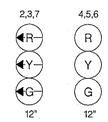
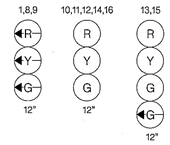
MD 3 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

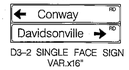
EXISTING L.E.D. SIGNALS



PROPOSED L.E.D. SIGNALS



EXISTING SIGN (TO BE RELOCATED)



EXISTING VIDEO DETECTION CAMERAS (TO BE RELOCATED)

A,B

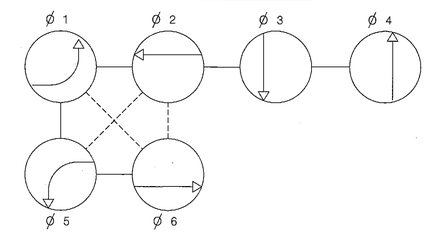
EXISTING VIDEO DETECTION CAMERAS

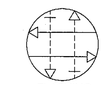
C,D

EXISTING SIGNS

PROPOSED SIGNS

NEMA PHASING





FLASHING OPERATION

PHASING NOTES:

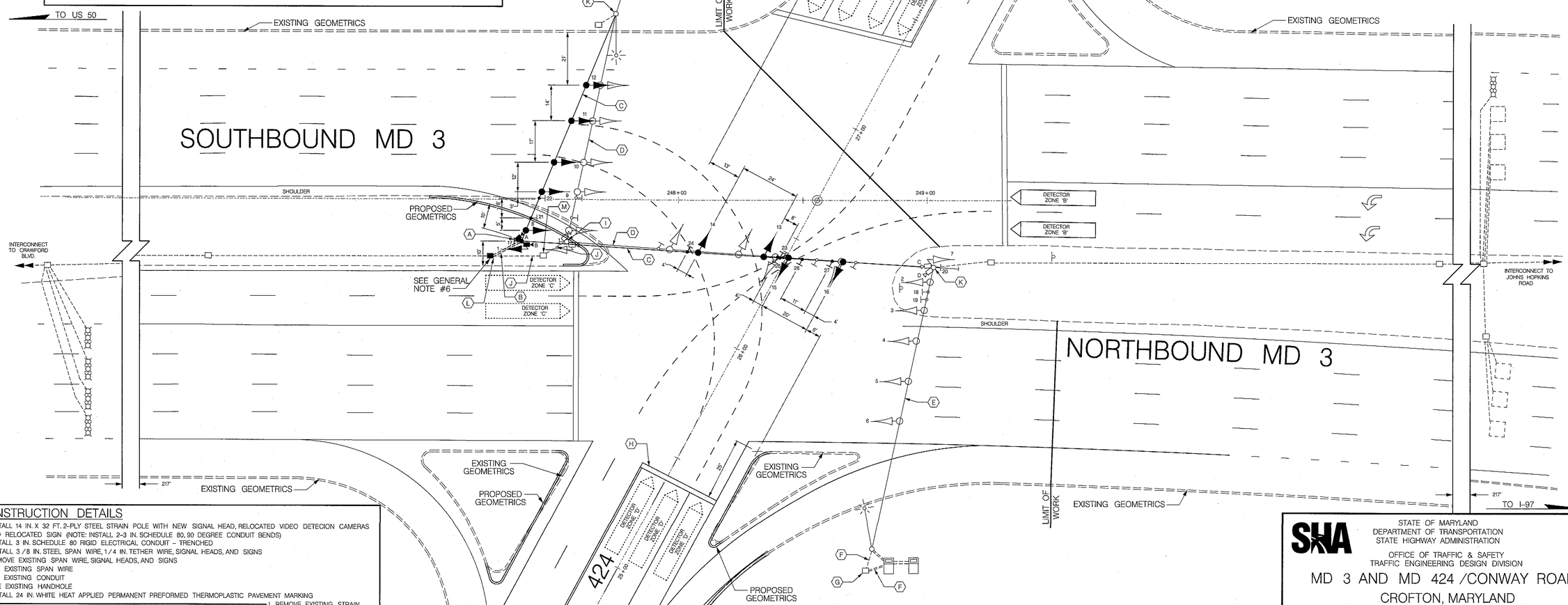
1.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A DASHED LINE MAY OPERATE CONCURRENTLY.
3.) PHASE 1+5 WILL OPERATE AS A LEAD-LAG PHASE.

GENERAL NOTES

1. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT BEING REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE WORK.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALL AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSE SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCE 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.
3. THE CONTRACTOR SHALL REMOVE ALL UNUSED CABLE.
4. 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.
5. DISCONNECT EXISTING INTERCONNECT CABLE & MICRO-LOOP LEAD-IN'S FROM THE EXISTING BASE MOUNTED CONTROLLER AT MD 3 & MD 424 (CONWAY ROAD) AND PULL BACK TO THIS POINT, THEN RE-INSTALL THRU PROPOSED CONDUIT, AND SPAN WIRE TO THE EXISTING BASE MOUNTED CONTROLLER CABINET.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
7. VIDEO CAMERA LOCATION AND ALLIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.

SPECIAL NOTE

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.



CONSTRUCTION DETAILS

A. INSTALL 14 IN. X 32 FT. 2-PLY STEEL STRAIN POLE WITH NEW SIGNAL HEAD, RELOCATED VIDEO DETECION CAMERAS AND RELOCATED SIGN (NOTE: INSTALL 2-3 IN. SCHEDULE 80, 90 DEGREE CONDUIT BENDS)
B. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT - TRENCHED
C. INSTALL 3 / 8 IN. STEEL SPAN WIRE, 1 / 4 IN. TETHER WIRE, SIGNAL HEADS, AND SIGNS
D. REMOVE EXISTING SPAN WIRE, SIGNAL HEADS, AND SIGNS
E. USE EXISTING SPAN WIRE
F. USE EXISTING CONDUIT
G. USE EXISTING HANDHOLE
H. INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING
I. REMOVE EXISTING STRAIN POLE AND ALL ASSOCIATED EQUIPMENT
J. CAP AND ABANDON EXISTING CONDUIT
K. USE EXISTING STRAIN POLE AND INSTALL TEMPORARY DOWN-GUY
L. INSTALL HANDHOLE OVER EXISTING CONDUIT (INTERCEPT EXISTING CONDUIT)
M. REMOVE EXISTING HANDHOLE

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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FAX: (410) 923-6473
EMAIL: KSCHMID@TRAFFIC-CONCEPTS.COM

M:\982

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

ORIGINAL ON FILE

REVISIONS

L	REPLACE STRAIN POLE IN THE SOUTH MEDIAN DUE TO WIDENING	
3-27-13	SHA NO. BW996M82	
TMZ		
K	REPLACE STRAIN POLE IN SOUTH WEST CORNER DUE TO WIDENING	
8-1-09	SHA NO. BW996M82	
TZ		
I	REPLACE PEDESTAL POLE IN THE SOUTH MEDIAN AND DETECTION DUE TO WIDENING	
11-10-06	SHA NO. BW996M82	
TMZ		

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 3 AND MD 424 /CONWAY ROAD
CROFTON, MARYLAND

TRAFFIC SIGNALIZATION PLAN

SCALE	1" = 20'	DATE	5-26-71
CONTRACT NO.			
DESIGNED BY		COUNTY	ANNE ARUNDEL
DRAWN BY	J.S / D. DODA	LOGMILE	02000302.21
CHECKED BY	J.S / D. DODA	T.I.M.S. NO.	
F.A.P. NO.	N / A	TOD NO.	
DRAWING NO.	TS-160 J	SHEET NO.	1 OF 3