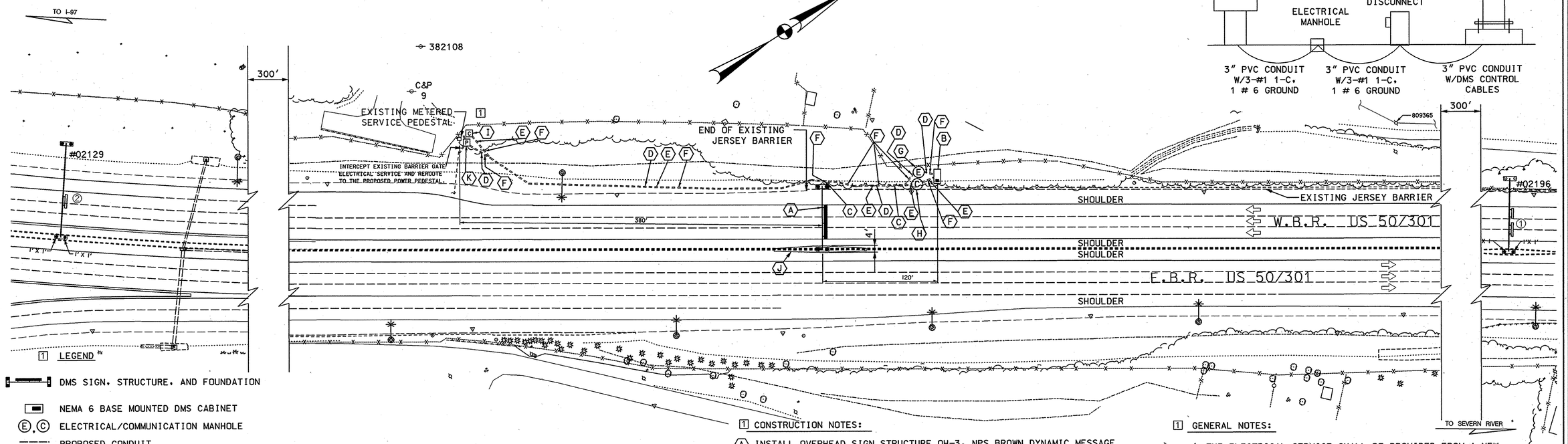
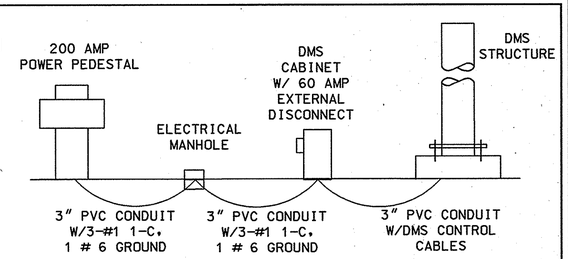
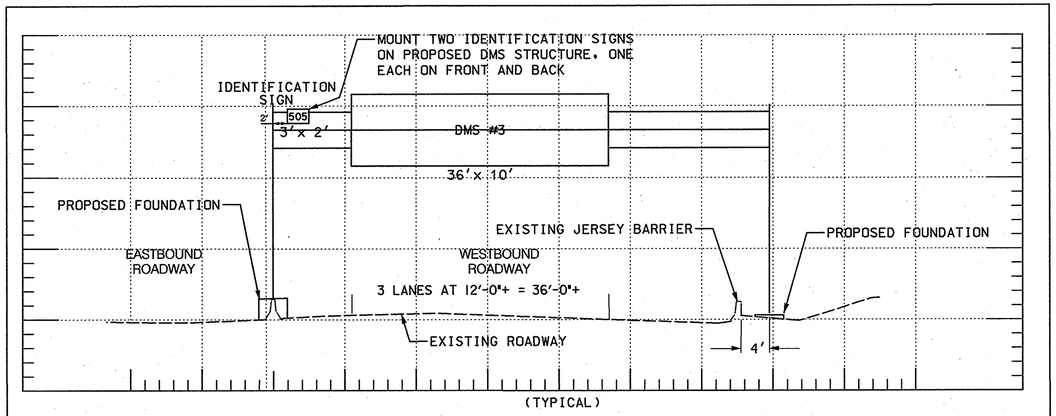




1 LEGEND

- DMS SIGN, STRUCTURE, AND FOUNDATION
- NEMA 6 BASE MOUNTED DMS CABINET
- (E),(C) ELECTRICAL/COMMUNICATION MANHOLE
- PROPOSED CONDUIT
- EXISTING CONDUIT
- [P] 200 AMP POWER PEDESTAL
- [C] COMMUNICATION PEDESTAL
- EXISTING LUMINAIRE
- EXISTING LIGHTING CABINET
- EXISTING SIGN
- EXISTING CANTILEVER SIGN STRUCTURE
- EXISTING OVERHEAD SIGN STRUCTURE



PROPOSED DMS SITE DMS NO.3 [1]

1"=10'

1 CONSTRUCTION NOTES:

(A) INSTALL OVERHEAD SIGN STRUCTURE OH-3, NPS BROWN DYNAMIC MESSAGE SIGN, IDENTIFICATION SIGNS, CATWALK PLATFORM NPS BROWN, AND CONSTRUCT FOUNDATION AS DETAILED ON SHEETS 9, 10, 11, AND 12 OF 23. INSTALL TWO-THREE INCH SCHEDULE 80, 90 DEGREE PVC CONDUIT BENDS IN SHOULDER SIDE FOOTING.

