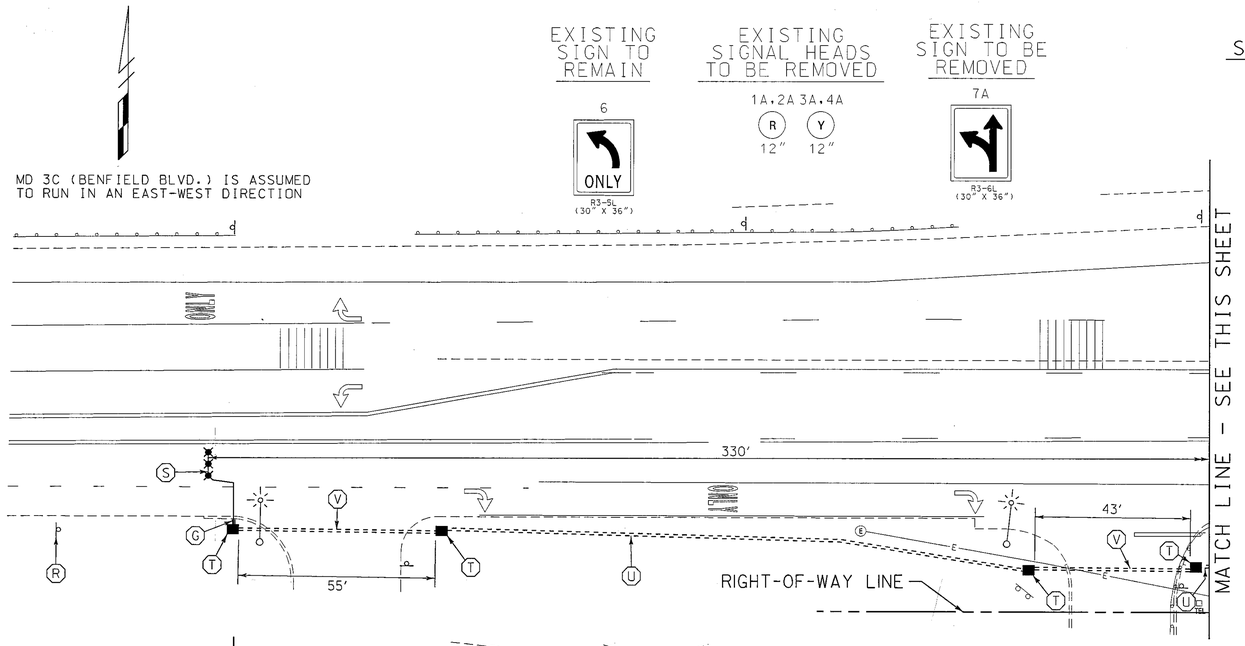
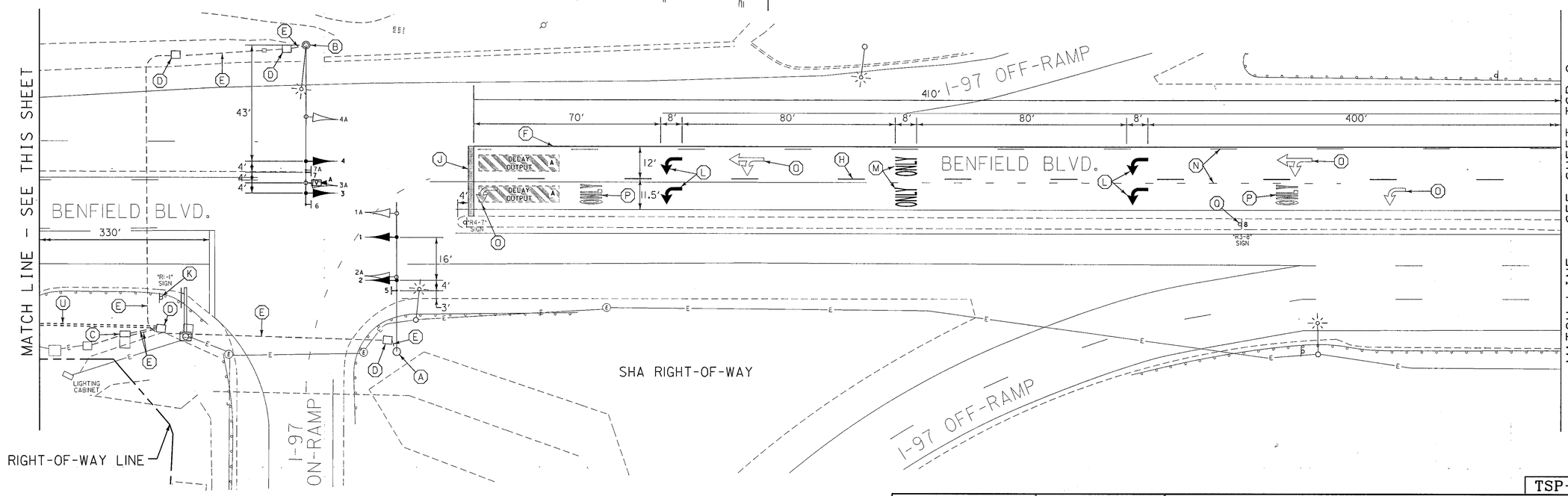
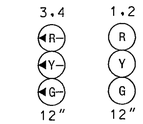
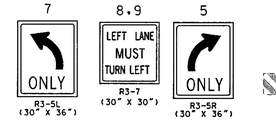




