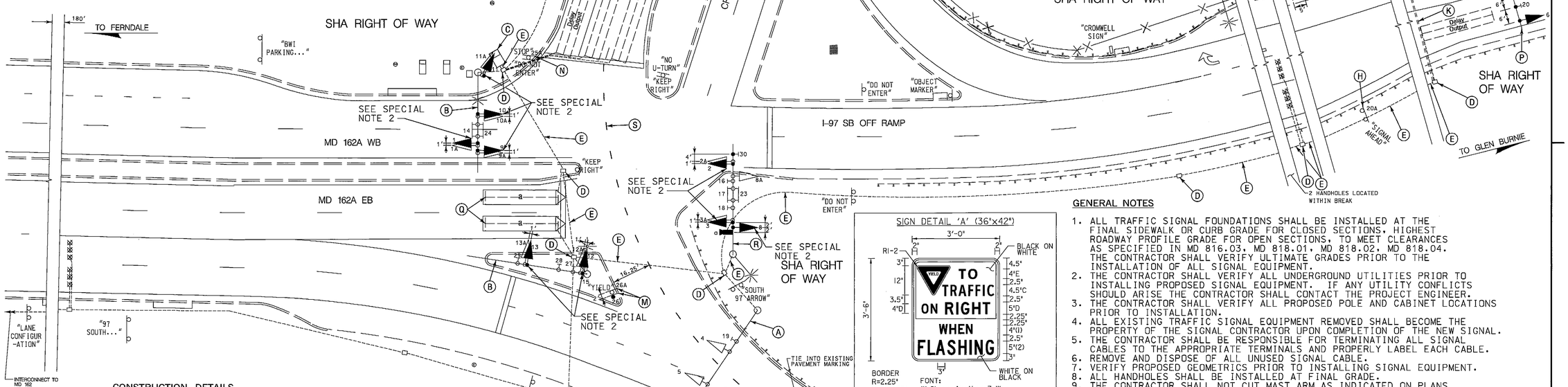
PROPOSED VIDEO DETECTION CAMERA

VIDEO ZONE DETECTION

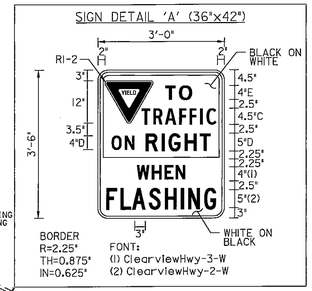
a

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.



SIGN DETAIL 'A' (36"x42")



GENERAL NOTES

1. 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.
2. 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.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
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 CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
7. VERIFY PROPOSED GEOMETRICS PRIOR TO INSTALLING SIGNAL EQUIPMENT.
8. ALL HANDHOLES SHALL BE INSTALLED AT FINAL GRADE.
9. THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
10. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
11. THE CONTRACTOR SHALL CONTACT SHA TO SCHEDULE RETROFITTING OF THE CONTROLLER EQUIPMENT IN ORDER TO OPERATE VIDEO DETECTION EQUIPMENT.

CONSTRUCTION DETAILS

A. USE EXISTING MAST ARM. USE EXISTING SIGNAL HEADS AND REPLACE LED BULBS IN EXISTING SIGNAL HEADS (ALL WORK TO BE PERFORMED BY SIGNAL SHOP).
B. USE EXISTING MAST ARM AND REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW LED SIGNAL HEADS AS NOTED.
C. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER.
D. USE EXISTING HANDHOLE.
E. USE EXISTING CONDUIT.
F. INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
G. INSTALL CONCRETE FOUNDATION WITH 27 FT. STEEL POLE WITH A 70 FT. MAST ARM (CUT TO 35 FT.), TRAFFIC SIGNAL HEADS AND SIGNS. INSTALL STEEL POLE 6' BEHIND FACE OF TRAFFIC BARRIER. (INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE.)
H. REMOVE EXISTING W3-3 SIGN AND WOOD POSTS.
J. REMOVE EXISTING W3-3 SIGN AND WOOD POSTS. INSTALL R3-8(3) (48"x30") SIGN ON TWO 4 IN. x 6 IN. TREATED WOOD POSTS (31 LF).
K. INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
L. INSTALL HANDHOLE.
M. REMOVE EXISTING YIELD SIGN AND SIGN POST. INSTALL SIGN DETAIL 'A' (36"x42") ON ONE 4 IN. x 6 IN. TREATED WOOD POSTS (16 LF).
N. REMOVE EXISTING STOP SIGN ONLY. SIGN POST AND DO NOT ENTER TO REMAIN.
P. CUT, CLEAN, GALVANIZE AND CAP TRAFFIC SIGNAL STRUCTURE.
Q. ABANDON EXISTING LOOP DETECTOR. DISCONNECT AND REMOVE LOOP DETECTOR CABLES FROM CONDUITS, HANDHOLES, SIGNAL STRUCTURES AND CONTROLLER.
R. USE EXISTING MAST ARM AND REMOVE EXISTING SIGNAL HEADS AND INSTALL NEW LED SIGNAL HEADS AND SIGN AS NOTED. INSTALL VIDEO DETECTION CAMERA ON MAST ARM AS SHOWN.
S. INSTALL 5" WHITE HEAT APPLIED PAVEMENT MARKING (3 FOOT LINE WITH 3 FOOT GAP).

WR&A
WHITMAN, REQUARDT & ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR
ORIGINAL ON FILE

REVISIONS
(B) REVISE SIGNAL FOR FULL COLOR OPERATION & INSTALL HIB TIMS NO. L115 CONTRACT SHA NO. XX6425185 10/06/2011 KML

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

I-97 SB OFF RAMP @ MD 162A/CROMWELL PARK DR
Glen Burnie, Maryland

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' DATE 02/06/1996 CONTRACT NO. AW 893-251-573

DESIGNED BY T.ZAYDEL COUNTY ANNE ARUNDEL
DRAWN BY S.BLOSS LOGMILE
CHECKED BY T.HANNAN TIMS NO.
F.A.P. NO. TOD NO.

TS NO. 3583B DRAWING TSP-1 OF 2 SHEET NO. 1 OF 2

PLOTTED: Friday, October 07, 2011 AT 03:40 PM
FILE: N:\31669-163\CADD\zSG-P001_MD162A_L115.dgn

BY: jrasmussen