(B) INSTALL ONE BASE MOUNTED FIELD EQUIPMENT CABINET NPS BROWN WITH DYNAMIC MESSAGE SIGN CONTROL EQUIPMENT AND 60 AMP EXTERNAL NEMA 4X DISCONNECT SWITCH FOR DYNAMIC MESSAGE SIGN DETAILED ON SHEET 21 OF 23.

(C) INSTALL TWO, THREE INCH SCHEDULE 80 PVC CONDUITS FOR DYNAMIC MESSAGE SIGN POWER AND CONTROL CABLES.

(D) INSTALL ONE, THREE INCH SCHEDULE 80 PVC CONDUIT WITH THREE #1 1-C THHN/THWN CABLES FOR ELECTRICAL SERVICE, AND ONE #6 GROUND WIRE.

(E) INSTALL ONE, THREE INCH SCHEDULE 80 PVC CONDUIT WITH 5 PAIR, 22 AWG SHIELDED COPPER CABLE FOR COMMUNICATION SERVICE.

(F) OPEN/CLOSE TRENCH (8"W x 30"D).

(G) INSTALL STANDARD 30 INCH x 4 FOOT MANHOLE FOR ELECTRICAL SERVICE.

(H) INSTALL STANDARD 30 INCH x 4 FOOT MANHOLE FOR COMMUNICATION SERVICE.

(I) INSTALL COMMUNICATION PEDESTAL.

(J) INSTALL CONCRETE TRANSITION AS DETAILED ON SHEET 10 OF 23.

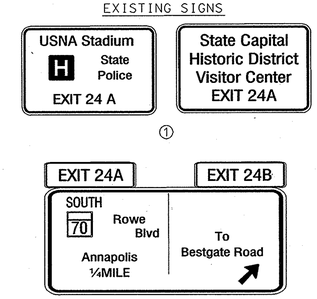
(K) REPLACE THE EXISTING SERVICE PEDESTAL WITH ONE POWER PEDESTAL WITH METER SOCKET AND A 200 AMP MAIN BREAKERS. DISCONNECT THE SERVICE FROM THE EXISTING SERVICE PEDESTAL AND RECONNECT TO THE PROPOSED POWER PEDESTAL. CONNECT THE DMS TO A 60 AMP BREAKER. DISCONNECT THE BARRIER GATE FROM THE EXISTING DISCONNECT AND RECONNECT TO A 30 AMP BREAKER. REMOVE THE EXISTING SERVICE PEDESTAL.

1 GENERAL NOTES:

1. THE ELECTRICAL SERVICE SHALL BE PROVIDED FROM A NEW METERED SERVICE PEDESTAL LOCATED APPROXIMATELY 380' WEST OF THE PROPOSED DMS STRUCTURE, UTILIZING THE EXISTING SERVICE CONNECTION FROM THE UTILITY COMPANY.

2. AT A MINIMUM, THE FOLLOWING MSHA WORK ZONE TRAFFIC CONTROL (WZTC) TYPICALS SHALL BE USED FOR THE WORK SHOWN IN THIS PLAN: MD 104.27-01 (TEMPORARY CONCRETE BARRIER TO BE USED AS CHANNELIZING DEVICE), MD 104.52, MD 104.56-01, AND MD 104.82 (USE OF PORTABLE VARIABLE MESSAGE SIGN REQUIRED). ADDITIONAL WZTC TYPICALS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

EXISTING SIGNS



⇨ DIRECTION OF TRAFFIC

REVISIONS
1 REDLINE #1 06/29/01

CENTURY ENGINEERING, INC.
CONSULTING ENGINEERS – PLANNERS
32 WEST ROAD
TOWSON, MARYLAND 21204

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

US 50/301 APPROX. 1/2 MILE WEST OF THE SEVERN RIVER BRIDGE DYNAMIC MESSAGE SIGN SITE #3 (DMS#3)

DRAWN BY:	D.C.G.	F.A.P. NO.	IDG-97-1(55)N	PLAN SHEET NO.:	SHEET NO. 5 OF 23
CHK. BY:	T.M.H.	S.H.A. NO.	AW6965186		
SCALE:	1"= 50'	COUNTY	ANNE ARUNDEL		

o:\TRANSDWG\97006\29\US50 SEVERN RIVER VMS3\d389vms3a.dgn 06/11/02