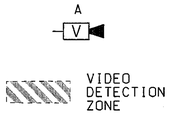
PROPOSED SIGNAL HEADS



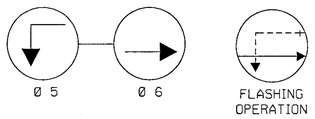
PROPOSED SIGNS



PROPOSED VIDEO DETECTION CAMERA



NEMA PHASING



PHASING NOTES:

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

CONSTRUCTION DETAILS

A. USE EXISTING STEEL POLE. INSTALL TRAFFIC SIGNAL HEADS AND SIGN ON MAST ARM AS NOTED. REMOVE EXISTING TRAFFIC SIGNAL HEADS AS NOTED.
B. USE EXISTING STEEL POLE. INSTALL SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AS NOTED. REMOVE EXISTING TRAFFIC SIGNAL HEADS AND SIGN AS NOTED.
C. USE EXISTING BASE MOUNTED CABINET AND CONTROLLER. SHA FORCES TO INSTALL DETECTOR RACK, FOUR CHANNEL LOOP DETECTOR AMPLIFIER, AND VIDEO INTERFACE EQUIPMENT.
D. USE EXISTING HANDHOLE.
E. USE EXISTING CONDUIT.
F. INSTALL 5 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING.
G. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR SLEEVE).
H. INSTALL 5 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING. (10 FT. LINE - 30 FT. GAP).
J. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
K. REMOVE EXISTING R1-1 AND "OPPOSING TRAFFIC DOES NOT STOP" SIGNS AND SUPPORT.
L. INSTALL HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING "ARROW".
M. INSTALL HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING LETTERS ("ONLY").
N. REMOVE EXISTING PAVEMENT MARKING LINES.
O. REMOVE EXISING PAVEMENT MARKING "ARROW".
P. REMOVE EXISTING PAVEMENT MARKING "ONLY".
Q. REMOVE EXISTING R3-8 SIGN AND INSTALL R3-7L SIGN (30 IN. x 30 IN.) ON EXISTING SUPPORT.
R. REMOVE EXISTING W3-1 SIGN AND SUPPORT.
S. INSTALL MICROLOOP PROBE SET WITH 500 FT. LEAD-IN.
T. INSTALL ELECTRICAL HANDHOLE.
U. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (TRENCHED).
V. INSTALL 3 IN. SCHEDULE 80, POLYVINYL CHLORIDE ELECTRICAL CONDUIT (BORED).

TSP-1

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. REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.

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

WR&A
Whitman, Requardt and Associates, LLP
801 South Caroline Street
Baltimore, Maryland 21231
(410) 235-3450

REVISIONS	APPROVALS
	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
A UPGRADE TO FULL TRAFFIC SIGNAL CONTROL CONT NO. AT604185 — NML BRD — 10/29/04	DIRECTOR, TRAFFIC & SAFETY

ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION

TRAFFIC SIGNALIZATION PLAN

MD 3C (BENFIELD BLVD. EXT.) @ I-97 (SB) ON RAMP

SHA#: AA283A52/B52 TOD#: AT604-11

DRAWN BY:	MEL COOK	F.A.P. NO.		TS NO. 3442-A	SHEET NO.
CHECKED BY:	D. DODA	S.H.A. NO.			
SCALE:	1"=20'	COUNTY:	ANNE ARUNDEL	T.I.M.S. NO. 6512	1 OF 3
DATE:	6/14/94	LOG MILE:	020097092I		

M:\3149284\g5l2gp01.dgn